Mansfield District Council

Mansfield District Council

Gypsy, Traveller & Travelling Showpeople Options Development Plan Document (DPD)

Annex A: Site Assessment Proformas

Published January 2020

3 - Land at Spencer Street



Site Information				
Location:	Land at Spencer Street	**Settlement:**	Mansfield	
Ref:	3	**Ward**	Ladybrook	
Site Size (ha):	0.68	**Site Capacity (pitches / plots / sites)**	**G&T perm**	13
			G&T transit	27
			TSP	1
Current use:	Vacant	**Neighbouring uses:**	Residential	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453157
			Y	360927



Photograph of the western side of the site taken from access from Spencer Street.

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

Site Assessment		
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 13 permanent pitches, a transit site for up to 27 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Sutton Road Primary School and Queen Elizabeth Academy) and a doctor's surgery (Orchard Medical Practice) and has good access to public transport (bus stops within 400m of the site with access to multiple services including 1 Mansfield Miller, Black Cat, Nines 9.1, Nines 9.3 and Threes (A)). The Town centre is within 400m walking distance.

There is an existing surfaced access road to the former employment use that would offer suitable access and egress for use as a G&T or TSP site, although visibility splays onto Spencer Street are limited. A modest scale development could result in fewer vehicle movements than the former employment use and therefore less trip generation.

The site is partially screened from public areas by the existing houses. There is some potential for adverse impacts on townscape because of incongruous design and layout.

The small area to the north of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas. No natural environmental constraints have been identified. The site has previously contained a beneficial use but this looks uncertain to be retained. The site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

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. Following discussions with the highway authority it has been concluded that for the reasons of road safety and preserving the current parking amenity for existing residents this site would not be suitable.

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

Sustainability Appraisal Summary Findings	
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.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated the site is not available for use as a GT&TSP site.
Potential for CPO	TBC
Potential site Management	TBC

4 - Land astride Victoria Street



Site Information				
Location:	Land astride Victoria Street	**Settlement:**	Mansfield	
Ref:	4	**Ward**	Portland	
Site Size (ha):	1.37	**Site Capacity (pitches / plots / sites)**	**G&T perm**	27
			G&T transit	54
			TSP	3
Current use:	Vacant	**Neighbouring uses:**	Residential / commercial	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453426
			Y	360642



Photograph of southern side of the site taken from Victoria Street.

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

Site Assessment		
Land;		
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 27 permanent pitches, a transit site for up to 54 caravans or 3 Travelling Showperson plots.

The site is well located for local services including schools (Sutton Road Primary School and The Brunts Academy) and a doctor's surgery (St Peter's Medical Centre), and has reasonable access to public transport (bus stops on the A38 within 400m walk with access to the '141, Black Cat, Nines 9.1 / 9.3, Threes A/B and C and Mansfield Miller' services. The Town centre is some 400m from the site.

The site is highly visible from Victoria Street which has a mix of residential and commercial uses. Use of the site as a Gypsy and Traveller or TSP site has the potential to have a significant impact on the character of the area in terms of the form of development which is mostly two storey red brick or stone houses and there are some pleasant domestic buildings. However, some of the nearby existing commercial buildings are of low quality. The site is currently vacant land with signs of a previous use.

The land to the west of the site was being developed at the time of site survey and nearby uses would not be likely to result in an unsatisfactory living environment for potential residents. The rail line runs to the northern edge of the site but trains are infrequent.

The site is currently vacant and does not have a beneficial use. The former use may have resulted in some ground contamination that would need to be addressed.

A small area to the east of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The site is well located in terms of access to services and facilities (including education and health). Development of the land for Gypsy and Traveller accommodation may result in an incongruous form of development with some detriment to the character of the area. If a small part of the site were developed and appropriate landscaping introduced the site could be considered **potentially suitable**.

For clarification, the plan overleaf shows the part of the site which will be considered potentially suitable for use as a Gypsy & Traveller site going forward. The size of this section is 0.77ha, which is large enough to accommodate approximately 15 permanent pitches, 30 transit plots or 3 travelling show people sites.



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Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

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. Widespread contamination is considered unlikely and the preliminary risk assessment has identified a Low to Moderate risk of soil/ground water contamination and hazardous gas at the site. Asbestos may be present within the localised Made Ground. It is recommended that a further intrusive site investigation is undertaken to confirm the ground conditions and thus further assess the potential for contamination, ground gases and geohazards to impact on the proposed residential development. A further assessment of groundwater, risks is required, as is site wide screening for asbestos.

Discussions with NCC Highways Development Control officers indicate that they do not consider that the Victoria Street site is suitable for the potential allocation use. This is due to the limited width of the surrounding residential roads, the current on-street parking that occurs on Victoria Street and the key approach roads, and the alignment of the surrounding road network which includes a number of 90 degree bends between the site and the main A road network.

Based on the matters raised by Officers it is not considered that the site is appropriate for allocation. As such, no further assessment of the site has been undertaken.

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

Sustainability Appraisal Summary Findings	
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 3, 60, 312 and 315.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has not responded to the Council's attempts to determine site availability.
Potential for CPO	TBC
Potential site Management	TBC

8 - Former Sherwood Hall School



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



Photograph of the north-west portion of the site taken from Abbey Primary School entrance.

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

Site Assessment		
Land;		
15. Use of previously developed land.		The site contains some previously developed land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 63 permanent pitches, a transit site for up to 126 caravans or 8 Travelling Showperson plots.

The site is well located for local services including schools (Abbey Primary School and Samworth Church Academy) and a doctor's surgery (Sandy Lane and St Peter's medical practices) and has good access to public transport (bus stop immediately adjacent with access to no. 14, 15, 16, 16a and 218 services. It has been noted that at the consultation workshops that representations were received that a number of these services are limited.

The site is well screened from public areas other than at its north-western and south-eastern edges. It would unlikely to have any significant adverse impacts on townscape or landscape because of screening from public areas by existing houses.

The site falls entirely within strategic green infrastructure area 10.

There is potential for a suitable vehicular access to the site off Princess Avenue and via the existing school entrance. The site was formerly used for education purposes but has become overgrown in part. The land may be safeguarded for educational need in the future following further discussions with Nottinghamshire County Council.

Nottinghamshire County Council Highways department have raised concerns that given that the site access is near an existing schools that the site access would not be suitable given the type of vehicles using this access.

A small strip of land along the boundary of the site (NE, E and SE edge) is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The site is substantial in in scale. Part of the site could be used for permanent pitches subject to satisfactory landscaping and access. The site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings
Northern access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure a suitable access can be provided. Southern access is via third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be provided. The development of the site would need to accord with emerging Local Plan policy, IN2: Strategic Green Infrastructure. The southern access and area of the site is subject to higher surface water flood risk, an appropriate drainage solution would need to be provided if this area of the site is developed. The Council may wish to discuss development and ownership options with the current landowner, the County Council, as the site has currently not been confirmed as being available for these uses. It is understood that the Council could purchase the site and the southern access route (if required), e.g. through the use of a CPO, to enable it to be brought forward for this use and enable access onto the site via this route.

*Note: Since the completion of the Viability and Feasibility Assessment, the landowner has responded to the Council; the site is not available for GTTSP development.

Sustainability Appraisal Summary Findings	
Performs well against most criteria, with only minor constraints that could be mitigated. However, poorly in terms of the townscape. Ranks joint 12th alongside sites 44 and 64.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated the site is not available for use as a GT&TSP site.
Potential for CPO	TBC
Potential site Management	TBC

9 - Land to the East of Helmsley Road



Site Information				
Location:	Land to the East of Helmsley Road	**Settlement:**	Mansfield	
Ref:	9	**Ward**	Ransom Wood	
Site Size (ha):	2.82	**Site Capacity (pitches / plots / sites)**	**G&T perm**	56
			G&T transit	112
			TSP	7
Current use:	Employment	**Neighbouring uses:**	Residential	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	458239
			Y	359015



Photograph of the employment site east of Helmsley Road, taken from the access road.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.

Site Assessment		
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 56 permanent pitches, a transit site for up to 112 caravans or 7 Travelling Showperson plots.

The site is well located for local services including schools (Heathlands Primary School and The Brunts Academy) and a doctor's surgery (St Peter's Medical Centre), and has good access to public transport (bus stops on the B6020 are within a 400m walk with access to the no. 27, 28, and 141 services).

The site is discreetly located to the rear of houses off Helmsley Road. The northern section of the site is currently used for employment purposes and no adverse townscape or landscape impacts are anticipated. Access to this portion of the site could be gained using the site entrance. The southern section of the site contains a residential property known as Railside and remains largely open and grassed. Access could be gained from gates on the south-west boundary.

The site is currently occupied for employment uses. It is within a small freestanding employment site but is in a primarily residential area.

No natural environmental or flooding constraints have been identified.

The current employment units provide a beneficial use that would help to meet the employment needs of the area.

A small strip of land through the centre of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The site is currently used for employment purposes. As the site is in a beneficial use, it is currently **not suitable** for use as a permanent Gypsy & Traveller site or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

12 - Broomhill Lane Allotments (part)



Site Information				
Location:	Broomhill Lane	**Settlement:**	Mansfield	
Ref:	12	**Ward**	Broomhill	
Site Size (ha):	1.03	**Site Capacity (pitches / plots / sites)**	G&T perm	20
			G&T transit	41
			TSP	2
Current use:	Former Allotments	**Neighbouring uses:**	Allotments / Residential / Vacant Land	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	452963
			Y	361922



Photograph of the site taken from the north-western boundary, looking towards the east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have an adverse impact

Site Assessment		
		on townscape which is not capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 21 permanent pitches, a transit site for up to 42 caravans or 2 Travelling Showperson plots.

The site is well located for local services including schools (Wainwright Primary Academy and The Beech Academy) and a doctor's surgery (Rosemary Street Health Centre), and has good access to public transport (bus stop within 200m on Westfield Lane for the no. 6 service).

There is gated vehicular access to the site directly off Broomhill Lane. This road is currently used for access to the allotments which adjoin the site to the east; the lane may need widening to accommodate the movement of static caravans.

There does not appear to be an existing use at the site. It was formerly an allotment site, but the vegetation has mostly been cleared and burned. There is a small amount of rubbish remaining that would need clearing. The land is located entirely within Strategic Green Infrastructure Area 10.

The site is poorly screened from residential areas on Albion Street and Mount Street to the north and Broomhill Lane to the south. But, there is hedgerow separating the site from the remaining allotments to the east.

The land is gently sloping towards the South but there is not sufficient level change to restrict the development of the site.

Due to the impact on townscape, green infrastructure and greenfield land, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

18 - Land at Newgate Lane School



Site Information				
Location:	Land at Newgate Lane School	**Settlement:**	Mansfield	
Ref:	18	**Ward**	Portland	
Site Size (ha):	0.78	**Site Capacity (pitches / plots / sites)**	**G&T perm**	15
			G&T transit	31
			TSP	2
Current use:	Education	**Neighbouring uses:**	Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	454534
			Y	361196



Photograph of northern side of the site looking south west.

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

Site Assessment		
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 15 permanent pitches, a transit site for up to 31 caravans or 2 Travelling Showperson plots.

The site is well located for local services including schools (Mansfield Primary School and Brunts Academy) and a doctor's surgery (Sandy Lane and St Peter's Medical Practice), and has good access to public transport (bus stop on Newgate Street accessing the no. 7 service).

The site is discreetly located and only visible from a limited number of public spaces including Tideswell Court flats and Sandy Bank contact centre. There is some limited potential for an adverse impact on townscape.

No adverse natural or built environment constraints have been identified.

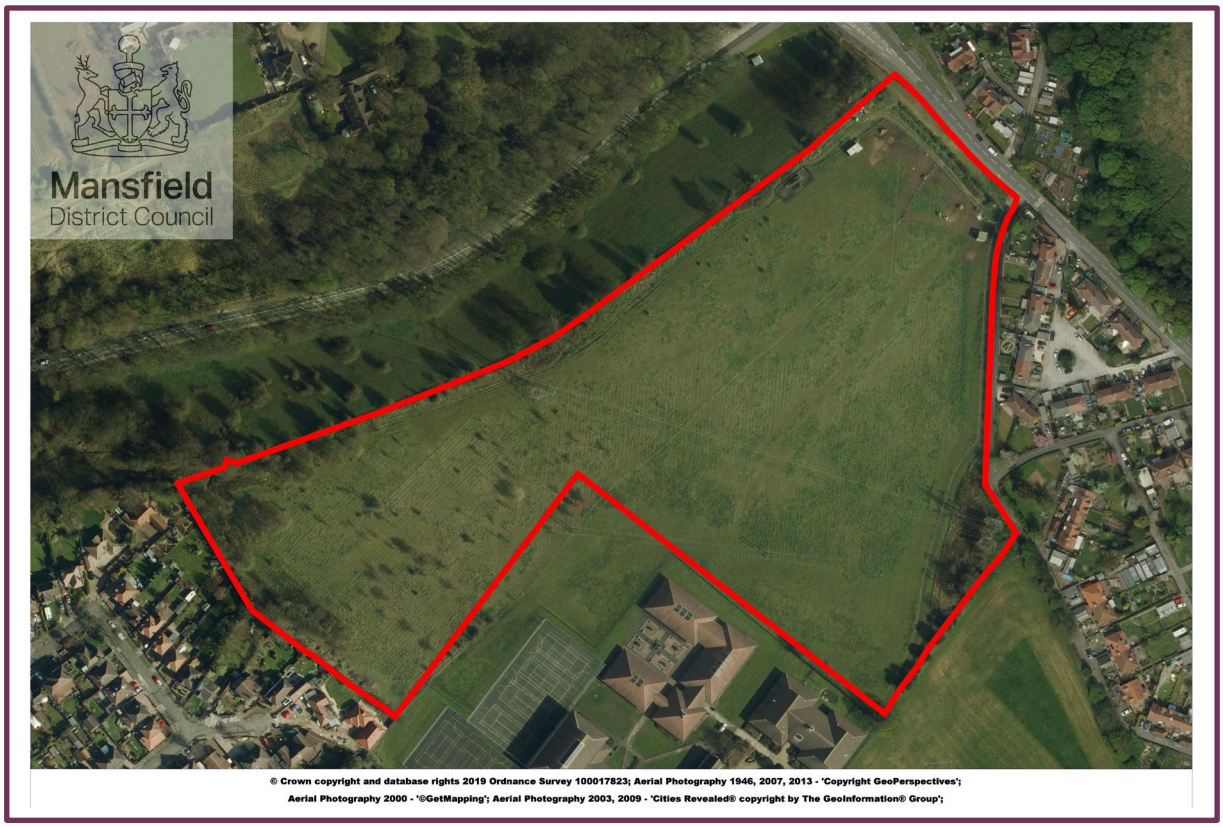
There is potential for a vehicular access to the site from the entrance to Tideswell Court, however this is narrow, sinuous and would need to be improved to allow satisfactory access and egress. The roads leading to access are lower hierarchy streets.

The site was formerly used for education purposes (playing fields) and is still well maintained.

The site has an inadequate access route and an established beneficial open space use. The site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

29 - Sherwood Rise (adjacent Queen Elizabeth Academy)



Site Information				
Location:	Sherwood Rise	**Settlement:**	Mansfield Woodhouse	
Ref:	29	**Ward**	Sherwood	
Site Size (ha):	2.91	**Site Capacity (pitches / plots / sites)**	G&T perm	58
			G&T transit	116
			TSP	7
Current use:	Grassed Area / Paddock	**Neighbouring uses:**	Local Wildlife Site / Residential / Sports Pitches / School	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453274
			Y	362604



Photograph of the site taken from Sherwood Rise in the north-eastern corner, looking towards the south-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		The site is capable of accommodating development

Site Assessment		
		without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 65 permanent pitches, a transit site for up to 131 caravans or 7 Travelling Showperson plots.

The site is well located for local services including schools (Crescent Primary & Nursery School and Queen Elizabeth Academy) and a doctor's surgery (Oakwood Surgery), and has reasonable access to public transport (bus stop within 700m on Sherwood Street for the no. 1 Mansfield Miller service).

There are two electrical lines, and associated pylons, running through the site from east to west.

There is gated vehicular access to the site directly off Sherwood Rise. However, this will need improving as it is currently an overgrown dirt track that does not have a drop curve.

The current use of the site is grassland and a paddock which appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 2 and is a high value landscape area[1]. A narrow strip along the western and northern borders of the site is protected by a tree preservation order (TPO), and the site is adjacent to the Debdale Lane Grassland LWS. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is also adjacent to the associated landscaped grounds of Debdale Hall. This is a Non-Designated Local Heritage Asset and there is some potential for an impact on the setting.

There is a fenced footpath and hedgerow along the eastern boundary which screens the site well from residential areas on Sherwood Rise. However, the site is poorly screened from Queen Elizabeth Academy and residential properties on Beech Hill Crescent to the south-west.

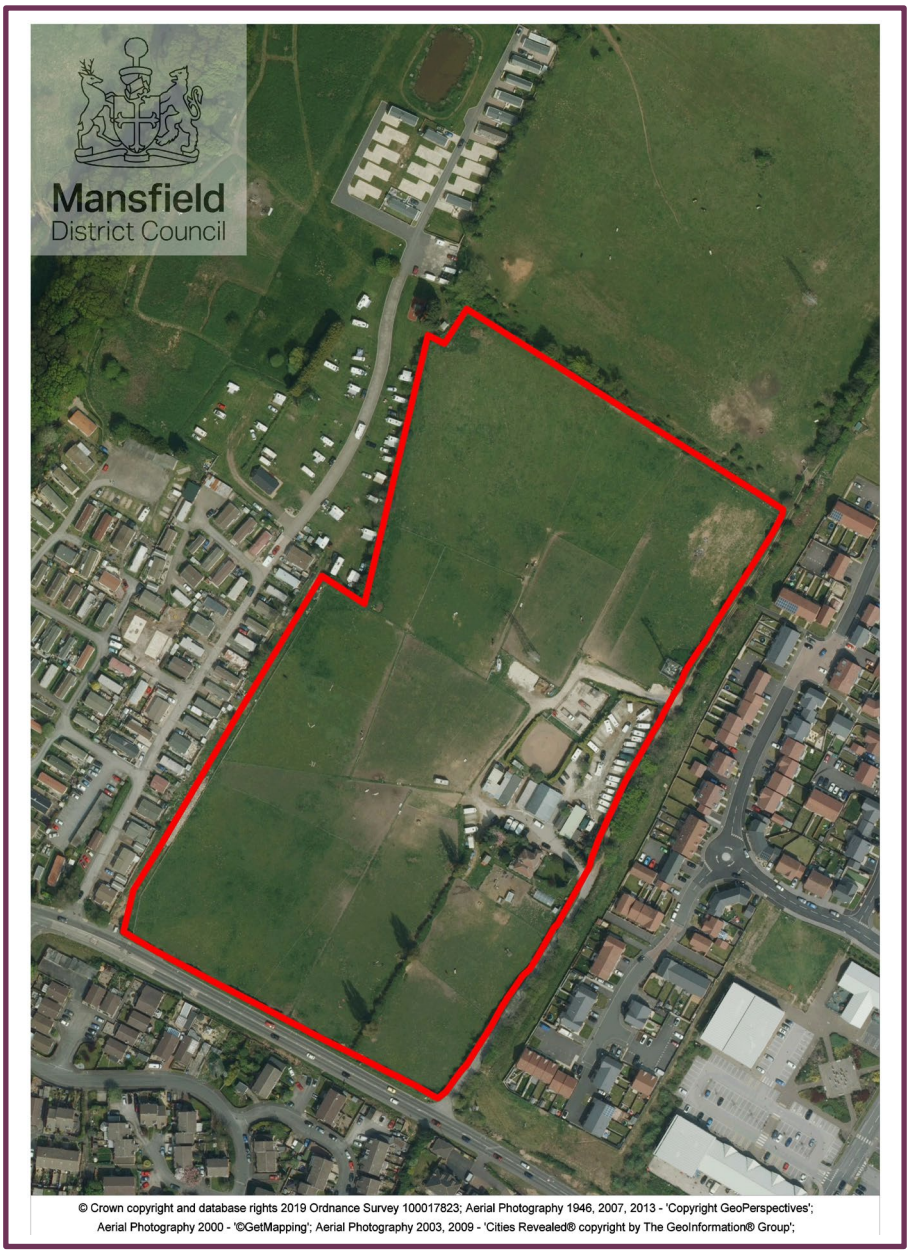
The land is gently sloping towards the north but there is not sufficient level change to restrict the development of the site.

Due to the likely impacts on the environment and lack of screening from the adjoining school, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

30 - Land at Old Mill Lane / Stinting Lane



Site Information				
Location:	Old Mill Lane	**Settlement:**	Mansfield	
Ref:	30	**Ward**	Maun Valley	
Site Size (ha):	2.89	**Site Capacity (pitches / plots / sites)**	G&T perm	57
			G&T transit	115
			TSP	7
Current use:	Farm / Grazing Land / Caravan Storage	**Neighbouring uses:**	Residential / Grassland / Caravan Park	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455205
			Y	362605



Photograph of the site taken from the western edge, looking towards the east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

Site Assessment		
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 57 permanent pitches, a transit site for up to 115 caravans or 7 Travelling Showperson plots.

The site is well located for local services including schools (Heatherley Primary School and The Brunts Academy) and a doctor's surgery (Oakwood Surgery), but has poor access to public transport.

There is substandard vehicular access to the site off Stinting Lane. This road is currently used for access to Hillcrest Farm.

There is a power cable, and an associated pylon, running through the site from north-east to south-west.

The current use of the site is farm / grazing land which appears to be well maintained. There is also some caravan storage at the farm. The land is located entirely within Strategic Green Infrastructure Area 12.

The site is poorly screened from the Tall Trees Mobile Home Park to the west.

There are some small areas to the West of the site which are susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is steeply sloping and rolling which would restrict the development of the site.

Due to the unsuitable topography, lack of access to public transport and potential adverse impacts on green infrastructure and greenfield land, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

32 - Radmanthwaite Road / Oxclose Lane



Site Information				
Location:	Radmanthwaite Road	**Settlement:**	Mansfield	
Ref:	32	**Ward**	Bull Farm and Pleasley Hill	
Site Size (ha):	12.51	**Site Capacity (pitches / plots / sites)**	G&T perm	250
			G&T transit	500
			TSP	32
Current use:	Agricultural	**Neighbouring uses:**	Residential / Agricultural / Retail & industrial Park	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	451867
			Y	363441



Photograph of site taken from western edge looking north-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		The site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

Site Assessment		
11. Impact on townscape		Development of the site would have a moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		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 site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 250 permanent pitches, a transit site for up to 500 caravans or 32 Travelling Showperson plots.

The site is well located for local services including schools (Farmilo Primary & Nursery School and The Beech Academy) and a doctor's surgery (Rosemary Street Health Centre), and has good access to public transport (bus stop within 200m on Chesterfield Road North for the no. 23, pronto and 53 services, among others).

There is direct vehicular access to the site through an existing residential area via Radmanthwaite Road. This road is currently used for access to Radmanthwaite Farm which is situated just outside the site boundary to the north. Radmanthwaite Farm is a Non-Designated Local Heritage Asset and there is some potential for an impact on the setting.

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 2, Best & Most Versatile (BMV) Agricultural Land grade 2 and is a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is poorly screened from residential areas on Crompton Road and Cranmer Grove to the west, and commercial units on Enterprise Road to the south.

A small strip of land through the centre of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is gently sloping towards the east but there is not sufficient level change to restrict the development of the site.

Due to the adverse impacts development would have on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

41 - Sherwood Oaks Business Park



Site Information				
Location:	Southwell Road West	**Settlement:**	Mansfield	
Ref:	41	**Ward**	Ransom Wood	
Site Size (ha):	2.67	**Site Capacity (pitches / plots / sites)**	**G&T perm**	53
			G&T transit	106
			TSP	7
Current use:	Vacant land	**Neighbouring uses:**	Employment / Countryside	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	TBC
			Y	TBC



Photograph of southern section of the site taken from Oakleaf Close.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets

Site Assessment		
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 53 permanent pitches, a transit site for up to 106 caravans or 7 Travelling Showperson plots.

The site is well located for local services including schools (St Peter's C of E Primary School and Samworth Church Academy) and a doctor's surgery (St Peter's Medical Centre), and has reasonable access to public transport (bus stops at the industrial estate are within 400m walk with access to no. 27, 28, 141 and 218 services).

The site is located within the Sherwood Oaks Business Park, which is an allocated key and general employment area that is retained for employment development. The site would be highly visible from the A6191. There are some high quality office buildings nearby and development could have some adverse impacts on character but these are likely to be capable of being mitigated through landscaping. Access could be gained using the existing street network from Oakleaf Close although there is a steep slope to access the land.

Part of the site is currently vacant. It is within an employment area that has planning permission and is currently being developed. The adjoining employment uses are mainly offices with only limited potential to result in some disturbance to new residents as a result of activity and vehicle movements. The northern and eastern parts of the site are close to busy classified roads.

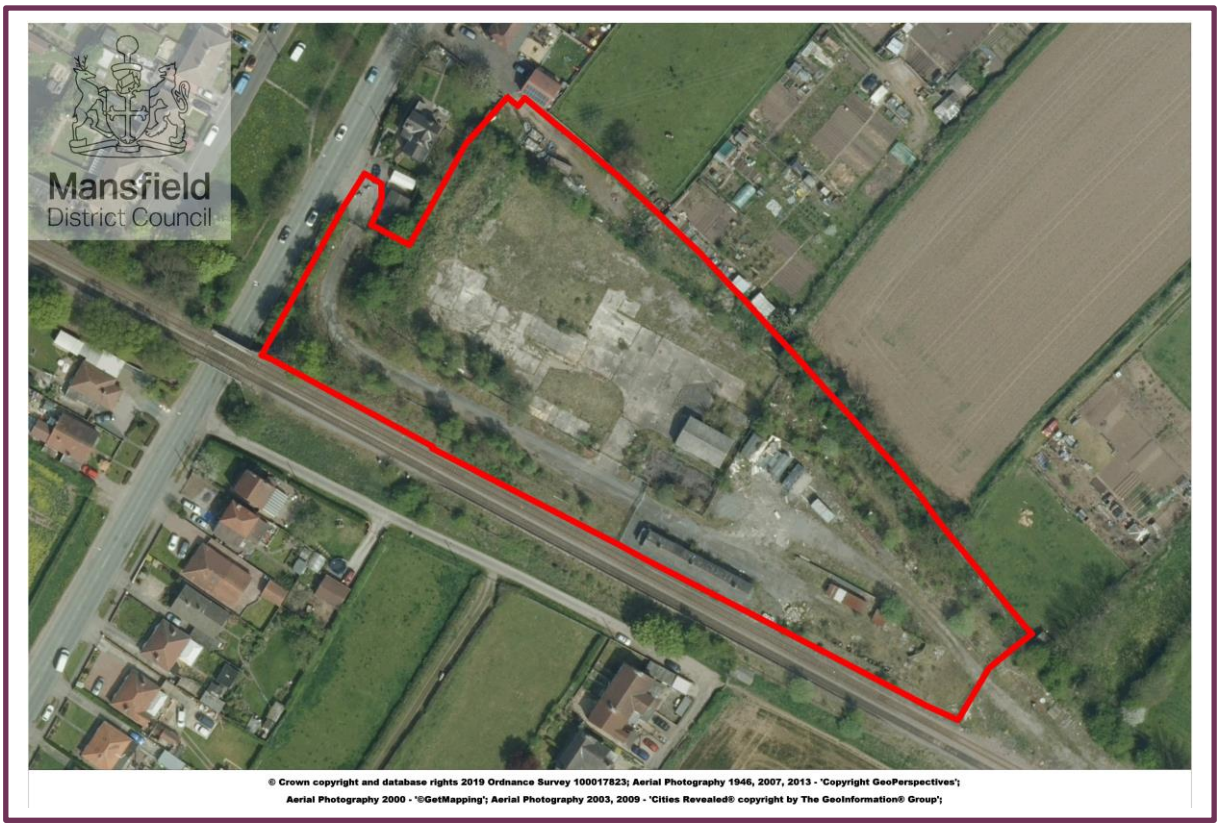
No natural environmental or flooding constraints have been identified.

Part of the site remains vacant but designated for employment use, a beneficial use that contributes towards the employment needs of the area. The northern section of the site is currently being developed and there appears considerable uncertainty that the remainder of the site would be released as a Gypsy and Traveller site.

Because of the loss of employment land, and the potentially adverse living environment for occupiers the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

42 - Land at Former Railway Station



Site Information				
Location:	Mansfield Road	**Settlement:**	Market Warsop	
Ref:	42	**Ward**	Market Warsop	
Site Size (ha):	1.22	**Site Capacity (pitches / plots / sites)**	G&T perm	24
			G&T transit	48
			TSP	3
Current use:	Derelict Railway Station and Area of Hard Standing	**Neighbouring uses:**	Residential / Railway Line / Allotments	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	456229
			Y	367238



Photograph taken from the access point to the north of the site (gates locked), looking south-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site is does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.

Site Assessment		
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodation development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 24 permanent pitches, a transit site for up to 48 caravans or 3 Travelling Showperson plots.

The site is well located for local services including schools (Sherwood Junior School and Meden School) and a doctor's surgery (Riverbank Medical Services), and has good access to public transport (bus stop within 100m on Mansfield Road for the no. 11 and 12 services).

The site is likely to experience some noise pollution from the busy adjoining A Road, as well as potential disturbance from movement along the Dukeries railway line to the South. While this is currently disused it is a safeguarded line and could become active in the future.

The site is a derelict railway station with no active use. As the site has been previously developed there is a substantial area of level hard standing (presumed former car park).

The site is screened from the adjoining residential area by high trees and is unlikely to have any adverse impact on townscape or landscape.

