

For and on behalf of
Mansfield District Council

Detailed feasibility assessment to support the emerging Mansfield Gypsy & Traveller & Travelling Showpeople Development Plan Documents (DPD)

FINAL REPORT

Mansfield District

**Prepared by
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1.0 INTRODUCTION AND SCOPE

- 1.1 DLP Planning Ltd (DLP) was appointed by Mansfield District Council (MDC) in May 2019 to provide an assessment of the viability and feasibility of 17 sites that the Council had identified as potentially suitable for use as Gypsy and Traveller and Travelling Showpeople sites. That initial report was issued to the Council in June 2019 and was prepared to support the delivery of the Council's Gypsy, Traveller and Travelling Showpeople ('GT&TSP') Development Plan Document ('the DPD').
- 1.2 DLP's Viability and Feasibility Study (June 2019) formed a key piece of evidence to support the emerging DPD. On 12th July 2019, it was agreed at Full Council to go out for public consultation on the Options DPD, for a period of 8 weeks. The DPD and all the supporting evidence for this consultation can be found on the Council's website at: <http://www.mansfield.gov.uk/local-plan/gypsy-traveller-site-allocations-development-plandocument-dpd/2?documentId=246&categoryId=20443>
- 1.3 The consultation closed on Friday 13th September 2019. The Council, upon reflecting on the responses, determined to commission DLP to undertake further detailed assessment of 7 sites that could be potentially suitable for use as permanent Gypsy and Traveller sites, that were included in DLP initial report dated June 2019. Additionally, the Council commissioned the assessment of 2 further sites that were raised in response to the public consultation. The Council will be preparing a Site Selection Paper to demonstrate how decisions have been made on all sites that have discounted as part of the DPD process. DLP were commissioned on 25 October 2019 by MDC to undertake this detailed feasibility assessment for the following sites that were part of the initial DLP report dated June 2019:
- Site 4 – Land Astride Victoria Street;
 - Site 42 – Land at Former Railway Station, Mansfield Road;
 - Site 44 – Land off Baums Lane;
 - Site 210 – Former Meden Vale Village Hall;
 - Site 223 – Priory Road Allotments; and

- Site 230/231 – Land Adjacent to Common Lane 1 and 2.

1.4 DLP were also commissioned by the Council to assess the feasibility of the following 2 sites, which were raised during the public consultation which ran over the summer of 2019:

- Site 84 – Lorry Park, Sheepbridge Lane; and
- Site 315 – Newlands Triangle, Forest Town

1.5 In accordance with the initial DLP report, dated June 2019, feasibility assessment proformas have been completed for these two sites. Further detailed feasibility assessments have also been carried out for these sites in line with the 7 sites listed above.

1.6 The Council are continuing to work with landowners to investigate the potential to secure ongoing use for sites 60 and 286 as Travelling Showpeople sites. DLP have not been specifically requested to provide comment on these sites as part of this report, however DLP have previously visited both the sites and reviewed the representations made regarding site 60 (it is understood that issues related to site 286 are considered to be potentially resolvable through the planning application process). DLP are aware that the Council are working towards opportunities to secure and safeguard use of these sites, and based on our understanding of the potential deliverability of these sites this remains an appropriate approach. DLP have also been informed by the Council that a Certificate of Lawful Development application was determined favourably for Ley Lane (site 60) to determine the lawful use on site (as being 'travelling show people site for storage and maintenance of fairground equipment and caravans for living in'), and also that Longster Lane (site 286) has a live planning application which is intended to be determined prior to an examination in public of the DPD. Further details on these sites can be found in the Site Selection paper produced by the Council.

1.7 The Council are considering a range of options for the delivery of transit provision through ongoing discussions with its neighbouring authorities and it does not wish DLP to further review sites for the site delivery for this specific use. For the avoidance of doubt, this detailed assessment addresses sites for the permanent need only, however the findings of the report may go on to help allocate a site for Transit need if Council officers consider one of the options in this report are suitable. Indeed, officers requested the preparation of a transit site

layout for site 230, Common Lane.

- 1.8 **Table 1** indicates the scope of the additional assessment contained in this report, commissioned by the Council and coordinated by DLP was as follows:

Table 1. Additional Assessment Scope

Site	Note consultation representations	Further detailed feasibility work	Contamination Assessment
4 – Land Astride Victoria Street	Yes	Yes	Yes
42 – Land at Former Railway Station, Mansfield Road	Yes	Yes	Yes
44 – Land off Baums Lane	Yes	Yes	Yes
60 – Ley Lane	Yes	No	No
84 – Lorry Park, Sheepbridge Park	N/A [^]	Yes	Yes
210 – Former Meden Vale Village Hall	Yes	Yes	No
223 – Priory Road Allotments	Yes	Yes	No
230 – Common Lane 1	Yes	Yes	Yes
231 – Common Lane 2	Yes	Yes	Yes
286 – Longster Lane	No ^{^^}	No	No
315 – Newland Triangle	N/A [^]	Yes	No

[^]These sites were not subject to the public consultation. Initial feasibility assessments of these sites have also been undertaken, see section 2 of this report.

^{^^}DLP were not commissioned to review the representations relating to this site as it is understood that the highlighted issues are considered to be potentially resolvable through the current live planning application.

- 1.9 The remainder of the report is set out as follows:

- 1.10 **Initial feasibility assessment – Section 2** two additional sites (84 – Lorry Park, Sheepbridge Lane and 315 - Newlands Triangle) have been assessed in accordance with the initial DLP report, dated June 2019. Site proformas have been presented in **Appendix 1**.
- 1.11 **Review of Consultation Representations – Section 3** lists the main issues arising from the Council's detailed summary of the circa 3,000+ consultation responses to the Options DPD, that specifically relate to viability and feasibility matters.
- 1.12 **Further detailed feasibility work – Section 4** provides details of the scope of the further detailed assessment of the sites in terms of their potential to provide an appropriate access onto the wider adopted road network. This assessment was undertaken by DLP's Sustainable Development and Delivery Team (SDD) and has involved a meeting with Highways Development Control Officers from Nottingham County Council on 5 November 2019. The full Transport and Highways Assessment report is presented as **Appendix 2**.
- 1.13 **Contamination Assessment – Section 5** provides the outcome of the preliminary risk assessment worked carried out by environmental consultants Delta-Simons Ltd, detailing the ground contamination and geotechnical risks associated with the six sites for which the Council have requested assessment. The full assessment reports are presented at **Appendices 3 - 7**.
- 1.14 **Findings and Recommendations** have been set out in **Section 6**. This section reports on those sites that are preferred options following the additional assessment and details why others are no longer considered deliverable or less preferred.
- 1.15 The Council requested that following the assessment of the 9 sites, an illustrative layout be produced for each of the 2 preferred site options for permanent Gypsy and Traveller use. DLP were also commissioned by the Council towards the end of the contract to provide a transit site layout for site 230, Common Lane, following an advisory meeting with the Planning Inspectorate on 18 December 2019. DLP's Architecture Team, Be1 Architects, have prepared the **illustrative site layout plans**, which are presented in **Section 7**. Details relating to the delivery of a site has also been set out in section 7.
- 1.16 This detailed feasibility assessment is intended to support the Council in its preparation of the emerging Development Plan Document, which will be informed by a Sustainability

Appraisal, a Habitat Regulation Assessment and an Equalities Impact Assessment. This additional report is intended as a follow-on report to the initial DLP assessment report, dated June 2019. Therefore, reference should continue to be made to the information presented in the June 2019 report.

2.0 INITIAL FEASIBILITY ASSESSMENT, SITES 84 AND 315

2.1 The Council have requested that DLP undertake an initial feasibility assessment of the following two sites that were brought to their attention through the representations made to the consultation of the Options DPD. These sites have also been subject to relevant further detailed assessment.

2.2 The initial assessment of these sites have been for the purpose of providing permanent Gypsy and Traveller Pitches, for 3 pitches (minimum site size 0.15ha);

Initial Feasibility Findings

2.3 In respect of the site feasibility assessment, the sites were assessed and full proforma write ups have been produced at **Appendix 1**.

2.4 In accordance with the initial DLP assessment report dated June 2019, these two additional sites fall within the category of 'Potentially feasible sites without availability'.

Potentially feasible sites without availability

2.5 These two additional sites are potentially feasible to differing degrees but have no confirmed availability. The landowners of these sites have been contacted by the Council, however at the time of this report's publication, none have replied to indicate an interest in developing their sites for GT&TSP use. They are therefore assumed to be unavailable at this time. The Council have confirmed that further attempts will be made to contact these landowners prior to submission of the DPD.

2.6 The Council have resolved to use its powers to purchase a site, such as using a Compulsory Purchase Order (CPO) to acquire site(s), to allow them to be made available for GT&TSP use. However, in accordance with the national planning policy¹, these sites are not

¹ Footnote 4 of Planning Policy for Traveller Sites, CLG, 2015

considered potentially available at this time. The initial feasibility considerations are stated in Table 2 below.

Table 2. Feasibility Conclusions

Ref	Site Name	If proven to be feasible, the site could be suitable for:	Initial Feasibility Conclusions (summary of the detailed site proformas, presented in Appendix 1)
84	Lorry Park, Sheepbridge Lane	*G&T Permanent	<p>Currently the development of the site for permanent Gypsy and Traveller use is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner.</p> <p>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 use.</p> <p>If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:</p> <ul style="list-style-type: none"> • Ecological surveys
315	Newlands Triangle, Forest Town	*G&T Permanent	<p>Currently the development of the site for permanent Gypsy and Traveller use is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner.</p> <p>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 use.</p> <p>If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:</p> <ul style="list-style-type: none"> • Drainage and SuDS

			<ul style="list-style-type: none"> • Landscape Assessment • Ecological surveys and appropriate assessment.
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- 2.7 There are a number of the feasibility considerations to address in order to demonstrate that a site is actually feasible. Consistent with the initial DLP report, dated June 2019, the following table (Table 3) provides a summary of the different feasibility considerations (see the proformas in **Appendix 1** for full details). These considerations do not result in the sites being discounted entirely but need to be addressed to demonstrate that they are suitable sites.

Table 3. Summary of initial feasibility considerations to be addressed

Ref	Site Name	Requirement to satisfy emerging Local Plan Policies	Access on to the site to be established	Site owners have indicated support for these uses
84	Lorry Park, Sheepbridge Lane			No
315	Newlands Triangle, Forest Town	✓	New site access required	No

- 2.8 Given the initial feasibility conclusions, these two sites have been subject to further detailed assessment as described in the **section 4** onwards of this report, alongside the other seven sites for which the Council have requested detailed assessment.

3.0 REVIEW OF CONSULTATION RESPONSES

- 3.1 Mansfield District Council provided DLP with an anonymised and summarised list of the comments received through the public consultation carried out on the Options Consultation DPD dated July 2019.
- 3.2 The summary consultation responses for the sites that are the subject of this detailed feasibility assessment report were reviewed by DLP in order to establish a list of the main issues that are related to matters of feasibility and viability. DLP have grouped these comments into recurring themes raised and listed under a common heading, presented in **Tables 4** below. These consultation comments have been submitted by members of the public unless otherwise stated, and their inclusion in this report is not intended to confirm their validity, but to acknowledge the comment raised and subsequently explored where the site has been recommended as potentially preferred for allocation.
- 3.3 Mansfield District Council will report on the results of this consultation separately through their Consultation Statement and may wish to reflect on the main issues presented below. Those comments related to transport and ground conditions have been considered by DLP's Sustainable Development and Delivery team (SDD) and Environmental Consultants Delta-Simons respectively.
- 3.4 External consultation with key partners has been progressed by the Council throughout the preparation of this detailed assessment report. Council officers have engaged with Network Rail, the outcome of this engagement can be viewed within **Appendix 2**, and Bolsover District Council. DLP understand that further discussion with Bolsover District Council is ongoing and DLP have proposed a recommendation for this to continue within section 6.
- 3.5 **Appendix 2** also provides the details of consultation comments related to transport concerns received from the public, and provides details of the comments provided during discussions held with Nottingham County Council Highways Development Control officers as well as their written consultation responses.
- 3.6 The following denotes the main issues arising from the public consultation by site, made by members of the public unless otherwise stated. In coming to the recommendations on preferred sites DLP have considered the main consultation issues raised on those particular sites, see **section 6** for details.

Table 4. Consultation Representations Main Issues

Site Name	Consultation Representations Main Issues (all comments are made by the public unless otherwise stated)
Site 4 Land aside Victoria Street	<p>Environmental health concerns</p> <ul style="list-style-type: none"> - Contamination concerns associated with former use of the site - Impact on future site occupiers from noise and pollution from railway line <p>On site concerns</p> <ul style="list-style-type: none"> - Flooding on the site - Lack of assessment of ecology and biodiversity on the site <p>Impact on surroundings</p> <ul style="list-style-type: none"> - Impact of the site on the townscape and landscape - Overlooking neighbouring properties - Over developed area - Oversubscribed schools - Highways capacity and impact (See Appendix 2 for further transport consultation details) <p>Suitable location</p> <ul style="list-style-type: none"> - Sufficient onsite capacity, good access to infrastructure and services and facilities <p>Transport (See Appendix 2 for further transport consultation details)</p> <ul style="list-style-type: none"> - Concerns over constrained access road including for emergency services - Increase in traffic - Support for the access to public transport <p><i>Comments made by Nottingham County Council Highways consultee: The proposed site is located at a point on Victoria Street that forms a distinct break between residential and industrial use. Access to the land for large vehicles would need to be via Peacock Street and Rooth Street as any other access would require the use of narrow residential roads with high levels of on street parking with the consequential problems that this would cause for both existing residents and those trying to access the proposed site. The site is not served by any public transport provision and access to other services is limited. Therefore, the sustainability of this site is questionable. Whilst the Highway Authority has no technical reason to raise objection on access grounds it is concerned regarding the lack of</i></p>

	<p><i>local services that would make this site unsustainable in terms of the NPPF and how access arrangements could be controlled such that access via the residential part of Victoria Street was prevented.</i></p> <p>Costs</p> <ul style="list-style-type: none"> - Concerns about costs to the council associated with purchasing developing and maintaining the site
Site 42 – Land at Former Railway Station, Mansfield Road	<p>On site concerns</p> <ul style="list-style-type: none"> - Object to use of the land as it would prevent a future railways station development - <i>Comment from Western Power Distribution: A pole mounted transformer is located on the site. Access to this would need to be maintained whilst also discouraging encroachment by members of the public/travelling community due to change of land use</i> <p>Impact on surroundings</p> <ul style="list-style-type: none"> - Impact on amenity of neighbouring properties - No impact on neighbouring properties - Cumulative strain on existing local services <p>Transport</p> <p>(See Appendix 2 for further transport consultation details)</p> <ul style="list-style-type: none"> - Potential impact that additional large vehicles could have on the safety of the A60 - limited visibility available from the site access, primarily due to the railway overbridge to the south west of the site. - Comments made by Nottingham County Council Highways consultee: <i>The site is accessed from Mansfield Road which is subject to a 40mph speed limit. The Highway Authority have previously made comment on the use of this site and made the following comment: The required junction visibility and sight stopping distance requirement for an access at this location would be 2.4m x 120m to a point 1m from the kerb line into the carriageway, this does not appear to be achievable to the left hand side for a driver exiting out onto Mansfield Road.</i> <i>The applicant will need to submit plans which clearly indicate the visibility splay which can actually be achieved at the site access. This must be clearly indicated on an ordnance survey/accurate topographical plan of the surrounding area. All visibility splays need to comply with the 6 C's Design Guide according to the measured vehicle speed/speed limit, and type of development.</i>

	<p><i>Visibility will also need to be shown in both the vertical and horizontal planes.</i></p> <p><i>Taking the above into account the HA is unable to support the proposed development as submitted. The applicant is, therefore, advised to submit an amended site plan that addresses the above matters and provides correct information which would allow this Authority to make further comments.</i></p> <p><i>The Highway Authority remains of this position in respect of the current proposal. It should be noted that it is unlikely given the topography and current land ownership that the required visibility splay to the left could be achieved</i></p> <p>Legal concerns</p> <ul style="list-style-type: none"> - Land currently used under a rent agreement for access to properties - Deed preventing use of land for live in caravan use <p>Suitable location</p> <ul style="list-style-type: none"> - Good access to facilities and services and public transport - Good transport access
<p>Site 44 Land off Baums Lane</p>	<p>Environmental health</p> <ul style="list-style-type: none"> - Comments on the lack of sanitation/pollution - Noise (unknown if this is in relation to impact on the site occupiers or impact on surroundings) <p>On site concerns</p> <ul style="list-style-type: none"> - Impact on ecology protected and endangered species through development of the site <p>Impact on surroundings</p> <ul style="list-style-type: none"> - Impact on landscape/townscape and character - Impact on the failing school - Impact through proximity to school and Titchfield Park - Impact on neighbouring properties view <p>Transport</p> <p>(See Appendix 2 for further transport consultation details)</p> <ul style="list-style-type: none"> - <i>Comments made by Nottingham County Council Highways consultee: Existing congestion on Baums Lane and in particular the operation of the A60 Nottingham Road signalised junction to the south west.</i>

	<p><i>Responses indicated that this junction suffers from significant queuing during both the weekday and weekend peak times when the retail and leisure uses to the west of the site act as significant vehicle trip attractors.</i></p> <p>Costs</p> <ul style="list-style-type: none"> - Concern regarding public spending on purchase and contamination remediation <p>Site suitability</p> <ul style="list-style-type: none"> - Close to facilities and amenities - Is on previously developed land
Site 60 Ley Lane	<p>Environmental health</p> <ul style="list-style-type: none"> - Lack of mains sewage and drainage poses risk to health of users of the site and surrounding neighbours - Noise pollution impact on neighbours - Waste disposal <p>Impact on existing use of the site</p> <ul style="list-style-type: none"> - There were differing understandings as to the use of the site which included: <ul style="list-style-type: none"> o The site should remain as a travelling showpeople site o A greenfield site used for recreation o A site with a housing allocation o A site with residential housing permission <p>Impact on surroundings</p> <ul style="list-style-type: none"> - Impact on landscape/townscape - Need to consider the impact on the Conservation Area - Impact on visual amenity of neighbours - Impact/ pressure on doctors and school - Adjacent uses include two schools as well as residential and playing fields <p>Transport</p> <p>See Appendix 2 for further transport consultation details</p> <ul style="list-style-type: none"> - <i>Comments made by Nottingham County Council Highways consultee: Road safety concerns and considered an accident spot</i> - <i>The proximity of the school causes congestion and safety concerns when the show is on.</i>

