



Gypsy, Traveller & Travelling Showpeople Development Plan Document

Site Selection Technical Paper

Published January 2020

Contents:

Page:

1. Introduction	2
2. Making provision through the Emerging local plan	2
3. Identifying Need	2
4. Scoping Report (Regulation 18)	4
5. Site Assessment Methodology	5
6. Assumptions used in the assessment	8
7. Site Assessment Findings	9
8. Option DPD (Regulation 18)	14
9. Devising the Publication Draft	14
10. Provision for Permanent Need	18
11. Provision for Transit need	19
12. Provision for Travelling Showpeople	20
13. Site Allocations	21

Appendices:

1. Timeline of DPD Process	22
2. Site Assessment Methodology	23
3. Site Assessment Scoring Criteria	24
4. Sites considered and conclusions	31
5. Stage 1 Sites Mapped	50
6. Potentially Suitable Sites Mapped	51
7. SA Site Appraisal Findings	52
8. SA Summary of Overall Site Performance	54
9. MDC Specialist Officer Comments on Heritage	57
10. Viability & Feasibility Conclusions	74
11. Summary of Availability of Sites	81
12. Additional Sites Suggested through the Options Consultation	83
13. 15 Additional Sites Assessed (Post Options Consultation – Summer 2019)	91
14. Site Allocations as per DPD Policies Map	92

Annexes:

(Separate document) - Annex A: Site Assessment Proformas
(Separate document) - Annex B: Additional Site Assessments Proformas

1. Introduction

- 1.1 This Site Selection Paper sets out how sites have been assessed and discounted or allocated as part of the emerging Gypsy, Traveller & Travelling Showpeople Development Plan Document (GTTSP DPD).
- 1.2 A timeline of the key stages in the production of the development Plan Document (DPD) can be viewed in Appendix 1 of this paper.

2. Making provision through the Emerging local plan

- 2.1 In January 2016 the council consulted on a draft emerging local plan, known as the 'Consultation Draft'. The document set out the draft vision, objectives and the planning policies up to 2033. A criteria-based policy for Gypsies and Travellers was drafted subject to there being proven need.
- 2.2 In September 2017, the council consulted on a Preferred Options Document which contained a revised vision, and revised objectives to guide the selection of the preferred residential and employment sites. The need identified in the Gypsy and Traveller Accommodation Needs Assessment undertaken in February 2017 was expected at this point to be met through windfall given the modest need, rather than through formal site allocations.

3. Identifying Need

- 3.1 In October 2013, the council agreed to a joint methodology which was to be used across Nottinghamshire when a Local Authority is undertaking a Gypsy and Traveller Accommodation Assessment (GTAA).
- 3.2 Using this agreed methodology, the Council undertook an initial 'Traveller Accommodation Need Assessment and Strategy' in-house in July 2014, however came under some criticism as part of the Emerging local plan consultation from the Gypsy and Traveller Liaison Group, as it was not thought to be robust enough and did not align to assessments undertaken by neighbouring authorities.
- 3.3 As such, the Mansfield Gypsy and Traveller Accommodation Needs Assessment ([GTANA](#)) 2017 was commissioned to establish the level of accommodation needs for the Gypsy, Traveller and Travelling Showpeople for Mansfield District. The assessment was undertaken by specialist consultants RRR Constancy Ltd.
- 3.4 The GTANA identified that there is an overall shortfall in the study area over the next twenty years of 3 residential pitches, no plots for Travelling Showpeople, and 1 transit pitch/emergency stopping place. It stated that the policy process that follows on from this research will also need to consider how Gypsies, Travellers and Travelling Showpeople can be helped through the planning process to find suitable sites. The GTANA also highlighted a number of issues relating to the management and condition of sites.

- 3.5 Since the initial GTANA was published, an existing Travelling Showpeople's site (ref: 60 – Ley Lane) containing two plots has secured a resolution to grant planning permission for 14 houses, and there is a need to secure provision for the residents of this site. In addition, an additional Travelling Showpeople family has purchased a site within the district and are currently applying for planning permission to use the site for residential use (ref: 286 – Longster Lane). As such, two further sites were identified as being required within the district in addition to the 3 permanent pitches and 1 transit site. The Council took the decision to publish an [Addendum](#) to the needs assessment in May 2019. Table 1 below sets out the need for the district.

Table 1: Mansfield Gypsy, Traveller and Travelling Showpeople Needs Summary

Type of Provision	Quantity	Size
Permanent	1 Site – 3 Pitches	Minimum site area 0.15ha, with 0.05ha for each pitch
Transit / Emergency Stopping	1 Site – 15 caravans and associated vehicles (1 car and 1 van for each caravan)	Minimum site area 0.375ha
Travelling Showpeople	2 Sites	Each site with a minimum area of 0.38ha

- 3.6 It should be noted that due to cultural differences between Gypsies, Travellers and Travelling Showpeople; sites will **not** be grouped together (this includes grouping together the two Travelling Showpeople sites). As such, 4 separate sites were being sought at this stage.
- 3.7 In spring 2018, the council undertook an initial Gypsy and Traveller Land Availability Assessment (GTLAA) of potentially suitable sites. This assessment was undertaken in-house and wasn't published as it was based on a draft methodology and site exclusion criteria, both of which were subsequently subject to public consultation later that year.
- 3.8 The purpose of the initial GTLAA was to ensure the Council had a robust understanding of the amount of land with potential for Gypsy and Travellers and Travelling Showpeople. The initial spring 2018 assessment indicated that of the 63 sites assessed, 34 were assessed as being suitable, or potentially suitable. The council then wrote to all 34 landowners or their agents, however no responses were received confirming that any of the sites were available for Gypsy and Traveller use.

- 3.9 In order to identify further potential sites, the council considered the proposed strategic housing allocations at Pleasley Hill farm and Land off Jubilee Way. Both site promoters advised that owing to severe viability issues, no land could be made available. Further information about the initial GTLAA can be found in Appendix 1 of the [Gypsy and Traveller Technical Paper](#) which was submitted to support the emerging local plan Examination in Public.
- 3.10 After the initial GTLAA concluded that there were no sites currently available, in April 2018, the council consulted with its Neighbouring Authorities under the Duty to Co-operate (DtC), requesting assistance. This included Ashfield District Council, Bolsover District Council, Bassetlaw District Council, Newark and Sherwood District Council, and Nottinghamshire County Council. All local authorities that were consulted advised that they were unable to meet Mansfield's Gypsy and Traveller accommodation need.

4. Scoping Report (Regulation 18)

- 4.1 In March 2018, the Council met with the Planning Inspectorate as part of the emerging local plan advisory visit. The inspector highlighted that by not identifying suitable, available, achievable and deliverable site(s), the emerging local plan may be found unsound.
- 4.2 In May 2018 Full Council formally resolved the following recommendations:
- I. Authority to commence preparation of a Gypsy and Travellers Site Allocations Development Plan Document; and
 - II. Authority to undertake an initial consultation on the Gypsy and Traveller Site Allocations DPD and issue a call for sites.
 - III. Authority to use the Council's powers to purchase any relevant sites where appropriate.
- 4.3 A DPD Scoping Report was drafted (Regulation 18), and a working group was set up. The working group consisted of officers from the council's planning policy team, planning enforcement team, development management team, and the communities' team. It also included external partners from Nottinghamshire County Council and Nottinghamshire Police. Representatives from the Derbyshire Gypsy Liaison Group were invited but were unable to attend the working group. As such, all minutes were passed to them for consideration.
- 4.4 The intention of the Scoping Report DPD was to inform statutory consultees, the public and relevant organisations of the council's intention to produce a DPD, the progress made so far and to consider what the DPD ought to contain. This was the first formal stage in the planning process. The DPD contained a series of questions around the scope, methodology, assessment criteria and management of the site(s), which consultees were invited to answer. In addition, the council formally invited the submission of potential sites and supporting information as part of a 'call for sites' to meet the needs of the Gypsy and Traveller community. A Sustainability Scoping Report was

commissioned as the first stage of the Sustainability Appraisal process, and was consulted upon alongside the DPD.

- 4.5 Consultation on the Scoping Report DPD, and SA Scoping Report was undertaken between 2 July 2018 and 27 August 2018 for a period of 8 weeks. Consultees on the local plan database were contacted and materials were distributed in line with the adopted Statement of Community Involvement (July 2017).
- 4.6 A total of 18 responses were received which have been addressed through the [Statement of Consultation](#). No significant objections to the Scope of the DPD were received.
- 4.7 Once the consultation ended, we engaged with the Derbyshire Gypsy Liaison Group to agree the methodology for assessing sites. The Site Assessment Methodology is set out in Appendix 2 of this paper. A Scoring Criteria was also agreed and adapted further to the public consultation. The Site Assessment Scoring Criteria is set out in Appendix 3 of this paper.
- 4.8 The methodology used sought to ensure that a wide range of relevant site assessment criteria was used as part of the preparation of the DPD in order to identify which sites are the most suitable, achievable and deliverable.
- 4.9 When applying the methodology to assess sites, the different requirements for each of the types of accommodation which can vary in terms of their location, size and function were considered. The main locational requirement for permanent pitches and plots for Travelling Showpeople is access to key social facilities and services including health and education. The locational preferences for Transit pitches are on main transport routes (such as the A601 and the Mansfield Ashfield Regeneration Route (MARR)).
- 4.10 The site assessments included a desk-based approach to provide a robust overview of the development potential of sites and to discount those that were unsuitable. This was undertaken by officers in-house. Sites that were considered to be potentially 'reasonable options' for permanent, transit or travelling showpeople sites were then the subject to more detailed assessment and site visits.
- 4.11 There are seven stages to the site assessment methodology. These are set out in Section 5 below.

5. Site Assessment Methodology

Stage 1 – Identify potential sites

- 5.1 The focus for stage 1 is to identify as many potential sites as possible to form the overall land supply for potential Gypsy, Traveller and Travelling Showpeople sites.

¹ Mansfield District Council Gypsy and Traveller Accommodation Needs Assessment 2017 pp74, para 7.18

5.2 The potential sources of supply were established using the following:

- Sites included within the Housing and Economic Land Availability Assessment (HELAA) for residential and employment use,
- Gypsy and Traveller call for sites in 2017 and 2018²,
- Mansfield District Council owned sites; and
- Known Gypsy, Traveller or Travelling Showpeople sites within the district³.

5.3 Note that sites within the HELAA that are proposed to be allocated through the emerging local plan process, or sites that have extant planning permission were not included at Stage 1 apart from the site at Ley Lane (Ref 60) as this is an existing Travelling Showpeople site.

Stage 2 – Discount sites with insurmountable constraints

5.4 Insurmountable constraints are those which would:

- Not result in the ability to meet the identified needs,
- Result in an unacceptable living environment for occupiers; or
- Result in severe / significant adverse environmental impacts.

5.5 They include sites which are (one or more of the following):

1. Too small to accommodate identified needs⁴
2. Entirely or mostly within Flood Zone 3
3. Entirely designated as a natural environment site (SSSI, SAC, SPA, LNR, NNRs, etc.)
4. Ancient Woodland
5. Designated as Local Green Space or Community Open Space in the emerging Local Plan⁵
6. Cemetery
7. Have legal / policy constraints⁶

5.6 The Strategic Location Policies⁷ of the Mansfield emerging local plan encourages the majority of growth to the Mansfield Urban Area; growth at Market Warsop is to be of a lesser scale. Only limited growth is encouraged in the Warsop Parish Villages of Church Warsop, Meden Vale, Warsop Vale and

² One site identified that was previously identified in HELAA.

³ There are two known Travelling Showperson Sites within Mansfield, as set out within the published [Addendum](#) (May 2019)

⁴ These are set out in Section 6 of this DPD

⁵ Where known to be in current use and assessed as part of the Mansfield District Council Community Open Space Assessment 2018.

⁶ Including Statutory Allotments where known to be in current use (unless they are potentially considered to be underutilised) or sites safeguarded for future uses i.e. key and general employment areas.

⁷ i.e. Policy S2 (The Spatial Strategy) of the emerging local plan.

Spion Kop. The detailed site assessment sought to 'filter out' sites that were not consistent with this approach. However, given the unique characteristics of Gypsy and Traveller sites, and following discussions with representatives of the Gypsy and Traveller and Travelling Showpeople community, flexibility has been employed in relation to the proximity of preferred sites to the main settlements.

Stage 3 – Detailed site assessment to identify 'reasonable options'

- 5.7 Once the sites with insurmountable constraints were eliminated, those sites remaining were assessed against social, environmental and economic criteria in order to establish their suitability.
- 5.8 Detailed assessments (including site visits) of the social and environmental impacts were carried out for all remaining sites. The issues addressed included the following:

Social criteria:

1. Access to schools,
2. Access to a health facility,
3. Access to public transport,
4. Access to utilities / critical infrastructure,
5. Amenity (air quality / noise / contamination and other pollution impacts and impacts on living conditions,
6. Potential for suitable access; and
7. Loss of a use not proven to be surplus⁸.

Environmental criteria:

8. Impact upon bio-diversity and geo-diversity,
9. Impact on protected trees (Tree Protection Order, Conservation Areas or hedgerows),
10. Impact on Green Infrastructure,
11. Impact on townscape,
12. Impact on landscape,
13. Impact on heritage assets (including non-designated assets),
14. Best and Most Versatile Agricultural Land,
15. Use of previously developed land (brownfield land),
16. Flood risk (potential for flooding from water courses and surface water); and
17. Topographical constraints.

- 5.9 Stages 4, 5 and 6 were undertaken simultaneously.

Stage 4 - Sustainability Appraisal

⁸ Any site that is currently in active use i.e. employment, or is an associated car park, has been discounted.

- 5.10 A Sustainability Appraisal (SA) was undertaken on the sites considered to be reasonable options, to assess the likely significant effects on the sustainability objectives. This approach allows comparisons between the sites in terms of the potential impacts.

Stage 5 – Achievability and Deliverability

- 5.11 In order to demonstrate whether sites are ‘achievable’ and ‘deliverable’, a ‘Viability and Feasibility Assessment (June 2019)’ was commissioned. The study considered a number of factors relating to practical implementation, cost of implementation, land ownership and promotion and the potential future management of sites.

Stage 6 – Availability

- 5.12 Landowners and agents of sites which are assessed as being potentially suitable after Stage 3 were contacted again to establish the likely availability of the site for the use by Gypsies, Travellers and Travelling Showpeople. This stage was ongoing throughout the consultation period as additional attempts were made to contact landowners.

6. Assumptions used in the assessment

- 6.1 Size thresholds have been employed to ensure that the sites assessed are able to accommodate the identified needs as a minimum, noting that additional need may arise which is why larger sites were also considered. There are different thresholds for each of the three types of accommodation required; these are considered overleaf.

Permanent Pitches

- 6.2 In order to establish a minimum site size that is capable of accommodating three pitches, a minimum site area of 500 sqm per pitch (1,500 sqm in total for three pitches has been considered the minimum site size)⁹. Whilst there is no ‘standard’ size for a pitch, there is an expectation that it should be able to accommodate ‘an amenity building, a large trailer and touring caravan, (or two trailers), drying space for clothes, a lockable shed (for bicycles, wheelchair storage etc.), parking space for two vehicles and a small garden area’¹⁰.

Transit pitches

- 6.3 The size of the proposed transit site is dependent on the number of caravans and associated vehicles that are required to be accommodated. Based on Mansfield District Council’s monitoring of unauthorised short term encampments, a site sufficient to accommodate between 15-20 caravans would be required; this results in a need for a site capable of accommodating

⁹ Discussions with representatives of the Gypsy & Traveller community indicated that the minimum size for a pitch would be 350sqm, but ideally no less than 400sqm but preferably 500sqm.

¹⁰ Designing Gypsy and Traveller Sites Good Practice Guide (DCLG 2008)

10 pitches with two caravans per pitch¹¹. Based on an pitch size of 500sqm (250sqm per caravan) a minimum site size of 3,750sqm will be required

Travelling Showpeople's plots

6.4 Plot requirements can often comprise:

- 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
- a touring caravan (larger operators)
- a storage and maintenance yard for showmen's vehicles and equipment.