Due to the proximity to services and discreet location, the site is considered **potentially suitable.**

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

Viability & Feasibility Assessment Summary Findings
Widespread contamination is considered unlikely and the preliminary risk assessment has identified a Low to Moderate risk of soil/groundwater contamination and hazardous ground gas at the Site.It is recommended that an intrusive Site investigation is undertaken to confirm the ground conditions and thus assess the potential for contamination, ground gases and geohazards to impact on the proposed residential development. An assessment of groundwater risks is required, as is site-wide screening for asbestos. The existing former railway station junction could be improved to provide access to the site. However, the internal access road would require re-aligning to facilitate HGV movements once within the site to remove the 90 degree bends that currently make access for larger vehicles problematic. In addition, there are also significant level changes between the junction with Mansfield Road and the centre of the site. These changes could necessitate the regrading of the access road in conjunction with its re-alignment. In terms of pedestrian provision, footways could be provided either side of the improved access to link with the existing provision on the A60 Mansfield Road. Notwithstanding this, as raised in a number of public consultation responses and by NCC Highways Development Control Officers, the visibility from the site access is substandard and is limited by third party land to the north and the existing railway bridge to the south. Department for Transport (DfT) Design Manual for Roads and Bridges (DMRB) standards indicate that for a 40mph road a visibility splay of 2.4m x 120m should be provided. The existing constraints at the site access indicate that the achievable visibility splays are limited to 2.4m x 81m to the north east and 2.4m x 46m to the south west. This is not appropriate for the speed of the road. Given the limited visibility that can be achieved from the site access it is considered that without the purchase of third-party land to the north, an appropriate access in terms of visibility, is unlikely to be able to be provided into the site. 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.

Sustainability Appraisal Summary Findings	
This performs well overall with only minor constraints in relation to access, amenity and topography. However, site access is a potentially major constraint. Ranks third best amongst all the site options.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated the site is not available for use as a GT&TSP site.
Potential for CPO	TBC
Potential site Management	TBC

44 - Land off Baums Lane



Site Information				
Location:	Land off Baums Lane	**Settlement:**	Mansfield	
Ref:	44	**Ward**	Sandhurst	
Site Size (ha):	0.24	**Site Capacity (pitches / plots / sites)**	**G&T perm**	4
			G&T transit	9
			TSP	0
Current use:	Vacant	**Neighbouring uses:**	Residential / commercial	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	454018
			Y	360348



Photograph of land off Baums Lane taken from south side of the site.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets

Site Assessment		
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 4 permanent pitches or a transit site for up to 9 caravans. The site is not large enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (King Edward Primary School and The Brunts Academy) and a doctor's surgery (St Peter's medical centre), and has good access to public transport (bus stops on Baums Lane and Nottingham Road are within 400m walk with access to the 218, 219 and pronto services. There are nearby shopping services within 400m of the site.

The site is highly visible from Baum's Lane. Use of the site as a Gypsy and Traveller or TSP site has the potential to have a significant impact on the character of the area in terms of the form of development which is mostly two storey red brick houses. The site is currently vacant land.

The nearby uses are a mix of residential and retail uses.

The site is currently vacant and does not currently have a beneficial use. The former use may have resulted in some ground contamination that would need to be addressed.

The majority of the site is susceptible to surface water flooding that would require mitigation.

The site is well located in terms of access to services and facilities (Including education and health). Notwithstanding the potential detrimental impact on Townscape, the site is considered to be **potentially suitable**.

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

Viability & Feasibility Assessment Summary Findings

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

Widespread contamination is considered unlikely and the preliminary risk assessment has identified a Low to Moderate risk of soil/groundwater contamination and hazardous ground gas at the Site.

It is recommended an intrusive ground investigation, determining the human health risk, groundwater risk, gas risk, the nature of Made Ground deposits and the identified potential contamination sources. An assessment of groundwater risks is required, as is site-wide screening for asbestos.

Further assessment and investigation would aim to identify if leachate is filtering from the Site through the retaining wall at the rear of Titchfield Park. The investigation would aim to identify if leachate is filtering from the Site through the retaining wall at the rear of Titchfield Park.

Whilst it is considered that an appropriate site access could be provided in to the Baums Lane site, a junction of the geometry required to facilitate 16.5m articulated vehicle movements and the space required to turn the vehicle within the site does sterilise a significant amount of land reducing the number of pitches that could be provided on the site.

To reduce the potential land take, a secondary access point could be provided towards the north eastern boundary of the site to provide an 'in-out' arrangement and thus remove the need to turn an articulated vehicle within the site. However, this would require the provision of a 'through carriageway' through the site which could increase the cost of delivering the site and also increase the chance of a highway's objection given the introduction of a further junction. As such, in highways terms it is considered that the Baums Lane site could be suitable to accommodate MDCs requirement for three permanent pitches, but it is unlikely to be able to accommodate the future proofed ten pitch scenario.

Due to the requirements of the access position this site is unlikely to be large enough to accommodate 10 pitches (at 500sqm/pitch).

Currently the development of the site is not feasible based on this further assessment as the site has not been confirmed as being available. If development is brought forward on this site.

If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:

• Ecological surveys

The outcome of the Preliminary Risk Assessment will need to be considered by the Council in pursuing an allocation and site delivery.

Sustainability Appraisal Summary Findings

Sustainability Appraisal Summary Findings	
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 12th alongside sites 8 and 64.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has not responded to the Council's attempts to determine site availability.
Potential for CPO	TBC
Potential site Management	TBC

45 - Land at Spion Kop (Adj 49 Mansfield Road)



Site Information				
Location:	Off Mansfield Road	**Settlement:**	Spion Kop	
Ref:	45	**Ward**	Market Warsop	
Site Size (ha):	2.47	**Site Capacity (pitches / plots / sites)**	G&T perm	49
			G&T transit	98
			TSP	6
Current use:	Grazing Land	**Neighbouring uses:**	Retail / Watercourse / Agricultural / Residential / A-Road	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455696
			Y	366351



Photograph taken from most easterly point of the site looking west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact

Site Assessment		
		on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or 3 and is at risk of surface water flooding.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 49 permanent pitches, a transit site for up to 98 caravans or 6 Travelling Showperson plots.

The site is well located for local services including schools (Sherwood Junior School and Meden School) and a doctor's surgery (Riverbank Medical Services), and has good access to public transport (bus stop within 200m on Mansfield Road for the no. 11 and 12 services).

The site is likely to experience some noise pollution from the busy adjoining A Road. There is substandard vehicular access to the site from Mansfield Road, the main road to Market Warsop which experiences high traffic flows. Access to the site is through a narrow metal gate which may need widening. Furthermore, the entrance is steep and overgrown with grass.

The site is poorly screened from the adjoining residential area and is within a high value landscape area[1], so development likely to have a moderate impact on townscape and / or landscape.

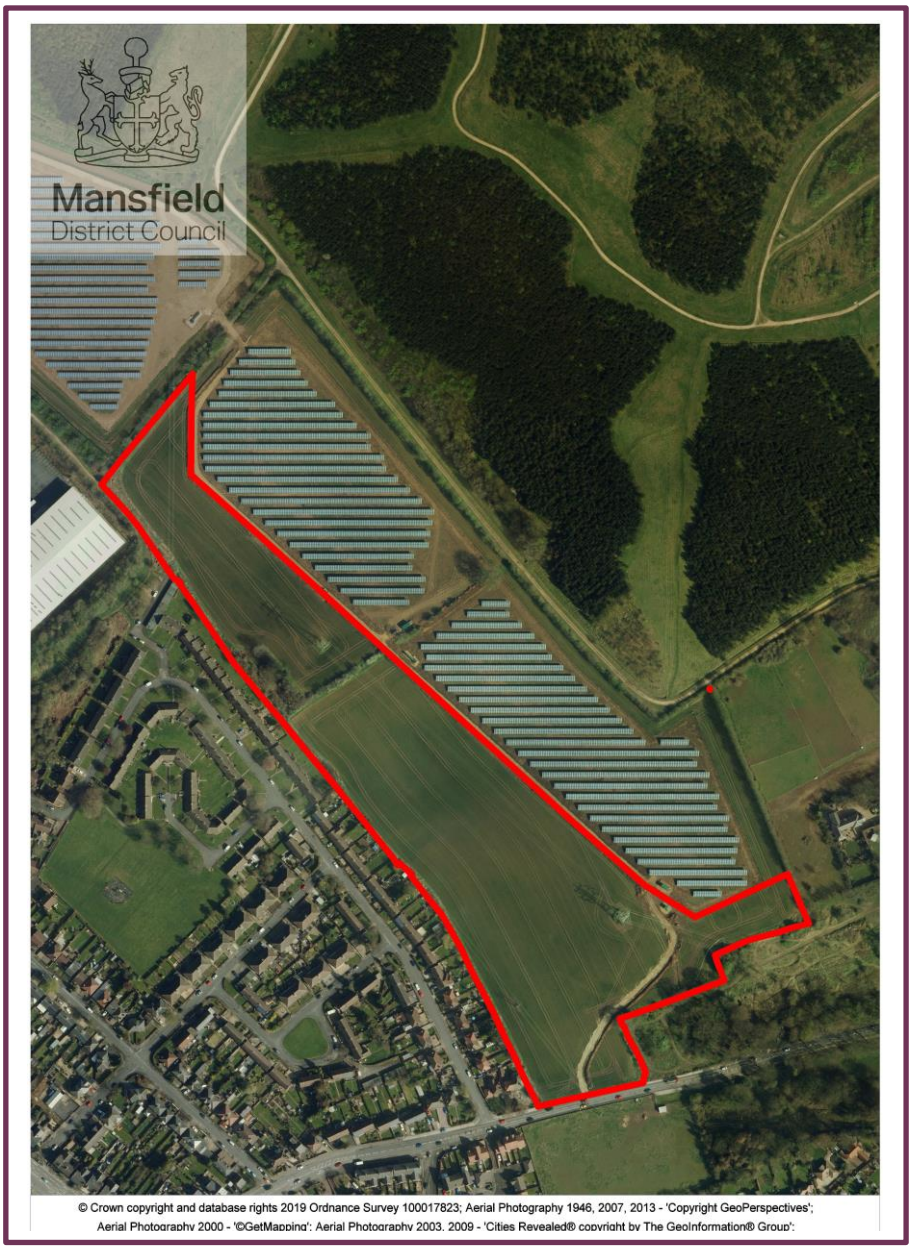
Portions of the site are susceptible to surface water flooding and the Western edge runs along a watercourse (falling within flood zone 2 and 3).

Due to the substandard access, indiscreet location and adverse impact on landscape and greenfield land, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

46 - Land at Debdale Lane / Burlington Drive



Site Information				
Location:	Debdale Lane	**Settlement:**	Mansfield	
Ref:	46	**Ward**	Sherwood	
Site Size (ha):	5.97	**Site Capacity (pitches / plots / sites)**	G&T perm	119
			G&T transit	238
			TSP	15
Current use:	Vacant Grassed Area (unknown use)	**Neighbouring uses:**	Solar Farm / Residential / Industrial	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	452689
			Y	362845



Photograph of site from north-western edge looking south-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		The Northern plot has substandard access, which may be possible to overcome with mitigation measures. The Southern plot of the site has a direct access off Debdale Lane (solar farm service road).
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

Site Assessment		
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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 site is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 119 permanent pitches, a transit site for up to 238 caravans or 15 Travelling Showperson plots.

The site is well located for local services including schools (Crescent Primary and Nursery School and Queen Elizabeth Academy) and a doctor's surgery (Rosemary Street Health Centre), and has good access to public transport (bus stop within 400m on Beech Hill Drive for the no. 23 and pronto services).

There are two electrical lines, and associated pylons, running through both the northern and southern plots of the site.

There is direct access to the north-eastern portion of the site via the Debdale Solar Farm service road off Debdale Road. This is a busy A road which experiences high traffic flows. There is substandard access to the north-western portion of the site through an existing residential area via Burlington Drive. The existing entrance is heavily overgrown and would need cutting back.

The land is located entirely within Strategic Green Infrastructure Area 2, Best & Most Versatile (BMV) Agricultural Land grade 2 and is in a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The northern portion of the site is screened from residential areas; however the southern portion is highly visible from residential properties and Debdale Road.

The land slopes downwards from the centre of the site, and is rolling in places, but there is not sufficient level change to restrict the development of the site.

Due to the proximity to local services and the screening of the northern portion from neighbouring residential areas the site is considered to be **potentially suitable**.

For clarification, the plan overleaf shows the part of the site which will be considered potentially suitable for use as a Gypsy & Traveller site going forward. The size of this section is 1.62ha, which is large enough to accommodate approximately 32 permanent pitches, 64 transit plots or 8 travelling show people sites.

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'



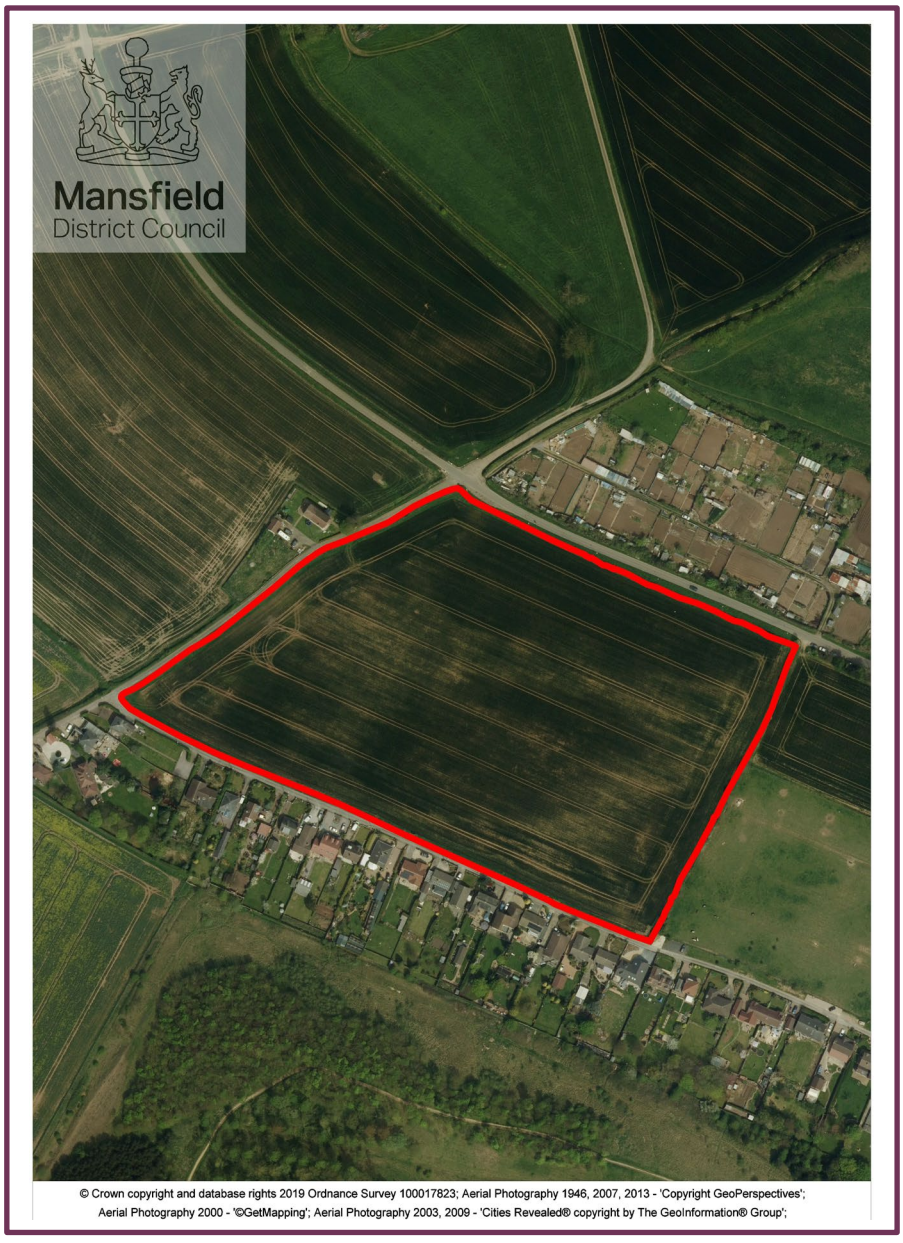
Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings
In the assessment (table 4) this site is not considered feasible for GT&TSP uses, and has therefore not been subject to viability testing.

Sustainability Appraisal Summary Findings	
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 (21st).	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated the site is not available for use as a GT&TSP site.
Potential for CPO	TBC
Potential site Management	TBC

47 - Land off Northfield Lane



Site Information				
Location:	Northfield Avenue	**Settlement:**	Mansfield Woodhouse	
Ref:	47	**Ward**	Woodhouse	
Site Size (ha):	5.27	**Site Capacity (pitches / plots / sites)**	G&T perm	105
			G&T transit	210
			TSP	13
Current use:	Agricultural	**Neighbouring uses:**	Dilapidated Agricultural Buildings / Agriculture / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	452951
			Y	363901



Photograph of site taken from northern edge looking southwards.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green

Site Assessment		
		Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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 site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 105 permanent pitches, a transit site for up to 210 caravans or 13 Travelling Showperson plots.

The site is well located for local services including schools (The Bramble Academy and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has reasonable access to public transport (bus stop within 700m on Vale Road for the no. 1 Mansfield Miller service).

There is direct vehicular access to the site from Northfield Lane. This is a quiet country lane that has minimal traffic flows. Access is likely to be restricted from the south due to a low / narrow railway bridge so it would be necessary for static caravans to enter from the north via Outgang Lane. Outgang Ln is a private gated road, thus the council would need to gain permission (or compulsory purchase) to use the road for the initial transportation of the static caravan(s).

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Best & Most Versatile (BMV) Agricultural Land grade 2 and is in a high value landscape area[1]. The site is also poorly screened from the adjoining residential area on Northfield Avenue. A Gypsy & Traveller site is likely to have a moderate adverse impact on the townscape and significant adverse impact on landscape as a result of these factors.

A small portion of land in the northern corner is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

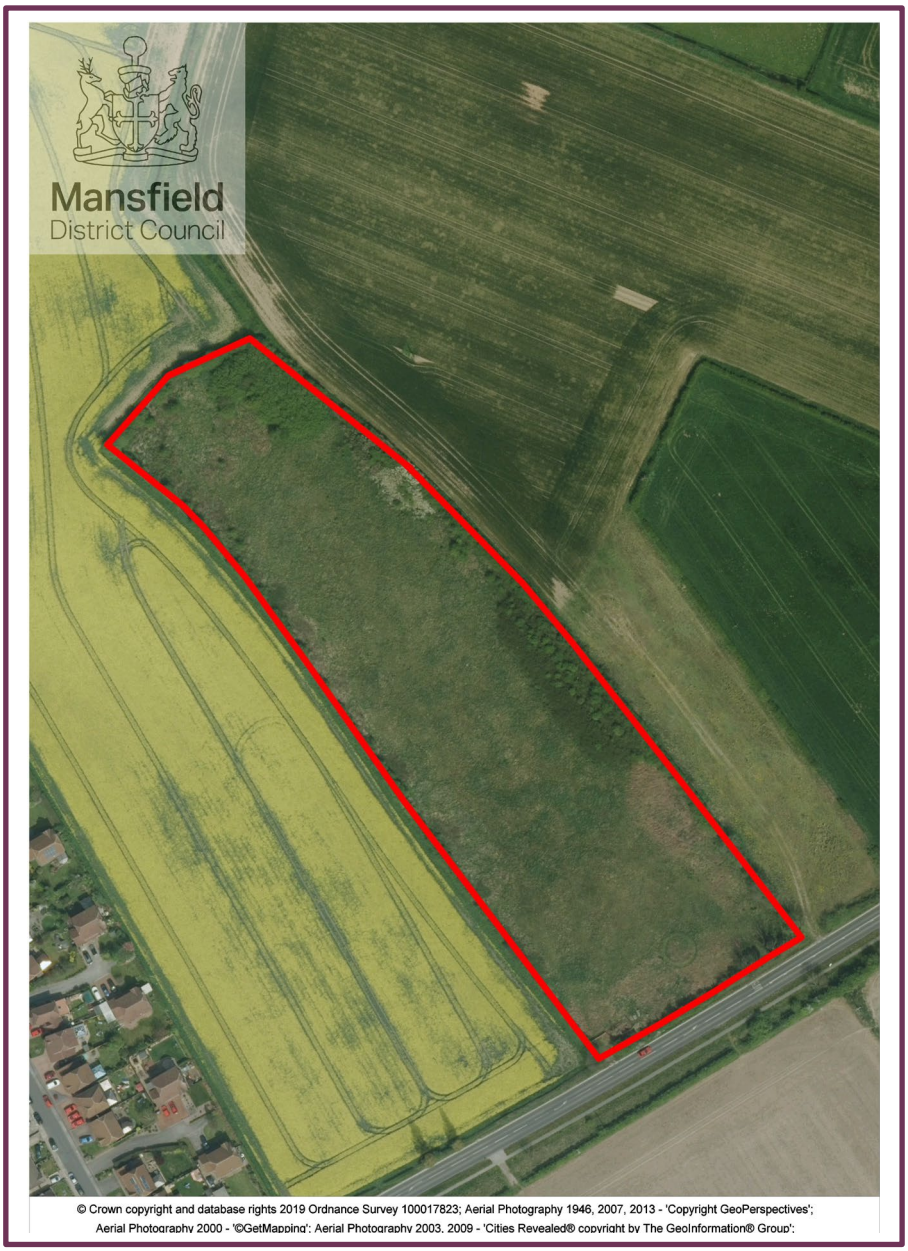
The land gently slopes from south-east to north-west but there is not sufficient level change to restrict the development of the site.

Due to the constrained access, lack of screening from existing residential properties and the impact on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

48 - Small Holding off Peafield Lane



Site Information				
Location:	Peafield Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	48	**Ward**	Hornby	
Site Size (ha):	1.95	**Site Capacity (pitches / plots / sites)**	G&T perm	39
			G&T transit	78
			TSP	5
Current use:	Disused Overgrown Land	**Neighbouring uses:**	Agricultural Land	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455715
			Y	364122



Photograph taken from most easterly point looking north-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		There are significant access issues that cannot be overcome.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green

Site Assessment		
		Infrastructure.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 39 permanent pitches, a transit site for up to 78 caravans or 5 Travelling Showperson plots.

The site is well located for local services including schools (Nettleworth Infant and Nursery School and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has reasonable access to public transport (bus stop within 500m on Dennor Drive for the no. 210 service).

There is substandard vehicular access to the site from Peafield Lane. This is a busy, high speed A Road that is undulating in topography; entrance to the site would require turning at an unsafe location (blind hill to the East of the site entrance). The current access point is via a gate that is extremely overgrown with vegetation and would need clearing.

The site is overgrown and appears to be disused. The land is located entirely within a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the landscape.

The land slopes from East to West but there is not sufficient level change to restrict the development of the site.

Due to the significant access issues and potential adverse impact of development on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

49 - Land off Mansfield Road (A60)



Site Information				
Location:	Mansfield Road	**Settlement:**	Market Warsop	
Ref:	49	**Ward**	Market Warsop	
Site Size (ha):	15.67	**Site Capacity (pitches / plots / sites)**	G&T perm	313
			G&T transit	626
			TSP	41
Current use:	Agricultural Land	**Neighbouring uses:**	Residential / Railway Line / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455740
			Y	367260



Photograph of the site taken from most eastern point, looking towards the west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		This site is capable of accommodating development

Site Assessment		
		without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 313 permanent pitches, a transit site for up to 626 caravans or 41 Travelling Showperson plots.

The site is well located for local services including schools (Sherwood Junior School and Meden School) and a doctor's surgery (Riverbank Medical Services), and has reasonable access to public transport (bus stop within 100m on Mansfield Road for the no. 11 and 12 services).

The site is likely to experience some noise pollution from the busy adjoining A Road, as well as potential disturbance from movement along the Dukeries railway line to the north. While this is currently disused it is a safeguarded line and could become active in the future.

There is direct vehicular access to the site from Mansfield Road. This is the main road to Market Warsop and experiences high traffic flows. Access is restricted from the north due to a low / narrow railway bridge, so it would be necessary for static caravans to enter from the south. Furthermore, the access point is via a gate which may need widening.

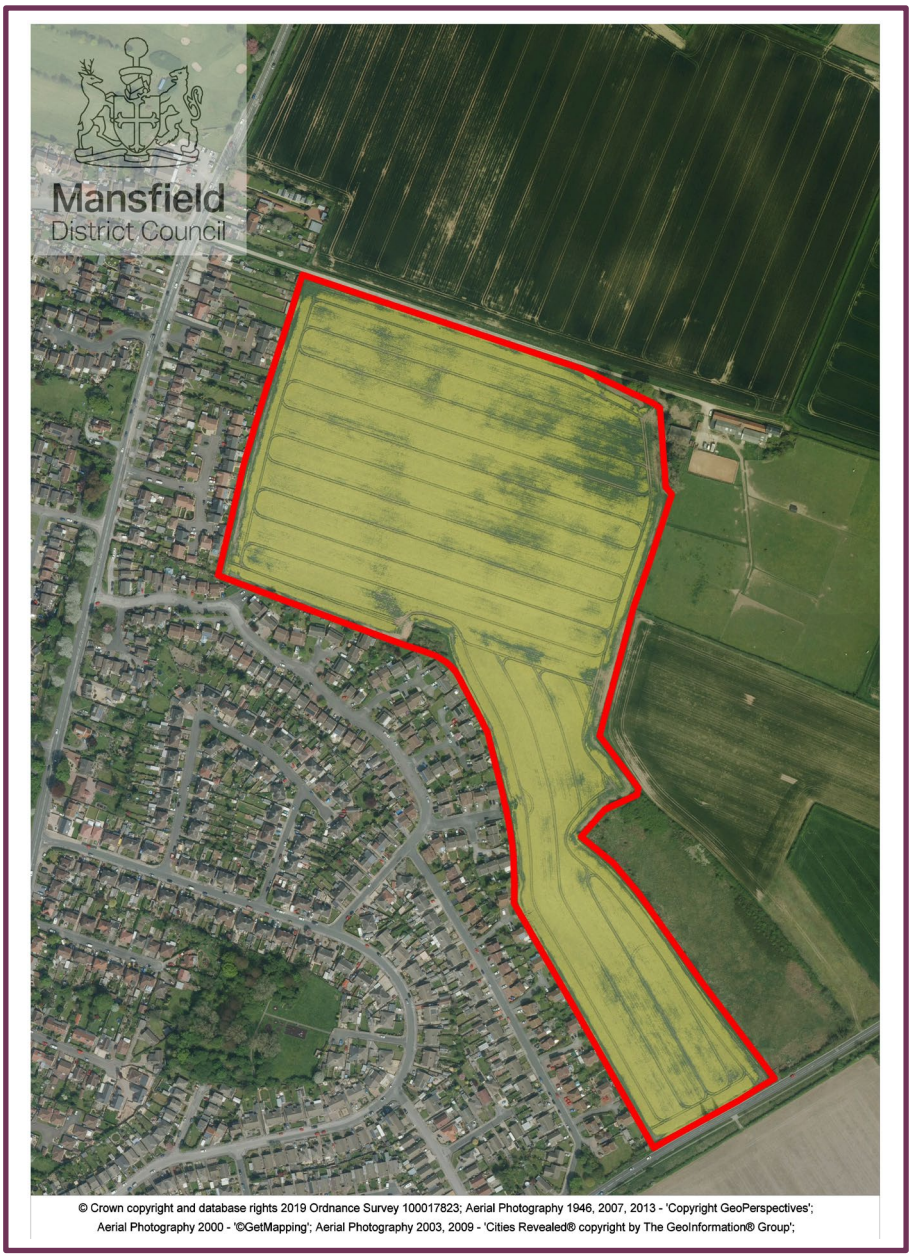
The current use of the site is agricultural which appears to be well maintained. The majority of the site is located within Best & Most Versatile (BMV) Agricultural Land grade 2, but there is a strip to the West of the site that is not BMW. The land is also in a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

Due to the constrained access, loss of a beneficial use and potential impact on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Create' (West) and 'Conserve and Reinforce' (East) using the 'Landscape Character Assessment Addendum 2015'

50 - Land off Peafield Lane



Site Information				
Location:	Land off Peafield Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	50	**Ward**	Hornby	
Site Size (ha):	13.37	**Site Capacity (pitches / plots / sites)**	G&T perm	267
			G&T transit	534
			TSP	35
Current use:	Agricultural Land	**Neighbouring uses:**	Residential / Agricultural / A-Road	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455470
			Y	364556



Photograph of the site taken from the most southern point, looking towards the north-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have an adverse impact

Site Assessment		
		on townscape which is not capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 267 permanent pitches, a transit site for up to 534 caravans or 35 Travelling Showperson plots.

The site is well located for local services including schools (Nettleworth Infant and Nursery School and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has reasonable access to public transport (bus stop within 500m on Dennor Drive for the no. 210 service).

There is substandard vehicular access to the site from Leeming Lane North. The existing access is via the Crimea Farm Livery driveway which is a private lane.

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within a high value landscape area[1]. The site is poorly screened from residential areas on Wheatfield Crescent, Buckingham Close, Balmoral Close, Kensington Close and Sandringham Road to the west. A Gypsy & Traveller site is likely to have significant adverse impacts on landscape and / or townscape.

The land is rolling and steep in places, dipping down to the north of the site; there is not sufficient level change to restrict the development of the site.