	<p><i>The site is accessed off Albert Street and this forms the only feasible access as access from the other direction is controlled by severe traffic calming measures placed to discourage through traffic.</i></p> <p><i>The Highway Authority have previously made comments in relation to proposals for this site as contained within planning application 2017/0047/FUL. These comments were generally supportive but highlighted that the proximity of the local primary and nursery schools results in Ley Lane becoming heavily congested with significant numbers of additional vehicles associated with parents dropping off/picking up at school opening times.</i></p> <p><i>Apart from the above the Highway Authority have no technical reason to object to this site.</i></p>
<p>Site 210 Former Meden Vale Village Hall</p>	<p>Environmental health concerns</p> <ul style="list-style-type: none"> - Noise pollution - Waste <p>On site concerns</p> <ul style="list-style-type: none"> - Ecological assessment required - Impact on heritage assets - Land is Best and Most Versatile agricultural land <p>Impact on surroundings</p> <ul style="list-style-type: none"> - Good access to schools, healthcare and public transport (positive) - Negative impact on healthcare services and capacity - Negative impact on school capacity - Lack of local amenities to support site - Incompatible with neighbouring land uses - Too close to school - Impact on adjacent amenity green space, community centre, and rugby club and green infrastructure - Impact on future land use opposite site for business - Impact on heritage <p>Transport</p> <p>(See Appendix 2 for further transport consultation details)</p> <ul style="list-style-type: none"> - negative impact of additional traffic through Meden Vale. - The unsuitability of the existing access - <i>Comments made by Nottingham County Council Highways consultee: The Highway Authority has no technical reason to</i>

	<p><i>object to this site although full access arrangements would require clarification.</i></p> <p>Costs</p> <ul style="list-style-type: none"> - Concern about cost to CPO site - Planning application for residential development - Size of site not considered large enough for the number of pitches
<p>Site 223 Priory Road Allotments</p>	<p>Environmental Health</p> <ul style="list-style-type: none"> - Pollution of water and sewerage <p>On site concerns</p> <ul style="list-style-type: none"> - Flood risk - Land is Best and Most Versatile agricultural land - Impact on the Tree Preservation Orders (TPOs) and ecology - <i>Cadent (Gas distribution network provider) Utilities – Gas Governor is on the site and further consultation with Cadent would be needed if site taken forward</i> <p>Loss of existing use as allotments</p> <ul style="list-style-type: none"> - Loss of statutory allotment land would require permission from secretary of state - Section 23 of the Small Holdings and Allotments Act 1908 outlines the duty of councils. Their loss is not in conformity with NPPF policy - Allotment waiting list, the site is not surplus, MDC have not promoted the allotments sufficiently - Lack of alternative allotment site provision - Loss of green field site for recreation - Loss of health and social and environmental benefits of the allotments - New houses with small gardens will need this alternative space <p>Impact on surroundings</p> <ul style="list-style-type: none"> - Impact on services and facilities (capacity of doctors and schools) - Impact on heritage - Within the Conservation area, Listed buildings, Unfitting with character appraisal - Too close to schools - Impact on green space and community facilities (Local Green Space of Yeoman Hill Park) - Proximity to neighbouring dwellings is against Paragraph 14 of Planning Policy for Traveller Sites (PPTS)

	<p>Transport</p> <p>(See Appendix 2 for further transport consultation details)</p> <ul style="list-style-type: none"> - <i>Comments made by Nottingham County Council Highways consultee: “Access to the site is from the A6075 and whilst the Highway Authority has no technical reason to object to the proposed site it would require a fully evidenced drawing of the access arrangements to be submitted to it for further scrutiny”</i> - Newcastle Street considered unsuitable to accommodate any additional traffic movements - the existing congestion caused by inappropriate on-street parking in the immediate vicinity of the site
<p>Sites 230/231 - Common Lane</p>	<p>Environmental health / contamination</p> <ul style="list-style-type: none"> - Trespassing on the railway line - Subsidence - Lack of connection to sewers or utilities - Contamination - The contamination of the tip – detailed comments submitted. Comments on the public health issues and decontamination clean up costs. - Note on refusal of permission to plough and furrow the land. <p>Impact on surroundings</p> <ul style="list-style-type: none"> - Impact on adjacent business land uses – business park, Cast Quarry health and safety liability. - Impact on adjacent use of allotments trainline and residential - Impact on landscape and character - Impact on ecology on the site <p>Impact on facilities and services</p> <ul style="list-style-type: none"> - Capacity of healthcare and schools - Impact on nearby conservation area - Impact on Pleasley Vale Railway SSSI - Loss of recreational use on the land - Flooding under the bridge - Potential conflict with Policy HE2 in the MDC emerging local plan and policy SS8 in the Publication Local Plan for Bolsover District. <p>Transport</p>

	<p>(See Appendix 2 for further transport consultation details)</p> <ul style="list-style-type: none"> - impact development traffic could have on the on the Common Lane carriageway within the vicinity of the railway bridge to the south east of the site, and to the businesses - Bridge considered a 'pinch point' to traffic flows at the current time. - The restrictive height of the bridge raised - Lack of street lighting - Private access in one direction - <i>Comments made by Nottingham County Council Highways consultee: Access to this site is severely restricted by a low bridge (9'6") and narrow road. Access arrangements would require further scrutiny before the Highway Authority could pass any further comment on this proposal.</i> <p>Suitable</p> <ul style="list-style-type: none"> - Good access to transport and road network - Access to facilities and services - No CPO cost - Isolated - Away from residential area - Large in size
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- 3.7 The main issues raised through the consultation, for the proposed preferred sites, have been given consideration and relevant matters have been highlighted for further action where necessary, see section 6 for more details.

4.0 TRANSPORT AND HIGHWAYS FEASIBILITY ASSESSMENT

4.1 This assessment was undertaken by DLP's Sustainable Development and Delivery (SDD) Team and has involved meeting with Highways transportation officers from Nottingham County Council (NCC). The full assessment report is presented as **Appendix 2** which addresses the following aspects:

- Key baseline information, regarding typical static caravan dimensions; transportation information provided by caravan haulage companies (for example Hanson European Caravan Transport Ltd and Toogoods Caravan Transport); typical touring caravan dimensions.
- Discussions with Nottinghamshire County Council Highways Development Control Officers.
- Site Assessments for 9 sites which provided a review of the suitability of the surrounding roads to accommodate HGV movements associated with the delivery of the static caravans; A summary of the NCC Highways Development Control Officer comments and the highways related public responses received for the site following the initial public consultation period, and a review of the potential to provide an appropriate access into the sites. This was undertaken for the following sites:

4 – Land Astride Victoria Street

42 – Land at Former Railway Station, Mansfield Road

44 – Land off Baums Lane

210 – Former Meden Vale Village Hall

223 – Priory Road Allotments

230 – Common Lane 1

231 – Common Lane 2

4.2 The public consultation process also put forward a further two sites for assessment, these are site 84, Lorry Park, Sheepbridge Lane and site 315, Newlands Triangle.

- 4.3 The assessment outputs have been considered when establishing the recommendations presented in **section 6**. In summary the outputs are set out as follows.

Summary of transport assessment

- 4.4 The assessment included the suitability of the local road network to accommodate large articulated HGV / flatbed vehicle movements, the ability to provide an appropriate access with visibility splays in line with national guidance and the overall ability of the site to accommodate the number of pitches required (three) and requested (ten) by MDC.
- 4.5 The review work has concluded that, purely on highways and transport grounds, Site 4 – Land Astride Victoria Street, Site 42 – Land at Former Railway Station, Mansfield Road and Site 210 – Former Meden Vale Village Hall, are not appropriate to facilitate the delivery of the gypsy and traveller pitches required or requested by the Council.
- 4.6 In terms of the remaining sites, (Site 44 - Baums Lane, 223 – Priory Road Allotments, and 230/231 - Common Lane and 315 - Newlands Triangle,) it is considered that Site 44 - Baums Lane could deliver an appropriate access and that the surrounding road network is suitable to accommodate the HGV movements associated with the delivery of the static caravans. However, the site will not be able to deliver the full requested ten pitches (at 500sqm/pitch).
- 4.7 Our review indicates that Priory Road allotments (site 223) and Newlands Triangle (site 315), could provide an appropriate access and the surrounding road network is suitable to accommodate articulated HGV movements. However, as with the Baums Lane site it is unlikely that these sites will be able to deliver the full ten pitches (at 500sqm/pitch).
- 4.8 Based on an initial review it is considered that the Sheepbridge Lane site (site 84) could provide both an appropriate access and has sufficient space to accommodate the potential ten pitches requested by MDC.
- 4.9 The remaining Common Lane (sites 230 and 231) options are considered to be able to provide an appropriate access junction with Common Lane to the south to facilitate both static caravan delivery and day to day traffic. However, as set out in the report, 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.

- 4.10 In summary, in purely transport terms, DLP consider that the Baums Lane site (site 44), the Sheepbridge Lane site (site 84), Priory Road Allotments (site 223), Common Lane sites (sites 230/231) and the Newlands Triangle site (site 315) all have the potential to provide a level of the provision needed by MDC (for three pitches). However, the Baums Lane site (site 44), the Sheepbridge Lane site (site 84) and the Newlands Triangle site (site 315) are not in the ownership of MDC.
- 4.11 The transport assessment outputs have been considered when establishing the recommendations presented in **section 6**. DLP recommend that whilst some sites are not large enough to accommodate the full 10 pitches requested by MDC, they should not be discounted entirely, if they are capable of delivering the requirement of 3 pitches.

5.0 CONTAMINATION ASSESSMENT

5.1 Preliminary risk assessments have been carried out by Delta-Simons Environmental Consultancy Ltd for 6 of the 9 sites. The detailed reports have been represented in full within **Appendices 3-7** of this report. This was undertaken for the following sites:

4 – Land Astride Victoria Street

42 – Land at Former Railway Station, Mansfield Road

44 – Land off Baums Lane

84- Lorry Park, Sheepbridge Lane

230 – Common Lane 1 / 231 – Common Lane 2

5.2 The Council did not commission the preliminary risk assessments for other assessment sites as no potential contamination risks were raised during consultation with the MDC Environmental Health officers.

5.3 These assessments cover the following two risk areas relevant to the potential development feasibility of sites:

- i) Contamination and Gas Risk; and
- ii) Geotechnical Risk

5.4 The aim of these reports is to identify likely environmental and geotechnical issues associated with soil and groundwater conditions that may affect the proposed development of the Site. Site visits were undertaken and potential remediation requirements and solutions have been identified. The conclusions and recommendations for each site assessed have been extracted from the Preliminary Risk Assessments undertaken and reproduced below:

Table 5. Contamination summary conclusion: Site 4 Land Aside Victoria Street

Site 4 Land Aside Victoria Street	
Contamination Risks Associated with Ownership	Two previous ground investigations on site found:

(Current Use)	<ul style="list-style-type: none"> ▲ Elevated soil concentrations of Lead, Beryllium, hydrocarbons and plasticisers. No asbestos was tested for. ▲ Groundwater was found to contain elevated Copper, Lead, Zinc and TPH. ▲ No gas risk appears to exist <p>There is considered to be a Low risk of enforcement action. The potential for legal action by surrounding landowners / Third Parties based on the potential for contamination to migrate off-Site (ongoing or historically) is considered to be Low.</p>
Development considerations	<p>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. Asbestos may be present within the localised Made Ground.</p> <p>Plausible geohazards have been identified associated with potential variable thickness of Made Ground deposits and potential obstructions during construction. Strip or pad foundations could found through made ground onto the underlying sandstone strata, but the MG depths could be such that an alternative such as Vibro-stone columns might be more feasible and less costly. The previous investigation suggests an elevated risk to new buried services & structures.</p> <p>Floor slabs are likely to be suspended given the presence of Made Ground and to help alleviate any gas risk and any risk from volume change of the soils.</p>
Recommendations	<p>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.</p>

	The scope of such could be reduced if full copies of the previous site investigation reports can be obtained (albeit legal reliance for them can probably not be obtained).
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Table 6. Contamination summary conclusion: Site 42 Land at Former Railway Station

Site 42 Land at Former Railway Station	
Contaminated Land Risks Associated with Ownership	There is considered to be a Low risk of enforcement action. The potential for legal action by surrounding landowners / Third Parties based on the potential for contamination to migrate off-Site (ongoing or historically) is considered to be Low .
Development considerations	<p>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. Allow for basic ground gas protection measures to traditional type structures, until gas risk is confirmed. Asbestos may be present within the Made Ground, which could also impact waste disposal costs. Widespread remediation to protect end users is considered unlikely, although localised hotspot removal may be required. Provision of a clean soil cover for proposed soft landscaping, increased buried concrete grade and special water supply pipes, are likely.</p> <p>Plausible geohazards (geotechnical) have been identified associated with potential variable thickness of Made Ground deposits and potential obstructions during construction. Strip or pad foundations could found through made ground (onto the underlying natural strata, but the MG depths (up to 4m) could be such that an alternative such as Vibro-stone columns might be more feasible and less costly. Significant dewatering is unlikely to be required.</p> <p>Floor slabs are likely to be suspended given the presence of Made Ground and to help alleviate any gas risk and any risk from volume change of the soils.</p>

Recommendations	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.
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Table 7. Contamination summary conclusion: Site 44 – Land off Baums Lane

Site 44 – Land Off Baums Lane	
Contamination Risks Associated with Ownership (Current Use)	There is considered to be a Low to Moderate risk of enforcement action. The potential for legal action by surrounding landowners / Third Parties based on the potential for contamination to migrate off-Site (ongoing or historically) is considered to be Low to Moderate .
Development Considerations	<p>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. Allow for basic ground gas protection measures to traditional type structures, until gas risk is confirmed. Asbestos may be present within the localised Made Ground, which could also impact waste disposal costs. Widespread remediation to protect end users is considered unlikely, although localised hotspot removal may be required. Provision of a clean soil cover for proposed soft landscaping, increased buried concrete grade and special water supply pipes, are likely.</p> <p>Plausible geohazards (geotechnical) have been identified associated with potential variable thickness of Made Ground deposits, potential obstructions during construction and possible UXO. Strip or pad foundations for traditional type buildings could found onto granular Made Ground deposits or preferably through the Made Ground onto the underlying natural strata (dependant on the thickness of Made Ground). If significant Made Ground deposits</p>

	<p>are encountered, an alternative is vibro-stone columns founding onto the Lenton Sandstone, which might be more feasible and less costly. Significant dewatering is not expected to be required.</p> <p>Floor slabs are likely to be suspended given the presence of Made Ground and to help alleviate any gas risk and any risk from volume change of the soils.</p>
Recommendations	<p>Delta-Simons recommends 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.</p> <p>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.</p>

Table 8. Contamination summary conclusion: Site 84 Lorry Park, Sheepbridge Lane

Site 84– Lorry Park, Sheepbridge Lane	
Contamination Risks Associated with Ownership (Current Use)	<p>There is considered to be a Low risk of enforcement action by the regulatory authorities under Part 2A of the Environmental Protection Act, the Water Resources Act or the Environmental Damage Regulations.</p> <p>The potential for legal action by surrounding landowners / Third Parties based on the potential for contamination to migrate off-Site (ongoing or historically) is considered to be Low.</p>
Development Considerations	<p>Widespread contamination is considered unlikely and the preliminary risk assessment has identified a Very Low to Moderate risk of soil/groundwater contamination and hazardous gas at the Site. Asbestos may be present within the Made Ground.</p>

	Plausible Geotechnical Development Risks identified are that differential settlement could be a problem in Made ground deposits, but this can be alleviated by founding through the Made Ground onto the strata below. The clay pit area may require traditional pile, or vibro-stone-column foundations. Similarly, floor slabs should be suspended to avoid movement risks, and such can also contribute to any gas protection. There may be some instability in the ground within the north of the Site (former clay pit).
Recommendations	Delta-Simons recommends 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.

Table 9. Contamination summary conclusion: Site 230 and 231 Common Lane

Sites 230 and 231 Common Lane	
Contamination Risks Associated with Ownership (Current Use)	Mansfield District Council already own the site. Ownership is not changing.
Development Considerations	<p>Contamination may be present at the Site giving a Low to High risk of soil/groundwater contamination and hazardous ground gas at the Site. Asbestos may be present within landfill materials. Remedial measures are expected to comprise: a clean cover system to landscaping areas; CS3 gas protection; high specification for new buried concrete (e.g. piled foundations and other materials. The landfill is highly likely to have impacted groundwater, but remediation is unlikely to be feasible.</p> <p>Potential substantial geohazards have been identified associated with the historical quarrying and landfill activities: on-going settlements, stability of exposed rock face, low bearing capacities and differential settlements caused by new loading. Also the landfill</p>

	<p>material could be aggressive to buried concrete (e.g. piles), etc. Obstructions in the landfill could hinder piling. It is recommended that to minimise foundations costs and overcome settlement and gas risks, the permanent buildings be static-home type structures that are raised above the ground and which can be relevelled if they move.</p> <p>The site is not within a (coal) Development High Risk Area. Coal mining is considered a minor risk.</p> <p>Basic radon protective measures are necessary in the construction of new buildings.</p>
Recommendations	<p>It is recommended that an intrusive Site investigation is undertaken to assess the potential for contamination and ground gases to impact on the proposed development. The investigation will also refine the Site-specific ground model and groundwater regime and enable an assessment of foundation and engineering solutions to be made.</p>

- 5.5 In summary, the Council would have to take the findings and recommendations identified by Delta-Simmons into account in progressing any of the sites assessed. It is considered that there are no contamination or geotechnical risks that at this stage would prevent and rule out the use of the sites for the intended development, notwithstanding the potential need for further invasive tests, as recommended.
- 5.6 The following two tables provide details of the potential abnormal risks and potential measure to reduced them. This will need to be considered by the Council if allocation / delivery is pursued for any of these sites.

Table 10. Contamination and Gas risk summary

Contamination & Gas Risks		
Site & redevelopment scenario	Potential Abnormal risks	Potential abnormal risk reduction measures
Site 4, traditional structures ²	Soil contamination	Say 0.3m thickness of clean cover to landscaping areas. A little/some hotspot removal, on-site to off-site disposal. Medium specification for buried materials.
Site 42, traditional structures	Landfill gas, soil contamination	CS2 gas protection. Say 0.3m thickness of clean cover to landscaping areas. A little hotspot removal, on-site to off-site disposal. Medium specification for buried materials.
Site 44, traditional structures	Landfill gas, soil contamination	CS2 gas protection. Say 0.3m thickness of clean cover to landscaping areas. A little hotspot removal, on-site to off-site disposal. Medium specification for buried materials
Sites 4, 42, 44, 84: portacabin/static home type structure, raised above ground	Soil contamination	Say 0.3m thickness of clean cover to landscaping areas. A little/some hotspot removal, on-site to off-site disposal. Medium specification for buried materials
Site 84, traditional structures	Landfill gas, soil contamination	CS2 gas protection. Say 0.3m thickness of clean cover to landscaping areas. Some hotspot removal, on-site to off-site disposal. Medium specification for buried materials.