6.5 Research by Ian Baseley Associates for the Showmen's Guild of London and Home Counties conducted a study which concluded that the land requirement for the above needs would be a minimum site size of 0.22 ha (2,200 sqm)¹².

6.6 It is difficult to determine how many plots are required on each site. The smallest of the two existing Travelling Showpeople sites (site ref: 286) currently measures 0.38ha. As such, for this DPD a minimum site (not plot) size of 0.38ha is being applied to the site assessments.

Other Assumptions

6.7 The assessment of site options used a traffic light (Red Amber Green - RAG) methodology that sought to attribute a broad score based on the level of harm to each of the assessment criteria¹³.

6.8 The 16 criteria and their associated scoring assumptions are set out in Appendix 3 of this paper.

6.9 The traffic light system allows an overview of the sites and where potential adverse impacts could result on various social and environmental factors. It also allows comparisons to be drawn in relation to the relative merits of the site options.

6.10 It is important to emphasise that it is not the number of 'reds', 'ambers' or 'greens' that will determine the suitability of a site but a more rounded assessment in light of site assessment scores, the Sustainability Appraisal and a sites ability to deliver. The conclusions of each of the sites, as set out in Annex A to this paper, offer a balanced assessment of each of the sites and are the best indication of overall site suitability and deliverability.

7 Site Assessment Findings

¹¹ <https://gov.wales/sites/default/files/publications/2019-03/designing-gypsy-and-traveller-sites.pdf>

¹² Research by Ian Baseley Associates for the Showmen's Guild of London and Home Counties.

¹³ Referred to in the stage 3 methodology as set out in Section 5 of this DPD

Stage 1 – Identify potential sites

- 7.1 The majority of sites had been identified through the Council's Housing Land Availability Assessment (HELAA). These sites were pursued as it could be assumed that there was a willing site promoter for development. The Council were mindful that not all (if any) of these sites would be available for the use of Gypsies, Travellers or Travelling Showpeople.
- 7.2 Notwithstanding this, the Council attempted to contact site promoters and land owners to establish if they would be willing to consider the sites for Gypsy, Traveller and Travelling Showpeople use, throughout the production of this DPD. More information is available below under Stage 6. One response was received agreeing for the site to be continued within its current use as a Travelling Showperson yard from the landowner of site ref: 286, which have an active planning application for a change of use to a Travelling Showperson yard on site¹⁴. No other responses were received which confirmed the sites availability.
- 7.3 The Council conducted an initial 'Call for Sites' through the emerging local plan process in 2017. One site (site ref: 193) was put forward as being available, however was later discounted at Stage 3 due to potential adverse impacts on the natural environment. A specific Gypsy and Traveller 'Call for sites' was undertaken during the initial Scoping Report Consultation in summer 2018. No additional sites were put forward during that time.
- 7.4 A total of 122 sites were identified to be assessed¹⁵. These are set out in Appendix 1 of this document. These sites have been mapped and can be found in Appendix 5 of this paper.

Stage 2 – Discount sites with insurmountable constraints

- 7.5 Stage 2 of the assessment sought to eliminate sites with insurmountable constraints. 14 sites were eliminated because they were Community Open Space¹⁶, 12 sites were considered to be too small and 3 sites were discounted as they are potentially needed to accommodate future educational needs. Other constraints included sites designated as Local Nature Reserves (LNR), ancient woodland or local green space.
- 7.6 Appendix 4 contains a full list of sites that were considered as part of the assessment. The table identifies the sites that were dismissed at stage 2 and summarises the reasons why the sites were not pursued.

¹⁴ Planning reference: 2017/0380/COU

¹⁵ This does not include the additional sites suggested after the Options Consultation in summer 2019.

¹⁶ Most allotments were discounted at Stage 2. Only those allotments which were considered to be potentially under- utilised (i.e. by viewing aerial photography) were considered under Stage 3 of the methodology.

- 7.7 Of the 122 sites that were identified in the initial assessment, 41 were discounted at Stage 2 and 81 went through to Stage 3 for detailed site assessment (and site visits).

Stage 3 – Detailed site assessment to identify ‘reasonable’ options

- 7.8 In total, 81 sites were considered as potentially suitable options that merited more detailed assessment. Officers undertook all 81 site visits between October 2018 and January 2019. Site maps, photographs and the findings and conclusions of the detailed site assessments are set out in the site assessment proformas as set out in Annex A to this document. These proformas also cross reference the findings of the Publication draft Sustainability Appraisal (January 2020), the Viability and Feasibility Assessment (November 2019) and indicate the site’s availability.
- 7.9 Of the 81 sites assessed, 64 were considered ‘not suitable’ and 17 were considered as ‘potentially suitable’. The potentially suitable sites are set out in Table 2 below, and mapped in Appendix 6 of this paper:

Table 2: Potentially Suitable Sites

Site Reference (HELAA):	Site Name:
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
46	Land at Debdale Lane / Burlington Drive
53	Land between Old Mill Lane and New Mill Lane
57	Land off Mansfield Road (adj. The Gables)
60	Land off Ley Lane
64	Pheasant Hill and Highfield Close
66	Harrop White Road Allotments
88	Land off Chesterfield Road
210	Former Meden Vale Village Hall
223	Priory Road Allotments
230	Land adj. Common Lane
231	Land adj. Common Lane 2
286	Disused Electricity Sub Station

- 7.10 These 17 sites were then further considered through Stages 4, 5 and 6 simultaneously.

Stage 4 – Sustainability Appraisal

- 7.11 Consultants were commissioned to undertake an independent interim Sustainability Appraisal (SA) report in support of the DPD. This builds on the

SA Scoping Report (June 2018) which formed part of the summer 2018 (Regulation 18) consultation. The Interim SA Report (June 2019) accepted that the 17 sites were to be considered as reasonable options and as such, did not re-test the other 64 sites that were discounted at Stage 3. The focus therefore, was upon summarising the issues overall, and verifying the assessments in relation to qualitative appraisals (e.g. heritage, landscape and townscape).

- 7.12 The SA site performance scores were fully considered and cross referenced to the findings of the Viability and Feasibility Assessment when taking forward the preferred site options. The findings of the SA are set out in Appendix 7 (SA Site Appraisal Findings) and Appendix 8 (SA Summary of Overall Site Performance) of this paper.

Stage 5 – Achievability and Deliverability

- 7.13 Consultants were commissioned to undertake an independent Viability and Feasibility Assessment to support the DPD. The final Viability and Feasibility Assessment (June 2019), considered additional feasibility assessment criteria around a number of issues including; topography, road network suitability, access and egress, utility connections, flood risk, site ownership and delivery options.
- 7.14 The assessment identified that two sites have been assessed as not being feasible¹⁷ for any of the above uses (permanent, transit or Travelling Showpeople). These were:
- Site ref: 46: Land at Debdale Lane / Burlington Drive; and
 - Site ref: 66: Harrop White Road Allotments
- 7.15 The 15 remaining potentially suitable and feasible sites then went on to be viability tested. The individual site conclusions for the 15 sites are set out in Appendix 10 of this paper. It should be noted that some of the sites require further consideration in terms of feasibility to implement the site i.e. site required CPO or access requires CPO.
- 7.16 Table 3 below highlights the 5 least costly sites for the three uses. The assessment advised that the Council may wish to pursue these in the first instance; however, the highlighted feasibility considerations identified in Appendix 10 of this paper will need to be addressed and therefore other sites may need to be taken forward instead.

Table 3: The 5 least costly sites

¹⁷ The reasons why the two sites were not considered to be feasible are set out in Table 4 of the [Viability & Feasibility Assessment \(June 2019\)](#). The Feasibility Conclusions are set out in Table 5 of the same document.

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

7.17 The above sites are those which are potentially the least costly to deliver for the identified uses, if they are proven to be feasible. 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. 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 the government's definition of deliverable sites required of emerging local plans. The following definition of deliverable sites is contained in footnote 4 of the Planning Policy for Traveller Sites (PPTS) (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.'

Stage 6 – Availability

7.18 The Council were able to make initial contact with some of the land owners and site agents as part of the Gypsy and Traveller Land Availability Assessment (GTLAA)¹⁸ in February 2018; however, as the methodology

¹⁸ This document was an internal assessment only and was not published as evidence due to the revised methodology proposed as part of the summer 2018 consultation.

progressed and developed different sites were assessed as being potentially suitable.

- 7.19 Land owners and site agents of the 17 potentially suitable sites were formally contacted by email / letter on 27 March 2019 to ascertain the sites availability going forward for Gypsy, Traveller or Travelling Showpeople use. Those that did not respond were contacted again by email / letter on 12 June 2019.
- 7.20 Appendix 11 sets out the summary of availability of sites. We have had responses from 13 of the 17 land owners and site agents.
- 7.21 The assessment of potential sites considered 122 sites in total. 41 sites were discounted as a result of having insurmountable constraints (including site size and environmental constraints).
- 7.22 81 sites were assessed in detail through desk based assessment and site visits. 17 Sites were then assessed as being potentially suitable and went on to be tested through the SA and the Feasibility and Viability Assessment. This concluded that 15 of the sites were potentially suitable, potentially viable, and with the availability of the sites still being obtained.

8. Option DPD (Regulation 18)

- 8.1 Consultation on the 15 sites options ran for a period of 8 weeks over the summer from 19 July 2019 – 13 September 2019. The consultation sought views on the proposed options (which was summarised through a [Consultation Summary Document](#) for ease of access and understanding). Specific consultation questions around each of the 15 sites were set out.
- 8.2 Details of how the general public and the Gypsy, Traveller and Travelling Showpeople communities were consulted are set out in the associated Consultation Statement. This includes details of the 4 workshops undertaken and a full list of the key issues raised during the consultation,

9. Devising the Publication Draft

- 9.1 Using the evidence within the commissioned Viability & Feasibility Study (June 2019), the Interim Sustainability Appraisal Report (June 2019) and the Options Consultation feedback, officers began to make the final recommendations
- 9.2 Alongside the original 15 sites consulted on as part of the Options Consultation undertaken during summer 2019, 49 additional sites were suggested. These are set out in Appendix 12 of this paper. Some sites had already been considered through the Housing and Economic Land Availability Assessment (HELAA). A number of sites could not be identified and could not be assessed. All sites which were identifiable were assessed in accordance with the agreed methodology.

- 9.3 An additional 15 sites were carried forward for assessment at stage 3. These 15 additional sites are set out in Appendix 13 of this paper. Assessment proformas for these sites are available in Annex B of this document. This resulted in a further 7 sites being considered as reasonable options.
- 9.4 Based on comments from Historic England a further assessment of the impact of the proposal on the significance of affected heritage assets was undertaken to feed into the next stage of reviewing site options. The findings of this assessment are set out in Appendix 9 of this paper.
- 9.5 Where required additional Viability & Feasibility and Sustainability Appraisal was commissioned to inform the decisions; this included Preliminary Risk Assessment for contaminated land.
- 9.6 A Rapid Health Impact Assessment of the DPD has also been completed by Nottinghamshire County Council using the Nottinghamshire Rapid Health Impact Assessment Matrix. This tool was developed in collaboration with local planners and was based on the tool developed by the London Healthy Urban Development Unit. The recommendations from the Rapid Health Impact Assessment have been taken into consideration when preparing the DPD, however a number of the recommendations are covered within the emerging Local Plan and the emerging Local Plan and the DPD will need to be read as a whole.
- 9.7 Table 4 below presents the overall findings on the reasonable options considered:

Table 4: Conclusions on Reasonable Options

Ref	Site Name	Final conclusion
3	Land at Spencer Street	Impact on road safety and parking amenity
4	Land astride Victoria Street	Limited width of surrounding roads, on street parking and road alignment.
8	Former Sherwood Hall School	Access to the site is immediately adjacent to the access to a school while this could potentially be provided it is not considered the best option when assessed against the alternatives.
42	Land at Former Railway Station	Site access does meet requirements for speed of road.

44	Land off Baums Lane	Junction geometry and land take required to facilitate potential access would reduce the land available and not deliver the minimum of 3 pitches.
46	Land at Debdale Lane / Burlington Drive	Site not considered suitable due to power lines crossing the site
53	Land between Old Mill Lane & New Mill Lane	Access to the site would be required through the adjacent mobile home site; this is not considered suitable due to the narrowness of the road network within the site.
57	Land off Mansfield Road, Spion Kop (adj The Gables)	The site has been granted planning permission for residential use.
60	Land off Ley Lane	The site is currently used as a Travelling Showpeople's site; it is considered appropriate to continue this use.
64	Pheasant Hill and Highfield Close	Access to the site would be via a narrow track passed an existing row of homes; while this could potentially be provided it is not considered the best option when assessed against the alternatives.
66	Harrop White Road Allotments	Not considered feasible due to site access
88	Land off Chesterfield Road	Access to the site would be via a narrow track passed an existing row of homes; while this could potentially be provided it is not considered the best option when assessed against the alternatives.
210	Former Meden Vale Village Hall	A new access would be required which would reduce the site capacity; while this may potentially be deliverable it is not considered the best option when assessed against the alternatives.

223	Priory Road Allotments	While the site is currently statutory allotments no existing plot holders will be affected and sufficient land is available to meet the needs of those on the waiting list prior to consultation on the G&T Options stage. There will be an impact on the Conservation Area but this is considered to be outweighed by the need to meet G&T need. Given the lack of available suitable alternatives it is proposed to allocate this site for permanent pitches.
230	Land Adj Common Lane	Access for static caravans cannot be achieved; the site is therefore only suitable as a transit site. While located away from major transport routes it is available and the need to allocate a transit site is considered to outweigh this. Given the more sheltered nature of the site and closer proximity to the urban area it is proposed to allocate this site for transit use.
231	Land Adj Common Lane 2	Access for static caravans cannot be achieved; the site is therefore only suitable as a transit site. While located away from major transport routes it is available and the need to allocate a transit site is considered to outweigh this. Given the more open nature of this site, the proximity to the car dismantlers and access to the site being along a private road only 230 is proposed to be allocated.
286	Disused Electricity Sub Station	The site is currently used as a Travelling Showpeople's site; it is considered appropriate to continue this use.
315	Newlands Triangle	Land take required to facilitate potential access would reduce the land available and not deliver sufficient pitches to future proof.

84	Former Lorry Park	While the site is suitable it is not available; on balance other sites are considered more deliverable.
----	-------------------	---

10. Provision for Permanent Need

- 10.1 Due to the potential availability of both sites ref: 230¹⁹ Common Lane and site ref: 223 (Priory Road Allotments), these were considered to be the most suitable for the minimum 3 pitch requirement. It should be noted that a formal council decision is required to confirm that either site is available. In addition, as ref: 223 (Priory Road Allotment) is a statutory allotment; the secretary of State will need to sign-off on any change of use to the site. This is still the case for a partial loss of an allotment which would be the case at site 223. While other sites are also suitable for use as Gypsy & Traveller sites, they are not currently available which makes them undeliverable.
- 10.2 The Detailed Feasibility Study (December 2019) notes that although day to day access to and from site ref: 230 (Common Lane) can be accessed via the railway bridge to the east of the site, the private road to the NW of the site (Via Bolsover District) would need to be utilised to get the static caravans onto site.
- 10.3 After discussions with Bolsover District Council under the DtC it was considered that suitable access cannot be obtained for access for static caravans through the private access road through Pleasley Vale Business Park. Confirmation was also received from Network Rail that the craning-in of static caravans would be unsuitable and potentially unviable. The decision was made to discount this site as a potential allocation for permanent provision. As such, the Priory Road allotment site was seen as the only potentially deliverable site allocation to deliver the permanent need.
- 10.4 The site is currently protected as a Statutory Allotments and the Council cannot dispose of statutory allotment land without the Secretary of States consent. Section 8 of the Allotments Act 1925 states “Where a local authority has purchased or appropriated land for use as allotments the local authority shall not sell, appropriate, use or dispose of the land for any other purpose other than use for allotments without consent of the Secretary of State”. The Council are currently in the process of applying to the Secretary of State for partial release of the site as a statutory allotment in order to accommodate a permanent Gypsy and Traveller Site. This application will be carried out in accordance with the Allotment Disposal Guidance: Safeguards and alternatives (January 2014).