Due to the substandard access, uneven topography and impact on landscape and townscape, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

51 - Land off Netherfield Lane



Site Information				
Location:	Netherfield Lane	**Settlement:**	Meden Vale	
Ref:	51	**Ward**	Netherfield	
Site Size (ha):	4.95	**Site Capacity (pitches / plots / sites)**	G&T perm	99
			G&T transit	198
			TSP	13
Current use:	Agricultural	**Neighbouring uses:**	Residential / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	457451
			Y	369427



Photograph of the site taken from the southern boundary, looking towards the north.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have a Moderate impact

Site Assessment		
		on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 99 permanent pitches, a transit site for up to 198 caravans or 13 Travelling Showperson plots.

The site is well located for local services including schools (Netherfield Infant School and Meden School) and a doctor's surgery (Meden Medical Services), and has good access to public transport (bus stop within 200m on Netherfield Lane for the no. 11 service).

There is gated vehicular access to the site directly off Netherfield Lane.

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 1 and is a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The land is gently rolling but there is not sufficient level change to restrict the development of the site.

A small strip of land is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

Due to the loss of a beneficial agricultural use and the impact development would have on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

53 - Land between Old Mill Lane & New Mill Lane



Site Information				
Location:	Old Mill Lane & New Mill Lane	**Settlement:**	Forest Town	
Ref:	53	**Ward**	Maun Valley	
Site Size (ha):	5.82	**Site Capacity (pitches / plots / sites)**	G&T perm	116
			G&T transit	232
			TSP	15
Current use:	Vacant Grassed Area	**Neighbouring uses:**	Residential / Mobile Home Park / Farm	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455384
			Y	362945



Photograph of the site taken from the northern boundary of site 55, looking towards the north.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and		The site contains no important trees and / or hedgerows.

Site Assessment		
hedgerows		
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 116 permanent pitches, a transit site for up to 232 caravans or 15 Travelling Showperson plots.

The site is well located for local services including schools (Nettleworth Infant School and Peafield Lane Academy) and a doctor's surgery (Oakwood Surgery), but has poor access to public transport.

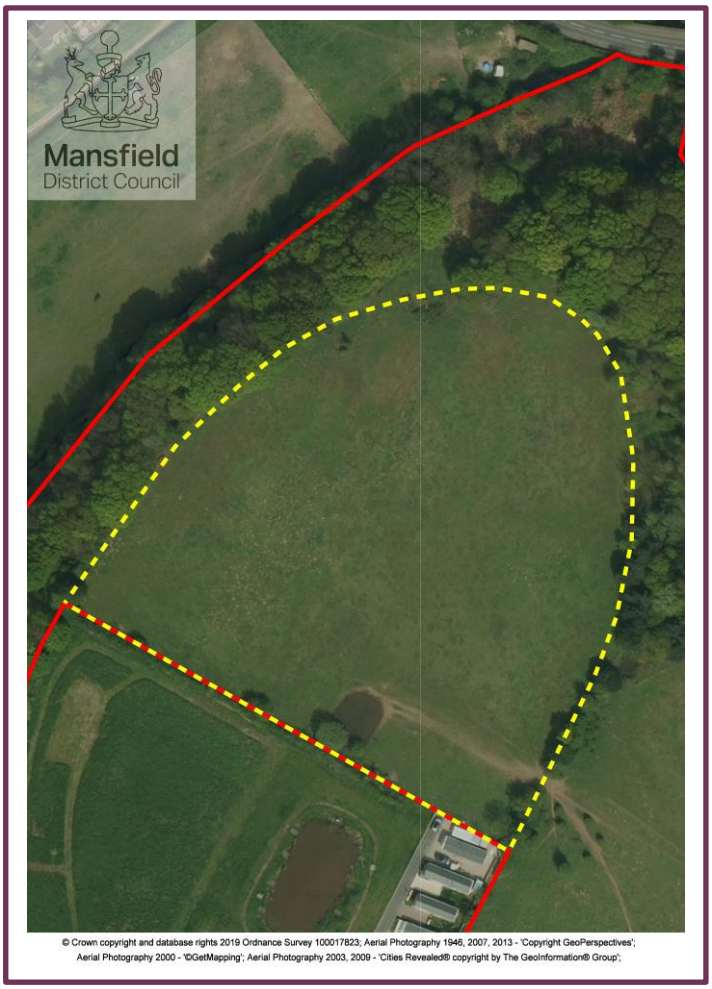
There is potential for vehicular access to the site through an existing caravan park to the south. Following discussions with Nottinghamshire County Council Highways it has been concluded that The access is below current highway requirements and would require improvements before the Highways Authority would be confident of it being used for further vehicles particular those larger vehicles towing caravans.

The site is grassland and woodland which does not appear to have an existing use. The land is located entirely within Strategic Green Infrastructure Area 12 and the Maun Woodlands Local Wildlife Site runs along the north-western boundary. A strip along the north-western boundary is also located within Flood Zone 2. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The north-western portion of the site is gently rolling; however the south-eastern portion is steeply sloping and rolling which would restrict the development of this part of the site.

Due to the good screening from surrounding residential areas and lack of environmental and historical constraints, the north-western section of the site is considered **potentially suitable**.

For clarification, the plan overleaf shows the part of the site which will be considered potentially suitable for use as a Gypsy & Traveller site going forward. The size of this section is 1.66ha, which is large enough to accommodate approximately 33 permanent pitches, 66 transit plots or 8 travelling show people sites.



Viability & Feasibility Assessment?	✓

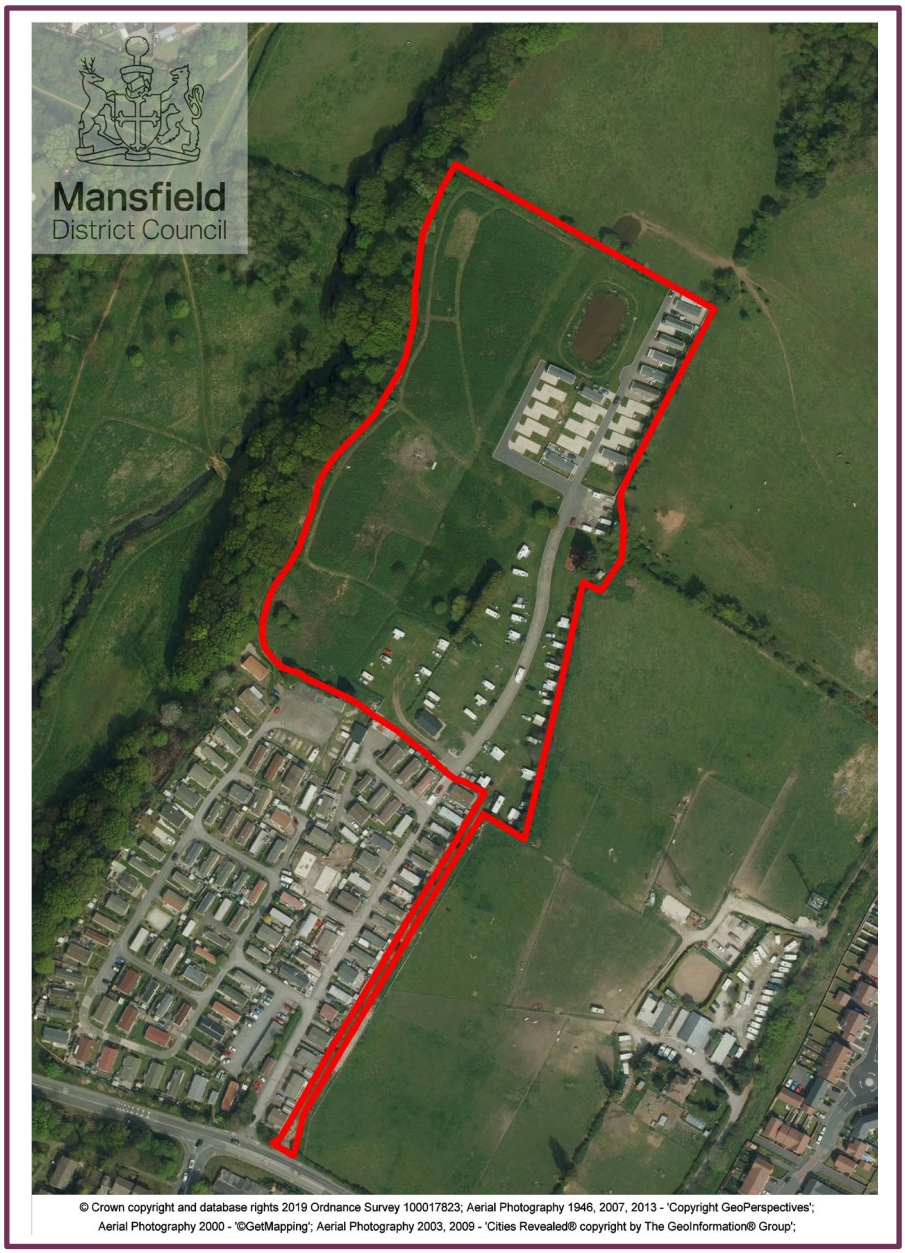
Viability & Feasibility Assessment Summary Findings

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

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

Sustainability Appraisal Summary Findings	
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.	
Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated that the site is not available.
Potential for CPO	TBC
Potential site Management	TBC

55 - Tall Trees mobile homes Old Mill Lane



Site Information				
Location:	Old Mill Lane	**Settlement:**	Mansfield	
Ref:	55	**Ward**	Maun Valley	
Site Size (ha):	3.80	**Site Capacity (pitches / plots / sites)**	G&T perm	76
			G&T transit	152
			TSP	10
Current use:	Caravan Park	**Neighbouring uses:**	Caravan Park / Grassland / Grazing Land / Woodland	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455151
			Y	362847



Photograph of the site taken from the northern boundary, looking towards the south.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

Site Assessment		
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 76 permanent pitches, a transit site for up to 152 caravans or 10 Travelling Showperson plots.

The site is well located for local services including schools (Heatherley Primary School and The Brunts Academy) and a doctor's surgery (Oakwood Surgery), but has poor access to public transport.

There is vehicular access to the site off Old Mill Lane. This road is currently used for access through the Tall Trees Mobile Home Park and is gated at the site boundary.

The current use of the site is a caravan park which is in frequent use. The land is located entirely within Strategic Green Infrastructure Area 12.

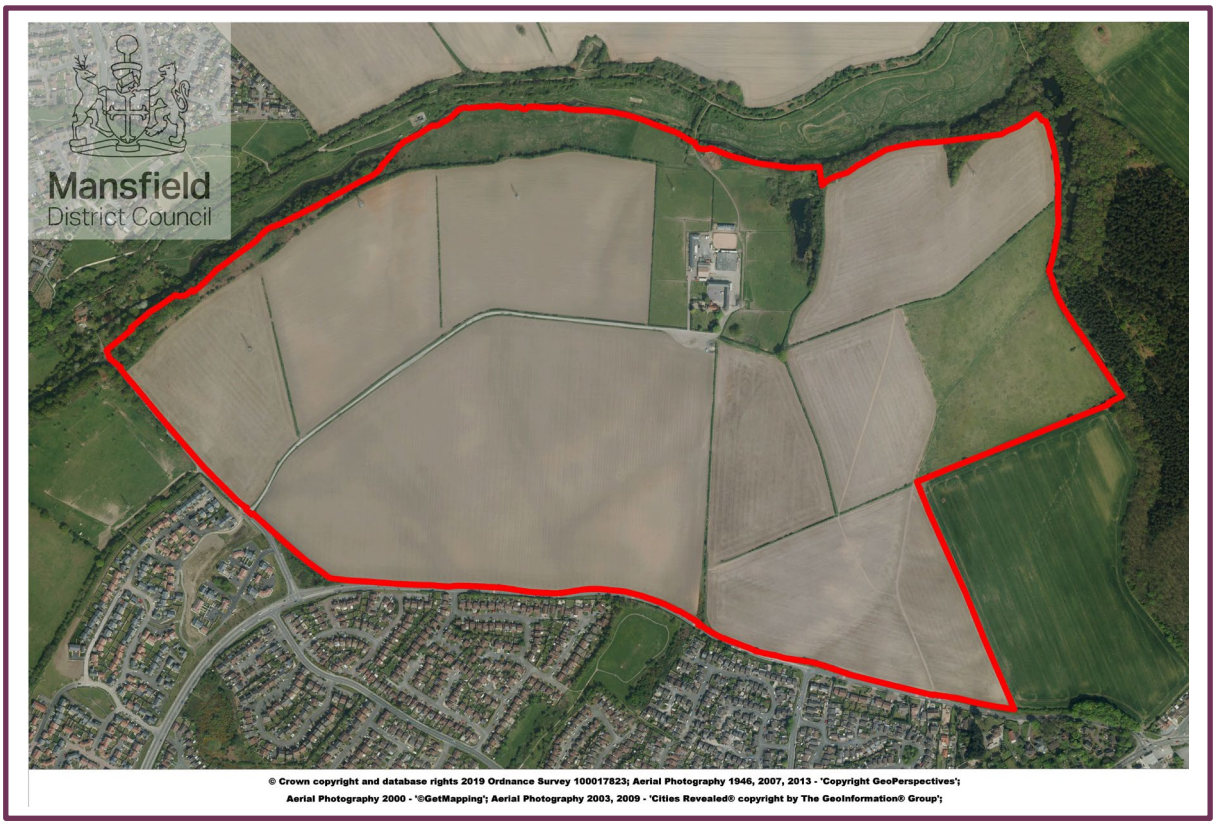
The site is poorly screened from the residential caravan park to the south.

A small section of the site in the northern corner is located within Flood Zone 2. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

Due to the loss of a beneficial existing use, poor access to public transport and potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

56 - Warren Farm, Land North of New Mill Lane



Site Information				
Location:	Warren Farm, New Mill Lane	**Settlement:**	Forest Town	
Ref:	56	**Ward**	Holly	
Site Size (ha):	79.00	**Site Capacity (pitches / plots / sites)**	G&T perm	1580
			G&T transit	3160
			TSP	207
Current use:	Agricultural and Farm Land	**Neighbouring uses:**	Residential / River Maun / Open Countryside / Ancient Woodland / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	456406
			Y	363253



Photograph of the site taken from the central western point of the site from New Mill Lane looking north-east (top), and from the south-east edge looking north-west (bottom).

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		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.

Site Assessment		
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 1580 permanent pitches, a transit site for up to 3160 caravans or 207 Travelling Showperson plots.

The site is reasonably well located for local services including schools (Holly Primary School and Peafield Lane Academy) and a doctor's surgery (Oakwood Surgery), but does not have good access to frequent public transport (bus stops within 650m on Sandlands Way for the no. 210 service (hourly), or within 1km on Holly Road for the no. 16 service (every 20 min)).

Electrical lines and associated pylons run through the site.

There is direct vehicular access to the site from New Mill Lane. The existing access is via the Warren Farm driveway which is a rough, narrow track.

The current use of the site is agricultural and farm land which appears to be well maintained. Yet,

Summary and Conclusions
there was an Innes to let sign at the end of the driveway. The land is located within a low value landscape area[1]. However, the entire site is located within Strategic Green Infrastructure Area 12 and there is a Local Wildlife Site at the northern boundary of the site. A Gypsy & Traveller site is likely to have significant adverse impacts on landscape. Warren Farmhouse at the centre of the site is a Grade II listed building; there is some potential for an impact on the setting. Minor sections of the site are susceptible to surface water flooding and the northern edge runs along a watercourse (falling within flood zone 2 and 3). However, the site is large enough that pitches could still be accommodated on those unaffected areas. The land is extremely rolling and steep which would restrict the development of the site. Due to the poor access to public transport, potential adverse impacts on the natural environment and steep topography, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Restore and Create' using the 'Landscape Character Assessment Addendum 2015'

57 - Land off Mansfield Road, Spion Kop (adjacent The Gables)



Site Information				
Location:	Mansfield Road	**Settlement:**	Spion Kop	
Ref:	57	**Ward**	Market Warsop	
Site Size (ha):	0.41	**Site Capacity (pitches / plots / sites)**	G&T perm	8
			G&T transit	16
			TSP	1
Current use:	None	**Neighbouring uses:**	Residential / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455851
			Y	366537



Photograph of the site taken from the western edge looking south-west (top), and from the southern edge looking north (bottom).

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.

Site Assessment		
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;		The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 8 permanent pitches, a transit site for up to 16 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Birklands Primary School and Meden School) and a doctor's surgery (Riverbank Medical Services), and has good access to public transport (bus stop within 100m on Mansfield Road for the no. 11 and 12 services).

The site is likely to experience some noise pollution from the busy adjoining A Road. There is gated vehicular access to the site off Mansfield Road, the main road to Market Warsop which experiences high traffic flows; the gate is run by Seven Trent Water. Access to the site is via a dirt track that is sloping and overgrown with vegetation.

There is no existing use on the site and the vegetation cover is overgrown and poorly maintained. There is also some rubbish that has been dumped at the site. The eastern half of the site is located within Best & Most Versatile (BMV) Agricultural Land grade 2 and the entire site is a high value landscape area[1].

The site has trees scattered around the boundary and is situated lower than the level of the road, so is reasonably well screened from residential areas on Mansfield Road (north-east, south-east and

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

Summary and Conclusions
south of the site). A small section of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas. The land is gently sloping towards the west but there is not sufficient level change to restrict the development of the site. Due to the close proximity to local services and screening from neighbouring residential properties, the site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings
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. This site has planning permission for residential (bricks and mortar) development which is being pursued, therefore this will therefore prevent use for GT, T&TSP development.

Sustainability Appraisal Summary Findings	
The site records several minor constraints, as well as more significant constraints in terms of greenfield land loss and landscape. The site ranks 22nd worse which is one of the lowest ranking scores overall.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated the site is not available for use as a GT&TSP site.
Potential for CPO	TBC
Potential site Management	TBC

60 - Land off Ley Lane



Site Information				
Location:	Ley Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	60	**Ward**	Manor	
Site Size (ha):	0.42	**Site Capacity (pitches / plots / sites)**	G&T perm	8
			G&T transit	16
			TSP	1
Current use:	Grassed Area	**Neighbouring uses:**	Residential / Playing Fields	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	454441
			Y	363587



Photograph of the site taken from the north-western boundary, looking towards the south-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		The site is capable of accommodating development

Site Assessment		
		without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 8 permanent pitches, a transit site for up to 16 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Nettleworth Infant and Nursery School and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has good access to public transport (bus stop within 200m on Albert Street for the no. 1 Mansfield Miller service).

There is direct vehicular access to the site off Ley Lane.

The current use of the site is a grassed area with some improvised hard standing (compacted stones). The land is also used as an unofficial Travelling Showperson site.

The land is located entirely within the Woodhouse conservation area. A Gypsy & Traveller site could have an adverse impact on the natural environment as a result of this factor although the existing use is long established.

There are a number of listed buildings within 100m of the site to the north-west, including 3 Ley Lane (and adjoining barn), 6-8 Albert Street, 28-38 Albert Street and 20-24 Albert Street. There is some potential for an adverse impact on these settings.

The site is poorly screened from residential areas on Pennine Close to the south, Ley Lane to the north-west and Durham Close to the north-east.

The majority of the site is susceptible to surface water flooding.

Due to the existing vehicular access, passable area of hard standing and close proximity to local services, the site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings
This site is a proposed housing allocation in the emerging Local Plan, for 14 new homes. Gypsy and Traveller and Travelling Showpeople use would not accord with this policy. The site is in a Conservation Area and therefore future use would need to consider this status. Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, due to the planning history and historic use the Council may consider it inappropriate to purchase this particular site for these uses.

Sustainability Appraisal Summary Findings	
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.	

Achievability	
Has the site owner been identified?	The owners of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	There is uncertainty over whether the site is available for G&T/TSP use.
Potential for CPO	TBC
Potential site Management	TBC

61 - Land East of Oakham Park



Site Information				
Location:	Land East of Oakham Park	**Settlement:**	Mansfield	
Ref:	61	**Ward**	Oakham	
Site Size (ha):	15.21	**Site Capacity (pitches / plots / sites)**	**G&T perm**	304
			G&T transit	608
			TSP	40
Current use:	agriculture	**Neighbouring uses:**	Countryside / Woodland / Employment	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453070
			Y	359181



Photograph of the site taken from Bleak Hills Lane.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important[1] trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact

[1] Protected by TPO, in a Conservation Area or protected hedgerow.

Site Assessment		
		on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		Site falls within Flood Zone 2 and the exceptions test can be passed
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 304 permanent pitches, a transit site for up to 608 caravans or 40 Travelling Showperson plots.

The site is reasonably well located for local services including schools (High Oakham Primary School and King Edward School) and a doctor's surgery (St Peter's medical centre), and has reasonable access to public transport (bus stops at Nottingham Road and Matlock Avenue are less than 800 away with access to the no. 219 and Pronto services).

The site is mostly in agricultural use and extends substantially into the open countryside. There are mature and semi-mature trees within the site which is largely screened from public streets.

There is a strong potential for adverse impacts on the natural environment. The site is within Strategic Green Infrastructure area 7 and is a high value landscape area[2]. Moreover, the Cauldwell Brook Local Wildlife Site runs along the eastern boundary of the site and there is a further Local Wildlife site and Local Nature Reserve to the north of the site.

Part of the land to the north-east of the site is within flood zone 2 and 3, and is susceptible to surface water flooding, including the site access point. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

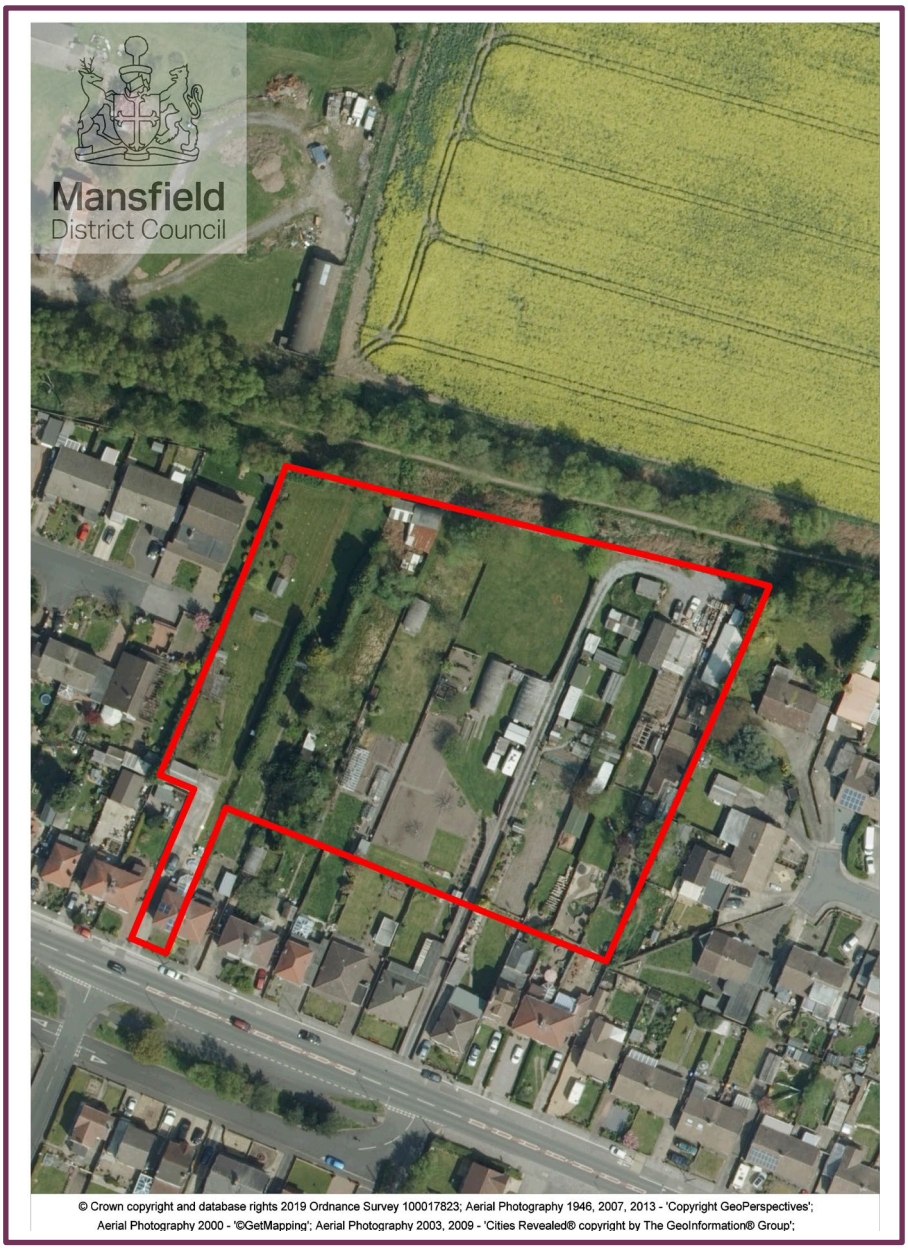
There are mature trees on site boundaries and a number of trees on the eastern boundary of the site are protected by a Tree Preservation Order.

Due to the substantial adverse impacts on the natural environment and the unsuitable access (due to flood risk), the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[2] 'Conserve and Create' using the 'Landscape Character Assessment Addendum 2015'

62 - Land at Southwell Road East



Site Information				
Location:	125-145 Southwell Road East	**Settlement:**	Rainworth	
Ref:	62	**Ward**	Ransom Wood	
Site Size (ha):	0.94	**Site Capacity (pitches / plots / sites)**	G&T perm	18
			G&T transit	37
			TSP	2
Current use:	Garden Land	**Neighbouring uses:**	Residential / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	458302
			Y	358812

A photograph was unattainable due to lack of access.

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

Summary and Conclusions

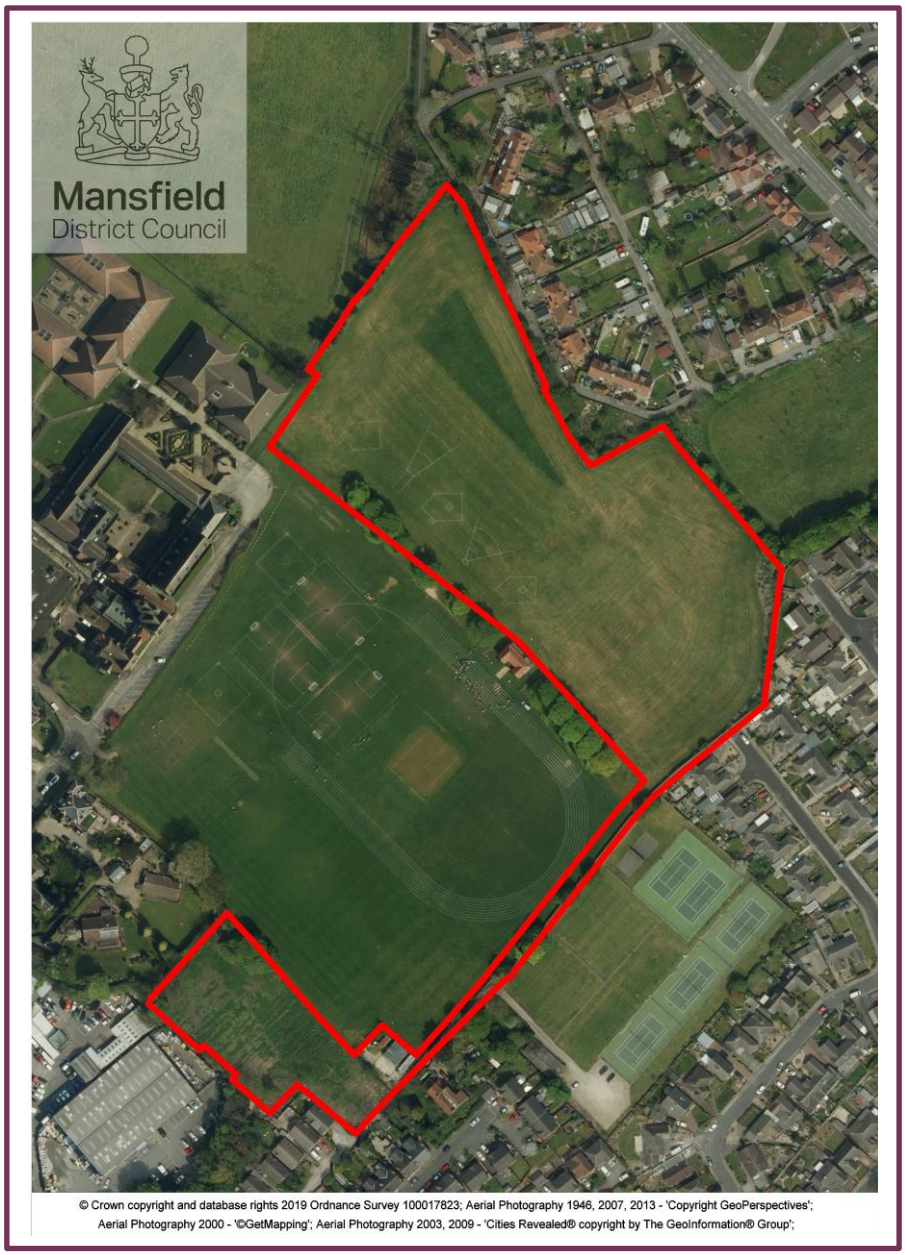
The site is large enough to accommodate approximately 18 permanent pitches, a transit site for up to 37 caravans or 2 Travelling Showperson plots.

The site is well located for local services including schools (Heathlands primary school and The Samworth Church Academy) and a doctor's surgery (Sandy Lane Surgery), and has good access to public transport (bus stop within 100m on Southwell Road East for the no. 27, 28, 28b and 141 services).