² Traditional structures e.g. masonry built construction, with shallow strip or pad foundations

Site 230/231, traditional structures	Landfill gas, soil contamination	CS3 gas protection. Say 0.4m thickness of clean cover to landscaping areas. Some hotspot removal from on-site to off-site disposal. High specification for buried materials.
Site 230/231: portacabin/static home type structure, raised above ground	Soil contamination	Say 0.4m thickness of clean cover to landscaping areas. Some hotspot removal from on-site to off-site disposal. High specification for buried materials.

Table 11. Geotechnical risk summary

Geotechnical Risks		
Site & redevelopment scenario	Potential Abnormal risks	Potential abnormal risk reduction measures
Site 4, traditional structures	MG has been found to be 0.2-3.85m thick and so Pads/strip footings could be deep in places	Vibro-stone columns may reduce costs.
Site 42, traditional structures	MG could be up to ~4m thick and so Pads/strip footings could be deep in places	Vibro-stone columns may reduce costs.
Site 44, traditional structures	MG could be ~2-4m thick and so Pads/strip footings could	Vibro-stone columns may reduce costs.

	be deep in places	
Site 84, traditional structures	Landfill gas, soil contamination	<p>CS2 gas protection.</p> <p>Say 0.3m thickness of clean cover to landscaping areas.</p> <p>Some hotspot removal, on-site to off-site disposal.</p> <p>Medium specification for buried materials.</p>
Site 230/231, traditional structures	<p>Differential & total settlements (from self weight and new loads).</p> <p>Obstructions to piling.</p> <p>Rockface.</p>	<p>Piling of traditional permanent building.</p> <p>Reinforced & thick road pavement layers.</p> <p>Measures to break through obstructions</p> <p>Utilities at risk of movement due to differential settlements.</p> <p>Rockfall netting say.</p>
All sites: portacabin/static home type structure, raised above ground	<p>Since these type of structures can be re-levelled should they move, then pad, or strip or vibro-stone foundations are not required.</p> <p>Because structures would move, then Utilities at less risk from movements on sites 230 & 231, vs traditional structures.</p>	

- 5.7 In summary, all sites could carry risk of obstructions/historic buried structures in excavations. For all of the sites, it is considered that the costs of remediating the geotechnical abnormalities would potential far exceed the cost of the remediating contamination abnormalities.
- 5.8 The use of portacabin/static home type structures for the proposed permanent buildings, raised above ground, would also reduce the volume of soil arisings from site (i.e. foundations excavations) and therefore reduce the project costs. The assessment outputs have been considered when establishing the recommendations presented in **section 6**.

6.0 FINDINGS AND RECOMMENDATIONS

6.1 The following findings and recommendations have been established through the outputs of the assessments undertaken and summarised below.

6.2 Three sites (of the nine assessment sites), are no longer considered as potentially suitable sites due to the results of the transport assessment concluding that they are not feasible:

Site 4 – Land Astride Victoria Street;

Site 42 – Land at Former Railway Station, Mansfield Road; and

Site 210 – Former Meden Vale Village Hall

6.3 The following sites remain potentially feasible subject to the highlighted matters:

Table 12. Feasibility Conclusions

Site	Feasibility Conclusions
44, Baums Lane	<p>Due to the requirements of the access position this site is unlikely to be large enough to accommodate 10 pitches (at 500sqm/pitch).</p> <p>Currently the development of the site is not feasible based on this further assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.</p> <p>If development is brought forward on this site, then it will need to be supported with an appropriate drainage strategy/mitigation.</p> <p>If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:</p> <ul style="list-style-type: none"> Ecological surveys <p>The outcome of the Preliminary Risk Assessment will need to be</p>

	considered by the Council in pursuing an allocation and site delivery.
84, Lorry Park, Sheepbridge Lane	<p>Currently the development of the site for permeant Gypsy and Traveller use is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner.</p> <p>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 use.</p> <p>If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:</p> <ul style="list-style-type: none"> • Ecological surveys <p>The outcome of the Preliminary Risk Assessment will need to be considered by the Council in pursuing an allocation and site delivery.</p>
223, Priory Road Allotments	<p>Due to the size and shape of this site it is unlikely to be large enough to accommodate 10 pitches (at 500sqm/pitch).</p> <p>Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. 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-disposal-guidance-safeguards-and-alternatives.</p> <p>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.</p> <p>Cadent Utilities (Gas distribution network provider) has commented</p>

	<p>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.</p> <p>If this site is taken forward for allocation / use by the Council, then the following should specifically be considered/undertaken:</p> <ul style="list-style-type: none"> • Ecological surveys
230 / 231, Common Lane	<p>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 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.</p> <p>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.</p> <p>If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:</p> <ul style="list-style-type: none"> • Ecological surveys <p>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</p>

	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).
315, Newlands Triangle, Forest Town	<p>Due to the requirements of an internal road and shape of the site it is unlikely to be large enough to accommodate the full 10 pitches (at 500sqm/pitch).</p> <p>Currently the development of the site for permeant Gypsy and Traveller use is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner.</p> <p>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 use.</p> <p>If this site is taken forward for allocation / use by the Council, then the following should specifically be considered/undertaken:</p> <ul style="list-style-type: none"> • Drainage and SuDS • Landscape Assessment • Ecological surveys and appropriate assessment.

Allocation recommendations

- 6.4 Given that the Council are the owners of Sites 230/231- Common Lane and Site 223 – Priory Road Allotments their further consideration for allocation is recommended in preference to Sites 44 – Baums Lane, 84 – Lorry Park, Sheepbridge Lane, and 315 – Newlands Triangle. This is because the Common Land and Priory Road Allotments sites currently offer the potential to be considered deliverable in accordance with Government policy (Planning Policy for Traveller Sites, June 2015), whereas the other sites all currently require negotiated purchase or compulsory purchase. If other sites become available their allocation should be considered by the Council.

- 6.5 The access road to site 231 Common Lane 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.
- 6.6 Illustrative layouts have been prepared for sites 230, Common Lane and 223, Priory Road Allotments, to demonstrate what capacity the site may have for permanent Gypsy and Traveller use. (These layouts have been presented in Section 7, following confirmation from the Council officer that their potential capacity should be established). DLP were also commissioned by the Council towards the end of the contract to provide a transit site layout for site 230, Common Lane, following an advisory meeting with the Planning Inspectorate on 18 December 2019

Impact of the consultation responses

- 6.7 As described in Section 3 above, DLP were provided with summarised consultation comments raised during the Council's Options DPD consultation that were relevant to the feasibility assessment. Regarding the consultation responses relating to sites 230 Common Lane, and 223 Priory Road Allotments, the following assessment of their impact on the potential to allocate the site was been undertaken to in order to establish any relevant feasibility issues (Table 13 and Table 14). This study has considered the relevant issues as part of this assessment (e.g. the preparation of the Preliminary Risk Assessment and Detailed Transport Assessment) or recommended in Table 12 (above) that the Council undertake suitable future actions to respond appropriately to issues raised.

Table 13. Consideration of the relevant issues arising from consultation: Site 230/231 Common Lane

Topic	Consultation matter	Response
Environmental Health	Trespassing on the railway line	This would be a legal matter rather than a planning matter.
	Subsidence	A preliminary risk assessment has been carried out on the site – See Section 5 to assess the geotechnical risks and recommendations proposed.
	Lack of connection to sewers or utilities	To be dealt with through the planning application stage. MDC have obtained an estimated cost to provide utilities. Further assessment and discussion with utility providers

		would be needed to confirm the costs however this has been established to be feasible in principle.
	The contamination of the tip – detailed comments submitted. Comments on the public health issues and decontamination clean up costs.	Preliminary Risk Assessment has been undertaken – see section 5, and recommendation proposed.
	Note on refusal of permission to plough and furrow the land	Recommendation proposed that future residents could use raised beds for food growing/gardening so as to avoid ground disturbance.
Impact on surroundings	Impact on adjacent business land uses – business park, Cast Quarry health and safety liability.	The adjacent land uses are not considered to be incompatible in planning terms with a permanent Gypsy and Traveller residential use.
	Impact on adjacent use of allotments trainline and residential	The adjacent land uses are not considered to be incompatible in planning terms with a permanent Gypsy and Traveller residential use.
	Impact on landscape and character	Impact on landscape and character could be capable of mitigation in line with planning policy requirements (e.g. via screening). This would be assessed through the site design presented at the planning application stage.
	Impact on ecology on the site	Ecological survey would need to be undertaken as part of any planning application and necessary mitigation required as a condition of the grant of planning permission.
	Impact on nearby conservation area	The MDC Conversation Officer confirmed through consultation that use of the site would not be likely to have any adverse impacts upon designated heritage assets or their settings - see DLP's initial assessment, dated June 2019
	Impact on Pleasley Vale Railway SSSI	The site is approximately 1km away from this SSSI and the proposed use is unlikely to have a greater impact on the SSSI than the historic use of the site for landfill site. The MDC

		Sustainability Officer raised no concerns over the Pleasley Vale SSSI. As noted, an ecological assessment would be required as part of any planning application, which would consider any impacts on this SSSI.
Impact on facilities and services	Capacity of healthcare and schools	<p>The use of the site is not considered to generate a demand that would significantly impact the capacity of the existing services.</p> <p>Consultation would be undertaken as part of any future planning application and any necessary contributions to improvements to local infrastructure form part of a Section 106 Agreement.</p>
	Loss of recreational use on the land	The site is not designated for recreational use and therefore no loss would be caused.
	Potential conflict with Policy HE2 in the MDC emerging local plan and policy SS8 in the Publication Local Plan for Bolsover District	<p>MDC emerging policy HE2 – Pleasley Vale Area regeneration</p> <p>Bolsover District Council SS8 – Pleasley Vale Regeneration Area</p> <p>The site is not within nor adjoining the Pleasley Park and Vale Conservation Area therefore is not in conflict with these policies.</p>
Transport	<p>Impact development traffic could have on the on the Common Lane carriageway within the vicinity of the railway bridge to the south east of the site, and to the businesses</p> <p>Bridge considered a 'pinch point' to traffic flows at the current time.</p> <p>The restrictive height of the bridge</p> <p>Lack of street lighting</p> <p>Private access in one direction</p> <p>(See Appendix 2 for further transport consultation details)</p>	Transport consultation comments have been considered in Appendix 2 and have been undertaken in consultation with NCC Highways officers. No significant impacts were raised. The assessment considers the ways to overcome the constraints presented by the low the bridge, and by the private road ownership when installing the static caravans, and recommendations are proposed.

	<i>NCC Highways comment: Access to the site is from the A6075 and whilst the Highway Authority has no technical reason to object to the proposed site it would require a fully evidenced drawing of the access arrangements to be submitted to it for further scrutiny</i>	
	Flooding under the bridge	This reference is not clear, there are no bridges on site and the site is in Flood Zone 1. The proposed use of the site would not impact upon any existing flooding issues. MDC officers and NCC Highways have raised no concerns on flooding under the nearby bridge.
Suitable	Good access to transport and road network Access to facilities and services No CPO cost Isolated Away from residential area Large in size	These comments are noted.

**Table 14. Consideration of the relevant issues arising from consultation: Site 223
Priory Road Allotments**

Topic	Consultation matter	Response
Environmental Health	Pollution of water and sewerage	To be dealt with at the planning application stage.
On site concerns	<i>Cadent (Gas distribution network provider) Utilities – Gas Governor is on the site and further consultation with Cadent would be needed if site taken forward</i>	Cadent Utilities should be contacted again if the site it is to be taken forward for allocation.

	Impact on the Tree Preservation Orders (TPOs) and ecology	No TPOs are present on the area of the site outside the Conservation Area. No important trees/green space identified in the Conservation Area Character Appraisal and Management Plan (Nov. 2011). Any future planning application will need to be supported by the relevant and necessary heritage and ecological assessments.
	Flood risk	No on site flood risk identified, from Environment Agency mapping.
	Land is Best and Most Versatile agricultural land	The Provisional Agricultural Land Classification map for England (Published by Natural England 09 April 2019) classifies the site as 'Urban' and therefore does not receive an ALC Grade. The land is not defined as Best and Most Versatile. There is no post-1988 survey data available for the site (in which specific land polygons are surveyed) to define an ALC grade. Therefore, this land is classified as 'urban' and cannot be considered as best most versatile until a specific survey is undertaken to define its grade.
Loss of existing use as allotments	<p>Loss of statutory allotment land would require permission form secretary of state</p> <p>Section 23 of the Small Holdings and Allotments Act 1908 outlines the duty of councils. Their loss is not in conformity with NPPF policy</p> <p>Allotment waiting list, the site is not surplus, MDC have not promoted the allotments sufficiently</p> <p>Lack of alternative allotment site provision</p> <p>Loss of green field site for recreation</p> <p>Loss of health and social and environmental benefits of the allotments</p>	<p>DLP have advised MDC that 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-disposal-guidance-safeguards-and-alternatives.</p> <p>This would require undertaking an up to date assessment of the allotment provision on site 223, in accordance with government guidance which details the statutory and policy criteria for the disposal of allotments. Only if one of the statutory criteria is met should the Council pursue this site as suitable for allocation. Similarly, the policy criteria will need to be considered, however the Government guidance acknowledges that there may be exceptional circumstances in which disposal can be granted even though not all policy criteria have been met.</p>

	New houses with small gardens will need this alternative space	
Impact on surroundings	Impact on services and facilities (capacity of doctors and schools)	The use of the site would not generate a demand that would significantly impact the capacity of the existing services. Consultation would be undertaken as part of any future planning application to confirm capacity.
	Impact on heritage Within the Conservation area Listed buildings Unfitting with character appraisal	The northern boundary of the site is within the Conservation Area for Mansfield Woodhouse, where a new access onto the site would be required to facilitate its use. As such appropriate assessments, design and permissions will be required to the deliver this site.
	Too close to schools and Proximity to neighbouring dwellings is against Paragraph 14 of Planning Policy for Traveller Sites (PPTS)	The Gypsy and Traveller use proposed is residential, within the settlement boundary, and as such is an appropriate use. The potential for 8 pitches to be provided is not considered to be out of scale with the existing community.
	Impact on green space and community facilities (Local Green Space of Yeoman Hill Park)	The site proposed is not located adjacent to Yeoman Hill Park but close by and therefore increased recreational use is likely.
Transport	<i>Comments made by Nottingham County Council Highways consultee: "Access to the site is from the A6075 and whilst the Highway Authority has no technical reason to object to the proposed site it would require a fully evidenced drawing of the access arrangements to be</i>	Transport consultation comments have been considered in Appendix 2 and have been undertaken in consultation with NCC Highways officers. No significant impacts were raised.

	<p><i>submitted to it for further scrutiny”</i></p> <p>Newcastle Street considered unsuitable to accommodate any additional traffic movements</p> <p>the existing congestion caused by inappropriate on-street parking in the immediate vicinity of the site</p>	
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6.8 The relevant matters for future action for Site 230 Common Lane relate to contaminations/ground conditions and routing for the delivery of static caravan via a private road.

6.9 The relevant matters for future action for the site 223 relate to its status as statutory allotments, the location of the northern boundary and potential future access point being within the Mansfield Woodhouse Conservation Area, and the need for further engagement with the gas utilities provider regarding potential on-site equipment, that has been highlighted. These points have been reflected in Table 12 - Feasibility Conclusions.

Site Recommendations

6.10 In taking forward sites 230 and 223 the Council should consider the conclusions in the feasibility presented in Table 12. In particular the following recommendations are proposed to the Council, to inform the consideration of potential allocation and delivery of sites 230 Common Lane and 223 Priory Road Allotments:

- A. In respect of the site 230 Common Lane, the Council should continue to engage with Bolsover District Council to establish if an access route to the site for the delivery of static caravans can be achieved. The Council should emphasise the occasional/in-frequent need for this route to be used, as once the static caravans are positioned, they are expected to be in place until such a time that they are no longer fit for purpose. Day to day moments can be accommodated via Common Lane to the east.
- B. Further in respect of the site 230, it is recommended that an intrusive site investigation

is undertaken to assess the potential for contamination and ground gases to impact on the proposed development. The investigation will also refine the site-specific ground model and groundwater regime and enable an assessment of foundation and engineering solutions to be made. The Council may wish to stipulate in policy the building types appropriate for this site in accordance with the advice from Delta-Simons (see Tables 10 and 11, and Appendix 3-6).

- C. Undertake an up to date assessment of the allotment provision on site 223, in accordance with government guidance³, which details the statutory and policy criteria for the disposal of allotments. Only if one of the statutory criteria is met should the Council pursue this site as suitable for allocation. Similarly, the policy criteria will need to be considered, however the Government guidance acknowledges that there may be exceptional circumstances in which disposal can be granted even though not all policy criteria have been met. This position should be kept under review as the DPD progresses.
- D. Further in respect of 223, the Council should consider the implication of delivery on the Mansfield Woodhouse Conservation Area and engage with Cadent (Gas distribution provider) regarding their desire for additional engagement should the site be considered further.

6.11 The outcome of these recommendations should inform the Council's progression with its DPD/delivery of these sites.

³ <https://www.gov.uk/government/publications/allotment-disposal-guidance-safeguards-and-alternatives>

7.0 PREFERRED SITE LAYOUT AND DELIVERY

7.1 The Council initially requested illustrative site layouts for the two preferred sites, to be prepared on the basis of 10 permanent G&T pitches (or the maximum capacity of the site if less than 10), so that this addresses the need for 3 pitches and provides a design option for additional future capacity if required.

7.2 As a result of the recommendations, illustrative layouts (**Figure 1** and **Figure 2** below) have been prepared for the following two sites, for permanent G&T use:

- **Figure 1** - Site 230, Common Lane
- **Figure 2** - Site 223, Priory Lane Allotments

7.3 The illustrative layouts demonstrate the potential number of pitches that could be accommodated, up to a maximum of 10 pitches, with each pitch being circa 500sqm in size. Site 230, Common Lane is shown with 10 pitches (being the maximum number requested by the Council) and site 223, Priory Road Allotments is shown with 8 pitches. The proposed access points and internal road layout have been reviewed by the DLP's Sustainable Development Delivery team. Illustrative pitch layouts have been detailed on the following basis:

- Static caravan space 14.6m x 3.9m (referenced in Appendix 2)
- Touring caravan space 7.8m x 2.2m (referenced in Appendix 2)
- Amenity block, minimum 23 m²
- Small lockable shed, 3.58m x 2.5m
- Car parking space 5.5m x 2.4m (two spaces) in accord with Mansfield District Council 'Draft Interim Planning Guidance Note 10, Parking for new developments'.