¹⁹ Note that Site ref: 231 Common Lane was discounted due to access arrangements as per the findings in the Detailed Feasibility Study (December 2019).

- 10.5 The partial release of the site for Gypsy and Traveller use will not displace any existing plot holders. Policy IN5 of the emerging Local Plan states:

Protection of existing provision

1. *All existing allotments as shown on the Policies Map, and any future provision, will be safeguarded from development unless it can be satisfactory demonstrated that:*
 - 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 being provided*
- 10.6 At May 2019 there were 8 people on the waiting list and 2 have since been allocated plots. At September 2019 there was 35 people on the waiting list it is noted that the vast majority of those on the waiting list joined after the potential use of the site for gypsy and traveller accommodation was made public. There would be sufficient space that could be potentially made available onsite to accommodate those on the waiting list prior to the start of the Regulation 18 consultation based on 250sqm per allotment, however not everyone on the waiting list may require a full size allotment plot. Policy GT4 of the DPD sets out the requirements for this site allocation.
- 10.7 In addition a wall within the Conservation Area will need to be demolished to gain access to the site. This will impact on the significance of the Conservation Area it is considered that the pressing need for permanent pitches for Gypsy & Traveller accommodation and the lack of suitable and available alternative sites constitutes the substantial public benefit required by paragraph 195 of the NPPF (2019) required to outweigh the harm to a designated heritage asset.

11. Provision for Transit need

- 11.1 As noted above access to Common Lane (ref 230) cannot be achieved for static caravans and, as such, the site is not suitable for use as a permanent site for Gypsy & Travellers. In addition, due to contamination, a number of restrictions would be required when delivering the site; this includes the provision of raised beds for garden use and the use of structures without foundations.
- 11.2 As access for transit need could be achieved without the need for static caravans and the impact of the restrictions due to contaminated land would be limited when the site is used on a temporary basis the site is proposed for transit use. While located away from the main routes identified as a preference in the GTNAA (2017) there is a lack of suitable and available sites

on or near these routes; it is considered better to provide a transit site in a less preferable location than have no transit site at all.

12. Provision for Travelling Showpeople

- 12.1 The Council have been working to secure the two existing sites within the district as identified in the 2019 [Addendum](#).
- 12.2 Ref: 286 Longster Lane has a current planning application on the site to formally change the use from an electricity depot to a showman's depot. This planning application is due to be determined at Planning Committee in early 2020. The Highway Authority and the Environment Agency have been working closely with the case officer to resolve the outstanding planning issues with relate to visibility and drainage.
- 12.3 The allocation of this site through the options consultation was supported, with acknowledgements from the local community of the family's current living situation. The evidence to support this allocation is predominantly found within the material submitted as part of the planning application by both the applicant and statutory consultees. As such, it is concluded that it is appropriate to allocate this site to meet the needs of the travelling showpeople family on site. This allocation is supported by Policy GT3 within the DPD.
- 12.4 Ref: 60 Ley Lane is a site in existing use as a Travelling Showperson's Site. The site received a considerable amount of support through the options consultation. Whilst the council recognise that there is a resolution to grant planning permission on site for 14 dwellings (ref: 2017/0047/FUL) and is a housing allocation within the emerging local plan (H1t), the need to accommodate the family on site outweighs the need for 14 dwellings which do not count towards the councils five year housing land supply. The council are also aware that there are issues with delivering the site for 14 dwellings due to an outstanding unsigned Section 106 agreement.
- 12.5 As such, the council have submitted a Certificate of Lawfulness application (ref: 2019/0727/CLED) which was granted on 17 December 2019. The certificate formally recognises the lawful use on site. As such, the site will now be safeguarded (as opposed to allocated) to maintain this existing use on site.
- 12.6 It should be noted that the site boundary associated with the granting of the certificate is different to that identified as part of the original assessment on Ley Lane (as per Annex A of this paper). The new boundary identifies the part of the site in use as a Travelling Showperson's site all year round, this is available to view on the DPD policies map at Appendix 14.
- 12.7 The council will look to work with the landowners of the site to ensure that the site can remain for the use of Travelling Showpeople. If the site is lost to

residential development at a later date then the Council will look to review the Gypsy, Traveller and Travelling Showpeople DPD.

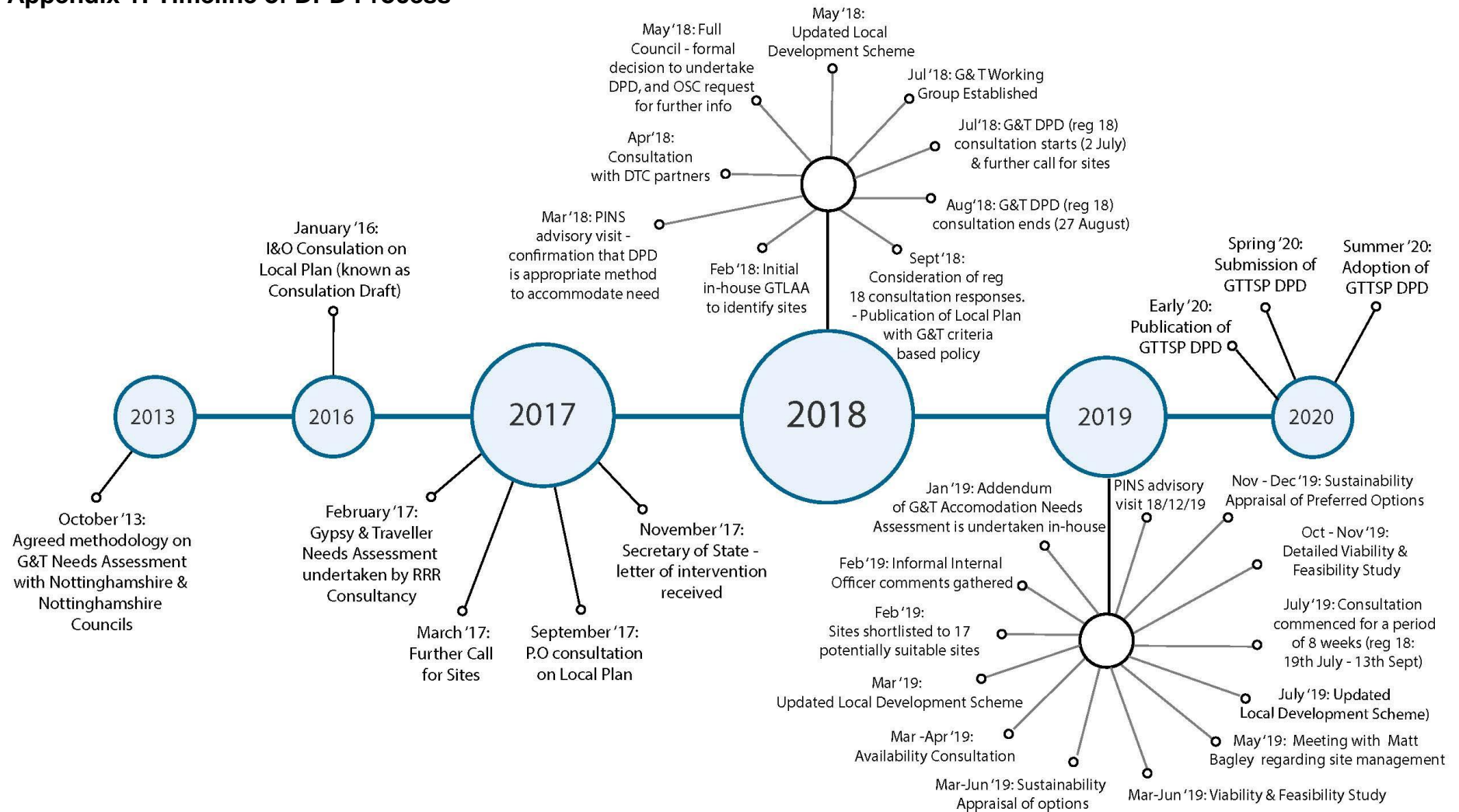
13. Site Allocations

13.1 As such, the following 4 sites will be allocated / safeguarded within the pre-submission draft DPD (January 2020):

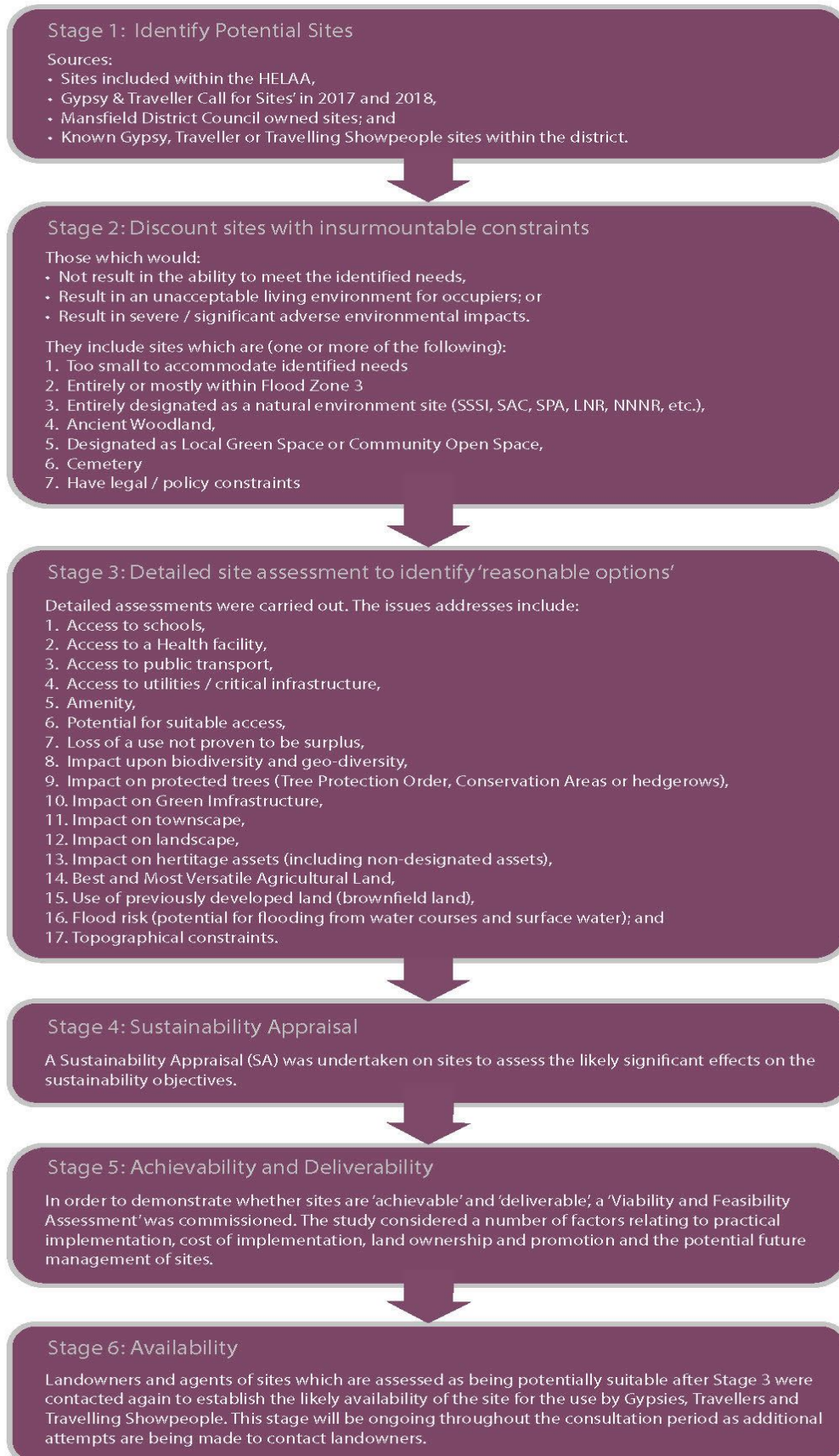
- Site ref: 230 – Common Lane – Allocated for 10 pitches (2 caravans per pitch) to accommodate Transit need. (Policy GT2 of the DPD).
- Site ref: 286 – Longster Lane (Disused electricity substation) – Allocated for the use of Travelling Showpeople. (Policy GT3 of the DPD).
- Site ref: 223 – Priory Road Allotments – Allocated for 6 Permanent Pitches and 2 Visitor Pitches (8 total) to accommodate permanent gypsy and traveller need. (Policy GT4 of the DPD).
- Site ref: 60 – Ley Lane – Safeguarded as an existing site (Policy GT5 of the DPD).

13.2 These site allocations have been mapped in Appendix 14 of this paper as per the Policies map of the DPD. The overall potential management options for these sites will be set out in a separate topic paper that will be available for the submission of the DPD to the secretary of state for examination.

Appendix 1: Timeline of DPD Process



Appendix 2: Site Assessment Methodology



Appendix 3: Site Assessment Scoring Criteria

Site Assessment Criteria	Comments	Scoring
1. Access to schools	Distance of a site from a primary school is a key factor in establishing suitability. Discussions with representatives of the G&T Community reinforced the importance of access to education. Flexibility is encouraged in terms of distance thresholds to schools. The 2 mile threshold represents statutory walking distance for children under the age of eight and three miles for children over the age of eight.	The site is within 2 miles of a primary school and 3 miles ²⁰ of a secondary school with good footpaths and public transport availability.
		The site meets at least one of the following: 1) Less than 2 miles from a primary school; 2) Has good ²¹ public transport links to a school; or 3) Has a footpath / cycleway to a primary school.
		The site is outside of 2 miles of a primary school and has no public transport or footpaths / cycle ways.
2. Access to health	Distance of a site from primary care facilities (e.g. Doctor's surgery) is a key factor in establishing suitability. Discussions with representatives of the G&T Community reinforced the importance of access to health. Flexibility was encouraged in terms of distance thresholds to schools. The 5 mile threshold represents a 10 minute drive time or 20 minute public transport travel time.	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.
		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.
		The site is outside of 5 miles of a doctor's surgery and has no public transport.

²⁰ Based on the Government threshold for free travel to school. <https://www.gov.uk/free-school-transport>

²¹ 30 minute frequency at peak hour and 1 hour at non-peak hours.

Site Assessment Criteria	Comments	Scoring
3. Access to public transport	<p>Is there access to high quality public transport routes for new residents to allow for a choice of transport to services and facilities?</p> <p>The 800m distance to be used relate to 10 minute walking time. A High Quality Public Transport Service is one that provides a 30 minute frequency during peak periods and an hourly service 'inter-peak'.</p>	The site is within 400m ²² of bus services that meet the high quality public transport criteria.
		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
		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	<p>Is essential utilities infrastructure available to support Gypsy, Traveller and Travelling Showpeople sites - such as mains water, electricity, drainage and sewerage. Consideration will need to be given as to whether all necessary utilities are available on site²³, could they easily be connected to the site or are alternatives available (such as septic tanks / bottled gas²⁴ etc.)</p>	The site is already connected to all essential utilities.
		The site can easily be connected to essential utilities and capacity is available.
		The site cannot easily be connected to necessary utilities viably or no capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	<p>Is there any existing noise, contamination, air quality or other sources of pollution that could impact on the suitability of the site for development? The presence of some pollutants (such as noise) will not necessarily render a site</p>	Site does not suffer from pollution or contamination issues / no known issues.

²² Recommended distance in the 6cs Design Guidance. http://www.nottinghamshire.gov.uk/media/131233/5_part_3_0.pdf

²³ There are different considerations between transit and permanent sites in terms of utilities provision. There are no minimum requirements for transit sites.

²⁴ Gas is not an 'essential' utility in circumstances where other sources of power supply are available.