Summary and Conclusions
There is no access into the site. The site is made up of garden land from a collection of properties. There may be adverse impacts on the natural environment as the site is made up of mostly greenfield land and the Rainworth Dismantled Railway (LWS) is adjacent to the site to the north. The site is poorly screened from residential areas on Southwell Road East to the south, Leeway Close to the east and The Close to the west. Due to the lack of suitable access and the lack of screening from nearby existing residential properties, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

64 - Pheasant Hill and Highfield Close



Site Information				
Location:	Highfield Close	**Settlement:**	Mansfield	
Ref:	64	**Ward**	Sherwood	
Site Size (ha):	3.28	**Site Capacity (pitches / plots / sites)**	G&T perm	65
			G&T transit	131
			TSP	8
Current use:	Grassland	**Neighbouring uses:**	Sports Pitches / School / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453472
			Y	362360



Photograph of the paddock (southern portion of the site) taken from the southern corner, looking north-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has some impacts on Strategic Green Infrastructure that are capable of being mitigated.

Site Assessment		
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'medium value' landscape area and capable of accommodating development with mitigation.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 65 permanent pitches, a transit site for up to 131 caravans or 8 Travelling Showperson plots.

The site is well located for local services including schools (Wainwright Primary Academy and Queen Elizabeth Academy) and a doctor's surgery (Rosemary Street Health Centre), and has good access to public transport (bus stop within 200m on Chesterfield Road South for the no. 23, 53, 217 and pronto services).

There is gated vehicular access to the northern portion of the site via Highfield Close and the Southern portion via Pheasant Hill. The two plots are linked by a track which is suitable for vehicle use.

There does not appear to be an active use on the site; it is a grassed area which appears to be well maintained. The land may be safeguarded for educational need in the future following further discussions with Nottinghamshire County Council.

The northern portion of the site is located within Strategic Green Infrastructure Area 2 and is a high value landscape area[1]. However, the southern section is not and Gypsy and Traveller pitches could still be accommodated on those unaffected areas.

The northern part of the site is poorly screened from residential areas on Highfield Avenue and Highfield Close to the east and Queen Elizabeth's Academy to the west, while the southern part is reasonably well screened from residential areas on Pheasant Hill.

Queen Elizabeth Academy and the Pavilion at Queen Elizabeth Academy (playing fields) are two Non-Designated Local Heritage Assets located just outside the site boundary. There is also a Grade II listed building (Mill Bank Cottage) in close proximity to the site. There is some potential for a Gypsy and Traveller site to have an impact on one or more of these settings (depending on where the pitches are situated).

Due to the well screened location of the Southern portion of the site and the close proximity to local services, the site is considered **potentially suitable**.

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

For clarification, the plan below shows the part of the site which will be considered potentially suitable for use as a Gypsy & Traveller site going forward. The size of this section is 0.45ha, which is large enough to accommodate approximately 9 permanent pitches, 18 transit plots or 2 travelling show people sites.



Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

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

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

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

Sustainability Appraisal Summary Findings	
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 12th alongside sites 8 and 44.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated the site is not available for use as a GT&TSP site.
Potential for CPO	TBC
Potential site Management	TBC

65 - Former Blake Crescent Allotments



Site Information				
Location:	Former Blake Crescent Allotments	**Settlement:**	Mansfield	
Ref:	65	**Ward**	Carr Bank	
Site Size (ha):	0.42	**Site Capacity (pitches / plots / sites)**	**G&T perm**	8
			G&T transit	16
			TSP	1
Current use:	Allotments / Grassed Areas	**Neighbouring uses:**	Residential / Open Space	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455170
			Y	361467



Photograph of the site taken from the access road, looking towards the west.

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

Site Assessment		
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 8 permanent pitches, a transit site for up to 16 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Abbey Primary School and Samworth Church Academy) and a doctor's surgery (Sandy Lane and St Peter's medical practice), and has good access to public transport (bus stop nearby with access to no. 14, 15, 16 and 16a services).

The site is well screened from public areas and located behind existing houses on Ravensdale Road and Pickard Street and as a result it would be unlikely to have any significant adverse impacts on townscape or landscape.

No adverse natural or built environment constraints have been identified.

There is no suitable vehicular access to the site and the access to the former allotments (currently serving a small paddock) is currently unsurfaced and narrow. The site is located on a steep slope which would highly constrain development.

Due to the lack of suitable access, loss of a beneficial use and unsuitable topography, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

66 - Harrop White Road Allotments



Site Information				
Location:	Harrop White Road	**Settlement:**	Mansfield	
Ref:	66	**Ward**	Broomhill	
Site Size (ha):	0.28	**Site Capacity (pitches / plots / sites)**	G&T perm	5
			G&T transit	11
			TSP	0
Current use:	None	**Neighbouring uses:**	Residential / Allotments	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	452283
			Y	361550



Photograph of site taken from the south-western edge looking north.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have an adverse impact

Site Assessment		
		on townscape which is not capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 5 permanent pitches or a transit site for up to 11 caravans. The site is not large enough to accommodate a Travelling Showperson site.

The site is well located for local services including schools (The Flying High Academy and the Beech Academy) and a doctor's surgery (Rosemary Street Health Centre), and has reasonably good access to public transport (bus stop within 500m on Somersall Street for the no. 6 service).

There is potential for suitable access to be created off Nelson Close; this access is currently blocked off by a grassed border and fencing.

There is no existing use on the site and the vegetation cover is overgrown and poorly maintained.

The site is poorly screened from residential areas on Redland Road, Beck Crescent and Somersall Street, and the allotments to the north-east of the site. Development of the site is likely to have a negative impact on the townscape of the surrounding area.

The land is sloping from towards the north-west and slightly rolling but there is not sufficient level change to restrict the development of the site.

Due to the absence of adverse environmental impacts and the lack of an existing use, the site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

In the assessment (table 4) this site is not considered feasible for GT&TSP uses, and has therefore not been subject to viability testing.

Sustainability Appraisal Summary Findings
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 15th overall alongside site 286.

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated the site is not available for use as a GT&TSP site.
Potential for CPO	TBC
Potential site Management	TBC

67 - Land at Peafield Lane



Site Information				
Location:	Peafield Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	67	**Ward**	Peafields	
Site Size (ha):	11.15	**Site Capacity (pitches / plots / sites)**	G&T perm	223
			G&T transit	446
			TSP	29
Current use:	Agricultural Land	**Neighbouring uses:**	Agricultural / Residential / River Maun	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455749
			Y	363923



Photograph of the site taken from the most northerly point, looking towards the south.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

Site Assessment		
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 223 permanent pitches, a transit site for up to 446 caravans or 29 Travelling Showperson plots.

The site is well located for local services including schools (Nettleworth Infant and Nursery School and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has reasonable access to public transport (bus stop within 500m on Dennor Drive for the no. 210 service).

There is direct vehicular access to the site from Peafield Lane a busy, high speed A Road. The existing access point is via a track going through the hedge line which may need widening.

The current use of the site is agricultural which appears to be well maintained. The land is located within a high value landscape area[1], and Strategic Green Infrastructure Area 12. The site is poorly screened from residential areas on Thistle Bank, Foxglove Grove and Primrose Court to the south-west. A Gypsy & Traveller site is likely to have significant adverse impacts on landscape and / or townscape.

The land slopes from north to south but there is not sufficient level change to restrict the development of the site.

Due to the loss of a beneficial use and potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

69 - Gregory Quarry



Site Information				
Location:	Nottingham Road	**Settlement:**	Mansfield	
Ref:	69	**Ward**	Oakham	
Site Size (ha):	4.68	**Site Capacity (pitches / plots / sites)**	**G&T perm**	93
			G&T transit	187
			TSP	12
Current use:	Vacant land / former quarry	**Neighbouring uses:**	Open space / residential / retail	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453422
			Y	360021



Photograph of former Gregory Quarry taken from the east (retail and leisure park).

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		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		The site contains important[1] trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'medium value' landscape area and

[1] Protected by TPO, in a Conservation Area or protected hedgerow.

Site Assessment		
		capable of accommodating development with mitigation.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		Site falls within Flood Zone 2 and the exceptions test can be passed
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 93 permanent pitches, a transit site for up to 187 caravans or 12 Travelling Showperson plots.

The site is reasonably well located for local services including schools (High Oakham Primary School and King Edward School) and a doctor's surgery (St Peter's medical centre), and has reasonable access to public transport (bus stops at Sheepbridge Lane and Stella Street are less than 400m away with access to the no. 219 and Pronto services).

The site is a former quarry within the built up area. There are mature and semi-mature trees within the site which is only partially visible from public streets. The site is part of the Strategic Green Infrastructure and is designated a Local Wildlife Site.

The site lies adjacent to commercial uses with parts of the site being susceptible to noise and disturbance.

Drury Dam viaduct is a listed building that abuts the northern boundary. Development of this part of the site has potential to have an adverse impact on the setting of the heritage asset.

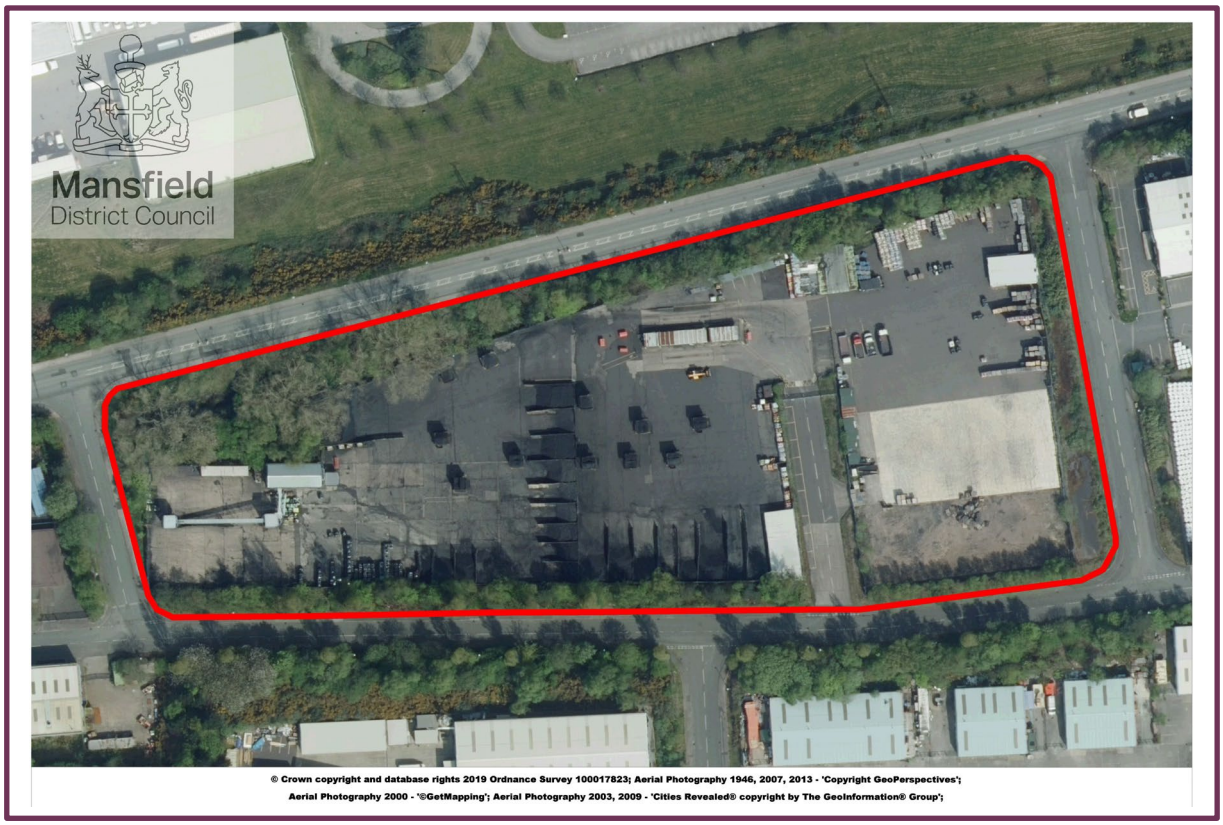
A substantial area of land in the centre of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

There are substantial differences in level that would make parts of the site difficult to develop and access.

Due to the potential adverse impacts on the natural environment, constrained access and inappropriate topography, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

71a - Site A, Long Stoop Way



Site Information				
Location:	South of Crown Farm Way	**Settlement:**	Mansfield	
Ref:	71a	**Ward**	Ling Forest	
Site Size (ha):	2.28	**Site Capacity (pitches / plots / sites)**	**G&T perm**	45
			G&T transit	90
			TSP	6
Current use:	Storage site	**Neighbouring uses:**	Employment	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	456713
			Y	361519



Photograph of Coal Yard taken from access road at its junction with Long Stoop Way.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has some impacts on Strategic Green Infrastructure that are capable of being mitigated.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated

Site Assessment		
		heritage assets
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 45 permanent pitches, a transit site for up to 90 caravans or 6 Travelling Showperson plots.

The site is well located for local services including schools (Forest Town, Abbey Road and Holly Primary Schools and Samworth Church Academy) and a doctor's surgery (Crown medical centre), and has reasonable access to public transport (bus stops at Jubilee Way and Forest Town within 800m walk with access to no. 7 and 218 services.

The site is well screened to the north from public streets and will be visible from the Road at Crown Farm Way. It is unlikely to have any significant adverse impacts on townscape or landscape because of substantial vegetation screening and adjoining uses. There are modest changes in levels but these are unlikely to restrict development of the site and its access.

The site is currently used as a coal storage yard. The site is located within the Crown Farm Industrial Estate, which is an allocated key and general employment area that is retained for employment development.

The adjoining employment uses have the potential to result in some disturbance to new residents as a result of activity and vehicle movements. In addition, the introduction of a residential use in a commercial area would not result in a satisfactory living environment for occupiers. The former use as a coal yard may have resulted in some ground contamination that would need to be addressed.

There is potential for some adverse impacts on the natural environmental including the loss of a tree belt on the north-western boundary of the site. The northern boundary of the site is located within Strategic Green Infrastructure Area 10. This area to the north is also susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The site is designated for employment use, a beneficial use that would help to meet the employment needs of the area.

Due to the loss of beneficial employment land and the potentially adverse living environment for occupiers, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

71c - Site C, Long Stoop Way



Site Information				
Location:	Site C, Long Stoop Way	**Settlement:**	Mansfield	
Ref:	71c	**Ward**	Ling Forest	
Site Size (ha):	0.6	**Site Capacity (pitches / plots / sites)**	**G&T perm**	12
			G&T transit	24
			TSP	1
Current use:	Employment	**Neighbouring uses:**	Employment	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	456869
			Y	361513



Photograph of southern elevation of existing building taken from Long Stoop Way.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets

Site Assessment		
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 12 permanent pitches, a transit site for up to 24 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Forest Town, Abbey Road and Holly Primary Schools and Samworth Church Academy) and a doctor's surgery (Crown medical centre), and has reasonable access to public transport (bus stops at Jubilee Way and Forest Town within 800m walk with access to no. 7 and 218 services.

The site currently has buildings fronting Long Stoop Way which are highly visible from public streets. It is unlikely to have any significant adverse impacts on landscape. There are modest changes in levels but these are unlikely to restrict development of the site and its access.

The site is currently used for employment purposes but one of the units is vacant. The site is located within the Crown Farm Industrial Estate, which is an allocated key and general employment area that is retained for employment development.

The adjoining employment uses have the potential to result in some disturbance to new residents as a result of activity and vehicle movements. In addition, the introduction of a residential use in a commercial area would not result in a satisfactory living environment for occupiers and would potentially appear incongruous in terms of townscape.

There is potential for some adverse impacts on the natural environmental including the loss of trees on the eastern boundary of the site.

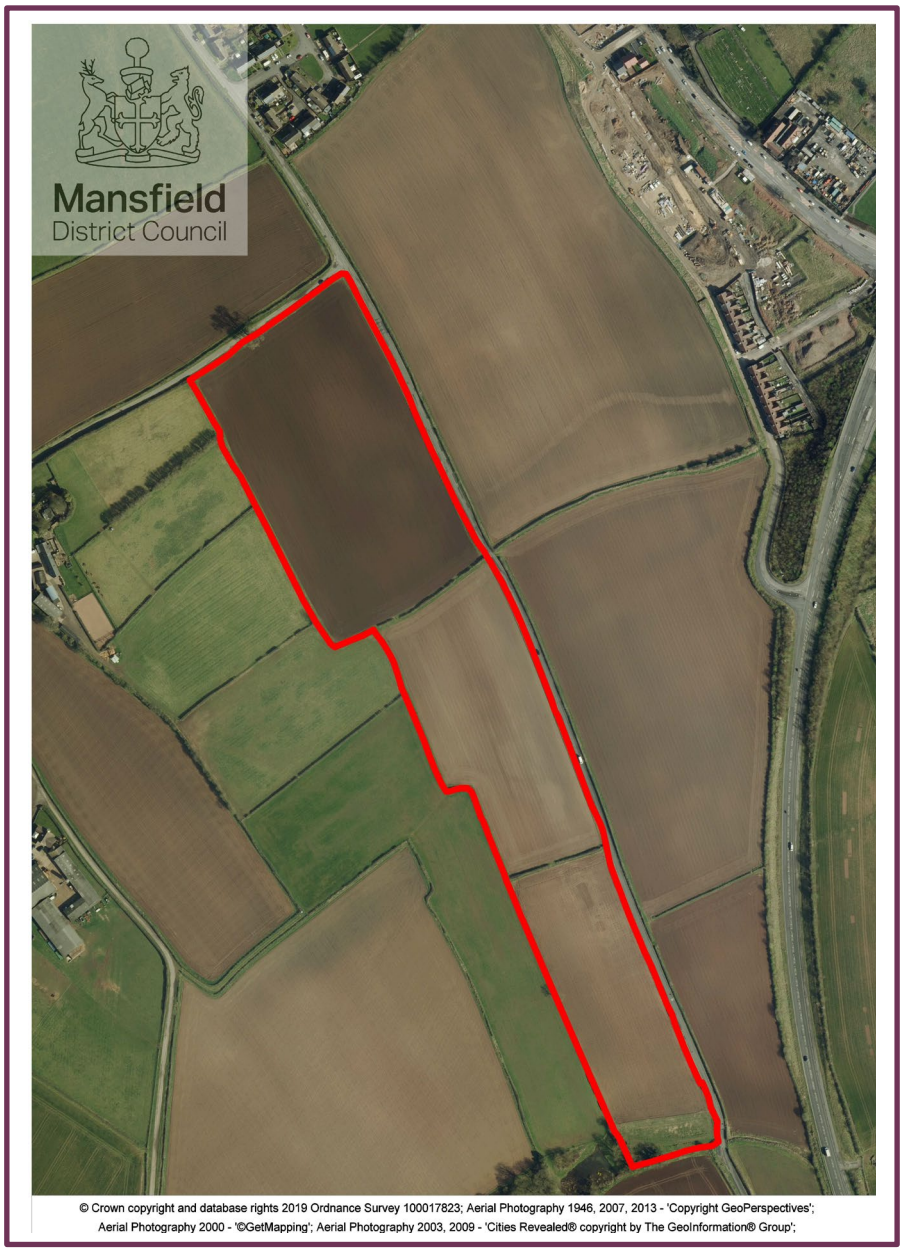
A strip of land through the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The site is designated for employment use, a beneficial use that would help to meet the employment needs of the area.

Due to the loss of beneficial employment land, potentially adverse living environment for occupiers and the adverse impacts on townscape, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

74a - Water Lane



Site Information				
Location:	Marr Route A616 Pleasley	**Settlement:**	Pleasley	
Ref:	74a	**Ward**	Bull Farm and Pleasley Hill	
Site Size (ha):	7.74	**Site Capacity (pitches / plots / sites)**	G&T perm	154
			G&T transit	309
			TSP	20
Current use:	Agricultural Land	**Neighbouring uses:**	Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	450736
			Y	363394



Photographs of the site taken from the southern (top) and eastern (bottom) edges, both looking towards the north-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		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

Site Assessment		
		footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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.		This is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 154 permanent pitches, a transit site for up to 309 caravans or 20 Travelling Showperson plots.

The site is reasonably well located for local services including schools (Crescent Primary and Nursery School and The Beech Academy) and a doctor's surgery (Rosemary Street Health Clinic), but has poor access to public transport (bus stop more than 1km away on Abbott Road for the no. 6 service, and on Chesterfield Road for the pronto and 23 services).

There is direct vehicular access to the site from Water Lane (for the southern and middle plots) and Sampson's Lane (for the northern plot). Water Lane is a fast, two-lane country road, while Sampson's road is a quiet single track lane. The existing access points off Water Lane are via metal gates through the hedge line which may need widening. The existing access point off Sampson's lane is via a track going through the hedge line which may need widening.

The current use of the site is agricultural which appears to be well maintained. The entire site is

Summary and Conclusions
located within Best & Most Versatile (BMV) Agricultural Land grade 2 and is also in a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors. A small strip of land on the southern boundary of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas. The land is gently rolling but there is not sufficient level change to restrict the development of the site. Due to the poor access to public transport and the potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

74b - Water Lane



Site Information				
Location:	Marr Route A616 Pleasley	**Settlement:**	Pleasley	
Ref:	74b	**Ward**	Bull Farm and Pleasley Hill	
Site Size (ha):	0.85	**Site Capacity (pitches / plots / sites)**	G&T perm	17
			G&T transit	34
			TSP	2
Current use:	Agricultural Land	**Neighbouring uses:**		
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	451192
			Y	362569



Photograph of site from the most southern point, looking towards the north.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		The site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.

Site Assessment		
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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.		This is a greenfield site.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 17 permanent pitches, a transit site for up to 34 caravans or 2 Travelling Showperson plots.

The site is suitably located for local services including schools (Crescent Primary and Nursery School and The Beech Academy) and a doctor's surgery (Rosemary Street Health Clinic), and has reasonable access to public transport (bus stop within 650m on Abbott Road for the no. 6 service).

There is direct vehicular access to the site from Water Lane, a fast country road. This access point is via a set-back metal gate, and is sufficient for use as G&T access.

The current use of the site is agricultural which appears to be well maintained. The entire site is located within Best & Most Versatile (BMV) Agricultural Land grade 2 and is also in a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is well screened from residential properties to the south-east of the site as it is obstructed by the MARR and the site is lined with trees along the eastern border. However, the site is in view from Water Lane Farm to the south-west of the site.

Due to the loss of a beneficial agricultural use and the potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

74d - Water Lane



Site Information				
Location:	Marr Route A616 Pleasley	**Settlement:**	Pleasley	
Ref:	74d	**Ward**	Bull Farm and Pleasley Hill	
Site Size (ha):	5.11	**Site Capacity (pitches / plots / sites)**	G&T perm	102
			G&T transit	204
			TSP	13
Current use:	Grazing / Agricultural Land	**Neighbouring uses:**	Agricultural / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	451188
			Y	362254



Photograph of site taken from the north-eastern edge, looking towards the south-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.

Site Assessment		
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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.		This is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 102 permanent pitches, a transit site for up to 204 caravans or 13 Travelling Showperson plots.

The site is suitably located for local services including schools (Crescent Primary and Nursery School and The Beech Academy) and a doctor's surgery (Rosemary Street Health Clinic), and has reasonable access to public transport (bus stop within 650m on Abbott Road for the no. 6 service).

There is direct vehicular access to the site from Water Lane, a fast country road. This existing access is via the Water Lane Farm private driveway.

The current use of the site is agricultural and grazing land which appears to be well maintained. The entire site is located within Best & Most Versatile (BMV) Agricultural Land grade 2 and is also in a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is well screened from residential properties to the east of the site as it is obstructed by the MARR and the site is lined with trees along the eastern border. However, the site is in view from Water Lane Farm to the north of the site.

The land is extremely steep and sloping which would restrict the development of the site.

Due to the adverse impacts of development on the natural environment, constrained access and sloping topography, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

83 - Grove Street Car Park, Land at Grove Street



Site Information				
Location:	Grove Street Car Park, Land at Grove Street	**Settlement:**	Mansfield	
Ref:	83	**Ward**	Portland	
Site Size (ha):	0.29	**Site Capacity (pitches / plots / sites)**	**G&T perm**	5
			G&T transit	10
			TSP	0
Current use:	Car park	**Neighbouring uses:**	Commercial	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453107
			Y	360843



Photograph of Grove Street Car Park taken from the east side.

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

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

Summary and Conclusions

The site is large enough to accommodate approximately 5 permanent pitches or a transit site for up to 10 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (Mansfield Primary Academy and The Brunts Academy) and a doctor's surgery (St Peter's Medical Practice), and has good access to public transport (bus stops adjacent to the site with access to the Pronto service). The site is some 400m walk from Mansfield train station. Retail services at St Peter's Retail Park are only some 400m from the site.

The site has an existing beneficial use as a car park. There is an existing access to the site from Grove Street. The site is also located within Commercial Gate, which is an allocated key and general employment area that is retained for employment development.

The rear of the site is highly visible from all sides with little screening, and as such there are likely to be a significant adverse impact on townscape (noting the largely commercial area characterised by two storey offices).

There is a listed building opposite the site at the former cattle market and Nottingham Road Methodist Church (and associated walls and gates) and 46 Nottingham Road. There is some inter-visibility between these buildings and the site. Other buildings fronting Nottingham Road and Grove Street also have architectural merit.

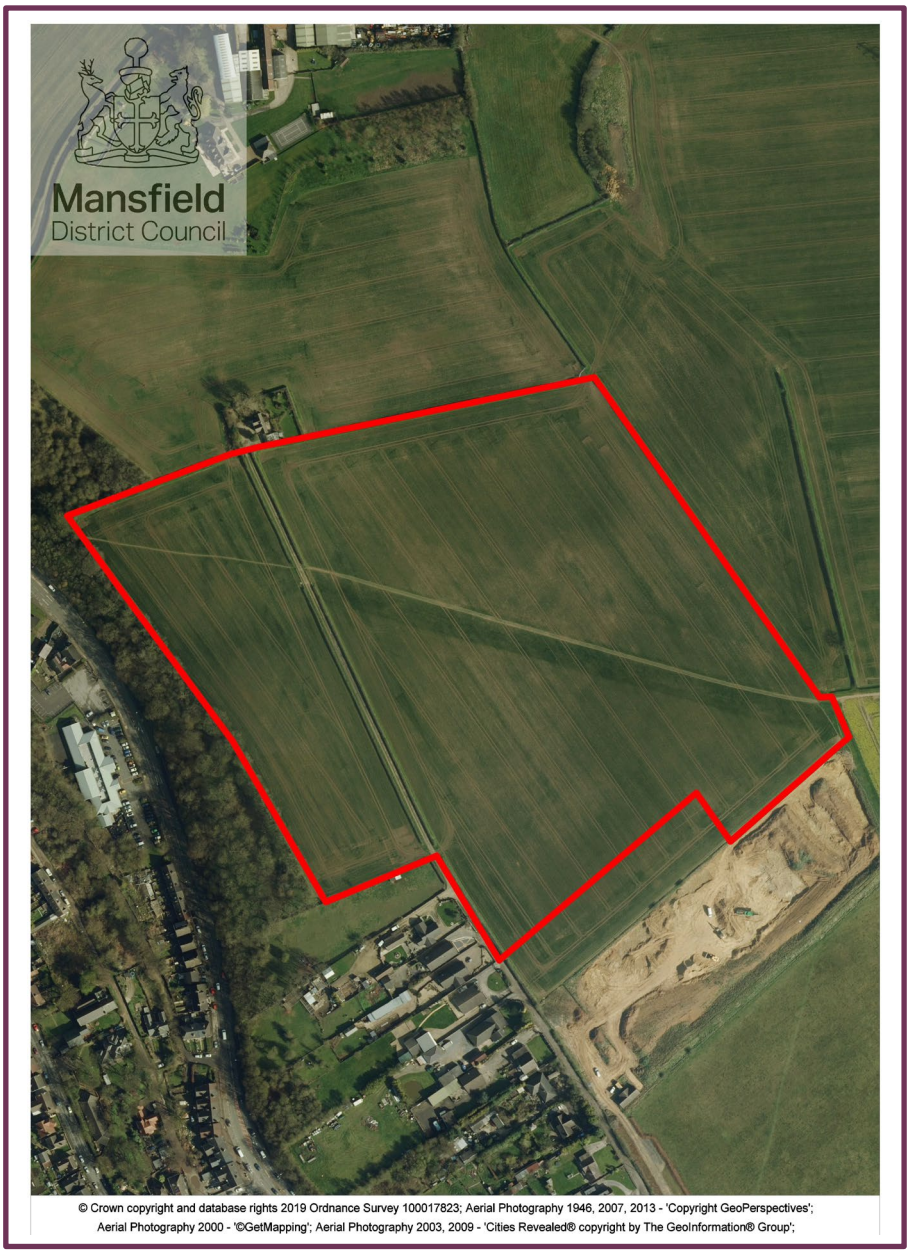
No flooding constraints have been identified. A portion of the land to the east of the site is located within a conservation area.

There is some potential for noise disturbance from the adjacent A60 but distance separation could allow an acceptable living environment.

The site has an existing beneficial use as a car park in a largely commercial area. The site is highly visible and a G&T use in this area would be incongruous and potentially have an adverse impact on nearby listed buildings. The site is **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

88 - Land off Chesterfield Road



Site Information				
Location:	Chesterfield Road North	**Settlement:**	Pleasley	
Ref:	88	**Ward**	Bull Farm and Pleasley Hill	
Site Size (ha):	9.75	**Site Capacity (pitches / plots / sites)**	G&T perm	195
			G&T transit	390
			TSP	25
Current use:	Agricultural Land	**Neighbouring uses:**		
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	451009
			Y	364194



Photograph of flat part of site from Woburn Lane, looking towards the west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		This site is capable of accommodating development

Site Assessment		
		without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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 land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 195 permanent pitches, or a transit site for up to 390 caravans or 25 Travelling Showperson plots.