7.4 DLP were also commissioned by the Council towards the end of the contract to provide a transit site layout for site 230, Common Lane, following an advisory meeting with the Planning Inspectorate on 18 December 2019. This is shown at **Figure 3**. The specification for the transit site is as follow:

- 1 resident Site Managers Pitch – Office, Static caravan space 14.6m x 3.9m, Touring caravan space 7.8m x 2.2m, car parking space 5.5m x 2.4 m (two spaces).
- 10 touring pitches, each with – Touring caravan space 7.8m x 2.2m (two spaces)

and Car parking space 5.5m x 2.4m (two spaces).

- Two amenity blocks, Men's and Women's.

- 7.5 Separation zones for all layouts are in accordance with the 'Designing Gypsy and Traveller sites: good practice guide' (2008 Government guidance, now withdrawn but not superseded) which specify a 3m clear gap be provided within the inside of all site perimeter boundaries as a fire prevention measure. The guidance also states that to ensure fire safety it is essential that every trailer, caravan or park home must be not less than 6 metres from any other trailer, caravan or park home that is occupied separately. These separations zones have been respected on the illustrative layouts.
- 7.6 The layouts are illustrative at this time and may not represent the final design of the site if they are taken forward by the Council for allocation and delivery.

Figure 1. Illustrative layout – Site 230 Common Lane – For permanent provision of up to 10 pitches



Key

Site Boundary

Wooden fence

Proposed permeable block paving

Proposed rear garden

Proposed vegetation

Indicative vegetation from aerial photograph

Storage shed (3.58m x 2.50m)

Indicative space for static caravan (14.6m x 3.9m)

Indicative space for touring caravan (7.8m x 2.2m)

Indicative parking space (5.5m x 2.4m)

Buffer for fire safety

Project

Gypsy and Traveller Site,
Land off Common Lane, Mansfield

Client

Mansfield DC

Drawing Title

Site 230 - Proposed Layout

Job No

Date

Scale

NTTS5161/4

10.12.2019

1:500 @ A2

Drwng No.

Rev.

5161-SK01

D

Figure 2. Illustrative Layout 223 Priory Lane Allotments – For permanent provision of up to 8 pitches



Project
**Gypsy and Traveller Site,
Land off Common Lane, Mansfield**

Client
Mansfield DC

Drawing Title
Site 223 - Proposed Layout

Job No. Date Scale
NTTS5161/4 10.12.2019 1:500 @ A3

Drwg No. Rev.
5161-SK02 D

Figure 3. Illustrative layout – Site 230 Common Lane – For transit provision of up to 10 pitches



Key

- Site Boundary
- Wooden fence
- Proposed permeable block paving
- 3m clear gap for fire prevention
- Proposed vegetation
- Indicative existing vegetation from aerial photograph
- Shared amenity building
- Indicative space for static caravan (14.6m x 3.9m)
- Indicative space for touring caravan (7.8m x 2.2m)
- Indicative parking space (5.5m x 2.4m)
- Buffer for fire safety
- Site manager's office

Existing Allotments

Proposed vehicular access

Existing vegetation retained

Project
**Gypsy and Traveller Site,
Land off Common Lane, Mansfield**

Client
Mansfield DC

Drawing Title
Site 230 - Proposed Transit Layout

Job No.	Date
NTTS5161/4	24.12.19

Drwng no.	Scale	Rev
5161-SK01	1:500 @ A2	F

Delivery

7.7 The following points detail the potential delivery considerations of sites that the Council may wish to take forward and provides two models for delivery.

- A. The Council should either own the site or establish owner's permission for the intended use of the site and its access.
- B. Establish the appropriate delivery model:
 - Delivery model 1: A site which is not currently owned by the gypsy or traveller but has been identified as available for this use. Allocation in the emerging DPD could identify the site to the travelling communities and it could be purchased on the open market. Alternatively, the Council could consider using capital monies to buy a site or make their existing land available, and then make the site available to gypsy and traveller families on a non-profit making basis to enable them to develop and manage them.
 - Delivery model 2: A new public site where the Council considers that additional affordable pitch provision may be appropriate. In this case, the Council should investigate the potential for either buying the site, developing their public assets or working with other public providers using Government grant funding or other monies to secure affordable provision and retain ownership. The site could then either be managed by the Council or a Registered Provider (RP).

The models will be informed by establishing detailed costs for the construction of the site (this step may be brought forward before point A, if the land is not owned by the Council) and securing funding for delivery and ongoing management and maintenance.

- C. A planning application will need to be submitted in accordance with the policies of the local plan, taking account of any relevant material considerations.
- D. The site can then be constructed. The Council may wish to consider the phasing of the delivery of the pitches within the site, to ensure needs are met and vacancy minimised.
- E. Ensure any site or sites are allocated in the Local Plan to allow for delivery and future safeguarding when the use is established.

- 7.8 DLP suggest reviewing the need requirements of potential future occupants throughout to ensure the appropriate number of pitches are provided and the most appropriate delivery model is used. The Council may wish to engage with its neighbouring Local Authorities, to ensure wider needs are being appropriately addressed.


















APPENDIX 1

INITIAL FEASIBILITY SITE ASSESSMENT PROFORMAS

Appendix 1 contains the detailed Site Assessment Proformas for the 2 additional sites that were identified during the Options DPD consultation.

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

The proformas also each contain a site plan, and site visit photos. The legend to be consulted for the site plans provided within Appendix 1 is as follows:

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

Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)

Council Site Information

Site Information				
Location:	Lorry Park, Sheepbridge Lane	Settlement:	Mansfield	
Ref:	84	Ward	Portland	
Site Size (ha):	1.29ha	Site Capacity (pitches / plots / sites)	G&T perm	25
			G&T transit	51
			TSP	3
Current use:	Trailer storage - vacant	Neighbouring uses:	Residential to north and west, recreation ground to north east	
PDL/Greenfield	PDL	Location (Grid reference)	X	452800
			Y	360170

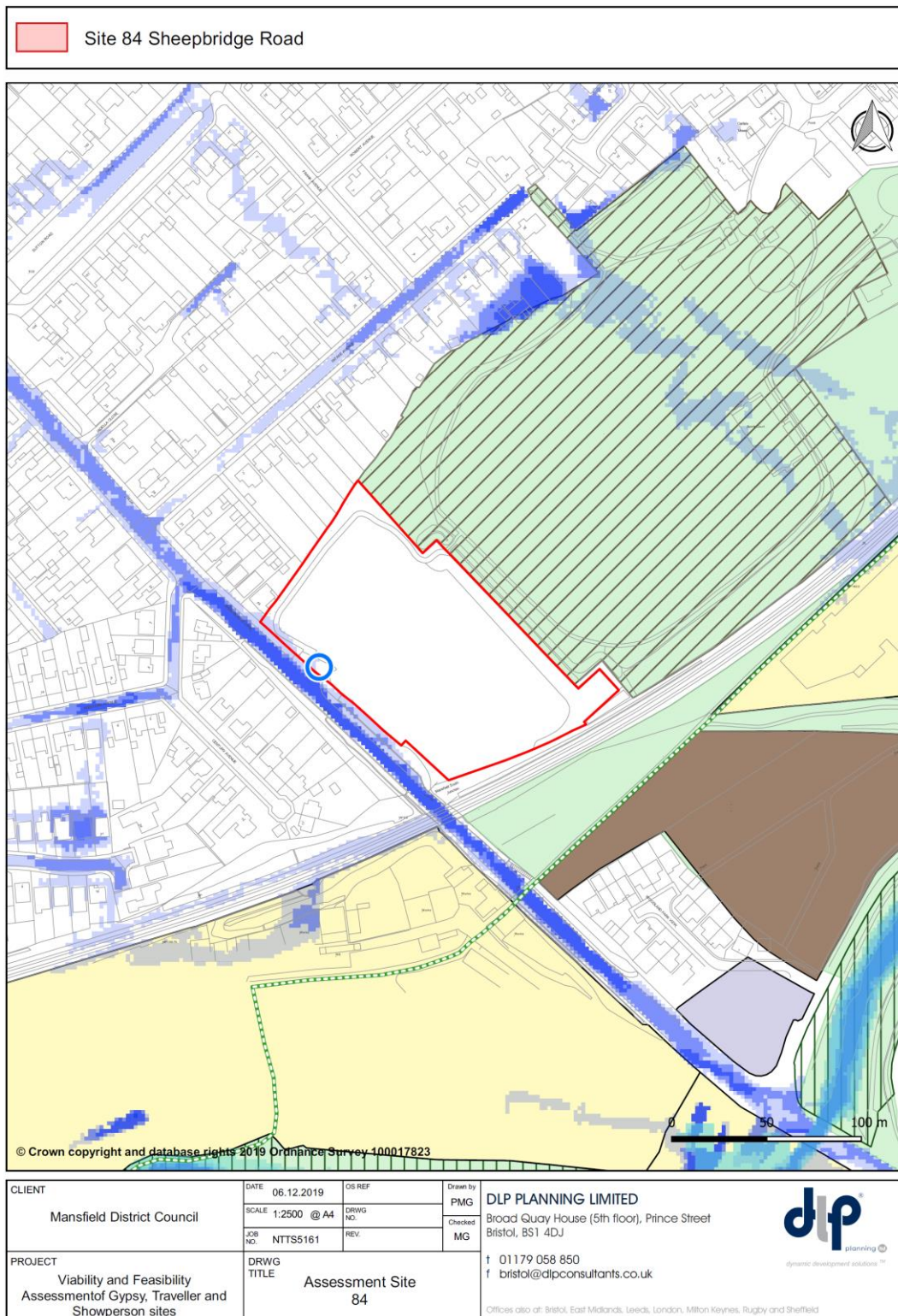
Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools		Within 500m (as crow flies) from Sutton Road Primary School
2. Access to health		Within 700m of GP surgery
3. Access to public transport		Bus stops on Sutton Road (A38) within 400m
4. Access to utilities / critical infrastructure		Adjacent to residential area; assume connections available close by.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Railway line to south but potential for mitigation. Former use may require some remediation. Road is busy.
6. Potential for suitable access		Access suitable for HGV trailers off Sheepbridge Lane. Proximity of railway bridge (south east of site) not considered an issue as alternative access from A38.
7. Loss of a use not proven to be surplus		Site is vacant at present so assumed to be surplus.
8. Impact upon biodiversity and geo-diversity		No biodiversity impact.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		No TPOs
10. Impact on Green Infrastructure		Not within strategic GI network
11. Impact on townscape		Dwellings to north may overlook the site; screening could be provided.
12. Impact on landscape		Within urban area
13. Impact on Heritage Assets		No impact on heritage
14. Best & Most Versatile Agricultural Land;		Not agricultural land
15. Use of previously developed land.		Previously developed land – area of hard standing. Previously used as trailer storage and engineering works.
16. Is there any potential for flood risk?		Not at risk of flooding
17. Would the topography constrain the development of the site?		Topography does not constrain development; access is sloping but was sufficient for HGV trailers.

Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)

DLP Assessment:

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



Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)

Site Ref	Site Name/Address	
84	Lorry Park, Sheepbridge Lane, Mansfield	
Source of Site	Local Authority	Size
Initial Council Assessment (previously discounted) / Regulation 18 consultation response	Mansfield District Council	1.37 ha
Description of the Site		
<p>The site is previously developed land, most recently used as a lorry park and currently vacant. To the north-west and south-west of the site is residential land. To the north east is Moor Lane Park, a recreational field. The railway line runs along the south east boundary, beyond which are industrial units, allotments, and a pocket of new residential development. The topography of the site has a gentle slope from south-east to north-west, with trees and scrub found around the boundary. Access is off Sheepbridge Lane.</p>		
Planning History		
<p>Summary of relevant planning:</p> <p>2010/0851/ST - outline application (including access) for demolition of existing buildings and construction of new residential development (maximum 48 dwellings), Sheepbridge Lane / Gibbon Road, Mansfield, GRANTED WITH CONDITIONS (appears unimplemented / lapsed)</p> <p>2015/0659/ST retrospective application for change of use from vacant land (former factory building) to the storage of trailers – (resubmission of planning application 2015/0310/ST), GRANTED WITH CONDITIONS</p> <p>2016/0182/ST – retrospective application for change of use from vacant land (former factory building) to the storage of trailers, land off Gibbon Road / Sheepbridge Lane, Mansfield, GRANTED WITH CONDITIONS</p>		
Local Plan Policies		
No policy directly applicable.		

Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)

The site is adjacent to Recreation Ground allocated against INF2 Green Infrastructure and INF3 Protection of community open space and outdoor sports provision (to the north).

The site will need an ecological survey (phase 1 and additional species surveys).

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

MDC Conservation Officer:

Site was previously partially developed. Existing land format and development predominantly conceal site, proposed use not likely to have an adverse impact upon designated/non-designated heritage assets.

Historically the site was an open field with a pond/well located to east of its northeast boundary (which further northeast was Victoria Terrace and Victoria Steam Brick Works), with further open field located to the west and north where also was situated allotment gardens. Rock face to south/southeast boundary of the site, with railway bridge over Sheepbridge Lane (which is at a lower level – so rock also to opposite aspect of road). To its south/southeast boundary was railway track/s with signal box with allotments gardens opposite. By 1919 a tramway had been implemented to access the site from the brick works, now referred also as stone works, to the west and north of the tramway were further allotments gardens. By 1956 the area to the northwest/west/ northeast had been developed with the area to the east and south being partially developed.

By this time the site had also been partially developed along its south/southwest/west boundaries with residential and works buildings, with access evident of Sheepbridge Lane. This development was still evident in 1982 at this point access road named Gibbons Road.

Site currently used as container storage.

Heritage assets within the vicinity of the site.

L5339 north of site Neolithic flint axe head.

LB Grade II Drury Dam east of the site. (M7506).

LB Grade II Matlock Mill southeast of site (M2570)

M17873 Sheepscur bridge (just to the east of Matlock Mill)

M2571 Reed Mill/Bleakhills Mill, southeast of Matlock Mill.

Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)

M17874 Bridge on Hermitage Mill southwest of site
LB Grade II Hermitage Mill southwest of site (M2573)
LB Grade II Railway Bridge 100m west of Hermitage Mill.
M2623 Hermitage brickworks west of site.
NDHA Hermitage House west of Hermitage Mill

MDC Officer Comments on Contamination

This site is classed as 'land which may be contaminated', due to its former uses. These included various engineering and other unspecified works, a hosiery works and a plastics factory.

There may also have been contamination from oils and brake fluids from the lorry trailers that used to be stored on the site.

There is Japanese Knotweed in the northern corner.

There is made ground across the site, deriving in part from the crushed remains of the former buildings, which may require compaction.

The site is adjacent to a former landfill (now a recreation ground), which was used in the 1960s. Few details are known, although it is noted as possibly having taken only inert waste and builders' rubble.

It should also be noted that a public footpath crosses the site.

MDC Sustainability Officer

There are no designated wildlife sites on or adjacent to the site, but there are boundary features that hold biodiversity value of local/site significance. The existing trees/scrub adjacent to Sheepbridge Lane should be retained and/or enhanced through additional planting of street trees; this will also provide screening to the development. The grass verge alongside and growing on the stone wall along Sheep Bridge Lane is also likely to hold some biodiversity value. The woodland belt located between the site and adjacent open space should also be retained and protected.

The site will need an ecological survey (phase 1 and additional species surveys, where necessary) to assess and address potential impacts on and enhancements for biodiversity (protected and Section 41 species and habitats). The full extent of impacts will need to be informed by a site- specific ecological assessment.

There may also be some additional recreational pressures on Quarry Lane LNR which is within a 5 minute walk from the site.

Green Infrastructure (GI)

The woodland belt along the north-eastern boundary between the site and Moor Lane open space is within the Strategic Green Infrastructure network (Timberland Trail and sub-section 5-B). This woodland belt provides important ecological linkages to a wider woodland network, connecting to

Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)

Quarry Lane Local Nature Reserve and Local Wildlife Site. Thus, impacts could be negative, if this woodland belt was negatively impacted (e.g. through removal or deterioration).

Feasibility Assessment

Site Topography

The site gently slopes from south-east to north-west. No abnormal costs anticipated in respect of the topography of the site to accommodate development.

Road Network Suitability

The road network is suitable. The site has direct access onto Sheepbridge Lane, which connects to the A38 approximately 250m to the north west.

*Road suitable

See further Detailed Transport Assessment at Appendix 2

Access and Egress Suitability

The site has a suitable access point directly onto Sheepbridge Lane and the site has previously been used as a lorry park. Visibility at the site access junction is appropriate for the speed of the road.

*Access visibility suitable

*Access for HGVs suitable.

See further Detailed Transport Assessment at Appendix 2

Utilities Connections

Site recently in use as a lorry park and is adjacent existing residential properties, therefore connections are assumed to be adequate. Nominal cost of connection anticipated.

Flood Risk

Very small area of surface water flooding present at the front of the site, unlikely to impact on the delivery of the site. No other sources of flood risk identified.