Site Assessment Criteria	Comments	Scoring
	undevelopable as appropriate mitigation measures may be available. In particular, consideration has been given to the location of sites within or near areas with recorded poor air quality ²⁵ .	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
		Site subject to severe noise pollution or contamination issues which would have significant impacts on quality of life and health with no available mitigation.
6. Potential for suitable access	Sites will need to be capable of achieving appropriate access that meets Local Highway Authority standards. Consideration will also need to be given to access for emergency vehicles. An access is considered substandard where it fails to meet the Local Highway Authority standards ²⁶ .	Site has sufficient access / no known access issues.
		Site has a substandard access, which may be possible to overcome with mitigation measures.
		There are significant access issues that cannot be overcome.
7. Loss of a use not proven to be surplus	Are there any 'beneficial' uses on the site that add economic or social value which outweigh the need for the provision of Gypsy, Traveller and Travelling Showpeople accommodation? This can include community uses, important open spaces, employment or other beneficial uses. For the purposes of the	The site does not contain beneficial uses.
		The site contains beneficial uses that are surplus to requirements or can be replaced.
		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.

²⁵ There are currently AQMA's in MDC.

²⁶ '6Cs Design Guidance' adopted by Nottinghamshire County Council.

Site Assessment Criteria	Comments	Scoring
	assessment it does not include agricultural land. ²⁷	
8. Impact upon biodiversity and geo-diversity	Sites which have some local ²⁸ bio-diversity or geo-diversity value need to be considered. In some cases there may be localised impacts that are capable of being mitigated. The assessment includes the site and their environs.	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by Section 41 of the NERC Act).
		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
		There are designated ecological sites and/or protected species are known to be present and mitigation is not possible.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Ancient woodlands are not considered to be suitable. Other trees may be protected as part of a Conservation Area or TPO (group or individual). In some cases there may be some localised impacts on trees that are capable of being mitigated through design.	The site contains no important trees and / or hedgerows.
		The site contains important ²⁹ trees and hedgerows but these are capable of being incorporated into the design and retained.
		Development would require the removal or substantial works to important trees and hedgerows.
10. Impact on Green Infrastructure	Green Infrastructure can include formal or informal areas of open space or linked network of open spaces including public rights of way. Sites which remove, or interrupt the network of open spaces will be considered less favourably. The Mansfield Green Infrastructure Study has been prepared to identify the	The site has no identified adverse impacts on Green Infrastructure.
		The site has some impacts on Strategic Green Infrastructure that are capable of being mitigated.
		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

²⁸ Site options that are nationally or internationally designated for their bio-diversity value are not considered suitable

²⁹ Protected by TPO, in a Conservation Area or protected hedgerow.

Site Assessment Criteria	Comments	Scoring
	types and location of GI networks in the District.	
11. Impact on townscape	The value of townscape is provided through its buildings, open spaces and links and how these relate to each other. The character of townscapes can be undermined by development that is unsympathetic or insensitive in terms of its scale, massing, architectural detailing, urban design, materials or relationship with the street. Some areas of high quality townscape are more sensitive than others because of their built form. ³⁰	The site is capable of accommodating development without adverse impacts on townscape character.
		Development of the site would have a Moderate impact on townscape capable of being mitigated.
		Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape	The Landscape Character Assessment systematically classifies the landscape into distinctive areas based on the interaction between topography, geology, land use, vegetation pattern, and human influence. The Mansfield LCA assesses the landscape value of land across the District and seeks to identify higher value landscapes.	The site is in a 'lower value' landscape area ³¹ and capable of accommodating development without adverse impacts on landscape character.
		The site is in a 'medium value' landscape area ³² and capable of accommodating development with mitigation.
		Development of the site would have an adverse impact on landscape in the high value areas ³³ which is not capable of being mitigated.
13. Impact on Heritage Assets	Sites that are located on designated Heritage Assets have been discounted. Site options have the potential to have an impact on the setting	Not likely to have an adverse impact upon designated heritage assets.
		The impact of development upon a designated heritage

³⁰ Green - if not overlooked, or overlooked slightly, Amber - if overlooked partially (2 sides or more) and Red - if overlooked on most or all sides of the site, or by a large number of residential properties

³¹ 'Create and Reinforce', 'Restore and Create' and 'Create' using the 'Landscape Character Assessment Addendum 2015'

³² 'Reinforce', and 'Restore' using the 'Landscape Character Assessment Addendum 2015'

³³ 'Conserve and Reinforce', 'Conserve and Restore', 'Conserve and Create' and 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

Site Assessment Criteria	Comments	Scoring
	of assets including conservation areas, listed buildings or Scheduled Monuments where they adjoin. An assessment will need to be made of the potential harm. Impacts on non-designated assets will be noted.	can be mitigated or there are public benefits that outweigh a less than significant harm. There is harm to a heritage asset or its setting that cannot be mitigated.
14. Best & Most Versatile Agricultural Land;	The NPPF indicates that the impact on Best and Most Versatile agricultural land (grades 1, 2 and 3a) is a consideration that weighs in the planning balance. It is recognised that the small scale of the site options is unlikely to result in any significant adverse impacts and that it needs to be carefully weighed against other considerations.	All the land is not BMV (grades 3b to 6). The land is BMV but is too small ³⁴ to have a significant impact. 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.	The NPPF encourages the use of previously developed land (PDL). Sites that are previously developed weigh more favourably in the assessment balance than those which are on greenfield sites. This is unlikely to be the overriding consideration.	The site is previously developed land. The site contains some previously developed land. The land is a greenfield site.
16. Is there any potential for flood risk?	Any site must meet the requirements of the NPPF regarding flood risk. Sites in Flood Zone 3 have been excluded as suitable options. Gypsy and Traveller sites should be away from areas where there is a high flood risk given the vulnerability of	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).

³⁴ Less than 20 hectares (the threshold for consulting Natural England)

Site Assessment Criteria	Comments	Scoring
	<p>caravans to flooding. Zone 1 sites have the lowest risk of flooding and zone 3 covering land at the highest risk of flooding. Permanent pitches are 'highly vulnerable' to flooding and should not be sited within Flood Zone 3. Transit sites, which are only occupied in the short-term are considered to be 'more vulnerable' to flooding and as such should only be permitted in land covered by Flood Zone 3 where there are no other sites available on land that is less likely to flood.</p>	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.
		All or part of the site falls within Flood Zone 2 or 3 and the exceptions test could not be passed and mitigation not possible.
17. Would the topography constrain the development of the site?	<p>Certain topographical or ground conditions may need to be mitigated for in order to make development acceptable. Sites for Gypsies and Travellers need to be relatively flat and suitable for purpose. Sites should not be developed on exposed sloping sites where there is a risk of caravans being overturned. While the presence of such conditions may not render a site undevelopable, it could have an impact on the economic viability of development in terms of the cost of mitigation measures (for example terracing sloping sites).</p>	The topography does not 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.
		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Appendix 4: Sites Considered and Conclusions

Note that the sites are ordered numerically and in the order they were discounted i.e. those discounted at stage 2 are first, then stage 3, leaving the reasonable options

Ref	SiteName	SiteAddress	Locality	Site Area (ha)	Excluded at Stage 1, 2, 3,	Reason for Exclusion
79	Land at the Rear of the Civic Centre (Site a)	Chesterfield Road	Mansfield	0.27	1	Site has extant planning permission for 10 dwellings
5	Abbey Primary School	Abbey Road	Mansfield	1.84	2	Safeguarded for educational need
7	Former Ravensdale Middle School	Ravensdale Road	Mansfield	3.37	2	Safeguarded for educational need
17	Land at King Edward School off Meadow Avenue	Medow Avenue	Mansfield	0.60	2	Safeguarded for educational need
22	Playing Field, Sandy Lane	Sandy Lane / Garratt Avenue	Mansfield	2.58	2	Good Quality Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.
72	Land at Clipstone Road West	East of A6117 & South of B6030, Clipstone Road West	Forest Town	1.26	2	Community open space
78	Land off Bosworth Street	Bosworth Street	Mansfield	0.33	2	The shape and the access to the site does not lend itself to development.

128	Clumber Street Car Park	Clumber Street	Mansfield	0.08	2	Site too small
129	Land adjacent Crates and Grapes PH	High Street	Market Warsop	0.08	2	Site too small
130	Church Street car park	Church Street	Market Warsop	0.04	2	Site too small
133	Handley Arcade Car Park	Toothill Lane	Mansfield	0.11	2	Site too small
136	Land of Kestral Road	Oakham Business Park	Mansfield	0.11	2	Site too small
143	Crown Farm Industrial Estate (Site A)	Crown Farm Way	Forest Town	2.77	2	Protected key/general employment
149	Land off Grove Way	Grove Street	Mansfield Woodhouse	0.08	2	Site too small
151	Carpark opposite Birch House	Ransom Wood, Southwell Road West	Mansfield	0.22	2	The site is in existing use as a car park
172	Land Adjacent The Stables	Newlands Road	Forest Town	0.06	2	Site too small
173	Land adjacent Amethyst Gardens		Mansfield	0.06	2	Site too small
186	Kirkland Avenue Allotments	Kirkland Avenue	Mansfield	1.39	2	Allotments with no surplus land.
217	Land off Concorde Way		Mansfield	0.11	2	Site too small
220	Chesterfield Lane South Allotments	Chesterfield Road South		2.41	2	Allotments with no surplus land.
221	Land off Windmill Lane	Windmill Lane		1.32	2	Local Green Space

225	Warsop Road Amenity Space	Warsop Road		1.34	2	Good Quality Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.
226	Park Hall Road Allotments	Park Hall Road		0.68	2	Statutory Allotments with no surplus land.
227	Longyards Allotment	Park Avenue		3.78	2	Statutory Allotments with no surplus land without displacing allotment holders to consolidate the site.
233	Meden Trail	Meden Trail Pleasley Vale		5.34	2	LNR and SSSI
237	Land off Stacey Road			2.23	2	Good Quality Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.
238	Pleasley Hill Cemetery	Chesterfield Road		0.98	2	Cemetery
239	Water Lane Allotments	Water Lane	Pleasley	2.25	2	Community open space and statutory allotments with no spare capacity.
242	The Coppice	Meden Trail		3.73	2	LNR and ancient woodland
244	The Carrs	Church Road		15.03	2	LNR and community open space

245	Old Sports Ground Warsop Vale	Carter Lane		2.89	2	Good Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.
247	Land off Sherwood Rise	Sherwood Rise		0.10	2	Site too small
248	Newlands Playing Fields	Clipstone Drive		2.29	2	Average Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.
249	Rushpool Open Space	Sand Lands Way		2.05	2	Good Quality Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.
250	Car Park Barringer Road	Barringer Road		0.37	2	LNR
251	Land off Barringer Road	Barringer Road		2.42	2	LNR and community open space
252	Land off Barringer Road/Rowan Close	Barringer Road/Rowan Close		0.65	2	LNR
263	Amenity space, Land south of jubilee way	Jubilee Way		1.11	2	Average Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.

264	Millennium green amenity space	Skegby Lane			2	Average Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.
266	Land off Bernard Lane	Bernard Lane		0.48	2	Average Community open space as identified in community open space assessment 2018 and is protected as part of the emerging local plan.
271	Commercial Gate (site A)		Mansfield	0.08	2	Site too small
273	Commercial Gate (Site D)		Mansfield	0.07	2	Site too small
303	Berry Hill Park	Berry Hill Lane	Mansfield	25.43	2	Designated as community open space
304	Charlie Browns	Lime Tree Lane	Mansfield	0.23	2	Site is within flood zone 3
305	Land at the Rear of the Civic Centre (Site b)	Chesterfield Road	Mansfield	3.62	2	Designated as community open space
309	Fisher Lane Park	Rock Hill	Mansfield	7.11	2	Designated as community open space
306	Gas Board Club	Lime Tree Lane	Mansfield	0.22	2	Site is within flood zone 3
307	Town Mill Car park	Bridge Street	Mansfield	0.04	2	Too small
308	Yeoman Hill Park	Priory Road	Mansfield Woodhouse	5.34	2	Designated as community open space
310	Rear of ASDA, Forest Town	The Bridleway	Forest Town	2.58	2	Designated as community open space
9	Land to the East of Helmsley Road	Helmsley Road	Rainworth	2.82	3	Loss of a site in existing employment use

12	Broomhill Lane Allotments (part)	Broomhill Lane	Mansfield	1.03	3	Impact on townscape, green infrastructure and greenfield land
18	Land at Newgate Lane School	Bilborough Road/Newgate Lane	Mansfield	0.78	3	Constrained access and loss of beneficial open space use
29	Sherwood Rise (adjacent Queen Elizabeth Academy)		Mansfield Woodhouse	2.91	3	Impact on green infrastructure, landscape and greenfield land and lack of screening
30	Land at Old Mill Lane / Stinting Lane	Old Mill Lane	Mansfield	2.89	3	Poor access to public transport, impacts on green infrastructure and greenfield land and unsuitable topography
32	Radmanthwaite Road / Oxclose Lane	Radmanthwaite Road	Mansfield	12.51	3	Adverse impacts on the natural environment (green infrastructure, landscape, BMV and greenfield land)
41	Sherwood Oaks Business Park	Southwell Road West	Mansfield	2.67	3	Loss of a protected key/general employment area and a potential adverse living environment
45	Land at Spion Kop (Adj 49 Mansfield Road)	Off Mansfield Road	Spion Kop	2.47	3	Constrained access, impact on landscape and greenfield land
47	Land off Northfield Lane	Northfield Avenue	Mansfield Woodhouse	5.27	3	Constrained access, lack of screening and impact on the natural environment (landscape, BMV and greenfield land)
48	Small holding off Peafield Lane	Peafield Lane	Mansfield Woodhouse	1.95	3	Constrained access, impact on the natural environment (landscape and greenfield land)

49	Land off Mansfield Road (A60)		Market Warsop	15.67	3	Constrained access, loss of an agricultural use and impact on the natural environment (landscape, BMV and greenfield land)
50	Land off Peafield Lane	Land off Peafield Lane	Mansfield Woodhouse	13.37	3	Constrained access, impact on townscape and landscape and unsuitable topography
51	Land off Netherfield Lane	Netherfield Lane	Meden Vale	4.95	3	Loss of an agricultural use and adverse impact on the natural environment (green infrastructure, landscape and greenfield land)
55	Tall Trees mobile homes Old Mill Lane	Old Mill Lane	Mansfield	3.80	3	Poor access to public transport, loss of a beneficial leisure use and impact on the natural environment (green infrastructure and greenfield land)
56	Warren Farm, Land North of New Mill Road	Warren Farm, New Mill Road	Forest Town	79.00	3	Poor access to public transport, impact on the natural environment (green infrastructure and greenfield land) and unsuitable topography
61	Land East of Oakham Park	Land East of Oakham Business Park	Mansfield	15.21	3	Constrained access and potential adverse impact on the natural environment (green infrastructure, landscape and greenfield land).