The site is well located for local services including schools (Farmilo Primary and Nursery School and The Beech Academy) and a doctor's surgery (Rosemary Street Health Clinic), and has reasonably good access to public transport (bus stop within 700m on Chesterfield Road North for the no. 23 and pronto services).

There is direct vehicular access to the site through an existing residential area via Woburn Lane. This road is currently used for access to the Mansfield Town Football Club training facility. It is unclear if the road becomes private after the football club as it is untarmacked.

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Best & Most Versatile (BMV) Agricultural Land grade 2 and is a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is well screened from residential areas on Woburn Lane to the south and Chesterfield Road North to the west.

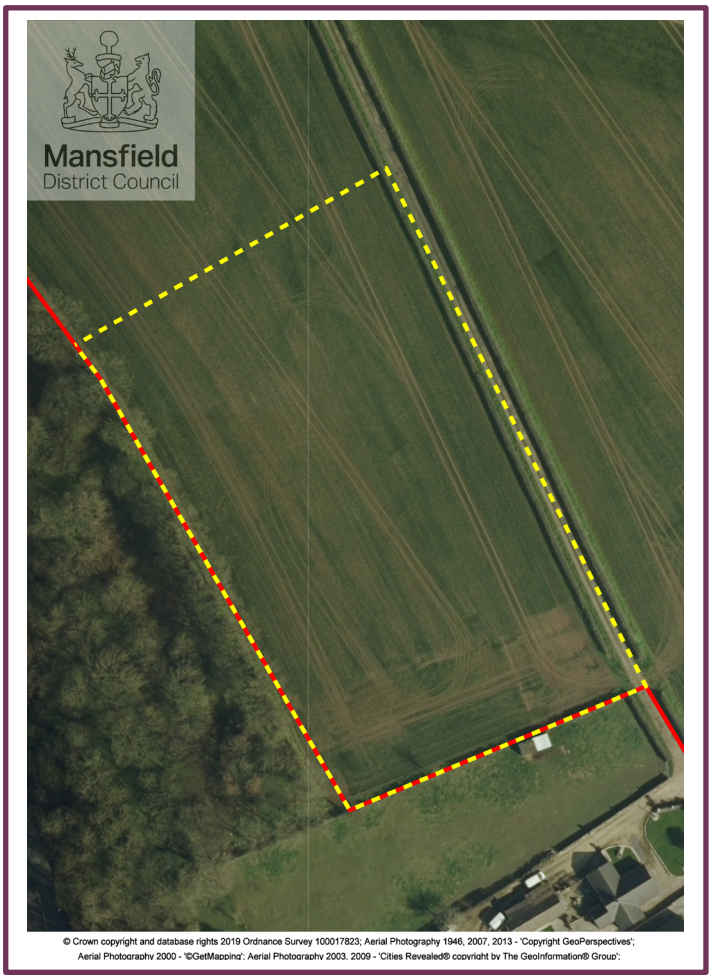
A small portion of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is also very steep in places. However, there are areas - particularly to the east and south of the site - which are suitably flat.

Due to the screened location of the site and its close proximity to local services, the site is considered **potentially suitable**.

For clarification, the plan overleaf shows the part of the site which will be considered potentially suitable for use as a Gypsy & Traveller site going forward. The size of this section is 1.0ha, which is large enough to accommodate approximately 20 permanent pitches, 40 transit plots or 5 travelling show people sites.

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'



Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

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

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, *inter alia*, avoids the best and most versatile agricultural plan where possible.

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

Sustainability Appraisal Summary Findings	
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.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated the site is not available for use as a GT&TSP site.
Potential for CPO	TBC
Potential site Management	TBC

108 - Marshalls



Site Information				
Location:	Oxclose Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	108	**Ward**	Sherwood	
Site Size (ha):	3.58	**Site Capacity (pitches / plots / sites)**	G&T perm	71
			G&T transit	143
			TSP	9
Current use:	Employment Use	**Neighbouring uses:**	Residential / Railway Line / Greenspace	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453304
			Y	363461



Photograph of the employment use (wood yard) on site, from the centre of the site looking west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and		The site contains no important trees and / or hedgerows.

Site Assessment		
hedgerows		
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 71 permanent pitches, a transit site for up to 143 caravans or 9 Travelling Showperson plots.

The site is well located for local services including schools (The Bramble Academy and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has reasonably good access to public transport (bus stop within 500m on Station Street for the no. 204 and 1 Mansfield Millers services).

There is direct vehicular access to the site through an existing residential area via Oxclose Lane. Entrance into the site would involve travelling under a railway bridge; the impact of this bridge on the manoeuvrability of static caravans would need further investigation. A small section of the site access is susceptible to surface water flooding. Furthermore, the quality (level and surface material) of the road is poor and would require mitigation.

The current use of the site is employment (wood yard) and the storage of caravans.

The land is located partly within Best & Most Versatile (BMV) Agricultural Land grade 2. However, the site is large enough that pitches could still be accommodated on other areas.

The site is well screened from residential areas on Cavendish Street, Thoresby Road and Manor Road to the east.

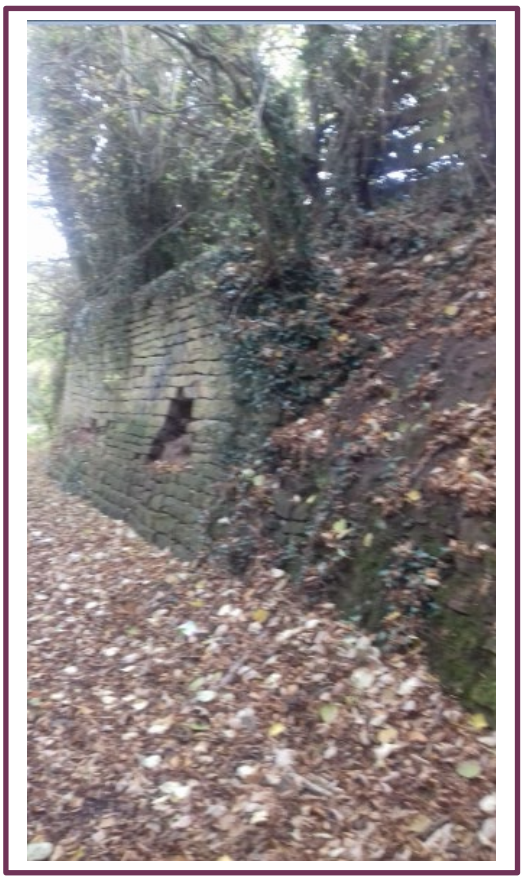
Due to the loss of beneficial employment uses and substandard access, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

117 - Land at Ravensdale Allotment site



Site Information				
Location:	off Ravensdale Road	**Settlement:**	Mansfield	
Ref:	117	**Ward**	Carr Bank	
Site Size (ha):	0.39	**Site Capacity (pitches / plots / sites)**	**G&T perm**	7
			G&T transit	15
			TSP	1
Current use:	Allotment / Grassed and Wooded Areas	**Neighbouring uses:**	Residential / Woodland	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	454789
			Y	361668



Photograph of west side of site taken from access road to Bath Mill.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green

Site Assessment		
		Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 7 permanent pitches, a transit site for up to 15 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Abbey Road Primary and Brunts Academy) and doctor's surgery (Sandy Lane and St Peter's Medical Practice), and has good access to public transport (bus stop immediately adjacent with access to no. 16, 16A and 210 services.

The site is well screened from public areas and is unlikely to have any significant adverse impacts on townscape or landscape because of substantial vegetation screening. There are some changes in levels that could restrict development of the site and its access.

The site is adjacent to Bath Mill, a listed building which is in a derelict state of repair and vulnerable to further disrepair.

There is no suitable vehicular access to the site with only pedestrian access available.

The site was formerly used as allotments but is largely overgrown and is scrubland. The established use is as an important open space function. There is a group of protected trees (TPO) to the north-west of the site. The land is also located entirely within Strategic Green Infrastructure Area 12 and is a high value landscape area[1]. Moreover, the site is adjacent to a Local Wildlife Site and Local Nature Reserve. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

A small strip of land along the eastern site boundary is susceptible to surface water flooding. The site is large enough that pitches could still be accommodated on those unaffected areas.

Due to the constrained access, existing beneficial use and potential impacts on the environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

118 - Land and Buildings off Debdale Lane



Site Information				
Location:	Off Debdale Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	118	**Ward**	Woodhouse	
Site Size (ha):	0.48	**Site Capacity (pitches / plots / sites)**	G&T perm	9
			G&T transit	19
			TSP	1
Current use:	Employment Uses	**Neighbouring uses:**	Industrial / Railway Station and Line / Retail / Residential	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453574
			Y	363118



Photograph of the site from an elevated western point, looking towards the north-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		The site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.

Site Assessment		
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 9 permanent pitches, a transit site for up to 19 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (The Bramble Academy & Queen Elizabeth Academy) and a doctor's surgery (Oakwood Surgery), and has good access to public transport (bus stop within 200m on Sherwood Street for the no. 1 Mansfield Miller service).

There is substandard vehicular access to the site directly off Debdale Lane. This is a busy A Road which experiences high traffic flows; entrance to the site would require turning at an unsafe location (close to a crossroad). The site is also likely to experience some noise pollution from the adjoining road. Access is likely to be restricted from the south-west due to a low / narrow railway bridge so it would be necessary for static caravans to enter from the north-east.

The current use of the site is employment. The site is located within the Mansfield Woodhouse Gateway, which is an allocated key and general employment area that is retained for employment development.

The site is well screened from residential and retail areas on Priory Square to the east and Debdale Lane to the south due to the high boundary wall.

The majority of the site is susceptible to surface water flooding.

Due to the existing beneficial employment use and susceptibility to surface water flooding, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

121 - Rippon Homes Building



Site Information				
Location:	Leeming Lane South	**Settlement:**	Mansfield Woodhouse	
Ref:	121	**Ward**	Yeoman Hill	
Site Size (ha):	0.66	**Site Capacity (pitches / plots / sites)**	G&T perm	13
			G&T transit	26
			TSP	1
Current use:	Vacant	**Neighbouring uses:**	Manufacturing / Residential / Leisure	
PDL/Greenfield	Brownfield	**Location (Grid reference)**	**X**	454248
			Y	362579



Photograph of the site taken from the south-western boundary, looking north-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		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		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.

Site Assessment		
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 13 permanent pitches, a transit site for up to 26 caravans or 1 Travelling Showperson plot.

The site is reasonably well located for local services including schools (St Edmunds C of E Primary School and The Manor Academy) and a doctor's surgery (Oakwood Surgery), and has OK access to public transport (bus stop within 700m on Leeming Lane South for the no. 11 and 12 services).

There is gated vehicular access to the site through Old Mill Lane Industrial Estate via Farmway.

There is no current use at the site; it is vacant, brownfield employment land that has been cleared. The site is located within the Old Mill Lane Industrial Estate, which is an allocated key and general employment area that is retained for employment development.

Due to the proximity of the site to manufacturing uses there may be some noise and/or air pollution.

The site is poorly screened from all angles, particularly the raised residential area to the north-west on Burns Avenue.

A small section of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is gently rolling and slopes towards the south but there is not sufficient level change to restrict the development of the site.

Due to the close proximity to a manufacturing use and the resulting air and noise pollution, and the potential significant impact on townscape, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

125 - Sandy Lane Allotments



Site Information				
Location:	Sandy Lane	**Settlement:**	Mansfield	
Ref:	125	**Ward**	Newgate	
Site Size (ha):	4.04	**Site Capacity (pitches / plots / sites)**	G&T perm	80
			G&T transit	161
			TSP	10
Current use:	Allotments / Paddock / Scrub	**Neighbouring uses:**	Residential / Doctor's Surgery	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	454926
			Y	361324



Photograph taken from the centre of the site looking towards the north-east. Allotments are to the south of this photograph.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green

Site Assessment		
		Infrastructure that cannot be mitigated.
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 80 permanent pitches, a transit site for up to 161 caravans or 10 Travelling Showperson plots.

The site is well located for local services including schools (Mansfield Primary Academy and The Brunts Academy) and a doctor's surgery (Sandy Lane Surgery), and has good access to public transport (bus stop within 200m on Sandy Lane for the no. 14 and 15 services, and within 400m on Newgate Lane for the no. 7 service).

There is vehicular access to the site through an existing residential area via Alcock Avenue. However, this track is too narrow for the movement of caravans.

The current use of the site is overgrown scrubland which is not well maintained. The land is located entirely within Strategic Green Infrastructure Area 10.

A small strip of land to the south-west of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is steeply sloping towards the west which would restrict the development of the site.

Due to the adverse impacts development would have on green infrastructure and greenfield land and the unsuitable topography, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

126 - William IV Public House



Site Information				
Location:	210 Stockwell Gate	**Settlement:**	Mansfield	
Ref:	126	**Ward**	Ladybrook	
Site Size (ha):	0.23	**Site Capacity (pitches / plots / sites)**	**G&T perm**	4
			G&T transit	9
			TSP	0
Current use:	Public House & car park	**Neighbouring uses:**	Commercial / Residential	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453107
			Y	360843



Photograph of public house and car park access taken from A38.

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

Site Assessment		
risk?		potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 4 permanent pitches or a transit site for up to 9 caravans (substantially less if the existing public house building is retained). The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (Sutton Road Primary and Queen Elizabeth Academy) and a doctor's surgery (Orchard Medical Practice), and has good access to public transport (bus stops adjacent to the site within 400m walk with access to multiple services including 1 Mansfield Miller, Black Cat, Nines 9.1, Nines 9.3 and Threes (A)). The Town centre is less than 800m walking distance.

There is an existing access to the public house car park which would be substandard for the proposed use as a G&T or TSP site. However, a modest scale development could result in fewer vehicle movements than the existing public house use and therefore some betterment in terms of trip generation.

The site is partially screened from other residential properties and public areas on the southern boundary by the existing public house building. The building was undergoing a substantial refurbishment at the time of site visit. There is some limited potential for adverse impacts on townscape because of incongruous design and layout. However, the adjacent bus depot has substantial outdoor storage of vehicles and has poor quality buildings fronting the street.

The site is currently the William IV public house (PH), which is a beneficial use. The PH building is a non-designated local heritage asset; there is potential for development to have an impact on this setting.

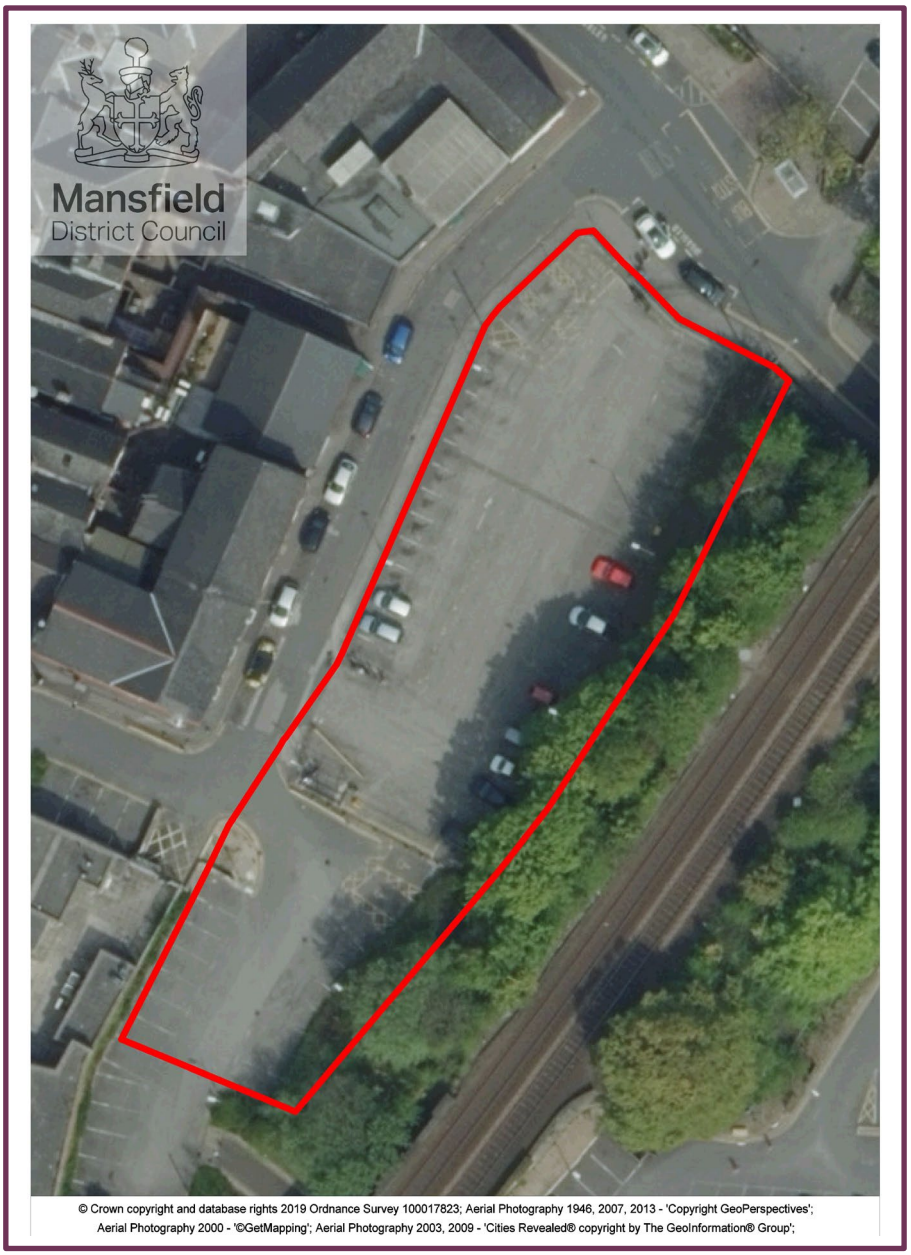
A small area of land to the south of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

No natural environmental constraints have been identified other than potential noise generated from the very busy A38 but distance separation could allow an acceptable living environment.

Due to the loss of an existing beneficial use and the adverse impact development would have on heritage assets, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

131 - Toothill Lane Car Park



Site Information				
Location:	Toothill Lane Car Park	**Settlement:**	Mansfield	
Ref:	131	**Ward**	Portland	
Site Size (ha):	0.19	**Site Capacity (pitches / plots / sites)**	**G&T perm**	3
			G&T transit	7
			TSP	0
Current use:	Car Park	**Neighbouring uses:**	Residential	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453982
			Y	361171



Photograph of northern side of the site taken from Toothill Lane.

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

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

Summary and Conclusions

The site is large enough to accommodate approximately 3 permanent pitches or a transit site for up to 7 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (Mansfield Primary School and Brunts Academy) and a doctor's surgery (St Peter's Medical Practice), and is located in the town centre..

The site has an existing beneficial use as a car park. There is an existing access to the site from Toothill Road

The site is highly visible from Toothill Road. There is potential for adverse impacts on townscape because of incongruous design and layout of Gypsy & Traveller accommodation in a largely commercial area characterised by traditional style buildings which have architectural merit. There are listed buildings opposite the site.

No flooding constraints have been identified and no other natural environmental constraints have been identified.

There is some potential for noise disturbance from the adjacent rail line but distance separation could allow an acceptable living environment.

Due to the loss of an existing beneficial use, highly visible location and steep topography of the land, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

137 - Plot 17, Long Stoop Way



Site Information				
Location:	Crown Farm Estate	**Settlement:**	Mansfield	
Ref:	137	**Ward**	Ling Forest	
Site Size (ha):	0.25	**Site Capacity (pitches / plots / sites)**	**G&T perm**	5
			G&T transit	10
			TSP	0
Current use:	Vacant land	**Neighbouring uses:**	Employment	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	456861
			Y	361448



Photograph of the site taken from the north-west corner, looking towards the south-east.

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

Site Assessment		
		heritage assets
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 5 permanent pitches or a transit site for up to 10 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (Forest Town, Abbey Road and Holly Primary Schools and Samworth Church Academy) and a doctor's surgery (Crown medical centre), and has reasonable access to public transport (bus stops at Jubilee Way and Forest Town within 800m walk with access to no. 7 and 218 services.

The site is currently vacant and formerly contained an industrial building. The site is located within the Crown Farm Industrial Estate, which is an allocated key and general employment area that is retained for employment development.

The site is discreetly located and is unlikely to have any significant adverse impacts on landscape but is not a use that sits comfortably within an employment site and could appear incongruous. The adjoining employment uses have the potential to result in some disturbance to new residents as a result of activity and vehicle movements. In addition, the introduction of a residential use in a commercial area would not result in a satisfactory living environment for occupiers.

The site is largely flat and has an existing access.

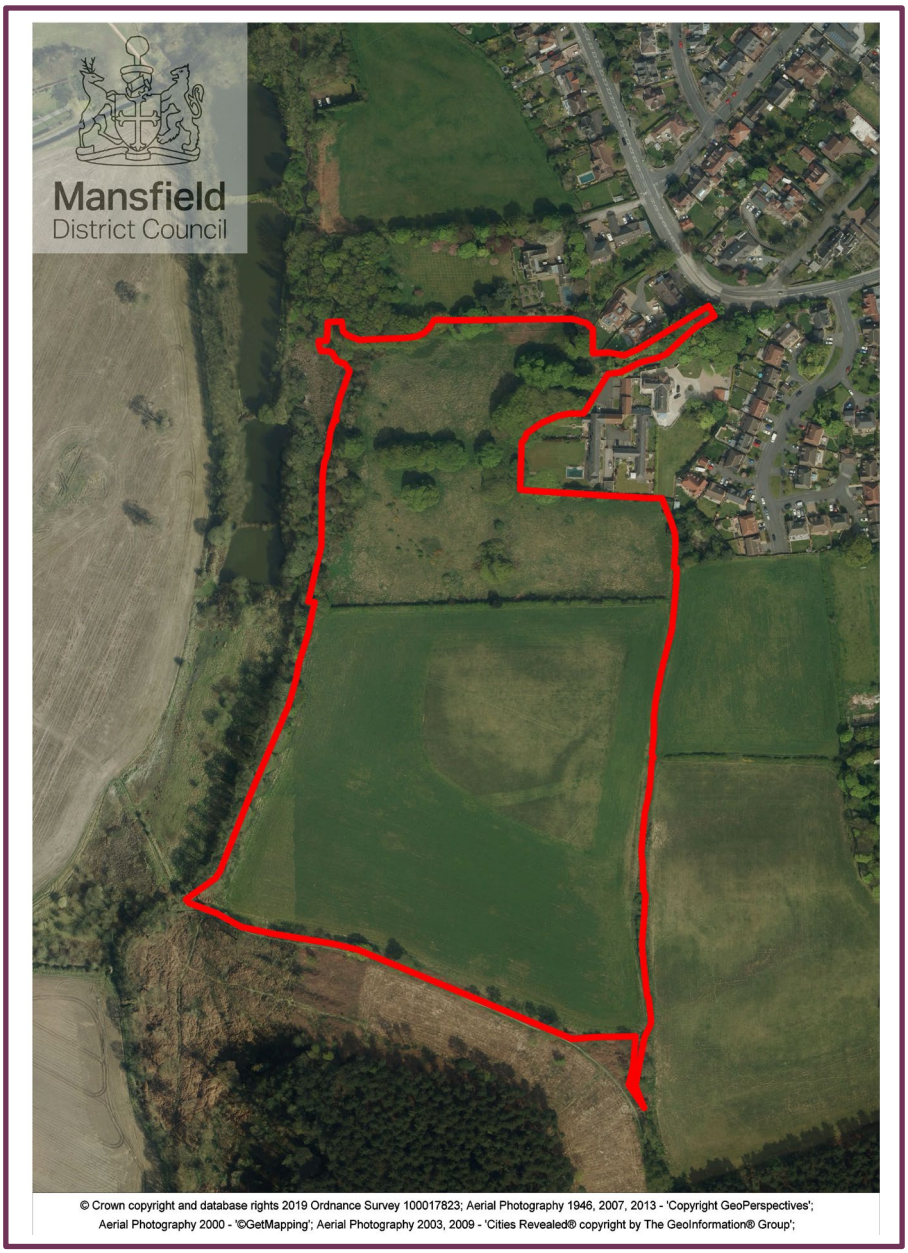
No natural environmental or flooding constraints have been identified. There are some semi-mature trees on site boundaries.

The site is vacant but designated for employment use, a beneficial use that would help to meet the employment needs of the area.

Due to the loss of beneficial employment land and the potentially adverse living environment for occupiers the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

171 - High Oakham Farm



Site Information				
Location:	High Oakham Farm	**Settlement:**	Mansfield	
Ref:	171	**Ward**	Oakham	
Site Size (ha):	17.16	**Site Capacity (pitches / plots / sites)**	**G&T perm**	343
			G&T transit	686
			TSP	45
Current use:	agriculture	**Neighbouring uses:**	Countryside / Woodland / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453350
			Y	359119



Image of the site entrance taken from High Oakham Hill.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the

Site Assessment		
		exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 343 permanent pitches, a transit site for up to 686 caravans or 45 Travelling Showperson plots.

The site is reasonably well located for local services including schools (High Oakham Primary School and King Edward School) and a doctor's surgery (St Peter's medical centre), and has reasonable access to public transport (bus stops at Nottingham Road and Matlock Avenue are some 500m away with access to the no. 219 and Pronto services).

The site is mostly in agricultural use and extends substantially into the open countryside. There are mature trees on the site boundaries which screen the site from nearby residential areas, and the northern portion of the site is protected by a Tree Preservation Order.

The site falls entirely within Strategic Green Infrastructure area 7 and is a high value landscape area[1]. Moreover, the Cauldwell Brook Local Wildlife site runs along the edge of the western boundary. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

There is a small strip through the centre of the site that is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The site is to the west of Mansfield cemetery, a Scheduled Monument. There is some potential for an impact on the setting.

Due to the loss of open countryside and agricultural land, and potentially adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Create' using the 'Landscape Character Assessment Addendum 2015'

174 - Mansfield Manor Hotel



Site Information				
Location:	Windmill Lane	**Settlement:**	Mansfield	
Ref:	174	**Ward**	Carr Bank	
Site Size (ha):	0.09	**Site Capacity (pitches / plots / sites)**	**G&T perm**	1
			G&T transit	0
			TSP	0
Current use:	Scrubland	**Neighbouring uses:**	Residential / car park / greenspace	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	454310
			Y	361770



Photograph of Wall surrounding land off Windmill lane taken from the north of the site.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		There is harm to a heritage asset or its setting that cannot

Site Assessment		
		be mitigated.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site contains some previously developed land
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 1 permanent pitch. The site is not big enough to accommodate a transit site or Travelling Showperson plots.

The site is well located for local services including schools (Abbey Road Primary and Brunts Academy) and a doctor's surgery (Sandy Lane Surgery), and has good access to public transport (bus stop at Bath Lane across Carr Bank park) with access to no. 14, 15, 16 and 210 services.

The site is screened from some public areas on Windmill Lane by a substantial wall but would be highly visible from public open space to the west. Development of the site would have potential for adverse impacts on townscape. At the time of assessment the site was being used as a 'compound' for a house builder associated with a development off Bath Lane (a temporary use).

The site is within a Conservation Area and is a high value landscape area[1]. Moreover, there is a conservation area adjoining the site to the east. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

There are three listed buildings in the immediate vicinity of the site, including 'Carr Bank' and 2 memorials within Carr Bank Park. Development has the potential to result in harm to these assets that would be difficult to mitigate.

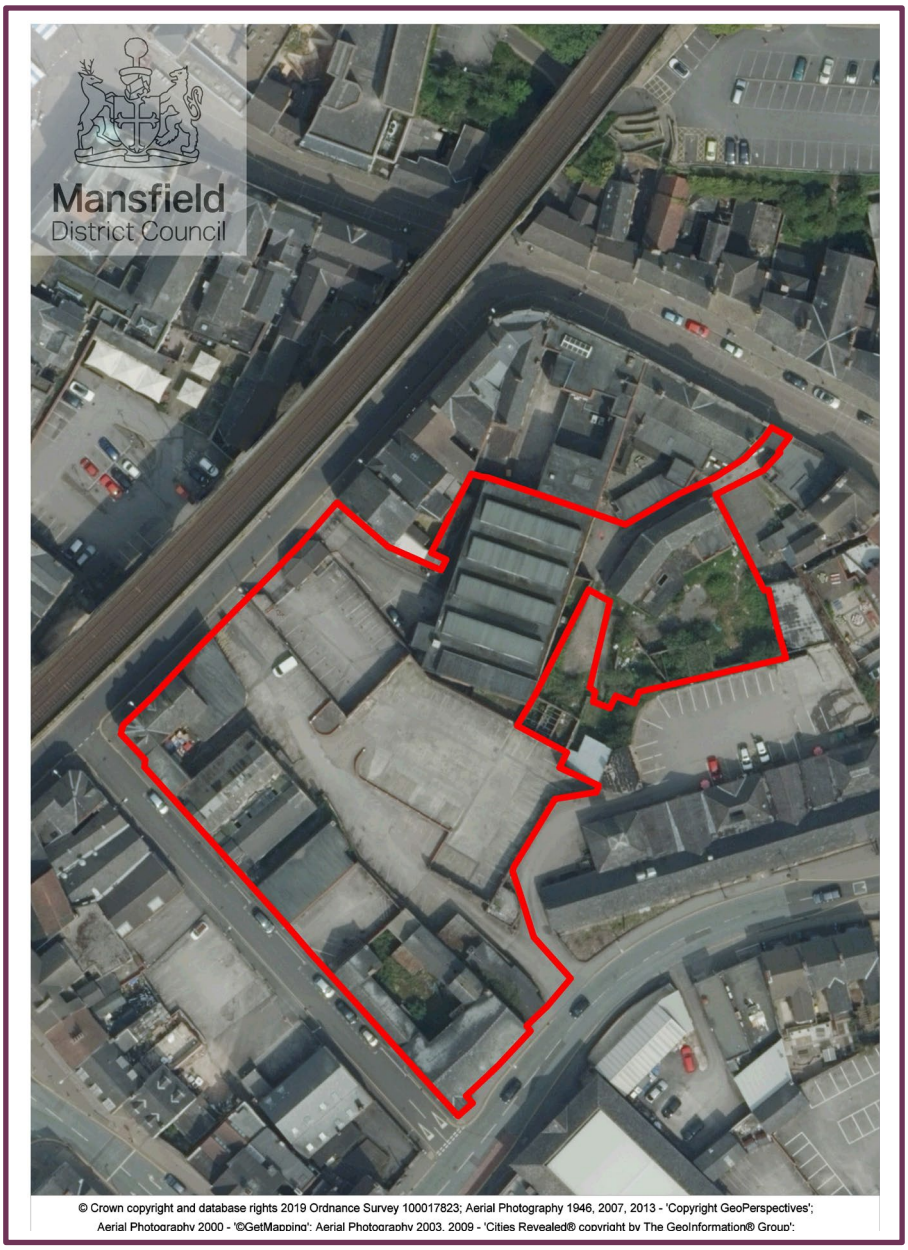
A small strip of land along the north-western boundary of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

Due to the potential impacts on heritage assets and access constraints the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

184 - Land & Buildings at White Street/Dame Flogan Street



Site Information				
Location:	White Street/Dame Flogan Street	**Settlement:**	Mansfield	
Ref:	184	**Ward**	Portland	
Site Size (ha):	0.64	**Site Capacity (pitches / plots / sites)**	**G&T perm**	12
			G&T transit	25
			TSP	1
Current use:	Informal car park	**Neighbouring uses:**	Retail / commercial	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453935
			Y	360982



Photograph of the north-western section of the taken from Midworth Street.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		There is harm to a heritage asset or its setting that cannot be mitigated.
14. Best & Most Versatile Agricultural		All the land is not BMV (grades 3b to 6).