Availability

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

Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)

Type of Use (if site is proven to be feasible)
*G&T Permanent
Delivery
Council purchase / CPO will be required as the landowner has not confirmed any interest in this use. If purchased by the Council, all delivery options potentially available.
CONCLUSION
<p>Currently the development of the site for permanent Gypsy and Traveller use is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner.</p> <p>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 use.</p> <p>If this site is taken forward for allocation / use by the Council then the following should specifically be considered/undertaken:</p> <ul style="list-style-type: none">• Ecological surveys

Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)

Site Photos



Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)



Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)



Site Proforma – Lorry Park, Sheepbridge Lane (Site Ref: 84)



Site Proforma – Newlands Triangle (Site Ref: 315)

Council Site Information

Site Information				
Location:	Newlands Triangle	Settlement:	Forest Town	
Ref:	315	Ward	Newlands	
Site Size (ha):	3.86ha	Site Capacity (pitches / plots / sites)	G&T perm	73
			G&T transit	147
			TSP	10
Current use:	Agricultural land	Neighbouring uses:	Health centre and Residential (to be built) to west, agricultural land to east	
PDL/Greenfield	Greenfield	Location (Grid reference)	X	
			Y	

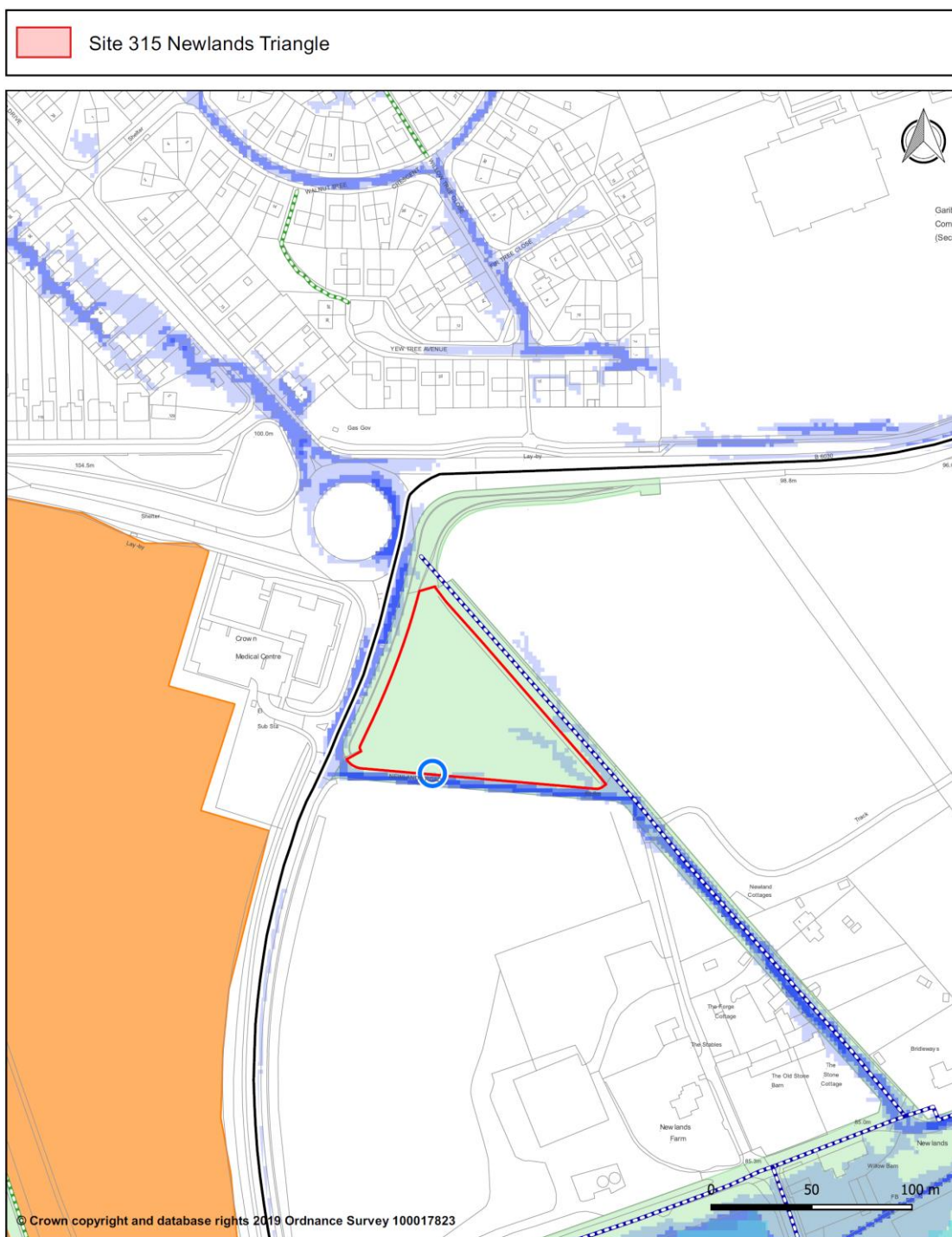
Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools		Within 500m (as crow flies) from Sutton Road Primary School
2. Access to health		Within 700m of GP surgery
3. Access to public transport		Bus stops on Sutton Road (A38) within 400m
4. Access to utilities / critical infrastructure		Adjacent to residential area; assume connections available close by.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions		Railway line to south but potential for mitigation. Former use may require some remediation. Road is busy.
6. Potential for suitable access		Access suitable for HGV trailers off Sheepbridge Lane. Proximity of railway bridge (south east of site) not considered an issue as alternative access from A38.
7. Loss of a use not proven to be surplus		Site is vacant at present so assumed to be surplus.
8. Impact upon biodiversity and geo-diversity		No biodiversity impact.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows		No TPOs
10. Impact on Green Infrastructure		Not within strategic GI network
11. Impact on townscape		Dwellings to north may overlook the site; screening could be provided.
12. Impact on landscape		Within urban area
13. Impact on Heritage Assets		No impact on heritage
14. Best & Most Versatile Agricultural Land;		Not agricultural land
15. Use of previously developed land.		Previously developed land – area of hard standing. Previously used as trailer storage and engineering works.
16. Is there any potential for flood risk?		Not at risk of flooding
17. Would the topography constrain the development of the site?		Topography does not constrain development; access is sloping but was sufficient for HGV trailers.

Site Proforma – Newlands Triangle (Site Ref: 315)

DLP Assessment:

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



CLIENT Mansfield District Council	DATE 06.12.2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DJ t 01179 058 850 f bristol@dlpconsultants.co.uk Offices also at: Bristol, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield	
	SCALE 1:2500 @ A4	DRWG NO.	Checked MG		
	JOB NO. NTTS5161	REV.			
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	DRWG TITLE Assessment Site 315				

Site Proforma – Newlands Triangle (Site Ref: 315)

Site Ref	Site Name/Address		
315	Newlands Triangle, Newlands Road Crown Farm Way Forest Town		
Source of Site		Local Authority	Size
Regulation 18 consultation response		Mansfield	0.62 ha
Description of the Site			
<p>This site is currently an agricultural field. It is a triangular shaped parcel of land bounded by Crown Farm Way and Newlands Road. It is open to the south on to Newlands Road, with mature hedgerows to the north west and north eastern edges of the triangle.</p> <p>To the north of the site runs the B6030 and with residential area beyond. To the west of the site is a housing allocation and the recently constructed Crown Medical Centre, which are on the western side of Crown Farm Way. This road has a pedestrian and cycle path, and street lighting. Residential land is beyond this to the north. To the South of the site is Newlands Road, and beyond that; agricultural fields with a cluster of mainly detached residential properties, and Crown Farm Industrial Park. To the east is a Public Right of Way (PROW), which is designated as strategic Green Infrastructure in the Local Plan, with agricultural fields beyond.</p> <p>The topography of the site slopes gently away from Crown Farm Way from west to east.</p>			
Planning History			
None directly on the site.			
Local Plan Policies			
<ul style="list-style-type: none">Policy IN2: Green Infrastructure – this site is designated entirely as strategic green infrastructure. If the site is taken forward for Gypsy and Traveller Travelling Showpeople use, the following matters identified by the MDC Sustainability Officer below would need to			

Site Proforma – Newlands Triangle (Site Ref: 315)

be considered, to ensure appropriate development on Green Infrastructure. (Policy NE1 Protection and enhancement of landscape character, and Policy P5: 'Climate change and new development')

- Appropriate Assessment and Phase 1 ecological survey
- Sustainable drainage and water management measures

The following policy allocations are close to the site:

- H1a, Housing allocation to the west of the site
- NE1 Vicar Water Country Park

The following potential allocation:

- Possible potential Special Protection Area 400m away.

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

MDC Conservation Officer:

Historically site was an open field, still evident. Existing land format and development predominantly conceal site, proposed use not likely to have an adverse impact upon designated/non-designated heritage assets

Historically site was an open field with further fields situated to east and west with Flixter Breck surround site and open fields to north and east with Newlands Farm and Vicar Water and sluices to south.

By 1900 Breck to north now called Woodhouse Forest.

By 1919 model village developed (Hall earlier in date)

By 1956 area to the north, west and east of site developed.

Currently further development has also occurred to south and around Newlands Farm and between the model village and the site.

NDHA Forest Town Model Village which has LB Grade II Kingsway Hall within village located to the west.

NDHA former mineral railway located to the southwest.

SAM Beeston Lodge located to the north tip of the spa ponds (northwest of site)

NDHA Spa ponds located to the northwest of site.

LB Warren Farm Grade II located to the west of the spa ponds

MDC Officer Comments on Contamination

Site Proforma – Newlands Triangle (Site Ref: 315)

No 'contaminated land' comments – historic maps and air photos show that the site has always been agricultural land.

MDC Sustainability Officer

Ecology

There are no designated wildlife sites on or adjacent to the site, although the site is located within 400m of the possible, potential Special Protection Area (ppSPA). The impacts on nightjar and woodlark and their nesting habitat will need to be assessed through an appropriate assessment.

The site is currently arable land and there are boundary features that hold biodiversity value of local/site significance. Therefore, the site will need an ecological survey (phase 1 and additional species surveys, where necessary) to assess and address potential impacts on and enhancements for biodiversity (protected and Section 41 species and habitats).

The existing hedgerows should be retained. These appear to be species diverse, especially those adjacent to Clipstone Rd East and Crown Farm Rd.

There may also be some additional recreational pressures on Vicar Water LNR/Local Wildlife Site which is within an 8-10 minute walk from the site.

Green Infrastructure (GI)

The site is located with the strategic GI network (Vicar Water and sub-area 10-G) due to the importance of its recreational linkages (public rights of way) which provide important walking and cycling connections to Vicar Water LNR and Country Park and to the National Cycle Network.

It is also included within the strategic GI network due to its hedgerows. The hedgerows and recreational linkages will need to be protected and also enhanced in relation improved multi-user access and safe crossings points, (across Clipstone Road East and Crown Farm Way).

Buffering visual impacts, through appropriate landscaping (e.g. hedgerows, trees) along the PRoW trails would also be needed.

The site is also within an area identified in the Strategic Flood Risk Assessment to prioritise water flows via SuDS to Vicar Water catchment to enhance the ecology of this catchment which currently experiences low flows, thus increasing its susceptibility to poor water quality. Thus, would need to look at opportunities for proposed site to contribute to this, as per emerging policies CC3 and CC4.

Flood risk

There is a degree of surface water flood risk associated with this site, mainly along Crown Farm Way and Newlands Road (1 in 30 and 1 in 100 risk) and also within the site in the south-eastern

Site Proforma – Newlands Triangle (Site Ref: 315)

corner (1 in 1000 risk). This site may require SuDS, such that flood risk from surface water is not increased as a result of this site.

Feasibility Assessment

Site Topography

The site has a slope from north and west, down to the south eastern corner. Upon viewing the site, a water channel was apparent and relevant to the surface water flood extent and slope of the land. The site is at a lower level than the main roads to the west and north. No abnormal costs anticipated in respect of the topography of the site to accommodate development.

Road Network Suitability

The road network is suitable. The site has access via Newlands Road, on to Crown Farm Way, which connects to the B6030, approximately 130m to the north of the site. A desk top review indicates that Newlands Road is adopted and maintained at public expense. This should be confirmed as part of any further design work

*Road suitable

See further Detailed Transport Assessment at Appendix 2

Access and Egress Suitability

The site would require a new access off Newlands Road, there is sufficient turning space and visibility at the site access junction is appropriate for the speed of the road.

*Access visibility suitable

*Access for HGVs suitable.

See further Detailed Transport Assessment at Appendix 2

Utilities Connections

This is green field site, with no previous connections apparent on site. The site is located on the opposite side of the road to a recently constructed Medical Centre, connections are assumed to be possible, with nominal cost, however a detailed utilities search could be conducted if this site is considered for allocation.

Flood Risk

There is a degree of surface water flood risk associated with the site, mainly along Crown Farm Way and Newlands Road (1 in 30 and 1 in 100 risk) and also within the site in the south-eastern

Site Proforma – Newlands Triangle (Site Ref: 315)

corner (1 in 1000 risk). This site may require SuDS, such that flood risk from surface water is not increased as a result of development of the site.

Availability

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

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

*G&T Permanent

Delivery

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

- Drainage and SuDS
- Landscape Assessment
- Ecological surveys and appropriate assessment.

CONCLUSION

Currently the development of the site for permeant Gypsy and Traveller use is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner.

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

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

- Drainage and SuDS
- Landscape Assessment
- Ecological surveys and appropriate assessment.

Site Proforma – Newlands Triangle (Site Ref: 315)

Site Photos



Site Proforma – Newlands Triangle (Site Ref: 315)



Site Proforma – Newlands Triangle (Site Ref: 315)



Site Proforma – Newlands Triangle (Site Ref: 315)



APPENDIX 2

TRANSPORT AND HIGHWAYS ASSESSMENT

For and on behalf of
Mansfield District Council

Detailed viability assessment to support the emerging Mansfield Gypsy & Traveller & Travelling Showpeople Development Plan Documents (DPD)




Appendix 2: Transport and Highways Assessment

Mansfield District Council

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Bristol**



December 2019

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Attachments

- Attachment A Site 42 - Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing**
- Attachment B Site 44 - Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing**
- Attachment C Site 84 - Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing**
- Attachment D Site 210 - Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing**
- Attachment E Site 223 - Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing**
- Attachment F Site 230/231 - Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing**
- Attachment G Site 315 - Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing**

1.0 INTRODUCTION

- 1.1 An initial high-level review of 17 potential Gypsy & Traveller & Travelling Showpeople allocation sites was undertaken by DLPs Sustainable Development and Delivery (SDD) Team in June 2019 to provide a high-level transport and highways summary of the suitability of each site to deliver the required provision.
- 1.2 Following this and a formal period of public consultation, the overall number of sites required for a more detailed assessment has been reduced to seven. The seven of interest are set out below:
- Site 4 – Land Astride Victoria Street;
 - Site 42 – Land at Former Railway Station, Mansfield Road;
 - Site 44 – Land off Baums Lane;
 - Site 210 – Former Meden Vale Village Hall;
 - Site 223 – Priory Road Allotments; and
 - Site 230/231 – Land Adjacent to Common Lane 1 and 2.
- 1.3 The public consultation process also put forward a number of further sites. Of these the Council requested two sites for assessment, these are site 84, Lorry Park, Sheepbridge Lane and site 315, Newlands Triangle.
- 1.4 This Appendix report has been prepared to further support and inform DLP Planning's detailed site assessment work and only considers that suitability of the nine sites in highways and transport terms with further planning considerations highlighted and addressed by the wider DLP Planning Team.

Discussions with Nottinghamshire County Council Highways Development Control Officers

- 1.5 To inform the detailed review of the suitability of the potential sites, a meeting was held with MDC and Nottinghamshire County Council (NCC) Highways Development Control Officers on the 5th November 2019.
- 1.6 This meeting was to provide further clarity in terms of what is to be proposed on the potential allocated sites and also to discuss the potential limitations and constraints of each site in terms of highways and access. The key officer comments on each of the potential allocation sites are included on a site by site basis later in this report.
- 1.7 A wider discussion was also held as to what could be required to support any planning application that could follow the allocation of a preferred site.
- 1.8 In terms of a planning application, NCC Highways Development Control Officers confirmed that:
- Any site would be treated as a typical 'residential' type development in terms highways and transport planning policy;

- The accessibility of the site would need to be assessed in terms of access to local facilities and walking/cycling and public transport facilities and provision;
- Any potential access would need to be designed to accommodate articulated HGV movements associated with the delivery of static caravans;
- Visibility at the proposed site access junction should be in line with the speed limit of the road. Any departures from standards should be based on 85th percentile speed data obtained from Automatic Traffic Count (ATC) Speed Surveys;
- Consideration should be given as to how pedestrian movements generated by the proposals could be accommodated on the surrounding footway network. New footways could be required to link any proposed access to the existing network;
- Any vehicle trip generation calculations should be based on a review of residential sites contained in the TRICS National Trip Rate Database. All sites used in this calculation should be similar in location (edge of town, suburban area, town centre etc) to that of the allocation site. It is expected that an operational peak hour vehicle trip rate of approximately 0.7 movements per pitch would be acceptable subject to the donor sites being in a similar location as to that of the allocated site; and
- Given the limited number of vehicle trips associated with the sites, an assessment of the impact of operational traffic on the surrounding road network will not be required.

2.0 KEY BASELINE INFORMATION

Typical Static Caravan Dimensions

- 2.1 Static caravan dimensions vary by manufacturer and model. However, a review of a number of caravan manufacturer specifications including ABI and Regal indicates that typically 2/3 bedroom static caravans are;
- 12.5m (41 feet) long;
 - 3.9m – 4.3 (13-14 feet) wide; and
 - A maximum of 3.5m (11.5 feet) high.
- 2.2 The caravan height set out above relates to the overall height of a caravan from the bottom of the manoeuvring wheels to the top of any flue or outlet vent.
- 2.3 An illustration of the static caravans with these approximate dimensions is set out below in **Figure 2.1**.

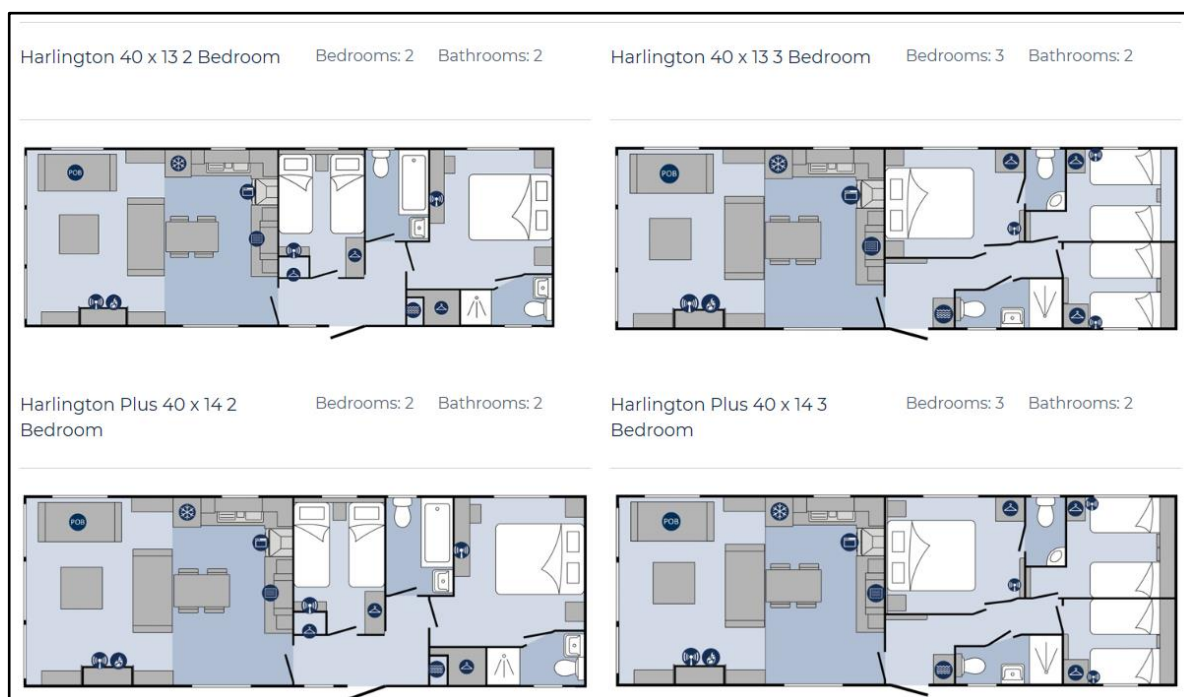


Figure 2.1. Typical Static Caravan Models and Dimensions

- 2.4 The site accessibility work included in this document has been undertaken on the basis that the static caravans that will be delivered to the allocated site will be in line with the maximum dimensions set out above.
- 2.5 Research indicates that larger, lodge type static caravans can be purchased. However, these lodges are typically significantly wider than those illustrated in **Figure 2.1**. We understand that MDC may be responsible for purchasing and delivering the static caravans to the allocated site and as such, it is recommended that the size of the caravan is a material

consideration in the procurement process.