62	Land at Southwell Road East	125-145 Southwell Road East	Rainworth	0.94	3	Constrained access and lack of screening
65	Former Blake Crescent Allotments	Alock Avenue	Mansfield	0.42	3	Constrained access, loss of an allotment use not proven to be surplus and unsuitable topography
67	Land at Peafield Lane	Peafield Lane	Mansfield Woodhouse	11.15	3	Adverse impact on the natural environment (green infrastructure, landscape and greenfield land) and loss of an agricultural use
69	Gregory Quarry	Gregory Quarry, Nottingham Road	Mansfield	4.68	3	Constrained access, adverse impact on the natural environment (biodiversity and geodiversity, green infrastructure and greenfield land) and unsuitable topography
71a	Site A, Long Stoop Way	Land at Long Stoop Way, South of Crown Farm Way	Forest town	2.28	3	The site is in existing employment use and the site is within a protected key/general employment area.
71c	Site C, Long Stoop Way	Land at Long Stoop Way, South of Crown Farm Way	Forest Town	0.60	3	The site is in existing employment use and the site is within a protected key/general employment area.
74a	Water Lane	Marr Route A616 Pleasley	Pleasley	7.74	3	Poor access to public transport and adverse impacts on the natural environment (landscape, BMV and greenfield land)

74b	Water Lane	Marr Route A616 Pleasley	Pleasley	0.85	3	Loss of an agricultural use and adverse impact on the natural environment (landscape, BMV and greenfield land)
74d	Water Lane	Marr Route A616 Pleasley	Pleasley	5.11	3	Constrained access, adverse impacts on the natural environment (landscape, BMV and greenfield land) and unsuitable topography
83	Grove Street Car Park	Land at Grove Street	Mansfield	0.29	3	Loss of a use not proven to be surplus, highly visible and potential adverse impact on a listed building
108	Marshalls	Oxclose Lane	Mansfield Woodhouse	3.58	3	Substandard access and loss of an employment use, the site has since been granted planning permission for residential use.
117	Ravensdale Allotment site	off Ravensdale Road	Mansfield	0.39	3	Constrained access / loss of an allotment use and adverse impacts on the natural environment (green infrastructure, landscape and greenfield land)
118	Land and buildings off Debdale Lane	Off Debdale Lane	Mansfield Woodhouse	0.48	3	The site is in existing employment use which is well used and susceptibility to surface water flooding

121	Rippon Homes building	Leeming Lane South	Mansfield Woodhouse	0.66	3	Amenity (air / noise pollution from adjoining manufacturing use) and impact on townscape. The site has been granted planning permission for a retail store.
125	Sandy Lane Allotments	Sandy Lane	Mansfield	4.04	3	Impact on green infrastructure, greenfield land and unsuitable topography
126	William IV Public House	210 Stockwell Gate	Mansfield	0.23	3	In existing use as a public house and potential adverse impacts on heritage assets
131	Toothill Lane Car Park	Toothill Lane	Mansfield	0.19	3	Loss of an existing use, highly visible location and unsuitable topography
137	Plot 17	Long Stoop Way, Crown Farm Estate	Forest Town	0.25	3	Loss of an employment use not proven to be surplus and the site is within a key /general employment area.
171	High Oakham Farm (west)		Mansfield	10.43	3	Loss of open countryside, loss of an agricultural use and potential adverse impacts on the natural environment (biodiversity and geodiversity, TPO, green infrastructure, landscape and greenfield land)
174	Mansfield Manor Hotel	Windmill Lane	Mansfield	0.09	3	Constrained access and potential adverse impacts on heritage assets

184	Land & buildings at White Hart	White Hart Street/Dame Flogan Street	Mansfield	0.64	3	Impacts on amenity, townscape and heritage assets the site also has permission for residential development and is a key regeneration priority.
187	Land forming part of Peafield Farm	off Peafield Lane	Mansfield Woodhouse	25.16	3	Poor access to public transport and impacts on townscape and the natural environment (green infrastructure, landscape and greenfield land)
188	Land forming part of Warren Farm	off New Mill Lane	Forest Town	10.00	3	Loss of an agricultural use, Impact on the natural environment (green infrastructure and greenfield land) and highly visible location
190	The Birches	Park Hall Road	Mansfield	2.22	3	Constrained access and impact on greenfield land
191	Land rear of Helmsley Road	Helmsley Road	Rainworth	4.88	3	Substandard access and loss of an agricultural use
192	Land at Ashland Farm	Skegby Lane	Mansfield	6.14	3	Poor access to public transport, constrained access and impact on the natural environment (landscape and greenfield land)
193	Land off Clipstone Drive	Clipstone Drive	Forest Town	2.98	3	Adverse impacts on the natural environment (biodiversity and geodiversity, TPO and greenfield land) and unsuitable topography

205	Land off Cuckney Hill		Church Warsop	7.54	3	Poor access to utilities, loss of an agricultural use and adverse impact on the natural environment (green infrastructure, landscape and greenfield land).
206	Land North of Laurel Avenue		Church Warsop	5.84	3	Constrained access, loss of an agricultural use and adverse impacts on the natural environment (green infrastructure, landscape and greenfield land)
207	Land North of Lime Crescent/Birch Street		Church Warsop	21.12	3	Constrained access, loss of an agricultural use and adverse impacts on the natural environment (landscape and greenfield land)
208	Land off Netherfield Lane		Church Warsop	10.93	3	Loss of an agricultural use, risk of flooding and adverse impacts on the natural environment (green infrastructure, landscape and greenfield land)
209	Land adjacent to Church Lane			0.20	3	Adverse impacts on green infrastructure and risk of flooding
218	Land off Forest Road		Mansfield	1.18	3	The site is in active employment use and impact on townscape
219	Clipstone Football Ground	Mansfield Road	Mansfield	3.87	3	Loss of a use not proven to be surplus and impact greenfield land

224	Whinney Hill Allotments	Whinney Hill		8.38	3	Constrained access, unsuitable topography and potential impacts on the natural environment (biodiversity and geodiversity, TPO, green infrastructure, landscape and greenfield land).
228	Land adj Manor road	Manor Road		0.15	3	Constrained access, loss of a beneficial use and impact on townscape.
229	Northfield Avenue Allotments	Northfield Avenue		5.00	3	Loss of an existing agricultural and allotments use and adverse impacts on the natural environment (landscape, BMV and greenfield land)
232	Land Adj Common Lane 3	Common Lane		0.11	3	Unaccommodating site layout and unsuitable topography.
234	Land adj Eastleigh Drive	Eastleigh Drive		0.17	3	Constrained access and plots too small when considered individually
235	Pleasley Vale Nursey	Shire Road		1.86	3	Access to public transport and adverse impacts on the natural environment (biodiversity and geodiversity, conservation area, green infrastructure, landscape, BMV and partial greenfield land)

236	Land off Littlewood Lane	Littlewood Lane		0.31	3	Access to public transport and utilities and critical infrastructure, and adverse impacts on the natural environment (protected trees, green infrastructure, landscape, BMV and greenfield land)
240	Land adj Chesterfield Road	Chesterfield Road	Pleasley	0.96	3	Adverse impacts on the natural environment (green infrastructure, landscape, BMV and greenfield land) and unsuitable topography.
243	Land adj Tenter Lane	Tenter Lane		0.45	3	Loss of a beneficial uses a public walking and cycling connection and unsuitable topography
246	Land off Church Road	Church Road		0.27	3	Highly visible, potential adverse impacts on the natural environment (TPO, conservation area, green infrastructure, landscape, greenfield land) and heritage assets
265	Lay By Jubilee Way	Jubilee Way		0.18	3	Impact on the natural environment (green infrastructure and local wildlife site)
269	Land to the North of 100 Wood Lane	Warsop Estate, Warsop Stock Allotments, Wood Lane	Church Warsop	1.68	3	Adverse impact on the natural environment (landscape and greenfield land) and unsuitable topography

272	Commercial Gate (Site B)		Mansfield	0.15	3	Loss of a beneficial use, highly visible location and impact on townscape
274	Sherwood Business Park (Site C)		Mansfield	0.75	3	Loss of protected key/general employment area in existing use.
311	Land at the Rear of the Civic Centre (Site c)	Chesterfield Road	Mansfield	1.56	3	The site is still in active use as a car park
312	Car Wash	Great Central Way	Mansfield	0.2	3	The site is still in active use as a car wash
313	Land to the rear of One Call Stadium	Quarry Lane	Mansfield	1.44	3	The site would not provide sufficient amenity for residential use.
314	Area of hardstanding	Woburn Road	Pleasley	0.24	3	The site is still in active use as a car park
275	Old Metal Box Site	Rock Valley	Mansfield	2.59	3	Access is in flood zone 2
3	Land at Spencer Street	Spencer Street	Mansfield	0.68	Reasonable options	Impact on road safety and parking amenity
4	Land astride Victoria Street		Mansfield	1.37	Reasonable options	Limited width of surrounding roads, on street parking and road alignment.
8	Former Sherwood Hall School	Stuart Avenue	Mansfield	3.16	Reasonable options	Access to the site is immediately adjacent to the access to a school while this could potentially be provided it is not considered the best option when assessed against the alternatives.
42	Land at Former Railway Station	Mansfield Road	Market Warsop	1.22	Reasonable options	Site access does meet requirements for speed of road.

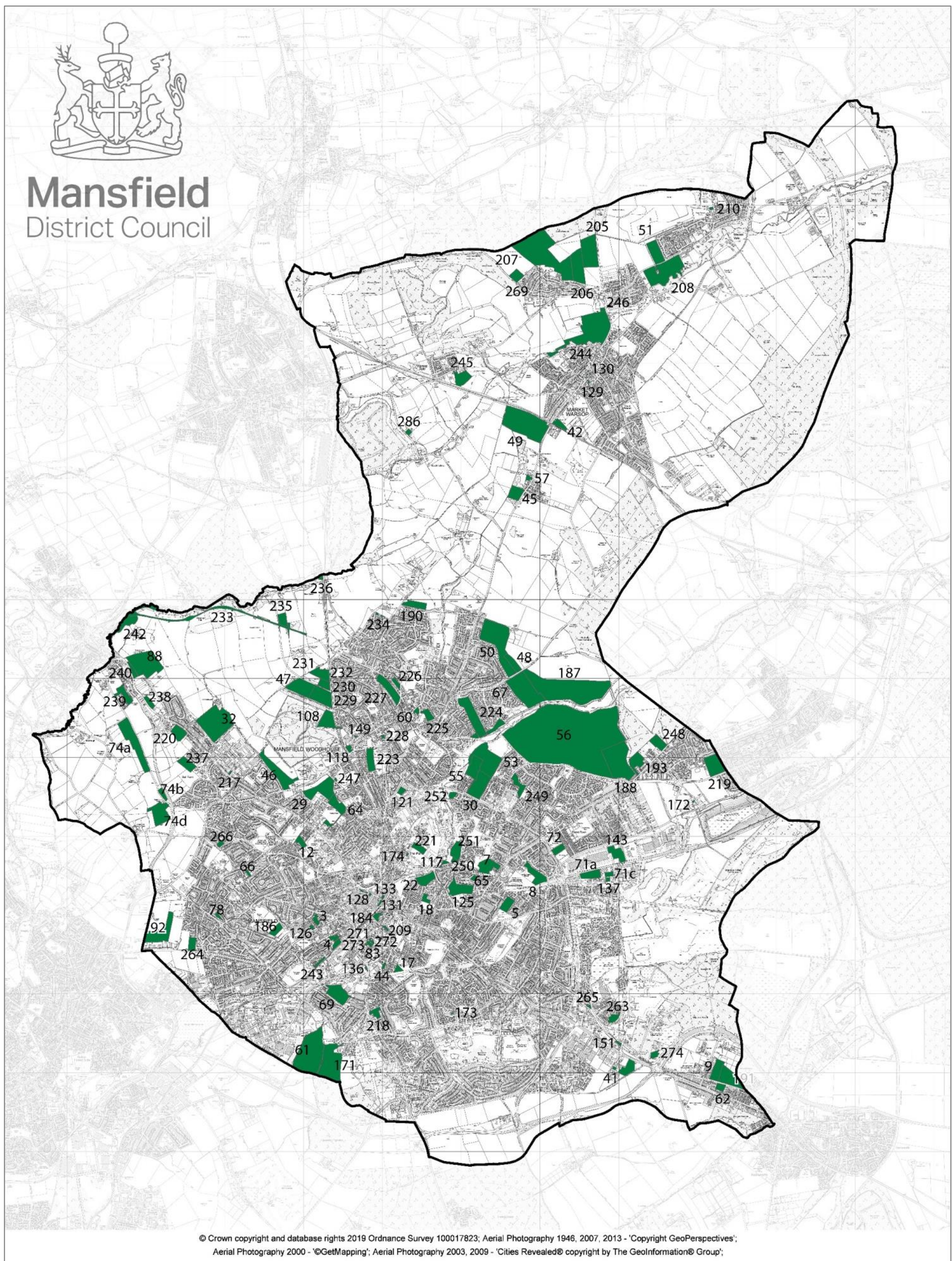
44	Land off Baums Lane	Baums Lane	Mansfield	0.24	Reasonable options	Junction geometry and land take required to facilitate potential access would reduce the land available and not deliver the minimum of 3 pitches.
46	Land at Debdale Lane / Burlington Drive	Debdale Lane	Mansfield	5.97	Reasonable options	Site not considered suitable due to power lines crossing the site
53	Land between Old Mill Lane & New Mill Lane	Old Mill Lane & New Mill Lane	Forest Town	5.82	Reasonable options	Access to the site would be required through the adjacent mobile home site; this is not considered suitable due to the narrowness of the road network within the site.
57	Land off Mansfield Road, Spion Kop (adj The Gables)	Mansfield Road	Spion Kop	0.41	Reasonable options	The site has been granted planning permission for residential use.
60	Land off Ley Lane	Ley Lane	Mansfield Woodhouse	0.42	Reasonable options	The site is currently used as a Travelling Showpeople's site; it is considered appropriate to continue this use.
64	Pheasant Hill and Highfield Close	Highfield Close	Mansfield	3.28	Reasonable options	Access to the site would be via a narrow track passed an existing row of homes; while this could potentially be provided it is not considered the best option when assessed against the alternatives.
66	Harrop White Road Allotments	Harrop White Road	Mansfield	0.28	Reasonable options	Not considered feasible due to site access

88	Land off Chesterfield Road	Chesterfield Road North	Pleasley	9.75	Reasonable options	Access to the site would be via a narrow track passed an existing row of homes; while this could potentially be provided it is not considered the best option when assessed against the alternatives.
210	Former Meden Vale Village Hall	Elksley Road	Meden Vale	0.15	Reasonable options	A new access would be required which would reduce the site capacity; while this may potentially be deliverable it is not considered the best option when assessed against the alternatives.
223	Priory Road Allotments	Priory Road	Mansfield Woodhouse	2.49	Reasonable options	While the site is currently statutory allotments no existing plot holders will be affected and sufficient land is available to meet the needs of those on the waiting list prior to consultation on the G&T Options stage. There will be an impact on the Conservation Area but this is considered to be outweighed by the need to meet G&T need. Given the lack of available suitable alternatives it is proposed to allocate this site for permanent pitches.

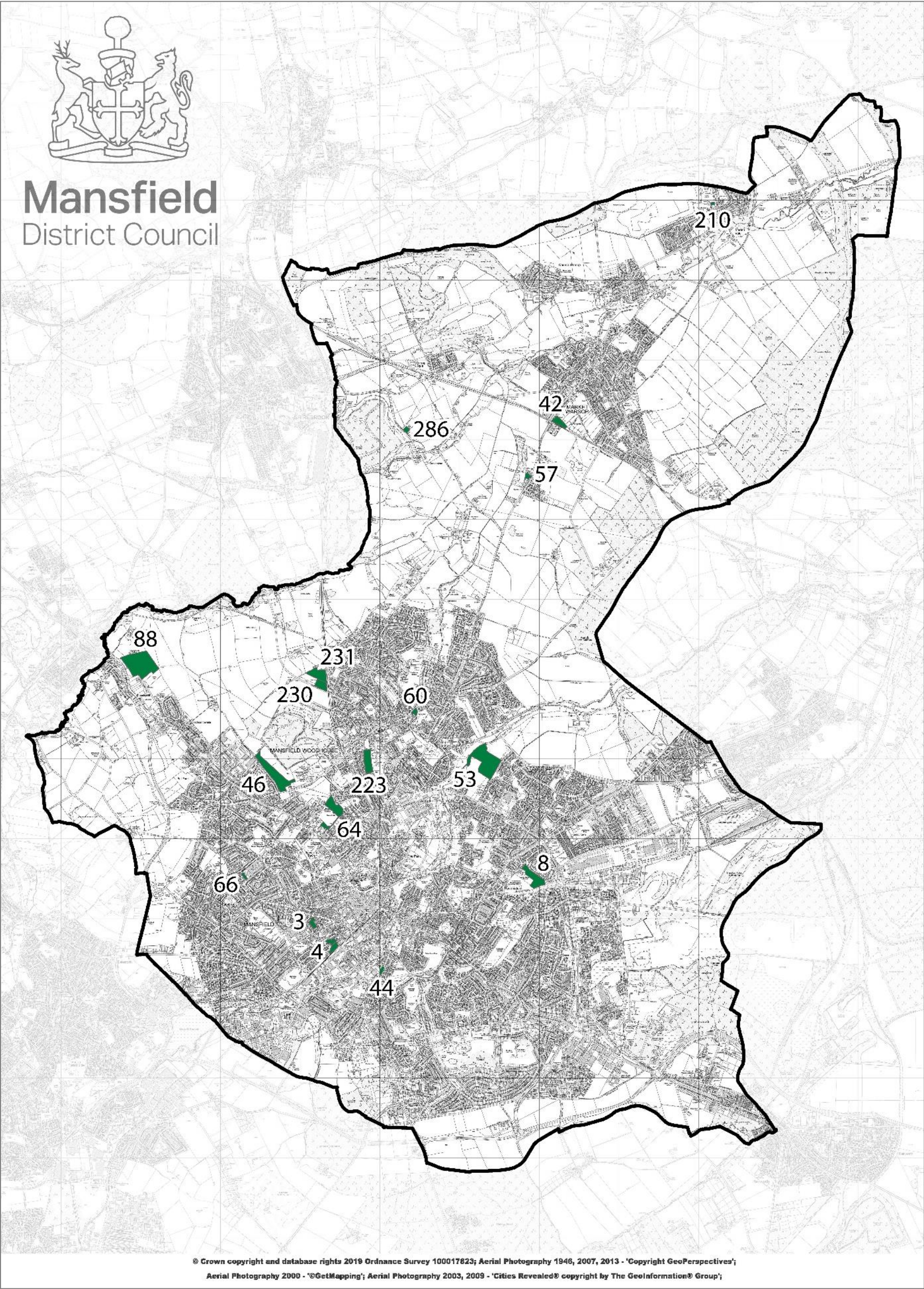
230	Land Adj Common Lane	Common Lane		1.45	Reasonable options	Access for static caravans cannot be achieved; the site is therefore only suitable as a transit site. While located away from major transport routes it is available and the need to allocate a transit site is considered to outweigh this. Given the more sheltered nature of the site and closer proximity to the urban area it is proposed to allocate this site for transit use.
231	Land Adj Common Lane 2	Common Lane		2.56	Reasonable options	Access for static caravans cannot be achieved; the site is therefore only suitable as a transit site. While located away from major transport routes it is available and the need to allocate a transit site is considered to outweigh this. Given the more open nature of this site and the proximity to the car dismantlers only 230 is proposed to be allocated.
286	Disused Electricity Sub Station	Longster Lane	Warsop Vale	0.38	Reasonable options	The site is currently used as a Travelling Showpeople's site; it is considered appropriate to continue this use.