Site Assessment		
Land;		
15. Use of previously developed land.		The site is previously developed land
16. Is there any potential for flood risk?		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?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 12 permanent pitches, a transit site for up to 25 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Mansfield Primary Academy School and The Brunts Academy) and a doctor's surgery (St Peter's medical centre), and has reasonable access to public transport (bus stops at Bridge Street within 400m walk with access to the no. 7, 27, and 28 services. The Town is some 100m from the site.

The site falls entirely within a conservation area.

The site is prominent from White Hart Street, Dame Flogan Street and Midworth Street. Use of the site as a Gypsy and traveller or TSP site has the potential to have an adverse impact on the character of the area in terms of the form of development. Some of the nearby buildings are of low quality and many are derelict. However, there are three listed buildings and a listed viaduct adjacent to the site with the potential to be adversely affected. There are also 3 non-designated local heritage assets within the site.

The site is currently used as a temporary car park. It is within the built up area in a primarily commercial area. The nearby uses have the potential to result in an unsatisfactory living environment for potential residents.

The site has a beneficial use that would be lost if developed for residential purposes. The former use may have resulted in some ground contamination that would need to be addressed.

The majority of the site falls within flood zone 2 and a section to the north of the site falls within flood zone 3. There is also an area of land to the north that is susceptible to surface water flooding.

The site slopes gently from NW to SE but could accommodate caravans.

Due to the potentially adverse impacts on amenity, heritage assets and townscape and the potential for flooding, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

186 - Kirkland Avenue Allotments



Site Information				
Location:	Kirkland Avenue	**Settlement:**	Mansfield	
Ref:	186	**Ward**	Ladybrook	
Site Size (ha):	1.39	**Site Capacity (pitches / plots / sites)**	**G&T perm**	27
			G&T transit	55
			TSP	3
Current use:	Allotment	**Neighbouring uses:**	Residential / allotment / open space / car park	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	452656
			Y	360808



Photograph of southern access to the allotments taken from Jenford Street.

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

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

Summary and Conclusions

The site is large enough to accommodate approximately 27 permanent pitches, a transit site for up to 55 caravans or 3 Travelling Showperson plots.

The site is well located for local services including schools (Sutton Road Primary and Queen Elizabeth Academy) and a doctor's surgery (Orchard Medical Practice), and has good access to public transport (bus stops within 400m walk with access to multiple services including 1 Mansfield Miller, Black Cat, Nines 9.1, Nines 9.3 and Threes (A)).

The site is well screened from public areas and is viewed mainly from 'private' areas to the rear of houses to the north-east and south-west with views into the site from the adjacent allotments to the north-west. Development is unlikely to have any significant adverse impacts on townscape or landscape because of the discreet setting.

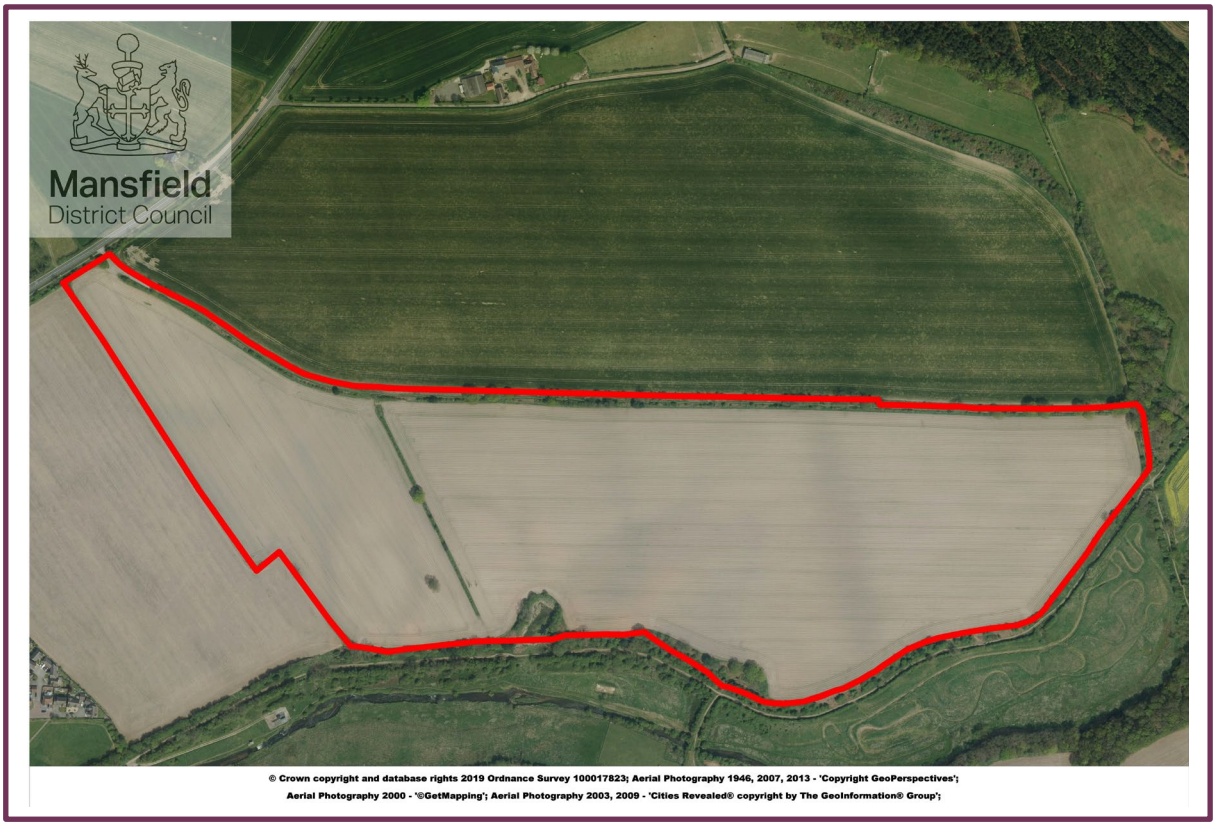
There is a direct vehicular access to the site (gated at the time of site visit) which could provide suitable access and egress via the car park which serves the allotments (this is outside of the site being considered). There is a pedestrian access available.

The site is currently used as allotments and therefore has an important open space function.

Because of the access constraints and beneficial open space use, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

187 - Land forming part of Peafield Farm



Site Information				
Location:	Off Peafield Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	187	**Ward**	Peafields	
Site Size (ha):	25.16	**Site Capacity (pitches / plots / sites)**	G&T perm	503
			G&T transit	1006
			TSP	66
Current use:	Agricultural Land	**Neighbouring uses:**	Agricultural / Residential / River Maun	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	456364
			Y	363868



Photograph taken from the north-west access point of the site off Peafield Lane, looking towards the south-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		The site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

Site Assessment		
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 503 permanent pitches, a transit site for up to 1006 caravans or 66 Travelling Showperson plots.

The site is well located for local services including schools (Leas Park Junior School and Peafield Lane Academy) and a doctor's surgery (Oakwood Surgery), but has poor access to public transport.

There are electrical lines running along the Western boundary of the site.

There is direct vehicular access to the site from Peafield Lane. This is a busy, high speed A Road that is undulating in topography; entrance to the site would require turning at an unsafe location (blind hill to the west of the site entrance).

The current use is agricultural which appears to be well maintained. The land is entirely within Strategic Green Infrastructure Area 12 and is a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the environment as a result of these factors.

The Spa Ponds Non-Designated Local Heritage asset is situated adjacent to the site and there is some potential for an impact on the setting.

The site is poorly screened from residential areas on Thistle Bank, Foxglove Grove and Primrose Court to the west.

A small section of land at the south of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land gently slopes towards the south and is also gently rolling in places but there is not sufficient level change to restrict the development of the site.

Due to the poor access to public transport and potential adverse impacts development would have on the natural environment and townscape, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

188 - Land forming part of Warren Farm



Site Information				
Location:	Off New Mill Lane	**Settlement:**	Forest Town	
Ref:	188	**Ward**	Holly	
Site Size (ha):	10.00	**Site Capacity (pitches / plots / sites)**	G&T perm	200
			G&T transit	400
			TSP	26
Current use:	Agricultural Land	**Neighbouring uses:**	Woodland / Residential / Public Bridleway / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	456999
			Y	362949



Photograph of the site taken from the south-east point, looking towards the north-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.

Site Assessment		
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is a greenfield site.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 200 permanent pitches, a transit site for up to 400 caravans or 26 Travelling Showperson plots.

The site is well located for local services including schools (Holly Primary School and The Garibaldi School) and a doctor's surgery (Roundwood Surgery), and has good access to public transport (bus stop within 100m on New Mill Lane for the no. 16 service and Clipstone Road West for the no. 14 and 15 services).

The Spa Ponds Non-Designated Local Heritage asset is situated adjacent to the site and there is some potential for an impact on the setting.

There is substandard vehicular access to the site directly off New Mill Lane. Entrance to the site would require turning at an unsafe location (close to a Junction).

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 12. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of this.

The land is gently rolling, and slopes down to the north, but there is not sufficient level change to restrict the development of the site.

Due to the impact on the natural environment, loss of an existing agricultural use and highly visible location, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

190 - The Birches



Site Information				
Location:	Park Hall Road	**Settlement:**	Mansfield Woodhouse	
Ref:	190	**Ward**	Manor	
Site Size (ha):	2.22	**Site Capacity (pitches / plots / sites)**	G&T perm	44
			G&T transit	88
			TSP	5
Current use:	Agriculture	**Neighbouring uses:**	Residential / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	454418
			Y	364933



Photograph of 'The Birches' taken from the western boundary, looking towards the east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green

Site Assessment		
		Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 44 permanent pitches, a transit site for up to 88 caravans or 5 Travelling Showperson plots.

The site is well located for local services including schools (Northfield Primary School and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has reasonably good access to public transport (bus stop within 650m on Beach Tree Avenue for the no. 1 Mansfield Miller service).

There is currently no suitable access to the site. There is potential for access to be created off Felton Avenue; however there are currently trees and fencing blocking this possible access route.

The current use of the site is residential and garden land; 'The Birches', Park Hall Road. A defensible boundary would need to be created between the potential Gypsy & Traveller site and the dwelling to the west of the site.

The land is located entirely within a high value landscape area[1].

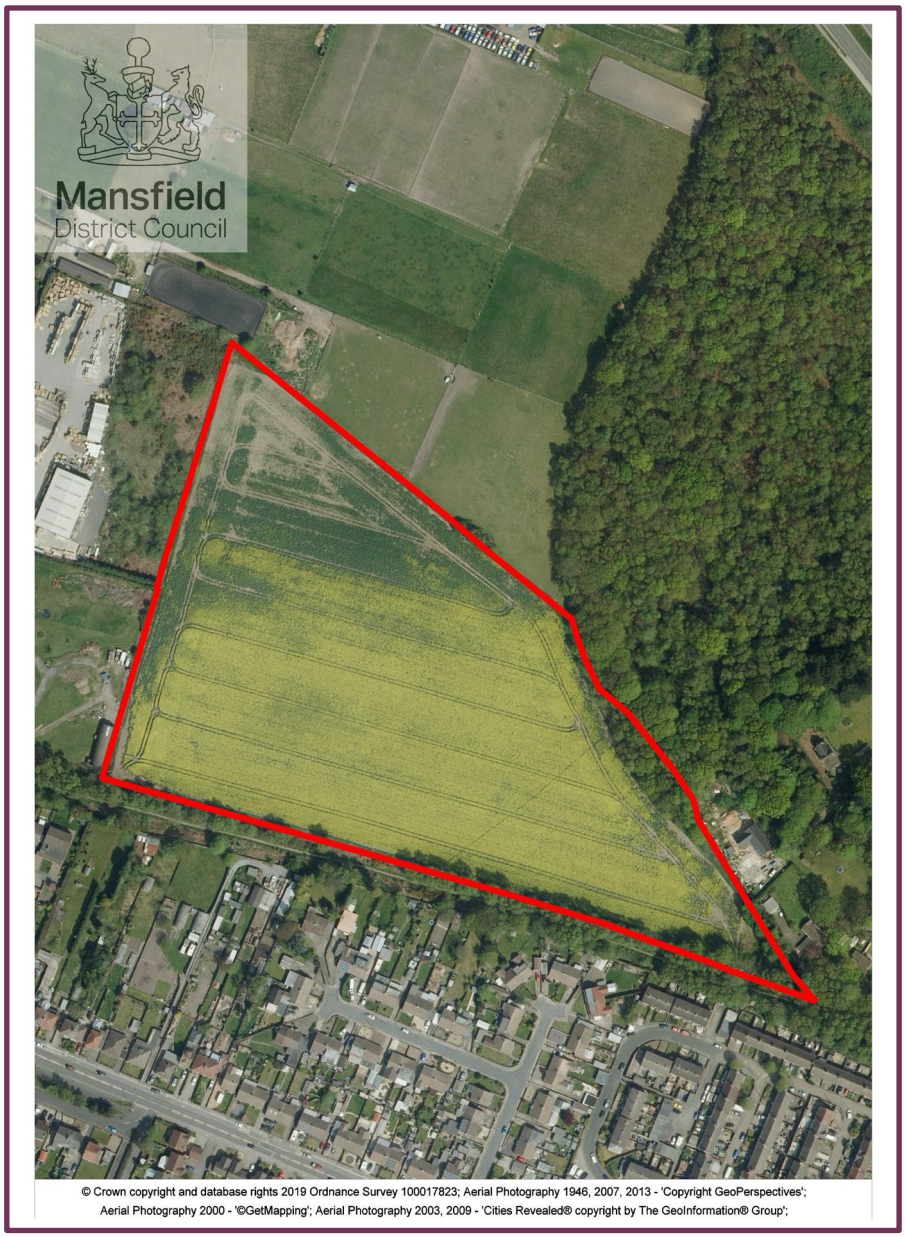
A small strip of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

As this is greenfield garden land with poor access, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

191 - Land rear of Helmsley Road



Site Information				
Location:	Helmsley Road	**Settlement:**	Rainworth	
Ref:	191	**Ward**	Ransom Wood	
Site Size (ha):	4.88	**Site Capacity (pitches / plots / sites)**	G&T perm	97
			G&T transit	195
			TSP	12
Current use:	Agriculture	**Neighbouring uses:**	Paddock / Woodland / Plant Nursery / Industrial / Pedestrian and Cycle Route / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	458409
			Y	358929



Photograph of the site taken from the southern boundary, looking towards the north.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site meets at least one of the following: 1) Less than 2 miles from a primary school; 2) Has good public transport links to a school; or 3) Has a foot way / cycleway to a primary school.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green

Site Assessment		
		Infrastructure that cannot be mitigated.
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 97 permanent pitches, a transit site for up to 195 caravans or 12 Travelling Showperson plots.

The site is well located for local services including schools (Heathlands Primary School and The Samworth Church Academy) and a doctor's surgery (Sandy Lane Surgery), and has good access to public transport (bus stop within 400m on Southwell Road East for the no. 27, 28, 28b and 141 services).

There is potential vehicular access to the site through an existing residential area off Helmsley Road. This would require the removal of two gates, and permanent permission to access (pedestrian and vehicle) the adjoining 'railway' site to the west.

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 8. The site also adjoins the Rainworth Dismantled Railway Local Wildlife Site along the Southern boundary.

The north-western half of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is gently sloping towards the east but there is not sufficient level change to restrict the development of the site.

Due to the substandard access and loss of an existing beneficial use, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

192 - Land at Ashland Farm



Site Information				
Location:	Skegby lane	**Settlement:**	Mansfield	
Ref:	192	**Ward**	Brick Kiln	
Site Size (ha):	6.14	**Site Capacity (pitches / plots / sites)**	G&T perm	122
			G&T transit	245
			TSP	16
Current use:	Agricultural	**Neighbouring uses:**	Agricultural / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	451183
			Y	360781

Photograph was unattainable as access could not be gained.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site meets at least one of the following: 1) Less than 2 miles from a primary school; 2) Has good public transport links to a school; or 3) Has a foot way / cycleway to a primary school.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		There are significant access issues that cannot be overcome.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 122 permanent pitches, a transit site for up to 245 caravans or 16 Travelling Showperson plots.

The site is reasonably well located for local services including schools (Intake Farm Primary School and The Beech Academy) and a doctor's surgery (Orchard Medical Practice), but has poor access to

Summary and Conclusions
public transport. There is currently no access into the site via the road network. The current use of the site is agricultural which appears to be well maintained. The land is also located within a high value landscape area[1]. Within 200m of the site is Ashland Cottage Farm, a Non-Designated local Heritage Asset. A Gypsy & Traveller site may have an adverse impact on the natural and historic environment as a result of these factors. A small section of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas. Due to the poor access to local services and public transport, lack of access into the site and potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability Appraisal?	✘

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

193 - Land at Clipstone Road West, East of A6117 & South of B6030



Site Information				
Location:	Land off Clipstone Drive	**Settlement:**	Mansfield	
Ref:	193	**Ward**	Newlands	
Site Size (ha):	2.98	**Site Capacity (pitches / plots / sites)**	**G&T perm**	59
			G&T transit	119
			TSP	7
Current use:	Woodland	**Neighbouring uses:**	Woodland / Residential / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	457226
			Y	362941



Photograph taken from the western edge of the site, looking in a north-east direction.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		Development would require the removal or substantial works to important trees and hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable

Site Assessment		
		of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 59 permanent pitches, a transit site for up to 119 caravans or 7 Travelling Showperson plots.

The site is reasonably well located for local services including schools (Holly Primary Schools and Garibaldi School) and a doctor's surgery (Clipstone Health Centre and Crown medical centre), and has good access to public transport (bus stops at New Mill Lane some 500m away with access to the no. 16 service and Lime Grove for the no. 14, 15, 15a and 16 services).

The site is a mature and semi-mature woodland area with dense tree cover, which is largely screened from residential areas. The whole site is covered by a tree preservation order (TPO). Moreover, the area adjoining the site to the west is designated as a local green space, community open space and a non-designated local heritage asset. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural and historic environments as a result of these factors.

A small strip of land is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

Due to the potential adverse impacts on the natural environment and unsuitable topography of the land, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

205 - Land off Cuckney Hill



Site Information				
Location:	Cuckney Hill	**Settlement:**	Church Warsop	
Ref:	205	**Ward**	Warsop Carrs	
Site Size (ha):	7.54	**Site Capacity (pitches / plots / sites)**	G&T perm	150
			G&T transit	301
			TSP	19
Current use:	Agricultural	**Neighbouring uses:**	Agricultural / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	456633
			Y	369409



Photograph of site taken from eastern edge looking south-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		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		The site can easily be connected to essential utilities and capacity is available.
6. Potential for suitable access		Site does not suffer from pollution or contamination issues / no known issues.
7. Loss of a use not proven to be surplus		Site has a substandard access, which may be possible to overcome with mitigation measures.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have a Moderate impact

Site Assessment		
		on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 150 permanent pitches, a transit site for up to 301 caravans or 19 Travelling Showperson plots.

The site is well located for local services including schools (Church Vale Primary School and Meden School) and a doctor's surgery (Shire Health Centre), and has reasonably good access to public transport (bus stop within 800m on Church Road for the no. 12 service).

The site is separated from the existing residential area to the south making connection to essential utilities more difficult.

There is vehicular access to the site off Cuckney Hill. This access point is currently blocked by a tree trunk and overgrown vegetation which would need removing.

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 1 and is a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is poorly screened from residential areas on Laurel Avenue and Bishops Walk to the south.

The land is gently sloping towards the south but there is not sufficient level change to restrict the development of the site.

Due to the poor access to utilities, loss of a beneficial agricultural use and potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

206 - Land North of Laurel Avenue



Site Information				
Location:	Laurel Avenue	**Settlement:**	Church Warsop	
Ref:	206	**Ward**	Warsop Carrs	
Site Size (ha):	5.84	**Site Capacity (pitches / plots / sites)**	G&T perm	116
			G&T transit	233
			TSP	15
Current use:	Agricultural	**Neighbouring uses:**	Agricultural / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	456482
			Y	369217



Photograph of site taken from the north-east of the site looking south-west (access to the site was not possible for a more detailed photograph).

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		There are significant access issues that cannot be overcome.
7. Loss of a use not proven to be surplus		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated

Site Assessment		
		heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 116 permanent pitches, a transit site for up to 233 caravans or 15 Travelling Showperson plots.

The site is well located for local services including schools (Church Vale Primary School and Meden School) and a doctor's surgery (Shire Health Centre), and has reasonably good access to public transport (bus stop within 800m on Church Road for the no. 12 service).

There is no vehicular access to the site.

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 1 and is a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is poorly screened from residential areas on Laurel Avenue to the south, which will also effect Townscape.

A small strip of land through the centre of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

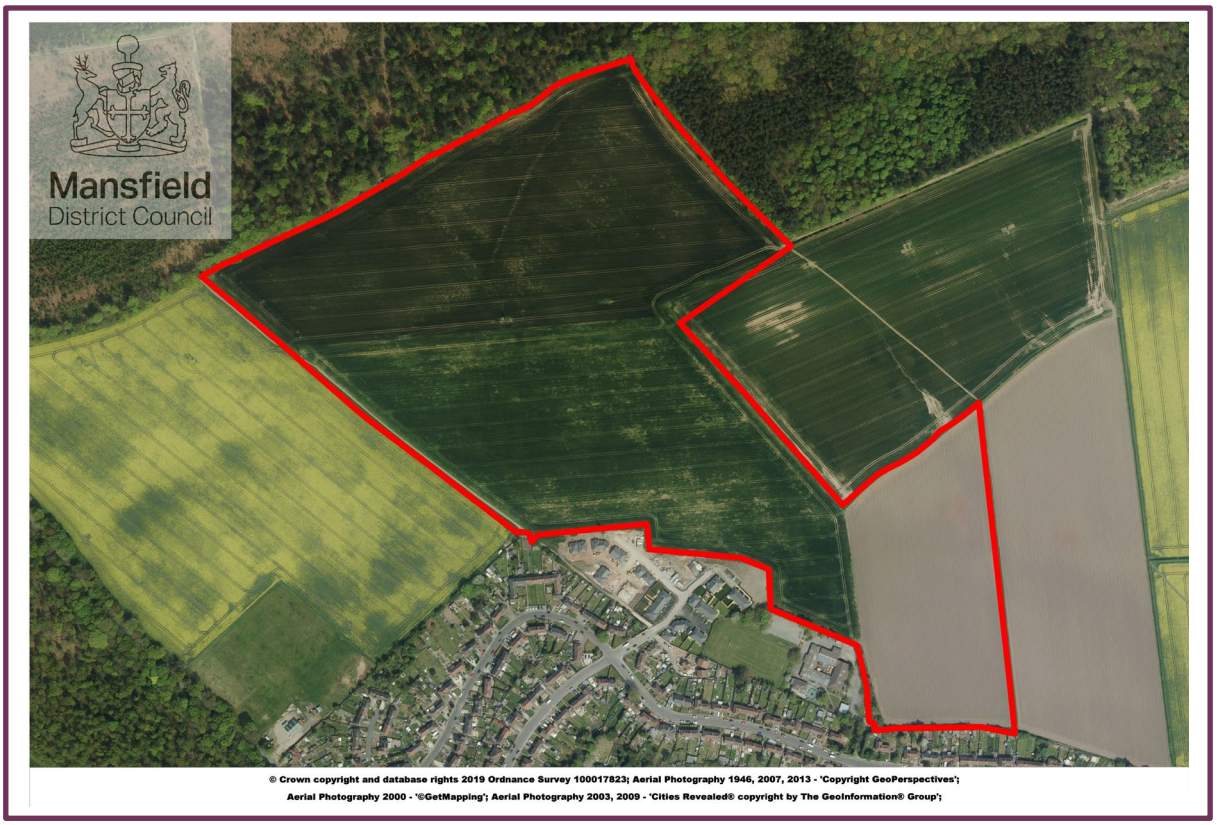
The land is gently sloping towards the south but there is not sufficient level change to restrict the development of the site.

Due to the lack of vehicular access, existing beneficial agricultural use and potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

207 - Land North of Lime Crescent/Birch Street



Site Information				
Location:	off Birch Street	**Settlement:**	Church Warsop	
Ref:	207	**Ward**	Warsop Carrs	
Site Size (ha):	21.12	**Site Capacity (pitches / plots / sites)**	G&T perm	422
			G&T transit	844
			TSP	55
Current use:	Agricultural	**Neighbouring uses:**	Residential / Agricultural	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	456046
			Y	369386



Photograph of the site taken from Birch Street on the southern boundary, looking towards the north-west (top), and the east (bottom).

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical		The site can easily be connected to essential utilities and

Site Assessment		
infrastructure		capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 422 permanent pitches, a transit site for up to 844 caravans or 55 Travelling Showperson plots.

The site is well located for local services including schools (Church Vale Primary School and Meden School) and a doctor's surgery (Shire Health Centre), and has good access to public transport (bus stop within 100m on Laurel Avenue for the no. 12 service).

There is substandard vehicular access to the site via the Church Vale Primary School driveway. In order to use this access point, a section of the schools boundary fence would need removing, and other mitigation measures would need to be considered.

The current use of the site is agricultural which appears to be well maintained. The land is located within a high value landscape area[1].

The site is poorly screened from residential areas on Laurel Avenue, Birch Street and Lime Crescent, and Church Vale Primary School to the south.

A small portion of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

Summary and Conclusions
The land is rolling and gently sloping towards the east and west, but there is not sufficient level change to restrict the development of the site. Due to the constrained access, loss of a beneficial agricultural use and potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

208 - Land off Netherfield Lane



Site Information				
Location:	Netherfield Lane	**Settlement:**	Church Warsop	
Ref:	208	**Ward**	Netherfield	
Site Size (ha):	10.93	**Site Capacity (pitches / plots / sites)**	G&T perm	218
			G&T transit	437
			TSP	28
Current use:	Agricultural Land	**Neighbouring uses:**	Industrial Unit / Electrical Substation / River Meden / Allotments / Open Farmland / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	457583
			Y	369161



Photograph taken from the most southern point of the site, looking towards the north-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.

Site Assessment		
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is a greenfield site.
16. Is there any potential for flood risk?		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?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 218 permanent pitches, a transit site for up to 437 caravans or 28 Travelling Showperson plots.

The site is well located for local services including schools (Netherfield Infant School and Meden Torch Academy) and a doctor's surgery (Meden Medical Services), and has good access to public transport (bus stop within 400m on Netherfield Lane for the no. 11 service).

There are power lines running through the site from the south-west and north, which connect to an electrical substation at the centre of the site. There is direct vehicular access to the site off Netherfield Lane; this is a service road for the substation, however this does not form part of the site itself.

The current use of the site is agricultural which appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 1 and is a high value landscape area[1]. Furthermore, the southern portion of the site falls within The Bottoms (Local Wildlife Site) and there could be some potential for protected species to be present. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The southern portion of the site also falls within flood zone 2 and/or 3, and is susceptible to surface water flooding due to close proximity to the River Meden. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is gently rolling but there is not sufficient level change to restrict the development of the site.

Due to the existing beneficial use, risk of flooding and potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

209 - Land adjacent to Church Lane



Site Information				
Location:	Land adjacent to Church Lane	**Settlement:**	Mansfield	
Ref:	209	**Ward**	Portland	
Site Size (ha):	0.20	**Site Capacity (pitches / plots / sites)**	**G&T perm**	4
			G&T transit	8
			TSP	0
Current use:	Vacant land	**Neighbouring uses:**	Residential	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	454047
			Y	360834



Photograph of the site, looking south from Church Lane.

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

Site Assessment		
15. Use of previously developed land.		The site is previously developed land
16. Is there any potential for flood risk?		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?		The topography of the site does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 4 permanent pitches or a transit site for up to 8 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including the town centre and local schools (Mansfield Primary Academy and Brunts Academy) and a doctor's surgery (St Peter's medical centre), and has reasonable access to public transport (bus stops on the A38 within 400m walk with access to the '7, 27, 27A and 28 services' on the A6191. The Town centre is some 200m from the site.