- 2.6 Should the static caravans deviate in terms of geometry from that set out in paragraph 2.1 it is recommended that a further detailed assessment of the potential access route is undertaken.

Static Caravan Transport

- 2.7 Based on information provided by caravan haulage companies including 'Hanson European Caravan Transport Ltd' and 'Toogoods Caravan Transport' it is understood that typically static caravans are transported on the back of a flat bed 16.5m articulated vehicle or on specially modified rigid vehicles. Typically, 16.5m articulated vehicle will be the largest vehicles used in the transportation process, as such, the swept paths of these vehicle have been used to inform the geometry of the potential site access junctions.
- 2.8 Typically, the vehicles used to transport static caravans are not fitted with an 'on vehicle' crane and as such, once on board, caravans cannot be elevated to any significant level.

Typical Touring Caravan Dimensions

- 2.9 Touring caravan dimensions vary by manufacturer and model. However, a review of a number of first principles data sources including the Elddis and Swift caravan manufacturer brochures and websites indicates that typically touring caravans are;
- A maximum of 7.2m-7.8m (23.6 – 25.6 feet) long;
 - 2.2m (7.2 feet) wide; and
 - 2.6m (8.5 feet) high.
- 2.10 Touring caravans are typically towed behind cars or light delivery vehicles (vans) and as such do not require any specialised towing vehicles to facilitate their transport.

3.0 POTENTIAL SITE ASSESSMENTS

3.1 This Section provides a summary of the suitability of each potential site allocation to accommodate the provision required by MDC for 3 pitches and MDCs request to accommodate 10 pitches to cater for future needs. In particular, it includes:

- A review of the suitability of the surrounding road network to accommodate HGV movements associated with the delivery of the static caravans;
- A summary of the NCC Highways Development Control Officer comments and the highways related public responses received for the site following the initial public consultation period; and
- A review of the potential to provide an appropriate access into the site.

Site 4 – Land Astride Victoria Street, Mansfield

3.2 The site is located to the north and south of Victoria Street in Mansfield. Victoria Street is predominantly residential in nature with on-street parking typically on one or both sides of the carriageway on the approach to the site. Victoria Street and the surrounding approach roads are typically around 5m – 5.5m in width. However, this width is limited in a number of locations due to the presence of on-street parking.

3.3 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.

3.4 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.

Site 42 – Land at Former Railway Station, Mansfield Road

Site Location and Summary

3.5 The site is located immediately to the east of the A60 Mansfield Road in Warsop approximately 6.5km to the north east of Mansfield town centre. Mansfield Road is subject to a 40mph speed limit in the vicinity of the site and benefits from a 7.2m wide carriageway. This is appropriate to facilitate HGV movements. The A60 passes under a railway bridge approximately 50m to the south of the existing site access junction.

3.6 Access to the site is via an existing junction with Mansfield Road towards the north western boundary of the site. From Mansfield Road the existing access road turns immediately south west before continuing into the site. There are significant level differences between the site access junction and the interior of the site.

Consultation Responses

- 3.7 Only a limited number (approximately five in total) of highways related public consultation responses were received for the site. These focused on the potential impact that additional large vehicles could have on the safety of the A60 and the limited visibility available from the site access, primarily due to the railway overbridge to the south west of the site.

Potential Site Access

- 3.8 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.
- 3.9 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. As shown at **Figure 3.1** and at **Attachment A**, 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.
- 3.10 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.

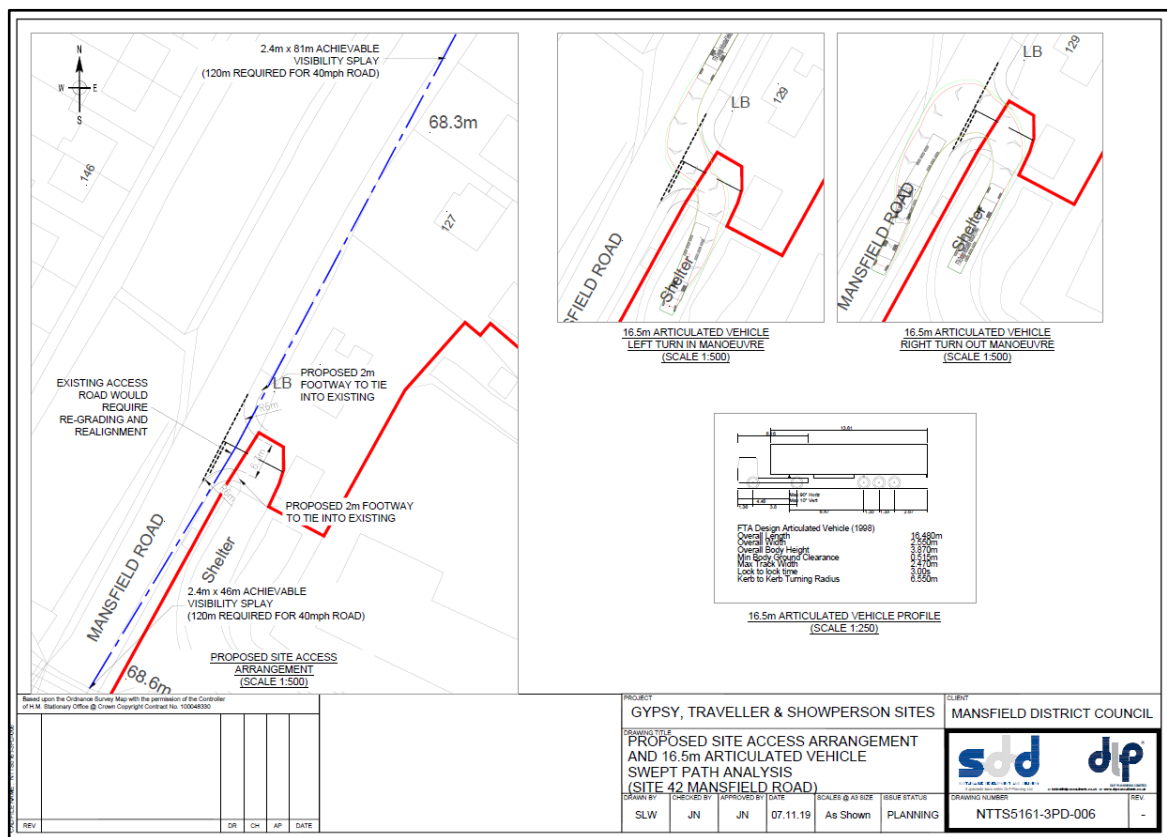


Figure 3.1 – Land at Former Railway Station, Mansfield Road – Access Geometry, Visibility and HGV Swept Paths

Site 44 – Land off Baums Lane

Site Location and Summary

- 3.11 The site is located to the west of Baums Lane in Mansfield. Baums Lane provides access to both residential properties primarily to the east and employment, retail and leisure facilities to the south and south west. Baums Lane approximately 7.3m wide and is subject to a 30mph speed limit in the vicinity of the site with no waiting restrictions on the site side of the road. The geometry of the road and the surrounding land uses indicate that Baums Lane is appropriate to accommodate articulated HGV movements. On-street parking is permitted on the eastern side of Baums Lane across the majority of the site frontage.
- 3.12 To the south west of the site Baums Lane meets the A60 Nottingham Road and Park Lane at a four-arm signalised junction.

Consultation Responses

- 3.13 The majority of public consultation responses received related to existing congestion on Baums Lane and in particular the operation of the A60 Nottingham Road signalised junction to the south west. Responses indicated that this junction suffers from significant queuing during both the weekday and weekend peak times when the retail and leisure uses to the west of the site act as significant vehicle trip attractors.

- 3.14 The fact that the A60 junction operates close to or over capacity during peak times was also raised by NCC Highways Development Control Officers.

Potential Site Access

- 3.15 DLP consider that an appropriate site access with a width of 6.3m and junction radii (kerb radius) of 6m could be located centrally along to the site's eastern boundary with Baums Lane. DfT guidance set out in the Manual for Streets (MfS) documents indicates that for a 30mph road a visibility splay of 2.4m x 43m should be provided. As shown in **Figure 3.2** and at **Attachment B**, the required splays can be achieved without the need to cross third-party land. In addition, 2m footways could be provided either side of the potential site access road to link with the surrounding pedestrian network.
- 3.16 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.
- 3.17 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.

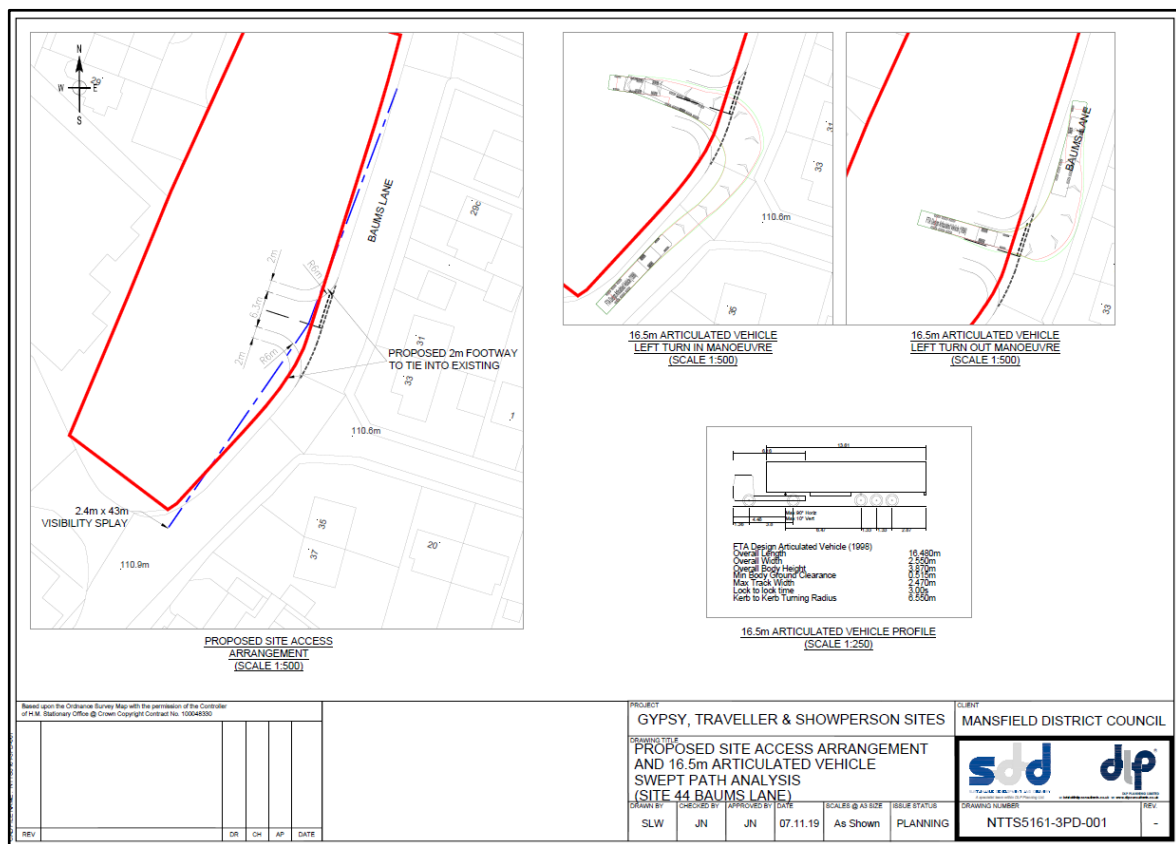


Figure 3.2 – Baums Lane, Mansfield – Access Geometry, Visibility and HGV Swept Paths

Site 84 – Lorry Park, Sheepbridge Lane

Site Location and Summary

- 3.18 The site lies to the north east of Sheepbridge Lane approximately 1.5km to the north east of Mansfield town centre. Elkesley Road is approximately 8.8m wide to the north west of the site and around 6.2m wide to the south east of the site and is subject to a 30mph speed limit. The width of Sheepbridge Lane is appropriate to accommodate articulated HGV movements associated with the delivery of the static caravans. There is an existing railway bridge to the south east of the site which limits the height of vehicles that can pass under it to 3.3m or 10.9 feet. This could restrict the delivery of static caravans from this direction. However, the access route from the west is considered appropriate.
- 3.19 The site has previously been used as a lorry and trailer storage facility and benefits from an existing access junction on to Sheepbridge Lane.

Consultation Responses

No consultation responses have been received for site 84 as the site was put forward for potential allocation after the initial public consultation period and following the meeting held with NCC Highways Development Control Officers.

Potential Site Access

- 3.20 As set out, the site benefits from an existing point of access on to Sheepbridge Lane. This site access has already been designed to accommodate large articulated HGV movements and provides a 6.9m carriageway width approximately 10m junction radii either side of the site access. A revised access junction with a width of 6.9m and junction radii (kerb radius) of 6m is shown at **Figure 3.3** and at **Attachment C**. DfT guidance set out in the Manual for Streets (MfS) documents indicates that for a 30mph road a visibility splay of 2.4m x 43m should be provided. This is also shown at the site access junction. In addition, 2m footways could be provided either side of the potential site access road to link with the surrounding pedestrian network.
- 3.21 As such, in highways terms it is considered that the Sheepbridge Lane site could be suitable to accommodate MDCs requirement for three permanent pitches and could also accommodate the future proofed ten pitch scenario.

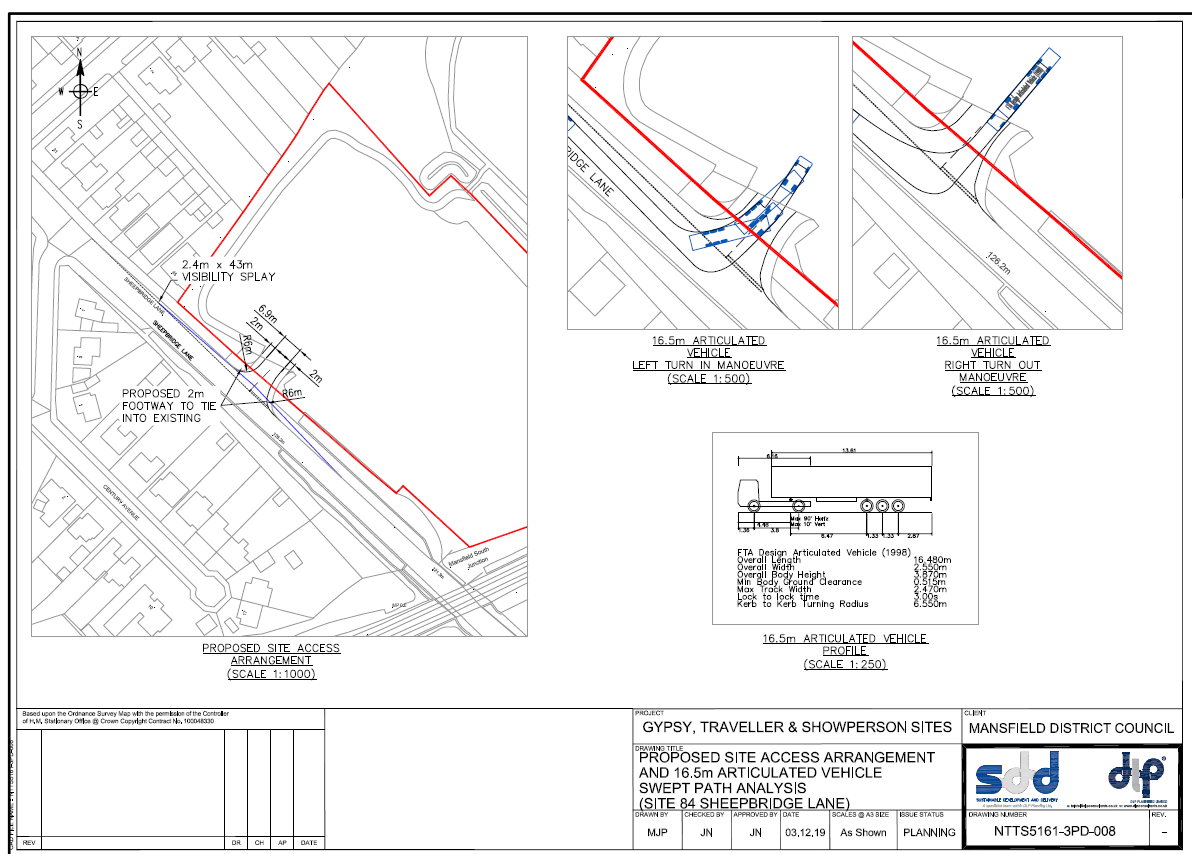


Figure 3.3 – Sheepbridge Lane, Mansfield – Access Geometry, Visibility and HGV Swept Paths

Site 210 – Former Meden Vale Village Hall

Site Location and Summary

- 3.22 The site lies to the west of Elkesley Road in Meden Vale approximately 10.5km to the north east of Mansfield town centre. Elkesley Road is approximately 7.3m wide and is subject to a 30mph speed limit in the vicinity of the site. The width of Elkesley Road is appropriate to accommodate articulated HGV movements associated with the delivery of the static caravans.
- 3.23 The site benefits from an existing point of access to the south. However, this access is subject to a significant gradient, crosses third party land and requires access over a private road to join Elkesley Road to the south east.