315	Newlands Triangle	Crown Farm Way	Forest Town	3.68	Reasonable options	Land take required to facilitate potential access would reduce the land available and not deliver sufficient pitches to future proof.
84	Former Lorry Park	Sheepbridge Lane	Mansfield	1.29	Reasonable options	While the site is suitable it is not available; on balance other sites are considered more deliverable.

Appendix 5: Stage 1 Sites Mapped



Appendix 6: Reasonable Options



Appendix 7: SA Site Appraisal Findings

Site ID	Site Name	Ward	1.Schools	2. Health	3.Public Transport	4.Utilities / infrastructure	5.Amenity	6. Potential for suitable access	7.Loss of a use not proven to be surplus	8. Biodiversity and geo-diversity	9. Protected trees and hedgerows	10. Green Infrastructure	11. Impact on townscape	12. Landscape	13. Heritage Assets	14. Agricultural Land	15. Use of previously developed land.	16. Is there any potential for flood risk	17.Topographical constraints	Score	Rank
3	Land at Spencer Street	Ladybrook																		6	6
4	Land astride Victoria Street	Portland																		6	6
8	Former Sherwood Hall School	Carr Bank																		4	12
42	Land at Former Railway Station	Market Warsop																		10	3
44	Baums Lane	Sandhurst																		4	12
46	Land at Debdale Lane / Burlington Drive	Sherwood																		-1	21
53	Old Mill Lane & New Mill Lane	Maun Valley																		-6	23
57	Land off Mansfield Road, Spion Kop (adjacent The Gables)	Market Warsop																		-3	22
60	Land off Ley Lane	Manor																		6	6
64	Pheasant Hill / Highfield Close	Sherwood																		4	12
66	Harrop White Road Allotments	Broomhill																		3	15
84	Lorry Park	Portland																		11	2
88	Land off Chesterfield Road	Bull Farm ad Pleasley Hill																		-4	23
210	Former Meden Vale Village Hall	Netherfield																		12	1
223	Priory Road Allotments	Yeoman Hill																		2	17
230	Land Adjacent Common Lane	Woodhouse																		1	19
231	Land Adjacent Common Lane 2	Woodhouse																		1	19
275	Old Metal Box Site	Portland																		5	11

Site ID	Site Name	Ward	1.Schools	2. Health	3.Public Transport	4.Utilities / infrastructure	5.Amenity	6. Potential for suitable access	7.Loss of a use not proven to be surplus	8. Biodiversity and geo-diversity	9. Protected trees and hedgerows	10. Green Infrastructure	11. Impact on townscape	12. Landscape	13. Heritage Assets	14. Agricultural Land	15. Use of previously developed land.	16. Is there any potential for flood risk	17.Topographical constraints	Score	Rank
286	Disused Electricity Station	Market Warsop																		3	15
311	Land to the rear of the Civic Centre (Site C)	Broomhill																		7	4
312	Car Wash	Newgate																		6	6
313	Land to the rear of One Call Stadium	Portland																		2	17
314	Area of hardstanding	Bull Farm and Pleasley Hill																		7	4
315	Newlands Triangle	Newlands																		6	6

	Best suited needs minimal mitigation
	Suitable but may need more mitigation than other sites
	Least suitable site needs the most mitigation

Appendix 8: SA Summary of Overall Site Performance

Site ID	Site Name	Broad Location	Commentary
3	Land at Spencer Street	Woodhouse	Performs well against most criteria, with only minor constraints that could be mitigated. However, poorly in terms of the townscape. Ranks joint 6th alongside sites 4, 60, 312 and 315.
4	Land astride Victoria Street	Portland	Performs well against most criteria, with only minor constraints that could be mitigated. However, it performs poorly in terms of the townscape. Ranks joint 6th alongside sites 3, 60, 312 and 315.
8	Former Sherwood Hall School	Carr Bank	Performs well against most criteria, with only minor constraints that could be mitigated. However, poorly in terms of the townscape. Ranks joint 12 th alongside sites 44 and 64.
42	Land at Former Railway Station	Market Warsop	This performs well overall with mostly minor constraints in relation to amenity and topography. However, site access is a potentially major constraint. Ranks third best amongst all of the site options.
44	Baums Lane	Mansfield	The site performs well against most of the criteria, with only minor constraints relating to amenity, utilities, access, biodiversity and flooding. There are more notable constraints in terms of townscape though. Overall, it ranks joint 12 th alongside sites 8 and 64.
46	Land at Debdale Lane / Burlington Drive	Sherwood	The site has limitations in terms of potential impacts upon landscape, green infrastructure and agricultural land. Otherwise, the site performs fairly well against other locational factors. The constraints contribute to this site ranking poorly though compared to other sites (21 st).
53	Old Mill Lane & New Mill Lane	Maun Valley	This site ranked the joint worst out of the sites that were assessed, having poor access to public transport and being constrained by the environmental qualities associated with the River Maun. In addition there are further constraints relating to several factors, though these could potentially be mitigated more easily.
57	Land off Mansfield Road, Spion Kop (adjacent The Gables)	Market Warsop	The site records several minor constraints, as well as more significant constraints in terms of greenfield land loss and landscape. The site ranks 22 nd worse which is one of the lowest ranking scores overall.
60	Land off Ley Lane	Manor	Other than the loss of greenfield land, the site performs relatively well, with only minor constraints. Therefore, the site scores joint 6th overall alongside sites 3, 4, 312 and 315.

Site ID	Site Name	Broad Location	Commentary
64	Pheasant Hill and Highfield Close	Sherwood	The site performs relatively well in terms of locational factors, but is on greenfield land and has some constraints relating to landscape and heritage. Ranks joint 12 th overall alongside sites 8 and 44.
66	Harrop White Road Allotments	Broomhill	The site performs relatively well against a range of factors, but is on greenfield land, could have negative effects on townscape and minor constraints in relation to health and public transport access. It ranks joint 15 th overall alongside site 286.
84	Lorry Park	Mansfield.	The site performs well against most factors, with only minor constraints relating to amenity, utilities and townscape. It ranks second best of all the site options.
88	Land off Chesterfield Road	Bull Farm and Pleasley Hill	This site ranks joint worst overall compared to all the sites. It performs poorly against three criteria (landscape, agricultural land and use of previously developed land), as well as having a range of more minor constraints.
210	Former Meden Vale Village Hall	Netherfield	This site performs well for the majority of the criteria, with only minor constraints regarding topography. Overall, the site performs first best.
223	Priory Road Allotments	Yeoman Hill	The site performs well against some criteria, but has minor constraints relating to amenity, utilities, access, the potential loss of a community facility and effects on heritage. The site is negatively scored in relation to its greenfield nature too. Overall, it ranks joint 17 th alongside site 313.
230	Land Adjacent Common Lane	Woodhouse	The site performs well against most of the criteria, with only minor constraints relating to amenity, utilities, access and the agricultural land. The site is negatively scored in relation to its greenfield nature though, which is reflected by more significant constraints in terms of landscape as well. Overall, it ranks joint 19 th alongside site 231.
231	Land Adjacent Common Lane 2	Woodhouse	The site performs well against most of the criteria, with only minor constraints relating to amenity, utilities, access and the agricultural land. The site is negatively scored in relation to its greenfield nature though, which is reflected by more significant constraints in terms of landscape as well. Overall, it ranks joint 19 th alongside site 230.

Site ID	Site Name	Broad Location	Commentary
275	Old Metal Box Site	Mansfield	Though the site performs well in terms of accessibility, parts are at risk of flooding, and there are notable issues with site access. More minor constraints include impacts on heritage, amenity and green infrastructure networks. The site ranks 11 th overall.
286	Disused Electricity Station	Warsop Vale	With the exception of landscape, there are minimal constraints from an environmental perspective. However, the site is located poorly in relation to public transport and services, and there may also be issues in relation to utilities. Consequently, the site only scores joint 15 th overall.
311	Land to the rear of the Civic Centre (Site C)	Mansfield	There are minimal 'environmental' constraints, and the site has good access to services. However, there are constraints relating to amenity and the use of a car park. There is also potential constraints in terms of suitable access and utilities. The site ranks 4 th overall alongside site 314.
312	Car Wash	Mansfield	Though performing well against most criteria (including accessibility and environmental factors), there are some more notable constraints in relation to amenity, the loss of current use and townscape. It ranks joint 6 th overall alongside sites 3, 4, 60 and 315.
313	Land to the rear of One Call Stadium	Mansfield	The site is positive in some respects, but scores poorly in relation its greenfield nature, and potential impacts on townscape and amenity that could be difficult to mitigate. There are also issues relating to utilities, and the site is not ideally related in terms of public transport. Consequently, the site ranks poorly at 17 th overall.
314	Area of hardstanding	Pleasley	There are minimal 'environmental' constraints, and the site has good access to services. However, there are constraints relating to amenity and the use of a car park. There is also potential constraints in terms of suitable access and utilities. The site ranks 4 th overall alongside site 314.
315	Newlands Triangle	Forest Town	The site performs relatively well in terms of accessibility. However, it is greenfield, agricultural land which could affect amenity if developed. It ranks joint 6 th overall alongside sites 3, 4, 60 and 312.

Appendix 9: MDC Specialist Officer Comments on Heritage

Site no.	Site Name	Impact on heritage assets from site assessment	Heritage assets within the vicinity, historical research.
3	Land at Spencer Street	Not likely to have an adverse impact upon the significance of heritage assets as the nearest assets are separated from site by existing development and not within setting.	<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 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.</p> <p>By 1900 more structures are to the north burgage plot area.</p> <p>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.</p>

			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.
4	Land astride Victoria Street	Not likely to have an adverse impact upon the significance of heritage assets as the nearest assets are separated from site by existing development and not within setting.	3no. NDHA within the vicinity of the site (William IV PH Stockwell Gate, Elizabeth Heath Alms-houses 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. Historically the site 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 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.
8	Former Sherwood Hall School	Not likely to have an adverse impact upon the significance of heritage assets as the nearest assets are separated from site by existing development and not within setting.	<p>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.</p> <p>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.</p>
42	Land at Former Railway Station	Not likely to have an adverse impact upon the significance of heritage assets as the nearest assets are separated from site by existing development and not within setting.	<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 II Listed), all of considerable distance from the site, with development occurring between them and the site to not be adversely impacted upon.</p> <p>Warsop station (archaeology) site in question, Milestone Warsop (archaeology) south of site.</p> <p>Historically open linear field system with staggered trees to boundaries, access road 'Sue Willy Lane' located to northern boundary of site, running along embankment.</p> <p>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</p>

			located to Leeming Lane, south side, access road to rear buildings now recorded as Elmsford, all south of site.
44	Land off Baums Lane	Not likely to have an adverse impact upon the significance of heritage assets as the nearest assets are separated from site by existing development and not within setting.	<p>Nearest heritage assets Nottingham Road (CA), Titchfield Park (NDHA), King Edward School (NDHA) and Field Mill House (Grade II 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 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.</p>
46	Lane at Debdale Lane, Burlington Drive	Historically the site may have had some association with the listed Hall, being part of the linear field system, and the hall had a working farm. A quarry and its associated structure and a further structure to the opposite of Debdale Lane historically always partially separated the existing grounds from the site. Development has occurred between the site and the remaining grounds, albeit a solar panel farm, this has caused further separation, and with boundary treatments and	<p>May have had some associated with the former grounds associated (pleasure grounds (NDHA)) with former Debdale Hall (now known as Thistle Hill Hall) (Grade II 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.</p> <p>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</p>

		the remaining pockets of what are now mature trees, a barrier is in affect formed. Apart from one small section where a boundary treatment is not evident, the remaining landscaped grounds of the Hall however would contribute to screening nature, so the proposed nature of the usage of the site is not likely to have an adverse impact upon designated heritage assets	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.
53	Land between Old Mill Lane and New Mill Lane	Historically the site consisted of fields with pockets of woodland which also occurred around the river corridor, there looks to be small outbuildings evident to the site, which could be utilised as the location for facilities. Within the vicinity of what looks to be the entrance to the site is a NDHA, stone wall and bridge, this has archaeological significance as such should not be altered or lost due to the change in land usage, just to the south of which is a wooded area which if lost would affect its character. However it is felt	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). 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). 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 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.

		that this is not the ideal location in which to enter this site. An access track to this site is already evident, Stinting Lane, this should be utilised as the access route to enter the site, rather than the access location proposed	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/alterd 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.
57	Land off Mansfield Road, Spion Kop	Not likely to have an adverse impact upon significance of heritage assets as some distance and not within the setting. Residential development subsequently granted on site.	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. 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 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.
60	Land off Ley Lane	The site is a long established Travelling Show people's site and continued use will not increase impact on historic environment.	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.
64	Pheasant Hill and Highfield Close	Historically the site nearest the main road, which is chunky 'L' plan in format, was partially developed with structures located to its north and south top corners, these locations could be utilised for the siting of the necessary facilities, other than that the rest of the site would remain as it historically appeared, open, through the new usage. The site is located near the curtilage of a Grade II Listed building, which is surrounded by a high stone boundary wall so enclosing and forming a barrier also a road/track separates the asset from the site. Previous development around this property has already occurred which has partially enclosed it. The proposal for the site would not result in any loss of significance in relation to loss	<p>Mill Bank Cottage Pheasant Hill (Grade II) Pavilion (NDHA) Queen Elizabeth School (NDHA), Windmill (archaeology) Limestone Quarry (archaeology). 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>By 1919 development had occurred section of north plot.</p> <p>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.</p>

		of historic fabric, and the assets setting, if any new installations utilise the locations of lost historic structure, would not be altered	
66	Harrop White Road Allotments	Not likely to have an adverse impact upon significance of heritage assets as some distance and not within the setting.	<p>Nearest asset Intake Farm School, Armstrong Road Grade II Listed c1957. 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.</p>
84	Lorry Park Sheepbridge Lane	Site was previously partially developed. Existing land format and development predominantly conceal site, proposed use not likely to have an adverse impact upon significance of designated/non-designated heritage assets.	<p>Historically the site was an open field with a pond/well located to east of its northeast boundary (which further northeast was Victoria Terrace and Victoria Steam Brick Works), with further open field located to the west and north where also was situated allotment gardens. Rock face to south/southeast boundary of the site, with railway bridge over Sheepbridge Lane (which is at a lower level – so rock also to opposite aspect of road). To its south/southeast boundary was railway track/s with signal box with allotments gardens opposite. By 1919 a tramway had been implemented to access the site from the brick works, now referred also as stone works, to the west and north of the tramway were further allotments gardens. By 1956 the area to the northwest/west/ northeast had been developed with the area to the east and south being partially developed. By this time the site had also been partially developed along its south/southwest/west boundaries with residential and works buildings, with</p>