The site is visible from Church Street which has a mix of residential and commercial uses. Use of the site as a Gypsy and Traveller or TSP site has the potential to have an impact on the character of the area in terms of the form of development. The site is currently vacant land with signs of a previous use.

The site lies close to the ring-road which is heavily trafficked and has the potential to result in an unsatisfactory living environment for potential residents.

The site is currently vacant and does not currently have a beneficial use. The former use may have resulted in some ground contamination that would need to be addressed. The site falls entirely with strategic green infrastructure area 5.

The majority of the site falls within flood zone 2.

Due to the potential adverse impact on green infrastructure and risk of flooding, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

210 - Former Meden Vale Village Hall



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



Photograph of the site taken from the Northern boundary, looking towards the South.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable

Site Assessment		
		of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 3 permanent pitches or a transit site for up to 6 caravans. The site is not large enough to accommodate any Travelling Showperson plots.

The site is well located for local services including schools (Eastlands Junior School and Meden School) and a doctor's surgery (Meden Medical Services), and has good access to public transport (bus stop within 200m on Elksley Road for the no. 11 service).

There is direct vehicular access to the site off Elksley Road. This road is currently blocked with a large slab of concrete which would need removing.

There is no current use on the site. It was formerly the Meden Vale Village Hall, but this building is now derelict and would require demolition. As the site has been previously developed there is a substantial area of level hard standing (former car park) which would make the transition of the area into a gypsy and traveller site more efficient.

The land is located entirely within Strategic Green Infrastructure Area 1. The trees around the site boundary screen it from residential areas on Elksley Road and Kirkton Close to the West.

The land is gently sloping towards the East but there is not sufficient level change to restrict the development of the site.

Due to the existing connections to utilities / critical infrastructure, existing areas of hard standing and screened location, the site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings
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. The development of the site would need to accord with emerging Local Plan policies, IN2: Strategic Green Infrastructure, with regard to its impact on Green Infrastructure and IN3: Protection of community open space and outdoor sports provision, with regard to the loss of provision (noting that the site area and currently disused village hall does not form part of the wider open space neighbouring the site). As the disused village hall is a previous community building, emerging policy IN7: Local shops, community and cultural facilities, would need to be accorded with. Currently the development of the site is not feasible for G&T permanent use based on this assessment, as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.

Sustainability Appraisal Summary Findings	
This site performs well for the majority of the criteria, with only minor constraints regarding topography. Overall, the site performs first best.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has confirmed that the site is not available for G&T use
Potential for CPO	TBC
Potential site Management	TBC

218 - Land off Forest Road



Site Information				
Location:	Land off Forest Road	**Settlement:**	Mansfield	
Ref:	218	**Ward**	Oakham	
Site Size (ha):	1.18	**Site Capacity (pitches / plots / sites)**	**G&T perm**	23
			G&T transit	46
			TSP	3
Current use:	Employment use	**Neighbouring uses:**	Residential	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453919
			Y	359761



Photograph of existing employment unit taken from Forest Road.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.

Site Assessment		
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 23 permanent pitches, a transit site for up to 46 caravans or 3 Travelling Showperson plots.

The site is well located for local services including schools (High Oakham Primary School and King Edward School) and doctor's surgery (St Peter's medical centre) and has reasonable access to public transport (bus stops at Nottingham Road within 400m walk with access to the 'Pronto' and 219 services.

The site is highly visible from Forest Road and to a lesser extent Nottingham Road. Use of the site as a Gypsy and traveller or TSP site has the potential to have an adverse impact on the character of the area in terms of the form of development. Vegetation screening on the west sites helps to mitigate some of the impacts. There are modest changes in levels but these are unlikely to restrict development of the site and its access.

The site is currently used for employment purposes. It is within the built up area in a primarily residential area. The use as a G&T site would be likely to result in less noise and disturbance to nearby residents as a result of activity and vehicle movements.

The site has a beneficial use that would be lost if developed for residential purposes. The former use may have resulted in some ground contamination that would need to be addressed.

There is potential for some adverse impacts on the natural environmental including impacts on protected trees (TPO) on the southern and western boundary of the site. These are likely to be satisfactorily mitigated.

There are a number of non-designated local heritage assets within close proximity of the site. There is some potential for an adverse impact on these settings.

A small area of land in the centre of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

Due to the loss of beneficial employment land and potentially adverse impact on townscape, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

219 - Clipstone Football Ground



Site Information				
Location:	Mansfield Road	**Settlement:**	Mansfield	
Ref:	219	**Ward**	Newlands	
Site Size (ha):	3.87	**Site Capacity (pitches / plots / sites)**	G&T perm	77
			G&T transit	154
			TSP	10
Current use:	Sports Pitches (Cricket / Football)	**Neighbouring uses:**	Residential / School	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	458211
			Y	362903



Photograph of the site taken from the eastern boundary, looking towards the south-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact

Site Assessment		
		on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 77 permanent pitches, a transit site for up to 154 caravans or 10 Travelling Showperson plots.

The site is well located for local services including schools (Holly Primary School and The Garibaldi School) and a doctor's surgery (Roundwood Surgery), and has good access to public transport (bus stop within 150m on Clipstone Road East for the no. 14 and 15 services).

There is gated vehicular access to the site directly off Seventh Avenue and Clipstone Road East.

The current use of the site is sports pitches, and associated informal parking, which appear to be well maintained.

The site is poorly screened from residential areas on Garibaldi Road to the north, Clipstone Road East to the south and Seventh Avenue to the east, as well as The Garibaldi School to the west.

A small area of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

Due to the loss of a beneficial existing use and potential adverse impacts on greenfield land, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

223 - Priory Road Allotments



Site Information				
Location:	Priory Road	**Settlement:**	Mansfield Woodhouse	
Ref:	223	**Ward**	Yeoman Hill	
Site Size (ha):	2.49	**Site Capacity (pitches / plots / sites)**	G&T perm	49
			G&T transit	99
			TSP	6
Current use:	Grassed Area / Allotments	**Neighbouring uses:**		
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453852
			Y	362967



Photograph of the site taken from the western boundary, looking towards the north east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		The site is capable of accommodating development

Site Assessment		
		without adverse impacts on townscape character.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Would result in impact on the significance of a heritage asset (Conservation Area).
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 49 permanent pitches, a transit site for up to 99 caravans or 6 Travelling Showperson plots.

The site is well located for local services including schools (The Bramble Academy and Queen Elizabeth Academy) and a doctor's surgery (Oakwood Surgery), and has good access to public transport (bus stop within 400m on Sherwood Street for the no. 1 Mansfield Miller service).

There is some likelihood for noise pollution on the site as it is situated next to an Engie plant which is reasonably loud.

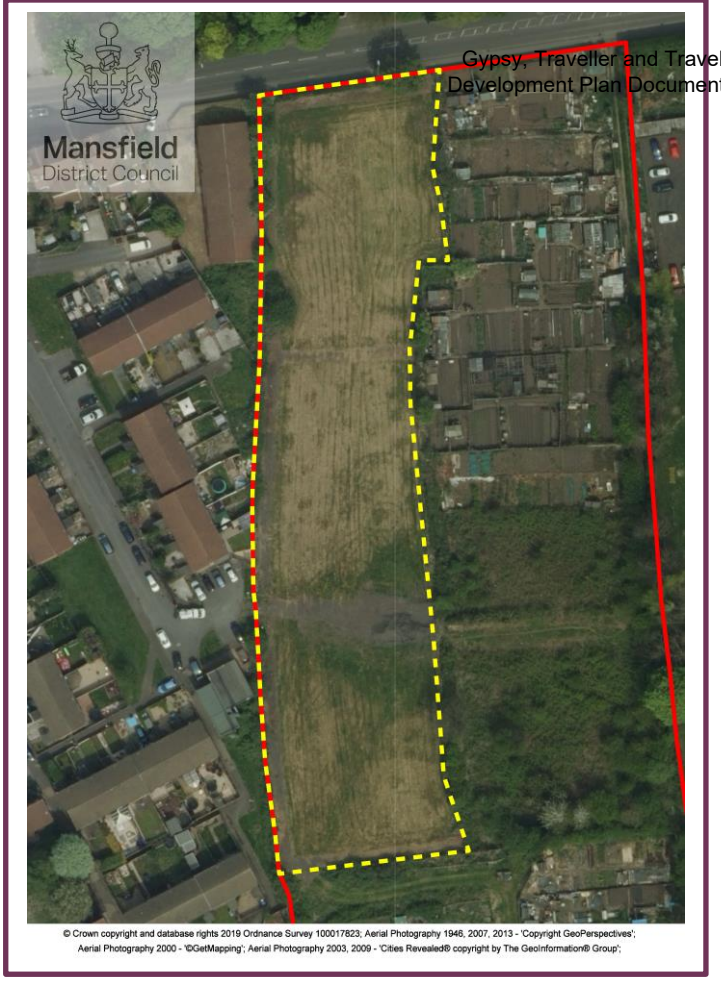
The current use of the site is allotments which appear to be well maintained although a grassed area in the north-west corner is not in use.

The site is reasonably well screened from residential areas on Newcastle Street to the west.

A small strip of land from the north-east to the south of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas. The open grassed area in the north-west corner is not affected by potential flood risk.

Due to the good site access and reasonable screening, the site is considered **potentially suitable** subject to confirmation that the north western part is not required as allotment land.

For clarification, the plan below shows the part of the site which will be considered potentially suitable for use as a Gypsy & Traveller site going forward. The size of this section is 0.62ha, which is large enough to accommodate approximately 12 permanent pitches, 24 transit plots or 3 travelling show people sites.



Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

Due to the size and shape of this site it is unlikely to be large enough to accommodate 10 pitches (at 500sqm/pitch).

Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. A formal Council decision is required to confirm its availability for this use. This land is classified as statutory allotments; therefore the Council will need to satisfy itself that the statutory and policy criteria set out the following Government guidance can be met appropriately:

https://www.gov.uk/government/publications/allotment-disposalguidance-safeguards-and-alternatives.

The northern most area of the site is located within the Mansfield Woodhouse Conservation Area. This part of the site would be required in order to provide a suitable access onto the site, the Council is advised to consider the implications of this if the site is taken forward for allocation.

Cadent Utilities (Gas distribution network provider) has commented that there is a gas governor on site and requested that further consultation with them is undertaken if the site is taken forward for allocation/delivery.

If this site is taken forward for allocation / use by the Council, then the following should specifically be considered/undertaken:

- Ecological surveys

Sustainability Appraisal Summary Findings	
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 17th alongside site 313.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated that the site could be available for use as a GT&TSP site subject to a Council decision.
Potential for CPO	TBC
Potential site Management	TBC

224 - Whinney Hill Allotments



Site Information				
Location:	Whinney Hill	**Settlement:**	Mansfield Woodhouse	
Ref:	224	**Ward**	Peafields	
Site Size (ha):	8.38	**Site Capacity (pitches / plots / sites)**	G&T perm	167
			G&T transit	335
			TSP	22
Current use:	Allotments / Local Wildlife Site / Park	**Neighbouring uses:**	Residential / School / Grassland	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	455263
			Y	363504



Photograph of the Local Wildlife Site (south-western portion of the site), looking towards the south.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

Site Assessment		
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'medium value' landscape area and capable of accommodating development with mitigation.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 167 permanent pitches, a transit site for up to 335 caravans or 22 Travelling Showperson plots.

The site is well located for local services including schools (Nettleworth Infant School and Peafield Lane Academy) and a doctor's surgery (Oakwood Surgery), but has poor access to public transport.

There is direct vehicular access to the large portion of the site (allotments) through an existing residential area via Whiney Hill. There is no vehicular access to the smaller portions of the site to the south-west and south-east of the allotments. There is an existing track that runs perpendicular to the SE portion of the site which could potentially be extended to create access.

The current use of the site is an allotment (large portion), the Mansfield Woodhouse Grassland LWS (SW portion) and Peafield Park (SE portion) which appear to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 12, and Peafield Park is in a high value landscape area[1]. There is also a strip of protected trees (TPO) along the southern boundary of the Local Wildlife Site (SW portion). A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

Meadow Cottage, a Non-Designated Local Heritage Asset, is within close proximity to the site (to the south of Peafield Park). There is potential for an impact on this setting.

The site is poorly screened from residential areas and the school to the east.

There are some small areas of surface water flooding on all three sections of the site. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is sloping from north to south, and the topography drops near the southern boundary.

Due to the poor access and steep topography, and each section being important in terms of the natural environment (e.g. open space, local wildlife site), the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

228 - Land adjacent Old Manor Road



Site Information				
Location:	Old Manor Road / Church Street	**Settlement:**	Mansfield Woodhouse	
Ref:	228	**Ward**	Woodhouse	
Site Size (ha):	0.15	**Site Capacity (pitches / plots / sites)**	G&T perm	3
			G&T transit	6
			TSP	0
Current use:	Community Garden	**Neighbouring uses:**	Residential / Leisure / Doctors Surgery / School / Church	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	454009
			Y	363261



Photograph of the site taken from the western boundary, looking towards the north-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		There are significant access issues that cannot be overcome.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have an adverse impact

Site Assessment		
		on townscape which is not capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 3 permanent pitches or a transit site for up to 6 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (The Bramble Academy and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has good access to public transport (bus stop within 200m on High Street for the no. 1 Mansfield Miller service).

There is no vehicular access; the site is walled around the boundary with only small gaps for pedestrian access.

The site is currently used as a well-maintained community garden which has a number of features that would constrain development, including trees, garden beds, walls and pathways.

The site is poorly screened from St Edmunds C of E Church to the south.

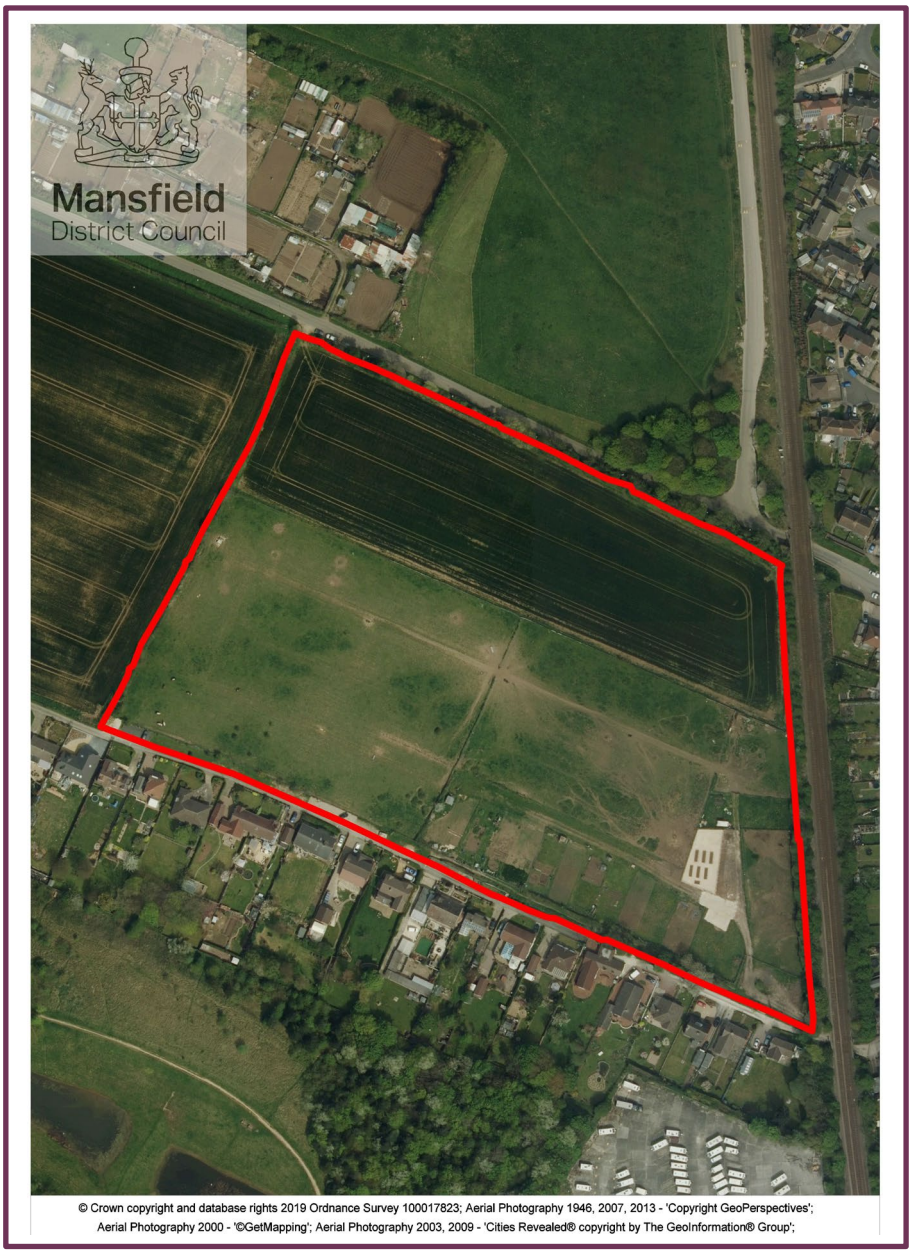
The Health Centre, a non-designated local heritage asset, is situated just outside the site boundary to the east. There is some potential for an impact on the setting.

The land is gently sloping towards the east but there is not sufficient level change to restrict the development of the site.

Due to the beneficial community use, lack of access and the likely adverse impact on townscape, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

229 - Northfield Avenue Allotments



Site Information				
Location:	Northfield Avenue	**Settlement:**	Mansfield Woodhouse	
Ref:	229	**Ward**	Woodhouse	
Site Size (ha):	5.00	**Site Capacity (pitches / plots / sites)**	G&T perm	100
			G&T transit	200
			TSP	13
Current use:	Agricultural / Allotments	**Neighbouring uses:**	Residential / Train line / Allotments / Grassland	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453230
			Y	363772



Photograph of the site taken from the northern boundary, looking towards the south.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.

Site Assessment		
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 100 permanent pitches, a transit site for up to 200 caravans or 13 Travelling Showperson plots.

The site is well located for local services including schools (The Bramble Academy and Manor Academy) and a doctor's surgery (Rosemary Street Health Clinic), and has good access to public transport (bus stop within 400m on Vale Road for the no. 1 Mansfield Miller service).

There is direct vehicular access to the site off Common Lane; this is a quiet, fast speed country lane. The existing access is via a dirt track which is likely to need improving.

The current use of the site is allotments and agricultural which appear to be well maintained. The land is located entirely within a high value landscape area[1], and more than half is Best & Most Versatile (BMV) Agricultural Land grade 2. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is poorly screened from residential areas on Northfield Avenue to the south, as it is elevated.

A small strip of land along the eastern boundary of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

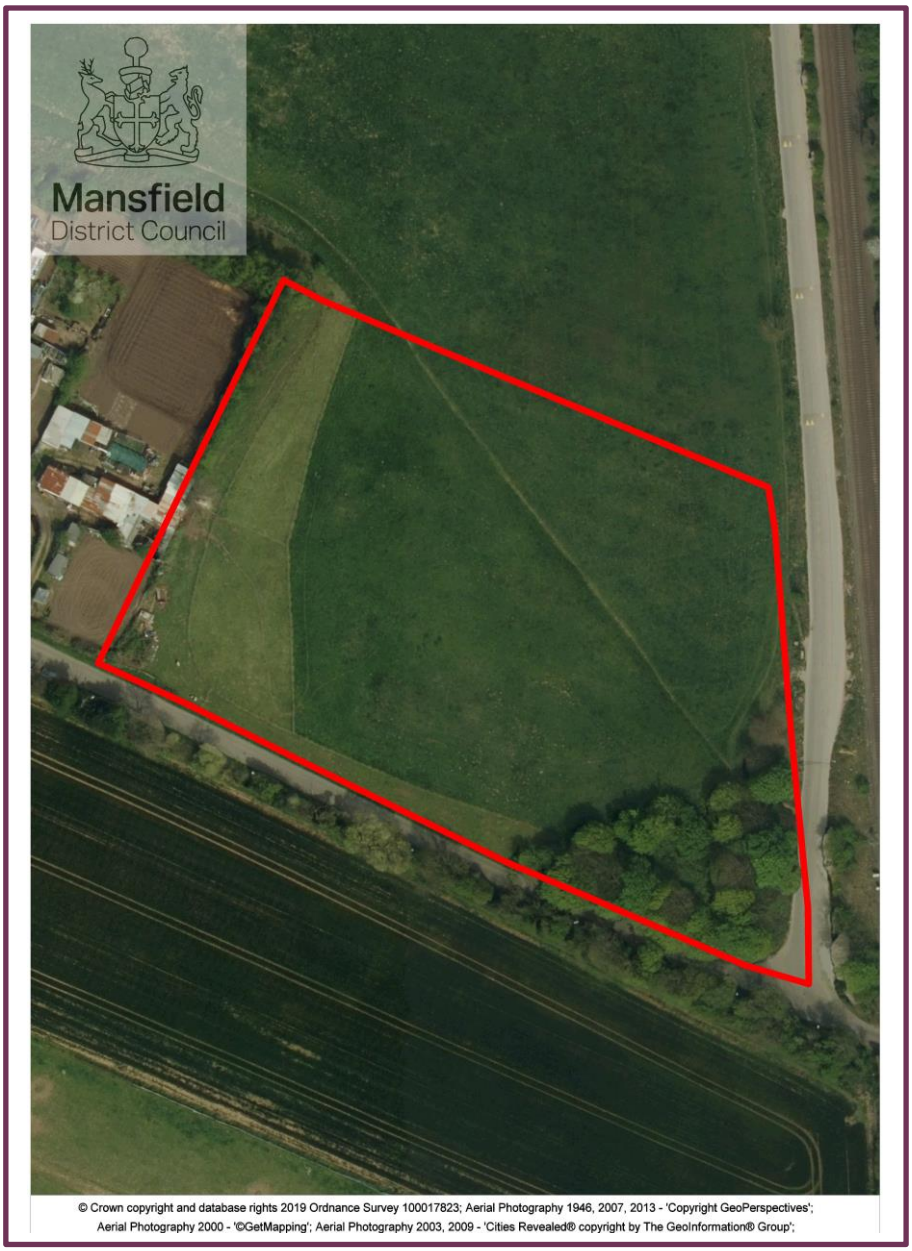
The land is gently sloping towards the south-east but there is not sufficient level change to restrict the development of the site.

Due to the loss of beneficial uses (allotments and agricultural) and the adverse impacts development would have on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

230 - Land Adjacent Common Lane



Site Information				
Location:	Common Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	230	**Ward**	Woodhouse	
Site Size (ha):	1.45	**Site Capacity (pitches / plots / sites)**	G&T perm	29
			G&T transit	58
			TSP	3
Current use:	Grassed Area	**Neighbouring uses:**	Grazing Land / Residential / Railway Line	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453266
			Y	363923



Photograph of site taken from approx. northern edge (note no defensible boundary) looking south, and also access to site from the eastern edge of the site.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical		The site can easily be connected to essential utilities and

Site Assessment		
infrastructure		capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.		This is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 29 permanent pitches, a transit site for up to 58 caravans or 3 Travelling Showperson plots.

The site is well located for local services including schools (The Bramble Academy and Manor Academy) and a doctor's surgery (Rosemary Street Health Clinic), and has good access to public transport (bus stop within 200m on Vale Road for the no. 1 Mansfield Miller service).

There is direct vehicular access to the site off Vale Road. This is currently used as an access road for the quarry to the north of the site, and there is frequent movement of large haul trucks along the lane. Access is restricted from the east due to a low / narrow railway bridge, so it would be necessary for static caravans to enter from the west via Outgang Lane / Shire Road. Part of this route is gated (private access only); permission to use this road for the movement of static caravans would be required.

As a result of the access road adjoining the site, and the adjacent railway line, there may be some noise and air pollution impacting the site. At present, there is no defensible boundary between this site and the adjoining plot to the north (site 231).

The site contains open grassland which does not appear to have an existing beneficial use. The

Summary and Conclusions
western half of the site is located within Best & Most Versatile (BMV) Agricultural Land grade 2, and it falls entirely within a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors. Due to the absence of a beneficial use and close proximity to local services, the site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

Viability & Feasibility Assessment Summary Findings

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

Viability & Feasibility Assessment Summary Findings

The access road to site 231 is privately owned and therefore access onto the adjoining site 230 via the adopted road, Common Lane, is preferred to facilitate both static caravan delivery and day to day traffic. However, as set out above in section 4 of the Viability & Feasibility Report and in the SDD Transport and Highways assessment in Appendix 2, the delivery of static caravans will have to be routed from Common Lane to the west as a low bridge restricts high vehicle movements on Common Lane to the east. The delivery of the static caravans from the west requires the use of a private road owned and maintained by Bolsover District Council, and will require the temporary removal of the barriers on this private road.

Therefore, DLP recommended that the rights to pass over this road are secured in principle by MDC prior to any potential allocation of the Common Lane sites.

Currently the site's availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. A formal Council decision is required to confirm its availability for this use.

If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:

- Ecological surveys

The outcome of the Preliminary Risk Assessment will need to be considered by the Council in pursuing an allocation and site delivery. There is potential to provide future residents with raised beds, for food growing/gardening so as to avoid ground disturbance (as there a protective covenant on the land at present preventing the growing of crops or ploughing the land).

Given the Site has been historically quarried and subsequently infilled, contamination is likely to be present. The preliminary risk assessment has identified a Low to High risk of soil/groundwater contamination and hazardous ground gas at the Site. Asbestos may be present within infill materials.

Given the Site has historically comprised two quarries which have subsequently been infilled with inert, industrial, commercial and household waste, there is a potential for contamination. An intrusive investigation is recommended to assess the following;

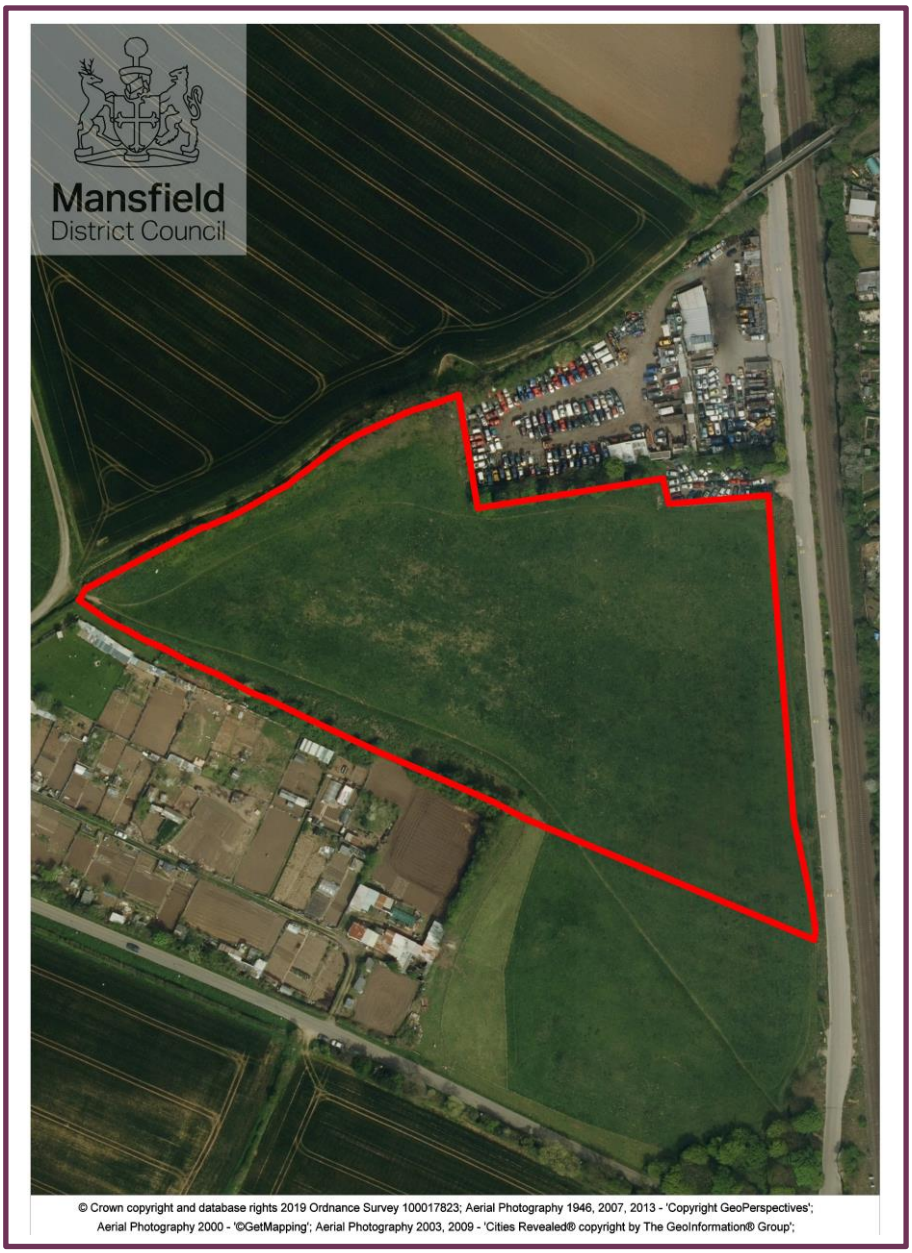
- Presence, thickness and nature of infill materials, to include a geotechnical assessment of the strength and compressibility;
- Presence, concentrations and leachability of substances of concern in shallow soils (including infill materials) on-Site;
- Presence of substances of concern in any perched water/soil pore water or shallow groundwater beneath Site; and
- A ground gas risk assessment to identify the likelihood of significant ground gas and/or soil vapour intrusion into future on-Site and off-Site buildings.