Consultation Responses

- 3.24 The majority of public consultation responses related to the potential negative impact of additional traffic through Meden Vale. The unsuitability of the existing access was also raised in a number of comments. This view was reflected by NCC Highways Development Control Officers who recommended that an alternative access be provided directly via Elkesley Road to the east.

Potential Site Access

- 3.25 Based on our discussions with NCC Highways Development Control Officers, DLP have prepared a potential new access option into the site which provides a 6.3m wide carriageway and 6m radii directly from Elkesley Road which bounds the site to the east. In addition, 2m footways could be provided either side of the potential site access road to link with the surrounding pedestrian network.
- 3.26 DfT guidance set out in the MfS documents indicates that for a 30mph road a visibility splay of 2.4m x 43m should be provided. As shown in **Figure 3.4** and at **Attachment D**, the required splays can be achieved without the need to cross third-party land. Whilst appropriate visibility can be provided, there are significant level changes between Elkesley Road and the centre of the site. Any new access would require either the regrading of the site or a significant level of 'cut' to provide an access road, with an appropriate gradient to facilitate the delivery of the static caravans by articulated HGV's.

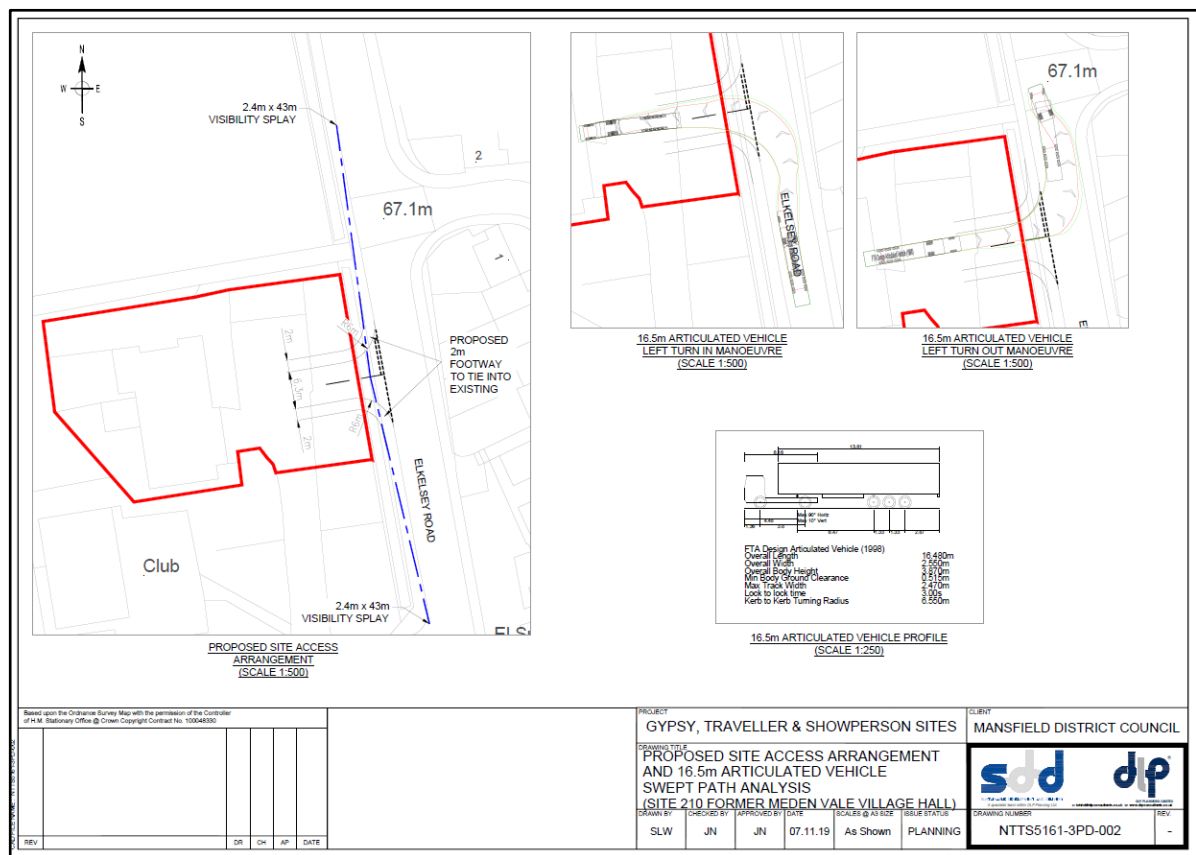


Figure 3.4 – Meden Vale Village Hall, Mansfield – Potential Access Geometry, Visibility and HGV Swept Paths

- 3.27 Whilst it is considered that an appropriate site access could potentially be provided in to the Meden Vale Village Hall site, any access and the potential turning requirement of an articulated vehicle would sterilise a significant amount of land reducing the number of pitches that could be provided on the land. The land take of the site access could also be increased if retaining structures are required either side of the access due to the 'cut' necessary to provide an appropriate access road gradient. As such, in highways terms it is considered unlikely that the Meden Vale site is suitable to provide the minimum three permanent pitches that MDC require.

Site 223 – Priory Road Allotments

Site Location and Summary

- 3.28 The site lies immediately to the south of the A6075 Priory Road and is bound by allotments to the east and south and residential land uses to the west. Access is currently provided via Newcastle Street which is a residential access road to the west of the site.

- 3.29 The A6075 is subject to a 30mph speed limit with a carriageway width of between 7.3m and 10m in the vicinity of the site which is appropriate to accommodate HGV movements. On-street parking is permitted on both sides of the A6075 in the vicinity of the site. However, a desk top review and on-site observations indicate that on-street parking is infrequent. An existing bus stop is provided immediately to the north of the site boundary on Priory Road.

Consultation Responses

- 3.30 A significant number of public consultation responses were received with regards to the potential allocation of the site. The majority of the comments relate to the unsuitability of Newcastle Street to accommodate any additional traffic movements and the existing congestion caused by inappropriate on-street parking in the immediate vicinity of the site. This was discussed with NCC Highways Development Control Officers during the meeting held on the 5th November. Following these discussions, it was agreed that, if the site were to come forward for allocation, a new access should be provided into the site directly from the A6075 Priory Road to the north. This is in line with the recommendations set out in DLP's initial site assessment report provided to MDC in June 2019. Subject to appropriate visibility splays being provided, NCC Highways Development Control Officers confirmed they would have no in principle objection to a new access from Priory Road.

Potential Site Access

- 3.31 In line with the discussions with NCC Highways Development Control Officers, DLP have prepared a potential new access option into the site which is taken directly from Priory Road which bounds the site to the north.
- 3.32 The potential access option shown provides a 6.3m wide access road with junction radii of 6m. DfT guidance set out in the MfS documents indicates that for a 30mph road a visibility splay of 2.4m x 43m should be provided. As shown in **Figure 3.5** and at **Attachment E**, the required splays can be achieved without the need to cross third-party land. In addition, 2m footways could be provided either side of the potential site access road to link with the surrounding pedestrian network.

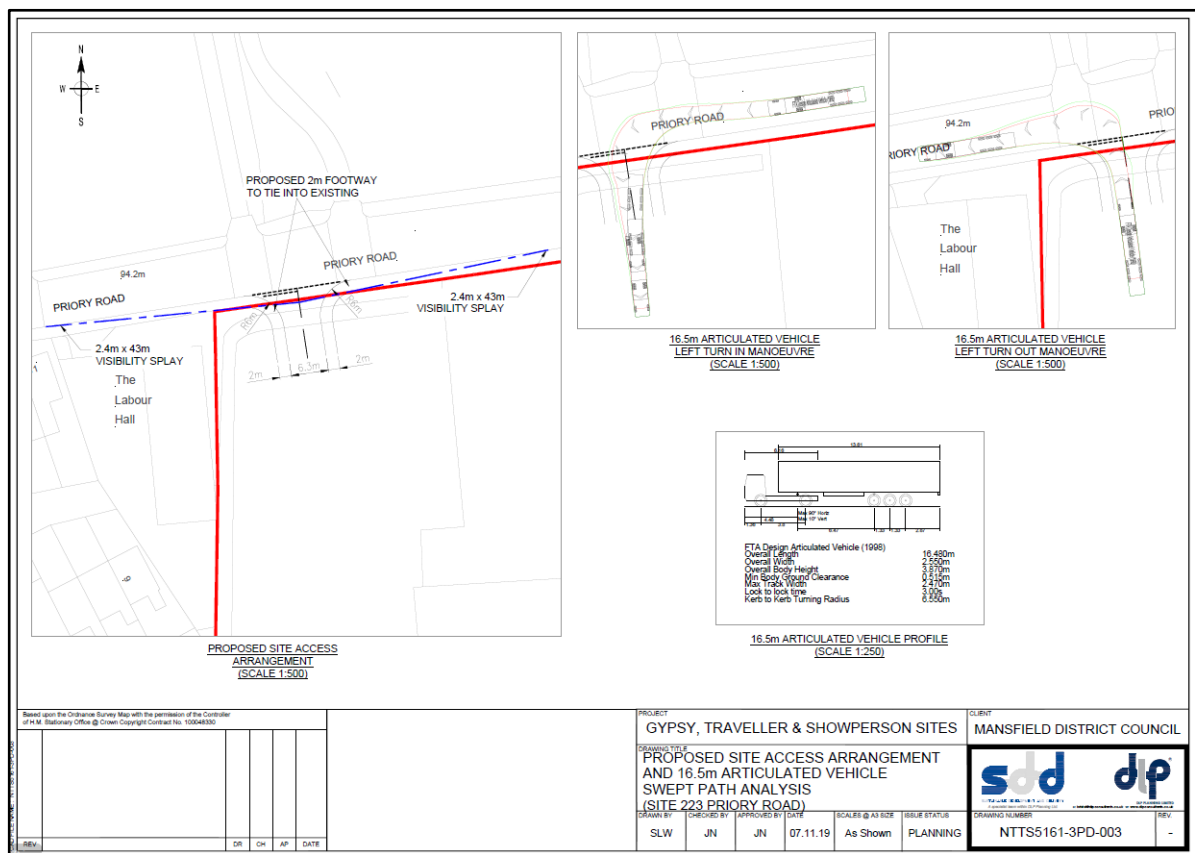


Figure 3.5 – Priory Road Allotments – Potential Access Geometry, Visibility and HGV Swept Paths

- 3.33 As set out, it is considered that an appropriate access could be provided into the Priory Road Allotments site. In addition, the site provides sufficient land to accommodate the three permanent pitches required by MDC and has the potential to be expanded to accommodate future demands.

Site 230/231 – Common Lane Sites

Site Location and Summary

- 3.34 The Common Lane sites are located to the north of Common Lane on the western edge of Mansfield Woodhouse approximately 3km to the north of Mansfield town centre.
- 3.35 The site/sites are bound by an existing industrial use (Vale Road Dismantlers) to the north, by a private road that provides access to a landfill/quarry site to the east, by Common Lane to the south and by Northfield Lane and an existing allotment site to the west.
- 3.36 Common Lane is subject to a 30mph speed limit in the vicinity of the site and provides a carriageway width of approximately 4.5 – 5m along the site frontage, this is typically appropriate to allow two vehicles to pass.

- 3.37 Whilst Common Lane provides a two-way carriageway, there are no road markings in the vicinity of the site. Notwithstanding the width of the carriageway, forward visibility is good for vehicles travelling on Common Lane to the west of the site allowing a clear site of any oncoming vehicles.
- 3.38 Immediately to the east of the sites, Common Lane passes under an existing railway bridge. This bridge is owned and maintained by Network Rail with vehicles passing underneath subject to a 9'6" (2.9m) height restriction. The carriageway under the bridge is approximately 4.5m – 5m wide with a raised footway approximately 1m wide on the southern side of the carriageway. The form of the bridge is shown in **Figure 3.6** below.



Figure 3.6 – Common Lane Rail Bridge

- 3.39 To the west of the sites, Common Lane continues as Shire Lane for approximately 1.3km before reaching a barrier at which point the ownership of the road changes from NCC (adopting Highway Authority) to Bolsover District Council. This section of private road continues west for approximately 1.5km until it meets a further barrier which marks the western boundary of the Bolsover District Council land ownership. Images which show the existing barriers demarking that start/end of the private section of road are shown in **Figures 3.7 and 3.8**.



Figure 3.7 – Eastern Barrier Demarking Bolsover District Council Road Ownership



Figure 3.8 – Western Barrier Demarking Bolsover District Council Road Ownership

- 3.40 Information provided by MDC indicates that the private section of road owned by Bolsover District Council could have an appropriate width to accommodate the articulated HGV movements associated with the delivery of the static caravans. However, the western barrier may have to be widened or temporarily removed to facilitate the static caravan delivery. Site visits also indicate that low hanging branches that currently overhang the private element of the potential access road could require trimming to ensure the static caravan delivery can progress unimpeded.
- 3.41 From the western barrier Common Lane continues as Outgang Lane to meet the B4607 Common Lane. From this junction the B4607 continues south west for approximately 150m where it meets the A617 Chesterfield Road at a large priority roundabout.
- 3.42 During initial discussions with Bolsover District Council, the potential impact of HGV movements over a short section of bridge which forms part of the Shire Road carriageway was raised. This bridge is located approximately on the border of MDC and Bolsover District Council land and provides a crossing over the River Meden. Whilst the suitability of the bridge to accommodate HGV movements was raised during discussions, site visits indicate that the bridge does not restrict HGV movements in terms of carriageway width and there are no weight restriction warning signs in place. As such, it is considered that the bridge does not rule out the use of Shire Road and Outgang Lane for static caravan transport.

Consultation Responses

- 3.43 The majority of public consultation responses related to the impact development traffic could have on the Common Lane carriageway within the vicinity of the railway bridge to the south east of the site. The restrictive height of the bridge was raised in a number of responses. This was also discussed with NCC Highways and Development Control Officers in terms of how the static caravans could be delivered to site. During these discussions it was agreed that given the very infrequent nature of the static caravan delivery, a temporary road closure facilitated by a Temporary Traffic Regulation Order, (TTRO) could be put in place to allow static caravans to be unloaded from the articulated vehicle on which they have been transported and towed under the bridge by a smaller, tractor type vehicle. However, research undertaken by DLP indicates that whilst a limited number of static caravans could fit below the 9'6" bridge height restriction, a significant proportion of those manufactured are too high to pass under the bridge even when decanted from the flatbed of an articulated vehicle.
- 3.44 In terms of the low bridge, MDC have discussed the potential to crane the static caravans over the railway bridge with Network Rail. Initial discussions indicate that Network Rail are unlikely to agree to this option which, even if agreeable, Network Rail could require a temporary closure of the rail line at the cost of MDC. As such, it is understood that this option is not being pursued at this time.

Potential Site Access

- 3.45 As set out above, DLP have prepared a potential new access option into the site which is taken directly from Common Lane which bounds site 230 to the south. Initial work indicated that there could be potential to provide access to Common Lane site 231 from the private road that bounds the sites to the east. However, given the uncertainty of its delivery, the access into the site/sites is proposed from the adopted Common Lane highway.
- 3.46 The proposed Common Lane access would provide a carriageway width of 6.3m with 10m radii at the junction with Common Lane. It is considered that this access point could provide a suitable route into both/either sites 230/231 during both the construction and the operational phases.
- 3.47 DfT guidance set out in the MfS documents indicates that for a 30mph road a visibility splay of 2.4m x 43m should be provided. As shown in **Figure 3.9** and **Attachment F**, the required splays can be achieved without the need to cross third-party land. The access is proposed towards the northwestern boundary of site 230 close to the allotments site that bounds the site to the west. This access location is not fixed and could be relocated further east should this provide benefits in terms of the potential layout of the site.
- 3.48 As discussed with NCC Highways Development Control Officers, a 2m wide footway is indicatively shown along the southern site frontage between the potential site access and the south eastern boundary of the site. This is indicative only with the final form and location of the footway/footpath route to be confirmed as part of any planning application for the site.
- 3.49 Given the access limitations associated with the low bridge to the east DLPs view is that the delivery of the static caravans should utilise the private road owned and maintained by Bolsover District Council to the north west. DLP understand that MDC are in discussion with Bolsover District Council over this matter. Given the restricted width of the western section of Common Lane, it is considered that a TTRO could be required to close this short section of road to through traffic for the duration of the caravan delivery. An alternative to a full road closure would be the implementation of Traffic Marshalls to control vehicle movements over this short stretch during the key delivery period. This could be secured as part of a Construction Traffic Management Plan associated with any planning consent.
- 3.50 Based on the review of available touring caravan specifications it is considered that these movements could be made under the Common Lane railway bridge and as such an ongoing agreement with Bolsover District Council with regards to the regular use of the section of private road to the north west would not be required.