			<p>access evident of Sheepbridge Lane. This development was still evident in 1982 at this point access road named Gibbons Road. Site currently vacant but was recently used as container storage.</p> <p>Heritage assets within the vicinity of the site.</p> <p>L5339 north of site Neolithic flint axe head. LB Grade II Drury Dam east of the site. (M7506). LB Grade II Matlock Mill southeast of site (M2570) M17873 Sheepscour bridge (just to the east of Matlock Mill) M2571 Reed Mill/Bleakhills Mill, southeast of Matlock Mill. M17874 Bridge on Hermitage Mill southwest of site. LB Grade II Hermitage Mill southwest of site (M2573) LB Grade II Railway Bridge 100m west of Hermitage Mill. M2623 Hermitage brickworks west of site. NDHA Hermitage House west of Hermitage Mill.</p>
88	Land off Chester-field Road	<p>Historically site was open fields; later development occurred within the periphery of the site and adjacent to its boundary, but it is sporadic in nature to the north, the location of the NDHA, which is historic but has expanded over time. The NDHA lies some distance from the site to the north with other assets separated from the site by the main road and surrounding developments. Existing screening is evident</p>	<p>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). 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.</p>

		between the site and the NDHA, through field boundary systems and tree planting to boundaries, which around the NDHA looks to be extensive as possibly some sort of wind break. The proposed usage is not likely to therefore impact on the significance of the non-designated heritage asset	
210	Former Meden Vale Village Hall	Building is not recorded designated, the nearest NDHA is located a distance from the site to the south and separated development, the proposed usage of the site is 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.
223	Priory Road Allotments	Would result in impact on the significance of the heritage asset, if the complete wall was lost, as this feature was incorporated with the CA because of its historic significance but also, coupled with the boundary walls to the opposite side of the road,	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). 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 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.

		continued the theme of enclosure and channelling of views. If the historic accesses were just utilised for access/exit (one still legible) and the remaining wall not associated with these accesses was retained, this would reflect the original format of the wall	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.
230	Land Adjacent Common Lane	Historically site was part of a linear field system, with railway embankment to east which develop to sidings and limekilns and quarry to south corner. Northfield lane ran along west side of field system. Part of field associated with site (northwest) was developed. Trees now appear to area of limekilns and quarry. Site appears some distance from heritage assets, field boundary system still in place. Area is screened from heritage assets and nature of proposed usage of site, not likely to have an adverse impact upon designated heritage assets	North Lodge Farm (Grade II 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) 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 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)
231	Land Adjacent	Historically site was part of a linear field system, with railway	North Lodge Farm (Listed and NDHA). Lime works (archaeology) Separated from site by track and open fields.

	Common Lane 2	<p>embankment to east which later to this site contained sidings with also contained a few small buildings. Functioned as lime works. Implementing facility buildings to these locations on same footprint would be considered appropriate. The site is situated some distance from the heritage assets, field boundary system still in place. Area is screened from heritage assets and nature of proposed usage of site, not likely to have an adverse impact upon designated heritage assets</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. Now recycling site to north and allotments to south.</p>
275	Old Metal Box	<p>Site occupies a lower position, so potentially screened from nearby heritage assets, site was historically developed and continued to witness further periods of development. The remaining elements, namely the clock tower, remaining building footprints, River Maun - the mill pond outlet and culverts, access route, section of the remaining stone boundary wall, of site would be of significance as</p>	<p>Historically the site was in industrial usage which it is believed to have begun with the development of a water-powered mill used for the production of mustard in the late C18 or early C19, by 1840, other industrial processes, including a colour mill, a ropewalk, a tannery and wood-turning and saw mills were established around the site. The development of the mustard business saw the expansion of the mill site, and the introduction of steam-powered processes, which included the manufacture of tin containers for the mustard products. Following a serious fire in 1873, the rebuilding and further enlargement of the site took place, providing the opportunity for the expansion of the tin ware business. In the mid-C19, a bleach works had been established to the south-west of Rock Mill.</p> <p>The 1899 Ordnance Survey map shows the site divided into two separate sections, with 'Rock Valley Mill (mustard)' at the north end and 'Rock Valley Tin Works' to the south. Over the next thirty years, the bleach works site was</p>

		<p>they depicted periods of development of the site; it is understood that these will remain unaltered during any proposed usage of the site. There is access to the site already evident off Rock Valley.</p> <p>Therefore not likely to have an adverse impact on designed and non-designated heritage assets or features.</p>	<p>intensively developed, with a succession of additional and replacement buildings being added throughout the site. In 1909, a substantial three-storey block was built to the north of the bleach works, and by 1912, two more three-storey buildings had been erected to the south end of the site. By 1914, a further three-storey building had been completed which linked the bleach works frontage to the southern additions. In 1919, a further phase of development began with the construction of the four-storey Tower Block. The west wing of the original mustard mill complex was demolished in 1953; further demolition occurred in the C21 with only the clock tower, remaining building footprints, the River Maun the mill pond outlet and culverts, access route, and a section of the remaining stone boundary wall, the site also contains rock faces.</p> <p>To the east was open ground with allotment located to the southeast and small field patterns to the situated to the north and north east (contained an LB), by 1956 these had all been developed.</p> <p>To the site is the Clock Tower NDHA. M4040 (archaeology) Rock Valley Mill. To the north of the site is The Park CA with LB's and NDHA's (of which Carr Bank Memorial Park NDHA is the nearest) To the northeast is Stanton Mill LB, to the northwest/west is Terrace Road CA with LB's, and to the west/southwest is Market Place CA with LB's. A further NDHA's is located to the north of the Market Place CA so just closer to site than CA. To the south of the site is the Bridge Street CA with LB's and NDHA's. With further NDHA's and LB's located to the southeast.</p>
286	Disused Electricity	Historically the site was part of field systems, with a quarry situated to the south of the	Lime quarry – north (archaeology), Lime quarry – just to the south (archaeology), Spring Farmhouse - south (NDHA) Hall Farm southeast (Grade II Listed), Lynchet Boundary (archaeology), Lynchet Banks

	Sub Station	<p>associated section of the same field as the site, and a ford. Tracks were evident that separate the site from nearest NDHA and listed buildings. Field boundaries were evident and linear pockets of trees, and what looks to be orchards, these screened the site from the assets, forming a barrier. By 1956 a structure appeared on the site, but quarry works were still evident, field system has altered. Development around the farm buildings, which also screen the Church, from view these add to the tree and field boundary systems (orchard have been lost) as with the nature of the proposed usage the proposal is not likely to have an adverse impact upon designated heritage assets</p>	<p>(archaeology) Bath Lane Farm (NDHA), then in a row east of Hall Farm, Watermill (archaeology) Church of St Augustine (Grade I Listed), circle (archaeology) Nettleworth Farm (Grade II Listed) Rose Cottage (NDHA). 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.</p>
311	Land to the rear of Civic centre (Site C)	<p>Historically site was open fields. By 1956 developed with surrounding development, these have separated site from predominantly all HA's. Nearest one to site would be NDHA Friend's Meeting</p>	<p>Historically site was a field with further surrounding field systems. Pockets of development have started to occur around site by 1900. By 1956 the site functioned as recreation ground. By 1956 development along Chesterfield Road South occurred around LB, development to side streets also occurred with infill development occurring to separate CA from site. Area developed C20, the site is currently used as a car park.</p>

		<p>House. However understanding the nature of the proposal for the site the impact on the NDHA it is felt would be negligible, other HA's as mentioned are separated by later developments.</p> <p>Not likely to have an adverse impact upon HA's.</p>	<p>To east LB 82 Chesterfield Road South. To the northeast NBHA 100 Chesterfield Road South. To the south NBHA Friend's Meeting House. To the southeast/south Crow Hill Drive CA with LB's and NDHA's. North of site M4068 (archaeology) Limestone quarries (opposite site of CRS to the north of Pheasant Hill). Southeast of site L4036 (archaeology) Medieval finger ring.</p>
312	Car Wash, Great Central Road	<p>Historically site was developed, by 1956 this had been lost but large footprint developments had started to occur around the site, smaller footprint buildings opposite. However understanding the nature of the proposal for the site the impact on the NDHA it is felt would be negligible, other HA's as mentioned are separated by later developments.</p> <p>Not likely to have an adverse impact upon designated HA's.</p>	<p>Historically site was divided into linear plots with west side developed and far east plot, in between one plot looks to function as garden land. By 1919 one of buildings on site was labelled a Smithy. Allotment gardens to south, land to north was developed as was land to east, football garden located to southeast of site, with road implemented but not developed to west (GCR). Historic development to site lost by 1956 and garage evident on site, larger footprint developments appeared to east, west and southwest. Opposite site NDHA Kings Arms PH. To northwest 33 Ratcliffe Gate, adjacent to Grade II Listed but further northwest M4038 25, 27, 29 Radcliffe Gate also an NDHA. To the west of site M18260 (archaeology) Lime Tree Place, M4013 New Town Mill, M5350 (archaeology) stone building, Bridge Street.</p>
313	Land Rear of One Call Stadium	<p>Historically the site was open ground with cricket ground located adjacent to site to the northeast, and mill pond</p>	<p>Historically open ground with pavilion and cricket ground to east, mill pond to south, and engine house and development and quarry to west, quarry to north, railway track semi-circle around site/north quarry. By 1900 north quarry contained allotments.</p>

		adjacent to the site to the south, and quarry to the north again adjacent to the site. Late developments have separated the site from heritage assets. The proposed nature of the usage of the site it is not likely to have an adverse impact upon HA's.	To north M4011 mills. (archaeology) To northeast Nottingham Road CA with LB's and NDHA's. To east M4049 (archaeology) also a LB Field Mill House (Grade II Listed). To south M4052 (archaeology) Maun Valley Viaduct To southwest M7056 (archaeology) Drury Mill also a LB Drury Dam Viaduct (Grade II Listed).
314	Hard Standing, Woburn Road	Historically side of large field system, but later development has separate site from HA's, the nature of the development therefore is not likely to have an adverse impact on the NDHA's.	Historically large field with surrounding field similar systems, small development to the south (farm buildings with well – possibly enclosures). 1900 development has changed now residential buildings to road edge but also to rear. By 1919 allotments depicted to the west. By 1956 development to opposite side of CRN and side streets evident (now been replaced with new developments), but also school buildings adjacent and recreation grounds adjacent to the site to the west and south respectively. Development also occurred to the west and southeast, south of the site to the same side of CRN and south to the opposite side of CRN. To the north L5343 (archaeology) Arrowhead from Pleasley Hill School. To the south L12176 (archaeology) Neo/BA flints from field 8, L12177 (archaeology) Mesolithic find from field 8, L12178 (archaeology) Neo/BA flints from field 9, L12188 (archaeology) Ro pottery field 10, L12179 (archaeology) Mesolithic from field 10, M18418 (archaeology) Mesolithic occupation. More finds in the vicinity. To the west NDHA Hillmoor Street, Pleasley Hill (closest asset to site, located to opposite side of CRN) To the west NDHA Radmanthwaite Farm. To the northwest further Grade II Listed Buildings and NDHA's.
315	Newland Triangle	Historically site was an open field, still evident. Existing land format and development	Historically site was an open field with further fields situated to east and west with Flixter Breck surround site and open fields to north and east with Newlands Farm and Vicar Water and sluices to south.

		<p>predominantly conceal site, proposed use not likely to have an adverse impact upon designated/non-designated heritage assets.</p>	<p>By 1900 Breck to north now called Woodhouse Forest. By 1919 model village developed (Hall earlier in date) By 1956 area to the north, west and east of site developed. Currently further development has also occurred to south and around Newlands Farm and between the model village and the site. NDHA Forest Town Model Village which has LB Grade II Kingsway Hall within village located to the west. NDHA former mineral railway located to the southwest. SAM Beeston Lodge located to the north tip of the spa ponds (northwest of site) NDHA Spa ponds located to the northwest of site. LB Warren Farm Grade II located to the west of the spa ponds.</p>
--	--	--	---

Appendix 10: Viability & Feasibility Conclusions

Ref	Site Name	Summary of feasibility considerations	Viability Ranking		
			G&T	Transit / Emergency Stopping Place	TSP
3	Land at Spencer Street	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. 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.	4/15	6/10	6/9
4	Land astride Victoria Street	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 to bring the site into public ownership and enable it to be brought forward for this use.	=6/15	7/10	N/A
8	Former Sherwood Hall School	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.	2/15	2/10	2/9

		<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).</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.</p>	=6/15	8/10	7/9

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 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.	9/15	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 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.	13/15	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 to bring the site into public ownership and enable it to be brought forward for this use.	15/15	10/10	9/9

60	Land off Ley Lane	<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 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>	12/15	9/10	8/9
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, to bring the site into public ownership and enable it to be brought forward for this use.</p>	5/15	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</p>	14/15	N/A	N/A

		<p>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 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, 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 Elksley 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>	=6/15	N/A	N/A

		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 to bring the site into public ownership and enable it to be brought forward for this use.			
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> <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>	1/15	1/10	1/9
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</p>	11/15	4/10	4/9

		provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.			
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>	10/15	3/10	3/9
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.</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</p>	3/15	5/10	5/9

		site, to bring the site into public ownership and enable it to be brought forward for these uses.			
--	--	---	--	--	--

Appendix 11: Summary of Availability of Sites

Site no.	Site name	Representor	Support / Object
3	Land at Spencer Street	Baco Developments Ltd	Object
8	Former Sherwood Hall School	Planning Policy, Nottinghamshire County Council	Object
42	Land at Former Railway Station	Network Rail	Object
46	Land at Debdale Lane / Burlington Drive	Estate Office – Challenge Group (Inkersall)	Object
53	Land between Old Mill Lane and New Mill Lane	Lister Group	TBC
57	Land off Mansfield Road, Spion Kop	(Agent)	Object
60	Land off Ley Lane	Phoenix Planning Ltd (Agent)	Object
64 and 66	Pheasant Hill and Highfield Close and Harrop White Road Allotments	Project Manager For and on behalf of the Queen Elizabeth's Endowed School Trust	Object and Object

Site no.	Site name	Representor	Support / Object
88	Land off Chesterfield Road		Object
223	Priory Road Allotments	<p>Parks and Gardens team Mansfield District Council</p> <p><u>and</u></p> <p>Property Services Mansfield District Council</p>	Potentially Support
230	Land adj. Common Lane	Property Services Mansfield District Council	Potentially Support
231	Land adj. Common Lane 2	Property Services Mansfield District Council	Potentially Support
286	Disused Electricity Sub Station	3D Planning Ltd (Agent)	Support

Appendix 12: Additional Sites Suggested through the Options Consultation

Site Description (as per consultation response)	HELAA reference number (if applicable)	Officer Comment / conclusions	Site Assessment Required (Stage 2)
Abbey Primary School (Former)	5	The former primary school is already included within the site boundary as identified in site ref: 5 which was discounted at Stage 3.	x
Abbot Rd (Waste land just off) turn off to Ladybrook next to the football fields - this has been waste land for the last 30 years. Armstrong Road (A6075) / Abbott Road / Brick kiln Lane – the former cycling proficiency site.	15	This is an emerging local plan Housing allocation H1g.	x
Aldi – Land near the new Aldi towards Rainworth GK FORD site, Oak leaf close. Sherwood Avenue on the same site. Sherwood Oak Business Park Southwell Rd / MARR road (Land between) - side of Aldi & St Andrews health care Southwell Road/Sherwood Avenue/Old Newark Road (land off) around Aldi, Hucknall Dispatch Newspapers and Saint Andrews (off Southwell Oaks Business Park NG18 4GF)	N/a	This is an existing employment allocation under emerging local plan policy E3b. Site is almost built out.	x