Sustainability Appraisal Summary Findings

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 19th alongside site 231.

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for G&T use?	The landowner has indicated that the site could be available for use as a GT&TSP site subject to a Council decision.
Potential for CPO	TBC
Potential site Management	TBC

231 - Land adjacent Common Lane 2



Site Information				
Location:	Common Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	231	**Ward**	Woodhouse	
Site Size (ha):	2.56	**Site Capacity (pitches / plots / sites)**	G&T perm	51
			G&T transit	102
			TSP	6
Current use:	Grassland	**Neighbouring uses:**	Grazing Land / Residential / Railway Line / Car Dismantlers	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453224
			Y	364058



Photograph of site taken from the southern boundary, looking towards the north-west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green

Site Assessment		
		Infrastructure.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.		This is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 51 permanent pitches, a transit site for up to 102 caravans or 6 Travelling Showperson plots.

The site is well located for local services including schools (The Bramble Academy and Manor Academy) and a doctor's surgery (Rosemary Street Health Clinic), and has good access to public transport (bus stop within 200m on Vale Road for the no. 1 Mansfield Miller service).

There is direct vehicular access to the site off Vale Road. This is currently used as an access road for the quarry to the north of the site, and there is frequent movement of large haul trucks along the lane. Access is restricted from the east due to a low / narrow railway bridge, so it would be necessary for static caravans to enter from the west via Outgang Lane / Shire Road. Part of this route is gated (private access only); permission to use this road for the movement of static caravans would be required.

As a result of the access road adjoining the site, the car dismantling business to the north and the adjacent railway line, there may be some noise and air pollution impacting the site. At present, there is no defensible boundary between this site and the adjoining plot to the south (site 230).

The site contains open grassland which does not appear to have an existing beneficial use. The western half of the site is located within Best & Most Versatile (BMV) Agricultural Land grade 2, and the plot falls entirely within a high value landscape area[1]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

Due to the absence of a beneficial use and close proximity to local services, the site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

Viability & Feasibility Assessment Summary Findings

The access road to site 231 is privately owned and therefore access onto the adjoining site 230 via the adopted road, Common Lane, is preferred to facilitate both static caravan delivery and day to day traffic. However, as set out above in section 4 of the Viability & Feasibility Report and in the SDD Transport and Highways assessment in Appendix 2, the delivery of static caravans will have to be routed from Common Lane to the west as a low bridge restricts high vehicle movements on Common Lane to the east. The delivery of the static caravans from the west requires the use of a private road owned and maintained by Bolsover District Council, and will require the temporary removal of the barriers on this private road.

Therefore, DLP recommended that the rights to pass over this road are secured in principle by MDC prior to any potential allocation of the Common Lane sites.

Currently the site's availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. A formal Council decision is required to confirm its availability for this use.

If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:

- Ecological surveys

The outcome of the Preliminary Risk Assessment will need to be considered by the Council in pursuing an allocation and site delivery. There is potential to provide future residents with raised beds, for food growing/gardening so as to avoid ground disturbance (as there a protective covenant on the land at present preventing the growing of crops or ploughing the land).

Given the Site has been historically quarried and subsequently infilled, contamination is likely to be present. The preliminary risk assessment has identified a Low to High risk of soil/groundwater contamination and hazardous ground gas at the Site. Asbestos may be present within infill materials.

Given the Site has historically comprised two quarries which have subsequently been infilled with inert, industrial, commercial and household waste, there is a potential for contamination. An intrusive investigation is recommended to assess the following;

- Presence, thickness and nature of infill materials, to include a geotechnical assessment of the strength and compressibility;

- Presence, concentrations and leachability of substances of concern in shallow soils (including infill materials) on-Site;

- Presence of substances of concern in any perched water/soil pore water or shallow groundwater beneath Site; and

- A ground gas risk assessment to identify the likelihood of significant ground gas and/or soil vapour intrusion into future on-Site and off-Site buildings.

Sustainability Appraisal Summary Findings

Sustainability Appraisal Summary Findings
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 19th alongside site 230.

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for G&T use?	The landowner has indicated that the site could be available for use as a GT&TSP site subject to a Council decision.
Potential for CPO	TBC
Potential site Management	TBC

232 - Land adjacent Common Lane 3



Site Information				
Location:	Common Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	232	**Ward**	Woodhouse	
Site Size (ha):	0.11	**Site Capacity (pitches / plots / sites)**	G&T perm	2
			G&T transit	4
			TSP	0
Current use:	Field verge	**Neighbouring uses:**	Grazing Land / Residential / Railway Line	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453324
			Y	364042



Photograph of the site from the northern point, looking towards the south.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-		No bio-diversity impacts have been identified (species or

Site Assessment		
diversity		habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		This is greenfield land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 2 permanent pitches or a transit site for up to 4 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (The Bramble Academy and Manor Academy) and a doctor's surgery (Rosemary Street Health Clinic), and has good access to public transport (bus stop within 200m on Vale Road for the no. 1 Mansfield Miller service).

There is direct vehicular access to the site off Vale Road. This is currently used as an access road for the quarry to the north of the site, and there is frequent movement of large haulage trucks along the lane. Access is restricted from the east due to a low, narrow railway bridge, so it would be necessary for static caravans to enter from the west via Outgang Lane / Shire Road. Part of this route is gated (private access only); permission would be required to use this road for the movement of static caravans

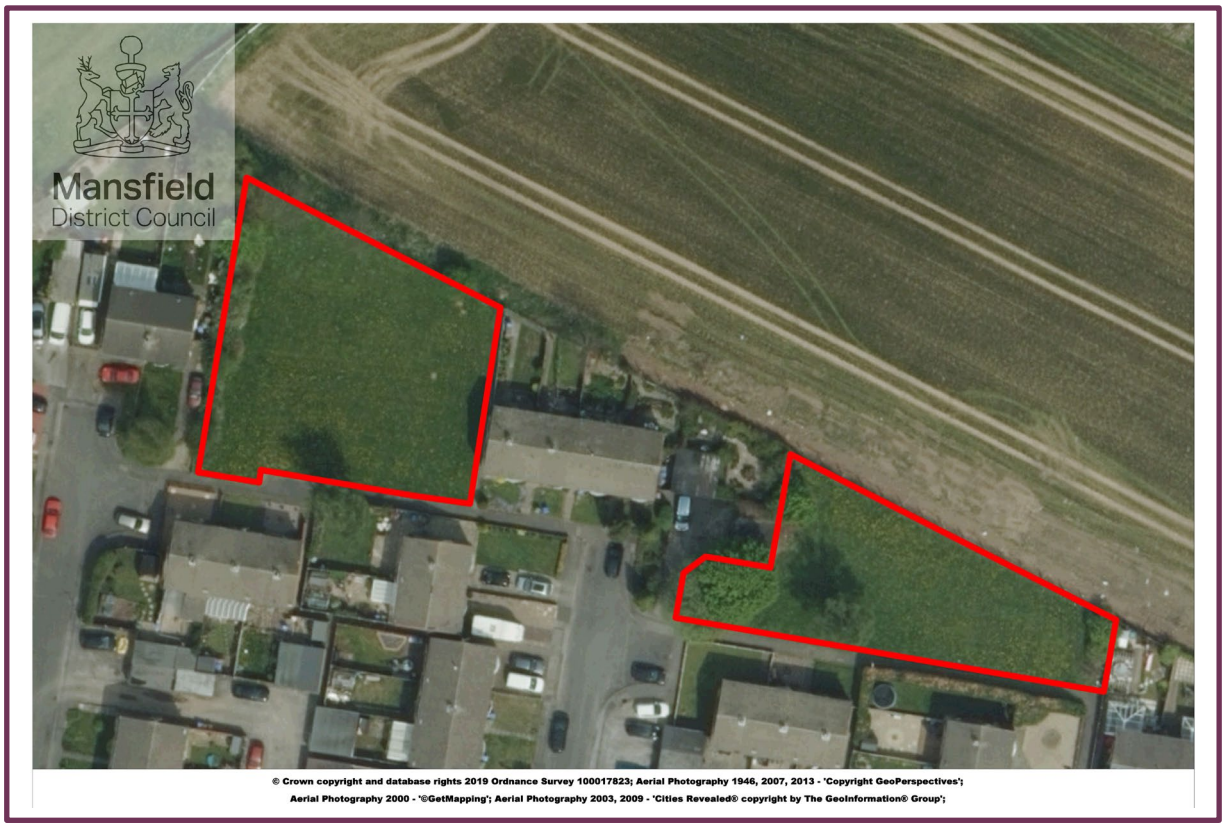
As a result of the adjoining access road, and nearby railway line, there may be some noise and air pollution impacting the site. At present, there is no defensible boundary between this site and the adjoining plot to the west (site 231).

The site consists of a strip of vegetation / banking which has a long, thin layout. There are also numerous obstacles such as trees, fencing, pylons and power lines which would restrict the development of the land for Gypsy and Traveller pitches. The topography of the land is rolling and uneven.

Due to the unaccommodating layout of the plot and unsuitable topography, this site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

234 - Land adjacent Eastleigh Drive



Site Information				
Location:	Eastleigh Drive	**Settlement:**	Mansfield Woodhouse	
Ref:	234	**Ward**	Park Hall	
Site Size (ha):	0.17	**Site Capacity (pitches / plots / sites)**	G&T perm	3
			G&T transit	6
			TSP	0
Current use:	Grassed Area (x2)	**Neighbouring uses:**	Green Space / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453970
			Y	364809



Photograph of the eastern plot (top) taken from the SW looking NE, and of the western plot (bottom) taken from the SE looking NW.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical		The site can easily be connected to essential utilities and

Site Assessment		
infrastructure		capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		There are significant access issues that cannot be overcome.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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 land is a greenfield site.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 3 permanent pitches or a transit site for up to 6 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (Northfield Primary School and Manor Academy) and a doctor's surgery (Oakwood Surgery), and has reasonably good access to public transport (bus stop within 500m on Beech Tree Avenue for the no. 1 Mansfield Miller service).

There is no access to the site; there is a route for pedestrians but this is too narrow for vehicles.

The site is made up of two small grassed areas which appear to be informally used for recreation. The land is also located entirely within Best & Most Versatile (BMV) Agricultural Land grade 2.

The site is poorly screened from residential areas on Sandringham Drive, Eastleigh Drive and Stranraer Close to the south, and there is a row of terraced properties located directly between the two plots that would be significantly disrupted.

Due to the lack of access and the too-small area of the plots when considered independently, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

235 - Pleasley Vale Nursey



Site Information				
Location:	Shire Road	**Settlement:**		
Ref:	235	**Ward**	Woodhouse	
Site Size (ha):	1.86	**Site Capacity (pitches / plots / sites)**	G&T perm	37
			G&T transit	74
			TSP	4
Current use:	Plant Nursery	**Neighbouring uses:**	Paddock / Agriculture	
PDL/Greenfield	Mixed	**Location (Grid reference)**	**X**	452746
			Y	364735



Photograph of existing structure on site from western edge looking south.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		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		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and		Development would require the removal or substantial works to important trees and hedgerows.

Site Assessment		
hedgerows		
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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 site contains some previously developed land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 37 permanent pitches, a transit site for up to 74 caravans or 4 Travelling Showperson plots.

The site is reasonably well located for local services including schools (The Bramble Academy and Manor Academy) and a doctor's surgery (Oakwood Surgery), but has poor access to public transport.

There is direct vehicular access to the site off Shire Road, a quiet country lane. Access is restricted from the South due to a low, narrow railway bridge, so it would be necessary for static caravans to enter from the north via Outgang Lane / Shire Road. Part of this route is gated (private access only); permission would be required to use this road for the movement of static caravans.

The site is a derelict plant nursery (Pleasley Vale Nursery) which is heavily overgrown and does not appear to have an existing beneficial use. The site also contains a dilapidated building and water tower (assumed) that would need securing or removing to ensure the safety of the site.

The land is located entirely within Strategic Green Infrastructure Area 4, Best & Most Versatile (BMV) Agricultural Land grade 2 and is a high value landscape area[1]. Furthermore, the site falls within the Pleasley Vale Conservation Area. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The land is flat and there are existing areas of hard standing, which could make the transition of the area into a gypsy and traveller site more efficient.

Due to the poor access to public transport and potential adverse impacts on the natural environment, the site is **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Restore' using the 'Landscape Character Assessment Addendum 2015'

236 - Land off Littlewood Lane



Site Information				
Location:	Littlewood Lane	**Settlement:**	Mansfield Woodhouse	
Ref:	236	**Ward**	Woodhouse	
Site Size (ha):	0.31	**Site Capacity (pitches / plots / sites)**	G&T perm	6
			G&T transit	12
			TSP	1
Current use:		**Neighbouring uses:**		
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	453219
			Y	365280



Photograph of private access road to the north of the site.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site meets at least one of the following: 1) Less than 2 miles from a primary school; 2) Has good public transport links to a school; or 3) Has a foot way / cycleway to a primary school.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		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		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		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		There are significant access issues that cannot be overcome.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		Development would require the removal or substantial works to important trees and hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green

Site Assessment		
		Infrastructure that cannot be mitigated.
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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 land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 6 permanent pitches, a transit site for up to 12 caravans or 1 Travelling Showperson plot.

The site is reasonably well located for local services including schools (Northfield Primary School and Manor Academy) and a doctor's surgery (Oakwood Surgery), however there are no public footpaths. There is poor access to public transport.

There is potential vehicular access to the site off Wood Lane, a private, narrow country lane.

The current use of the site has not been determined as the site was inaccessible during the site visit. The land is located entirely within Strategic Green Infrastructure Area 4, Best & Most Versatile (BMV) Agricultural Land grade 2 and is a high value landscape area[1]. Moreover, the site is part of the Pleasley Vale conservation area. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is almost entirely within flood zone 2, with a strip along the northern boundary falling within flood zone 3 and susceptible to surface water flooding. However, pitches could still be accommodated on those unaffected areas towards the south.

In close proximity to the site, to the west, is a non-designated local heritage asset (Bridge Over Meden, Littlewood Lane); there is some potential for an impact on the setting.

Due to the poor access to public transport and utilities, and potential adverse impacts on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

240 - Land adjacent Chesterfield Road North



Site Information				
Location:	Chesterfield Road North	**Settlement:**	Pleasley	
Ref:	240	**Ward**	Bull Farm and Pleasley Hill	
Site Size (ha):	0.96	**Site Capacity (pitches / plots / sites)**	G&T perm	19
			G&T transit	38
			TSP	2
Current use:	Wooded Area	**Neighbouring uses:**	Agricultural / Main Road / Residential	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	450835
			Y	364100



Photograph of the site taken from the east (from site 88), looking towards the west.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.

Site Assessment		
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas[1] which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		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 land is a greenfield site.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 19 permanent pitches, a transit site for up to 38 caravans or 2 Travelling Showperson plots.

The site is well located for local services including schools (Farmilo Primary & Nursery School and The Beech Academy) and a doctor's surgery (Rosemary Street Health Centre), and has reasonably good access to public transport (bus stop within 700m on Chesterfield Road North for the no. 23, pronto and 53 services).

There is potential for vehicular to the site via Woburn Lane; the road would need extending through the adjacent agricultural field to the east. This road is currently used for access to the Mansfield Town Football Club training facility.

The current use of the site is a wooded area. The land is located entirely within Strategic Green Infrastructure Area 13, Best & Most Versatile (BMV) Agricultural Land grade 2 and is a high value landscape area[2]. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is poorly screened from residential areas on Crompton Road and Cranmer Grove to the west, and commercial units on Enterprise Road to the south.

The land is steeply sloping towards the west, down to the road, which would restrict the development of the site.

Due to the adverse impacts of development on the natural environment and the unsuitable topography on the land, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce', 'Conserve and Restore', 'Conserve and Create' and 'Conserve' using the 'Landscape Character Assessment Addendum 2015'
[2] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

243 - Land adjacent Tenter Lane



Site Information				
Location:	Land adjacent Tenter Lane	**Settlement:**	Mansfield	
Ref:	243	**Ward**	Portland	
Site Size (ha):	0.45	**Site Capacity (pitches / plots / sites)**	**G&T perm**	9
			G&T transit	18
			TSP	1
Current use:	Vacant	**Neighbouring uses:**	Residential / Employment	
PDL/Greenfield	Mixed	**Location (Grid reference)**	**X**	453210
			Y	360396



Photograph of western side of the site taken from open space (Princes Street).

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

Site Assessment		
15. Use of previously developed land.		The site contains some previously developed land
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 9 permanent pitches, a transit site for up to 18 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Sutton Road Primary School and Queen Elizabeth Academy) and a doctor's surgery (Orchard Medical Practice), and has good access to public transport (bus stops within 400m of the site with access to multiple services on the A38 including 1 Mansfield Miller, Black Cat, Nines 9.1, Nines 9.3 and Threes (A)).

The land is mainly used as a public walkway linking Tenter Lane with nearby public open space. Part of the site is overgrown with vegetation and other constraints such as large boulders. Furthermore, the topography is uneven.

The site is reasonably well contained but can be viewed from some public areas including Princes Street and the adjacent open space. There limited potential for adverse impacts on townscape because of incongruous design and layout. Access to the site could be obtained from either Princes Street or Tenter Lane and via Victoria Street. This would not be suitable for traffic associated with a TSP or Transit site but may accommodate a small permanent site. The shape of the site limits the potential for accommodating development and still retaining a public footpath.

No flooding or other natural environmental constraints have been identified. There are no adverse impacts identified on heritage assets.

Part of the site is close to the existing railway line and employment uses that have potential to result in noise and other emissions.

Due to the existing beneficial use as a public walking and cycling connection and the unsuitable topography of the land, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

246 - Land off Church Road



Site Information				
Location:	Church Road	**Settlement:**	Church Warsop	
Ref:	246	**Ward**	Warsop Carrs	
Site Size (ha):	0.27	**Site Capacity (pitches / plots / sites)**	G&T perm	5
			G&T transit	10
			TSP	0
Current use:	Grassland	**Neighbouring uses:**	Residential / Park / Watercourse / War Memorial / Agricultural / Car Park	
PDL/Greenfield	Greenfield	**Location (Grid reference)**	**X**	
			Y	



Photograph of the site taken from the southern boundary, looking towards the north.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		The site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		Development would require the removal or substantial works to important trees and hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact

Site Assessment		
		on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The land is a greenfield site.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Summary and Conclusions

The site is large enough to accommodate approximately 5 permanent pitches or a transit site for up to 10 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (Hetts Lane Infant and Nursery School and Meden School) and a doctor's surgery (Shires Health Centre), and has good access to public transport (bus stops within 200m on Church Road for the no. 12 service, and on Eastlands Lane for the no. 11 service).

There is direct vehicular access to the site off Church Road, via the Church Road Car Park.

The site is currently used as a grassed area with picnic tables and appears to be well maintained. The land is located entirely within Strategic Green Infrastructure Area 1, the Church Warsop Conservation Area and a high value landscape area[1]. Furthermore, there is a protected tree (TPO) on the northern boundary of the site. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

Adjacent to the site is a war memorial which is Grade II listed; there is some potential for an impact on the setting. Moreover, there are a number of other listed buildings within 100m of the site (Church of St. Peter and St. Paul (including the boundary wall, gates, piers, overthrow and a number of the headstones), Old Mill House, former buildings to the east of Old Mill House, 1-3 Blankley's Yard, Warsop Mill and Mill Bridge and the adjoining weir).

The site is poorly screened from the community open space / local green space to the south-west of the site and the Church Road to the east.

A strip of land along the Southern boundary of the site is in Flood Zone 2 and is susceptible to surface water flooding. The site may be large enough that pitches could still be accommodated on those unaffected areas.

Due to the highly visible location of the site and the natural and historical factors that are likely to be adversely impacted by development, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

265 - Lay-By off Jubilee Way South



Site Information				
Location:	Jubilee Way South	**Settlement:**	Mansfield	
Ref:	265	**Ward**	Oak Tree	
Site Size (ha):	0.18	**Site Capacity (pitches / plots / sites)**	G&T perm	3
			G&T transit	7
			TSP	0
Current use:	Lay-By / Overgrown Vegetation	**Neighbouring uses:**	Residential / Woodland / Public Right of Way	
PDL/Greenfield	Mixed	**Location (Grid reference)**	**X**	456625
			Y	359840



Photograph of the site taken from the south-western boundary, looking towards the north.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure		The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.

Site Assessment		
12. Impact on landscape		The site is in a 'lower value' landscape area[1] and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site contains some previously developed land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 23 permanent pitches or a transit site for up to 7 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (Wynndale Primary School and The Samworth Church Academy) and a doctor's surgery (Sandy Lane Surgery), and has good access to public transport (bus stop within 50m on Jubilee Way South for the no. 7 and 218 services).

There is direct vehicular access to the site off Jubilee Way South via the Lab-By.

The current use of the site is half a vehicle lay-by and half overgrown vegetation. The land is located almost entirely within Strategic Green Infrastructure Area 8 and the Ratcher Hill Cutting Local Wildlife Site. A Gypsy & Traveller site is likely to have significant adverse impacts on the natural environment as a result of these factors.

The site is poorly screened from residential areas on Saxby Drive and Thurley Walk to the North, and Jubilee Way South to the East.

Due to the potential adverse impacts on the natural environment, as the majority of the site is a Local Wildlife Site, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

[1] 'Create and Reinforce', 'Restore and Create' and 'Create' using the 'Landscape Character Assessment Addendum 2015'

269 - Land to the North of 100 Wood Lane



Site Information				
Location:	Warsop Estate, Warsop Stock Allotments, Wood Lane	**Settlement:**	Church Warsop	
Ref:	269	**Ward**	Warsop Carrs	
Site Size (ha):	1.68	**Site Capacity (pitches / plots / sites)**	G&T perm	33
			G&T transit	67
			TSP	4
Current use:	Paddock	**Neighbouring uses:**	Residential / Agricultural	
PDL/Greenfield	Mixed	**Location (Grid reference)**	**X**	455704
			Y	369105



Photograph of the site taken from the south looking north (top), and from the south-east looking north-west (bottom).

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical		The site can easily be connected to essential utilities and

Site Assessment		
infrastructure		capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is greenfield land.
16. Is there any potential for flood risk?		All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 33 permanent pitches, a transit site for up to 67 caravans or 4 Travelling Showperson plots.

The site is well located for local services including schools (Church Vale Primary School and Meden School) and a doctor's surgery (Shire Health Centre), and has good access to public transport (bus stop within 400m on Birch Street for the no. 12 service).

There is gated vehicular access to the site directly off Wood Lane.

The current use of the site is a paddock which appears to be well maintained. The land is located within a high value landscape area[1]. Some building works were taking place on site during the time of the site visit.

The site is poorly screened from residential areas on Wood Lane and Lilac Grove to the south-east.

A small section of the site is susceptible to surface water flooding. However, the site is large enough that pitches could still be accommodated on those unaffected areas.

The land is considerably rolling and slopes towards the south which is likely to restrict the

[1] 'Conserve' using the 'Landscape Character Assessment Addendum 2015'

Summary and Conclusions
development of the site. Due to the unsuitable topography of the land and potential adverse impacts of development on the natural environment, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

272 - Commercial Gate (Site B)



Site Information				
Location:	Grove Street / Nottingham Road car park	**Settlement:**	Mansfield	
Ref:	272	**Ward**	Portland	
Site Size (ha):	0.15	**Site Capacity (pitches / plots / sites)**	**G&T perm**	3
			G&T transit	6
			TSP	0
Current use:	Car Park	**Neighbouring uses:**	Commercial / Employment	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	453874
			Y	360657



Photograph of eastern side of the site taken from Nottingham Road.

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

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

Summary and Conclusions

The site is large enough to accommodate approximately 3 permanent pitches or a transit site for up to 6 caravans. The site is not big enough to accommodate Travelling Showperson plots.

The site is well located for local services including schools (Mansfield Primary Academy and The Brunts Academy) and a doctor's surgery (St Peter's Medical Practice) and has good access to public transport (bus stops adjacent to the site with access to the Pronto service). The site is some 400m walk from Mansfield train station. Retail services at St Peter's Retail Park and the town centre are only some 400m from the site.

The site has an existing beneficial use as a car park. The land is located within Commercial Gate, which is an allocated key and general employment area that is retained for employment development.

There is an existing access to the site from Nottingham Road

The site is highly visible from Nottingham Road. There is potential for adverse impacts on townscape because of incongruous design and layout of Gypsy & Traveller accommodation in a largely commercial area characterised by two storey offices.

There is a listed building opposite the site at the former cattle market and (Nottingham Road Methodist Church, and associated walls and gates) and 46 Nottingham Road. There is also a non-designated local heritage asset adjacent to the site to the north. There is some potential for an adverse impact on these settings.

There is some inter-visibility between these buildings and the site. Other buildings fronting Nottingham Road and Grove Street also have architectural merit.

There is some potential for noise disturbance from the adjacent A60 but distance separation could allow an acceptable living environment.

Due to the existing beneficial use as a car park, highly visible location, and potential adverse impact on nearby historic buildings, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

274 - Sherwood Business Park (Site C)



Site Information				
Location:	Southwell Road West	**Settlement:**	Mansfield	
Ref:	274	**Ward**	Ransom Wood	
Site Size (ha):	0.75	**Site Capacity (pitches / plots / sites)**	G&T perm	15
			G&T transit	30
			TSP	1
Current use:	Employment	**Neighbouring uses:**	Employment / Woodland / Main Road	
PDL/Greenfield	PDL	**Location (Grid reference)**	**X**	457456
			Y	359229



Photograph of the hard standing (parking) area, taken from the NW looking NE.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health		The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport		The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure		The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site contains beneficial uses that are not surplus to requirements and cannot be replaced.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green

Site Assessment		
		Infrastructure.
11. Impact on townscape		Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape		The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		The topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.

Summary and Conclusions

The site is large enough to accommodate approximately 15 permanent pitches, a transit site for up to 30 caravans or 1 Travelling Showperson plot.

The site is well located for local services including schools (Heathlands Primary School and The Samworth Church Academy) and a doctor's surgery (Sandy Lane Surgery), and has reasonably good access to public transport (bus stop within 700m on Southwell Road West for the no. 27, 28, 28b and 141 services).

There is direct vehicular access to the site off Southwell Road West. This road is used for access to Ransom Wood Business Park.

The site is currently in employment use (DJN UK Ltd) which appears to be well maintained. The site is located within the Ransom Wood Business Park, which is an allocated key and general employment area that is retained for employment development. The site is poorly screened from adjoining employment uses to the north.

The land is steeply sloping towards the south which would restrict the development of the site.

Due to the loss of a beneficial employment use and unsuitable topography, the site is considered **not suitable** for use as a Gypsy & Traveller, transit or Travelling Showperson site.

Viability & Feasibility Assessment?	✘

286 - Disused Electricity Sub Station



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



Photograph of the site taken from Longster Lane to the south-west, looking towards the north-east.

Site Assessment		
Site Assessment Criteria	**Potential Impact (RAG)**	**Comments**
1. Access to schools		The site meets at least one of the following: 1) Less than 2 miles from a primary school; 2) Has good public transport links to a school; or 3) Has a foot way / cycleway to a primary school.
2. Access to health		The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport		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		The site can easily be connected to essential utilities and capacity is available. Disposal of foul water/sewage required.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access		Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus		The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity		No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and		The site contains no important trees and / or hedgerows.

Site Assessment		
hedgerows		
10. Impact on Green Infrastructure		The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape		The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape		Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets		Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;		All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.		The site is previously developed land.
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Summary and Conclusions

The site is large enough to accommodate approximately 7 permanent pitches, a transit site for up to 15 caravans or 1 Travelling Showperson plot.

The site is reasonably well located for local services including schools (Church Vale Primary School and Meden School) and a doctor's surgery (Shires Health Centre), but has poor access to public transport. There is a bus stop within 700m on Carter Lane, but there are no footpaths along Longster Lane making the route inaccessible.

The site is a disused electricity substation with no current use, but is unofficially being used as a Travelling Showpeople site.

There is gated vehicular access to the site directly off Longster Lane which was previously used to service the substation. Longster Lane is a narrow, high speed A Road; entrance to the site would require turning at a potentially unsafe location as there is a bend to the south-east of the site entrance.

The land is a high value landscape area[1]. There are no other environmental or historical factors that are likely to be adversely impacted.

The site is partially screened from residential areas on Crompton Road and Cranmer Grove to the west, and commercial units on Enterprise Road to the south.

The site is already being unofficially used as a Travelling Showpeople site. There is also a lack of potential adverse impacts on the environment and there are no residential properties in close proximity. Therefore, the site is considered **potentially suitable**.

Viability & Feasibility Assessment?	✓

[1] 'Conserve and Reinforce' using the 'Landscape Character Assessment Addendum 2015'

Viability & Feasibility Assessment Summary Findings
The development of the site is feasible for Travelling Showpeople use based on this assessment and has as a willing landowner for this use. This site is currently being used as a Travelling Showpeople site and a planning application has been submitted for this change of use. The Environment Agency have highlighted the need for a condition that: *development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water drainage has been submitted to, and approved by the Local Planning Authority, and the scheme shall be implemented as approved.* This is likely to require a greater level of hard standing than usually required. The EA have also requested a further condition, as follows in relation to contamination: *If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.* Currently development of the site for G&T Permanent and Transit/emergency stopping uses is not feasible based on this assessment as the site has not been confirmed as being available for these uses. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for these uses.

Sustainability Appraisal Summary Findings	
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 15th overall.	

Achievability	
Has the site owner been identified?	The owner of the site has been identified.
Is the site owner amenable to using the site for GT&TSP use?	The landowner has indicated that they are happy for the site to be put forward for use as a Travelling Showperson site.
Potential for CPO	TBC
Potential site Management	TBC