St Andrews Healthcare / Chad offices / off of Southwell Road (Land at the rear of). Next to main highway, good access, used to heavy lorries/cars. Away from residential area.			
Land adjacent to MANSFIELD ALDI STORES off of Southwell Road.			
A60 - close to the A60. The Gypsies/Travellers have expressed wish to have a site constructed off the A60.	N/A	Broad location. Site cannot be identified for assessment.	x
Blackbridge site on Common Lane at Pleasley Existing Pleasley / Shirebrook site Pleasley roundabout (A617) - site just past Shirebrook – traveller site no longer used.	N/A	This site is located within the district of Bolsover.	x
Brownfield land should be prioritised and sites on the Brownfield Register should be considered first.	N/A	Sites on the Brownfield Register have planning permission and so are not considered further as set out in the methodology.	x
Barringer Road (Land off) Ravensdale	N/A	Broad location. Site cannot be identified for assessment.	x
Bath Mill, Bath Lane site	94	This is a emerging local plan Housing Allocation H2. The site has extant planning permission ref: 2015/0238/NT.	x
Baums Lane	44	It is assumed that this recommendation refers to the consultation site ref: 44 on Baums Lane. No other sites	x

		could be identified on Baums Lane to be assessed.	
Berry Hill	N/A	Broad location. Site cannot be identified for assessment.	x
Berry Hill Park	303	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>
Blidworth Bottoms	N/A	This site is located in the district of Newark & Sherwood.	x
Central Road, opposite old brewery site	77 or 1	Site is allocated emerging local plan (Policy H1i and H2). Both HELAA sites have planning permission (2018/0262/FUL and 2017/0631/PIP).	x
Charlie Browns old carpark site Lime Tree Place (at the corner of A6191 & St. Peter's Way) / Land at bottom of Ratcliffe Gate St Peters Way - disused wooden floor place back of police station St Peter's Way – disused wooden floor place	304	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>
Church Lane at the bottom of Brunts Street where buildings have been knocked down St. Peter's Church (near) - there is a piece of vacant land just the other side of the underpass.	209	Site already assessed as part of the G&T DPD and has been discounted.	x
Civic Centre (Land at the rear)	79	Part of site has planning permission (2018/0726/FUL)	<input type="checkbox"/>

		Site to be assessed. Map setting out exact location and boundary is set out below.	
Clipstone Colliery Headstocks (Land in the vicinity of) (not referring to development H1a) – redundant PDL site on B6030	N/A	This site is located in the district of Newark & Sherwood.	x
<p>Clipstone Road East (described as Land between New Mill Lane and Clipstone Medical Centre, fronting onto main road at Newlands and the rear at the business end onto Oak Tree Lane. Any area that is fronting onto a main road. This piece of land has been derelict for years. Not farmed or anything and is suitable for this use.)</p> <p>Land between New Mill Lane and Clipstone Medical Centre, fronting onto main road at Newlands and the rear at the business end onto Oak Tree Lane. Any area that is fronting onto a main road. This piece of land has been derelict for years. Not farmed or anything and is suitable for this use.</p>	13 and 101	This is a emerging local plan Housing Allocation H1a. Part of the site has planning permission (2014/0248/NT).	x
<p>Crown Farm Way and Warren Way</p> <p>Land previously used as Mansfield Family Golf Centre (now closed) – Jubilee Way North.</p> <p>Land on the old Mansfield Colliery site</p> <p>Long Stoop Way, Forest Town (across from the National Police Aid Convoys, next to Jeremy's).</p>	76	This is an emerging local plan allocation – SUE2.	x

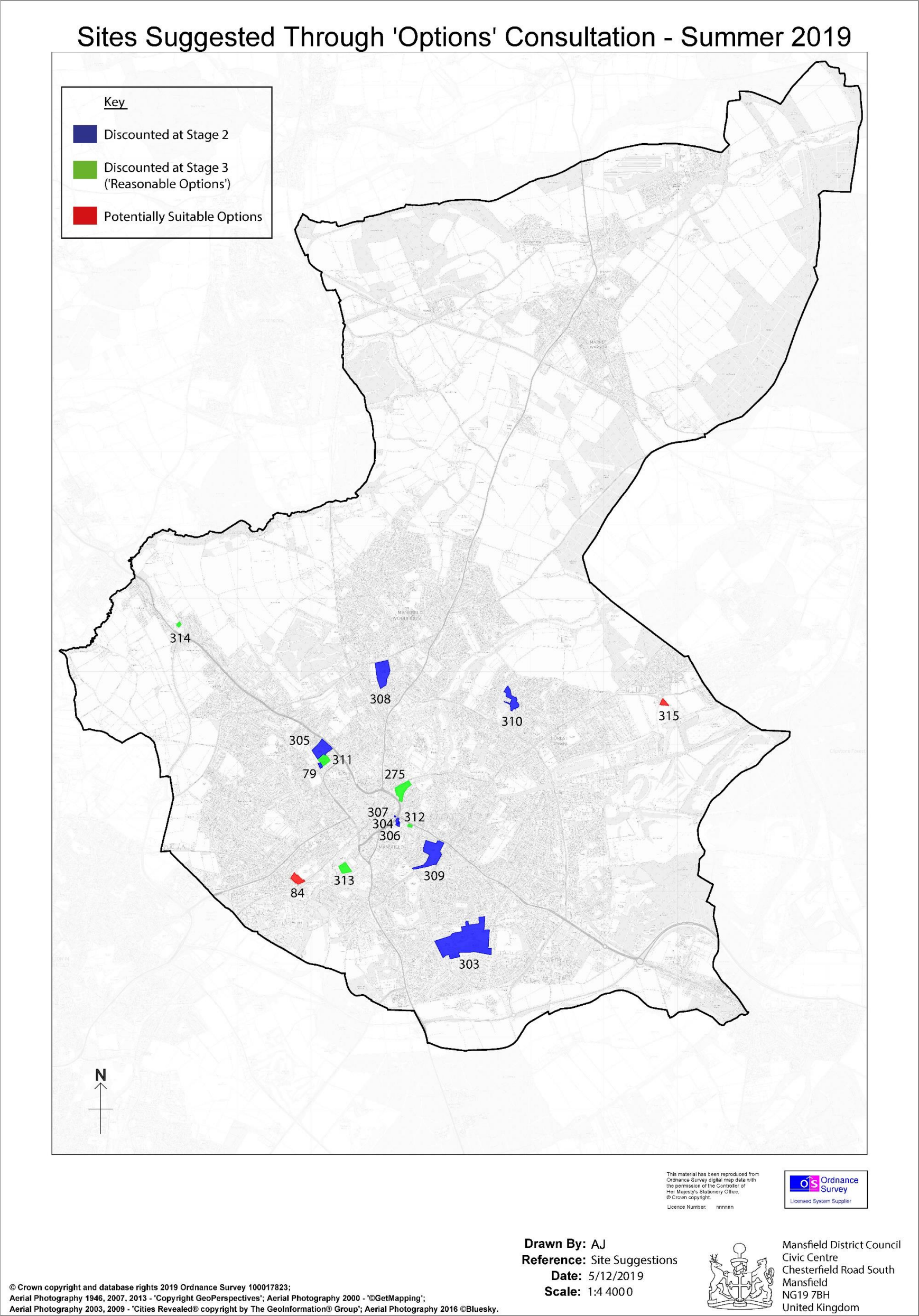
<p>Long Stoop Way Crown Farm Mansfield (surrounded by Vicar Way/Crown Farm Way (not site 71c)</p> <p>Long Stoop Way (big piece of land), Forest Town the old colliery manager's site.</p> <p>Warren Way, Crown Farm Way / Sherwood Forest Golf Course (Land between)</p> <p>Land at the side of Mansfield Rugby Club.</p> <p>Crown Farm Way - as you drive by the industrial units towards the first roundabout there is a large expanse of land on the right hand side just before the roundabout. Access will be needed but I don't think that is insurmountable.</p>			
Crown Farm Way - As you travel up towards Newlands there is an expanse of land just before the Crown Medical Centre which already has access from the road. A little tweaking could include that seemingly waste land.	315	Site to be assessed. Map setting out exact location and boundary is set out below. Newlands Farm Triangle.	<input type="checkbox"/>
Fisher Lane Park (off A6191 Rock Hill, Mansfield)	309	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>
Former colliery areas	N/A	Broad location. Site cannot be identified for assessment.	x
Former gas-works site	N/A	Mansfield does not have any former gas-works sites within the district.	x

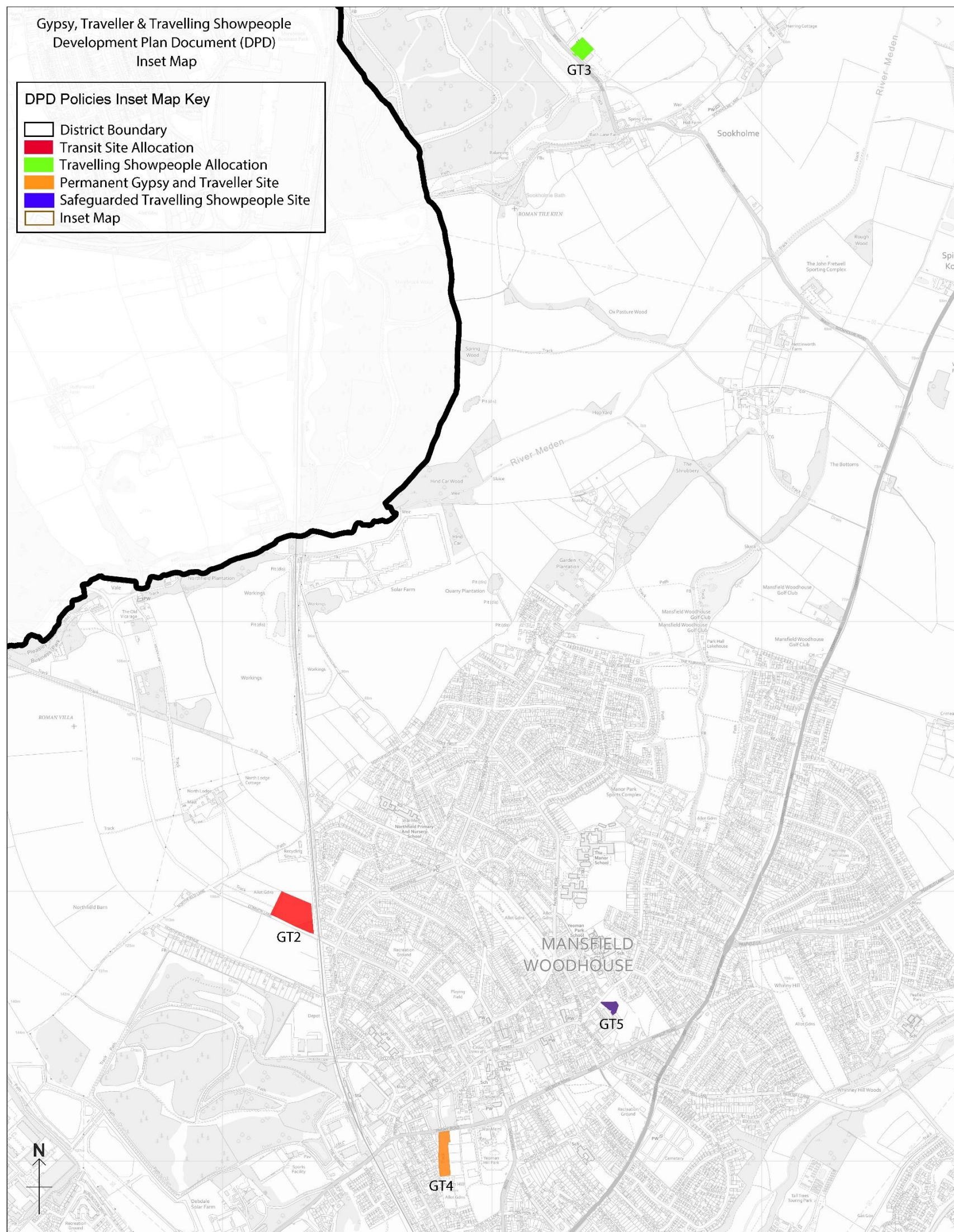
Gas Broad club & carpark site	306	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>
Great Central Road (the carwash site) – within town and near to amenities	312	Site already assessed as part of the G&T DPD and has been discounted.	x
Gregory Quarry	69	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>
Hermitage Lane (under the bridge right hand side - derelict building)	177	This is a emerging local plan Housing Allocation H1p. Development on site has commenced.	x
Kirkland Ave (Land off) near allotments Broomhill Lane	68 and 75	This is a emerging local plan Housing Allocation H2. The sites have planning permission (2017/0636/PIP and 2017/0637/PIP), and are in existing use.	x
Ladybrook Lane (Land at bottom)	N/A	Broad location. Site cannot be identified for assessment.	x
Manor house site (former), Park Hall Road .	103 / 104	Both sites have planning permission. (2015/0564/NT and 2015/0032/NT)	x
MARR - close to the Mansfield and Ashfield Regeneration route	N/A	Broad location. Site cannot be identified for assessment.	x
MARR - Ransom Wood Area			
Metal Box land – infrastructure and access in place	275	Site to be assessed. Map setting out exact location and boundary is set out below. Site was not	<input type="checkbox"/>
Rock Valley			

		previously considered as it had planning permission (2014/0556/ST) which has subsequently lapsed.	
Mono Concrete site (former), Mansfield Woodhouse.	108	Site already assessed as part of the G&T DPD and has been discounted.	x
Old 'desert' area off of Eakring.	N/A	This site is located in the district of Newark & Sherwood.	x
One Call stadium (Land at the back of)	313	Site to be assessed. Map setting out exact location and boundary is set out below.	
Playing fields around Berry Hill and Ravenshead area	N/A	Broad location. Site cannot be identified for assessment.	x
Pleasley Vale (big piece of land) which is the Old Plant nursery, the Council own this site too which is around 6 acres.	235	Site already assessed as part of the GT& TSP DPD and discounted at Stage 3.	x
Ravensdale PH (Land at the back of) Ravensdale Road (Land off) Ravensdale Former School Site Ravensdale Road - Old Sherwood Hall buildings behind Ravensdale pub Ravenshead - open space near Ravenshead	7	Site already assessed as part of the GT& TSP DPD and discounted at Stage 3.	x
Sheepbridge Lane old lorry park before the bridge	84	Site to be assessed. Map setting out exact location and boundary is set out below.	

Sherwood Way South NG17 5LD (Large area of undeveloped industrial estate) – whilst this is outside of the district, can it not be utilised by MDC under the “Duty to Cooperate”? This has good access and is close to both M1 & A38.	N/A	This site is within Ashfield District.	x
Skegby Lane back of Hospital	89	This is a emerging local plan Housing Allocation H1b.	x
Thorsby Colliery land area	N/A	This site is located in the district of Newark & Sherwood.	x
Town Mill carpark	307	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>
Whitegates Public House on the B6030 (Land adjacent to)	13 and 101	This is an emerging local plan Housing Allocation H1a.	x
Yeoman Hill Park	308	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>
Land situated at the back of ASDA Superstore in Forest Town.	310	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>
The Council owned land to the rear of SUTTON IN ASHFIELD SAILING CLUB	N/A	This site is within Ashfield District.	x
A site to be found outside the town on a major trunk road like the one on the A17, Sleaford Road, outside Newark.	N/A	Broad location. Site cannot be identified for assessment.	x
Area of hard standing west of Woburn Road	314	Site to be assessed. Map setting out exact location and boundary is set out below.	<input type="checkbox"/>

Appendix 13: Additional Sites Assessed (Post Options Consultation – Summer 2019)





Title: Gypsy, Traveller & Travelling Showpeople DPD Inset Map