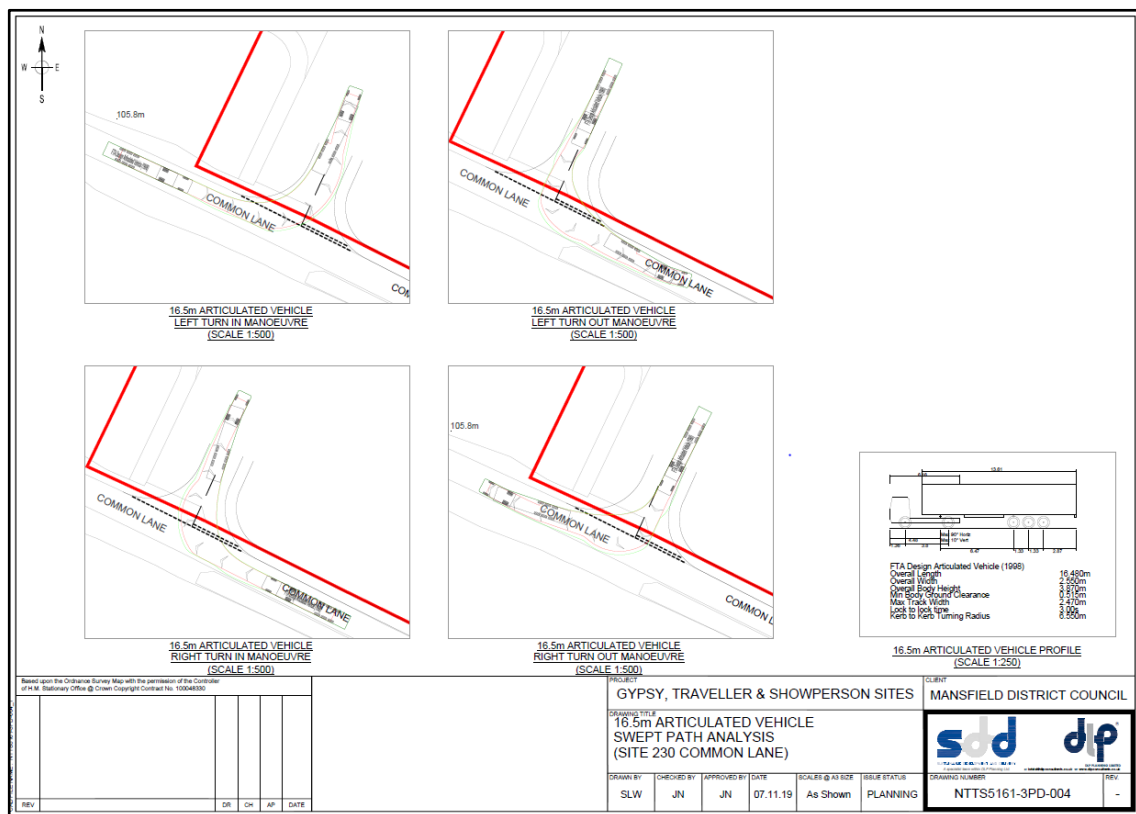


Figure 3.10 – HGV Swept Path Analysis for a 16.5m Articulated Vehicle into Common Lane Site

- 3.51 As set out, subject to agreement from Bolsover District Council to allow the delivery of the static caravans, it is considered that an appropriate access could be provided into the site/sites from Common Lane. In addition, the site provides sufficient land to accommodate the three pitches required by MDC and have the potential to be expanded to accommodate future demands if required.
- 3.52 If required a further emergency access could be provided in-to the site to the south east of the proposed main access. This would be a minimum of 3.7m wide to accommodate the movements of a large fire tender vehicle.

Site 315 – Newlands Triangle

Site Location and Summary

- 3.53 The site forms a triangle of previously undeveloped land and lies to the east of Crown Farm Way and immediately south of the B6030 roundabout approximately 4.5km to the north east of Mansfield town centre. This site is also bound by a single carriageway road known as Newlands Road to the south.

- 3.54 Newlands Road to the south is approximately 5.5m and meets Crown Farm Road at a priority junction. A right turn lane is provided at the junction for vehicles turning in to the site from the south. A desktop review indicates that the section of Newlands Road which bound the site to the south is adopted highway owned and maintained by NCC; however, confirmation of this has been requested from NCC.
- 3.55 Based on a desktop review there are no clear speed limit designations on Newlands Road, however, typically we would expect a single carriageway road of this nature to be limited to 30mph. A 40mph limit is in place on Crown Farm Road to the west of the site.

Consultation Responses

No consultation responses have been received for site 315 as the site was put forward for potential allocation after the initial public consultation period and following the meeting held with NCC Highways Development Control Officers.

Potential Site Access

- 3.56 DLP have prepared a potential new access option into the site which is taken directly from Newlands Road which bounds the site to the south. The access location is indicative only and could be moved east or west to suit any proposed layout; however, a minimum 43m spacing between the site access junction and the Newlands Road junction with Crown Farm Way should be maintained as a minimum.
- 3.57 The potential access option shown provides a 6.3m wide access road with junction radii of 6m. DfT guidance set out in the MfS documents indicates that for a 30mph road a visibility splay of 2.4m x 43m should be provided. As shown in **Figure 3.11** and at **Attachment G**, the required splays can be achieved without the need to cross third-party land. In addition, 2m footways could be provided on the western side of the potential site access road to link with the surrounding pedestrian network.
- 3.58 As set out, it is considered that, subject to confirmation on its 'adopted status' an appropriate access could be provided into the Newlands Triangle site from Newlands Road to the south. In addition, the site provides sufficient land to accommodate the three permanent pitches required by MDC and has the potential to be expanded to accommodate future demands, although due to the shape of the site and the potential internal road layout it is unlikely to be able to accommodate ten pitches requested by MDC for the future proofed scenario.

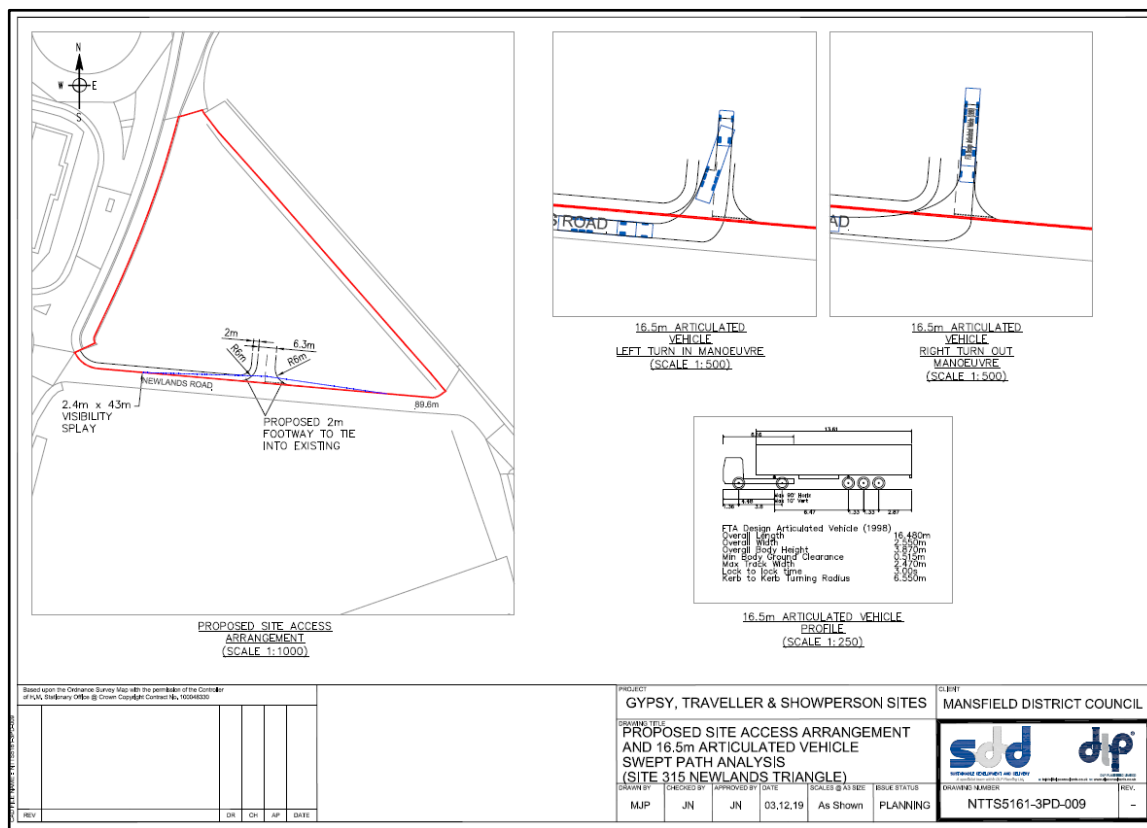


Figure 3.11 – Newlands Triangle, Mansfield – Access Geometry, Visibility and HGV Swept Paths

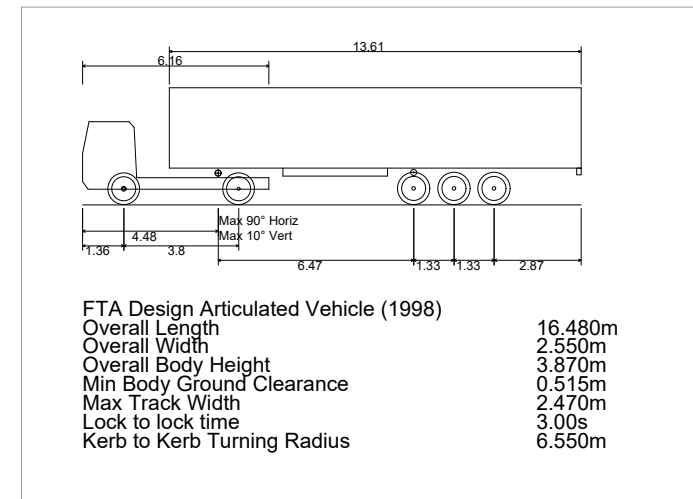
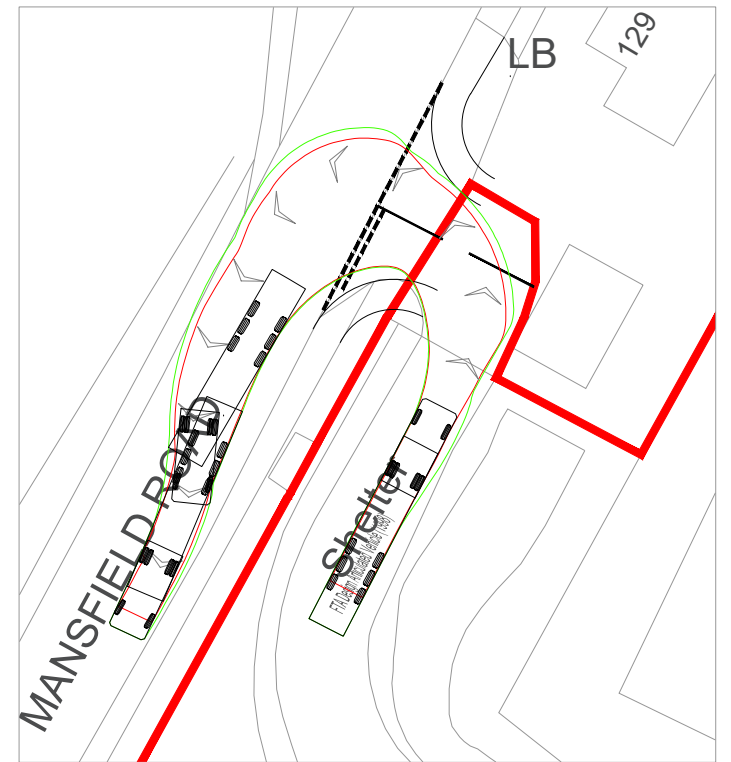
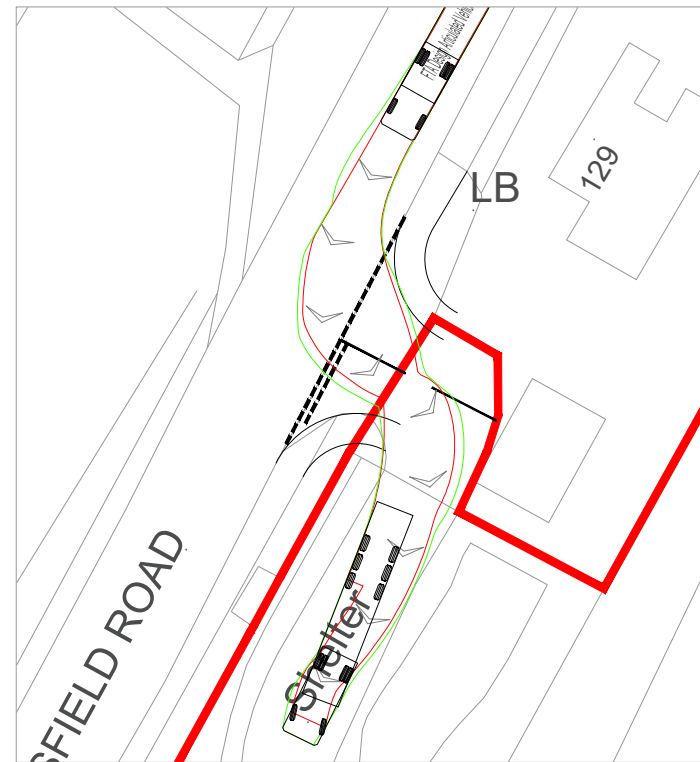
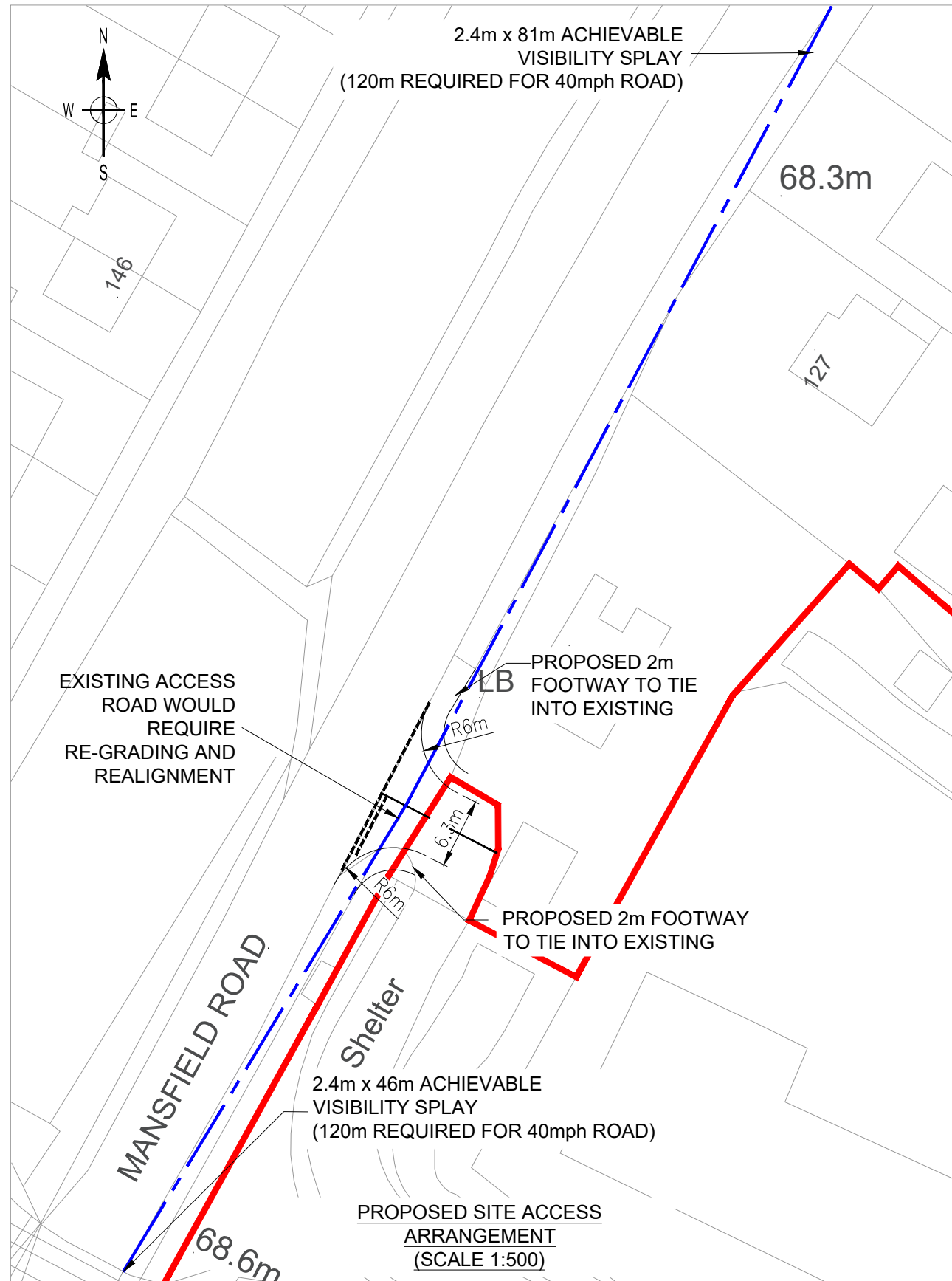
4.0 SUMMARY AND CONCLUSIONS

- 4.1 This report has assessed the suitability of the nine potential sites put forward by MDC to accommodate the provision of up to 10 permanent residential pitches in terms of access and highways.
- 4.2 The assessment included the suitability of the local road network to accommodate large articulated HGV and flatbed vehicle movements, the ability to provide an appropriate access with visibility splays in line with national guidance and the overall ability of the site to accommodate the number of pitches required (three) and requested (ten) by MDC.
- 4.3 The review work has concluded that, purely on highways and transport grounds, Site 4 – Land Astride Victoria Street, Site 42 – Land at Former Railway Station, Mansfield Road and Site 210 – Former Meden Vale Village Hall, are not appropriate to facilitate the delivery of the pitches required or requested by MDC.
- 4.4 In terms of the remaining sites, it is considered that Baums Lane (site 44) could deliver an appropriate access and that the surrounding road network is suitable to accommodate the HGV movements associated with the delivery of the static caravans. However, the site will not be able to deliver the full requested ten pitches (at 500sqm/pitch).
- 4.5 Our review indicates that Priory Road allotments (site 223) and Newlands Triangle (site 315), could provide an appropriate access and the surrounding road network is suitable to accommodate articulated HGV movements. However, as with the Baums Lane site, it is unlikely that these sites will be able to deliver the full ten pitches (at 500sqm/pitch).
- 4.6 Based on an initial review, it is considered that the Sheepbridge Lane site (site 84) could provide both an appropriate access and has sufficient space to accommodate the potential ten pitches requested by MDC.
- 4.7 The remaining Common Lane (sites 230 and 231) options are considered to be able to provide an appropriate access junction with Common Lane to the south to facilitate both static caravan delivery and day to day traffic. However, as set out in the report, 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. 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.
- 4.8 In summary, in purely transport terms, DLP consider that the Baums Lane site (site 44), the Sheepbridge Lane site (site 84), Priory Road Allotments (site 223), Common Lane sites (sites 230/231) and the Newlands Triangle site (site 315) all have the potential to provide a level of the provision required by MDC (for three pitches). However, the Baums Lane site (site 44), the Sheepbridge Lane site (site 84) and the Newlands Triangle site (site 315) are not in the ownership of MDC.

- 4.9 Based on the above it is considered that the Common Lane site (sites 230/231) provide the most deliverable site option available to MDC, accessed of the adopted Common Lane, subject to agreement to pass over the private section of road in the ownership of Bolsover District Council. This site is also large enough to accommodate the ten pitches requested by MDC.

Appendix A Site 42 – Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing

10mm
0
-10mm



16.5m ARTICULATED VEHICLE PROFILE (SCALE 1:250)

Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

PROJECT
GYPSY, TRAVELLER & SHOWPERSON SITES

CLIENT
MANSFIELD DISTRICT COUNCIL

DRAWING TITLE
PROPOSED SITE ACCESS ARRANGEMENT AND 16.5m ARTICULATED VEHICLE SWEEP PATH ANALYSIS (SITE 42 MANSFIELD ROAD)

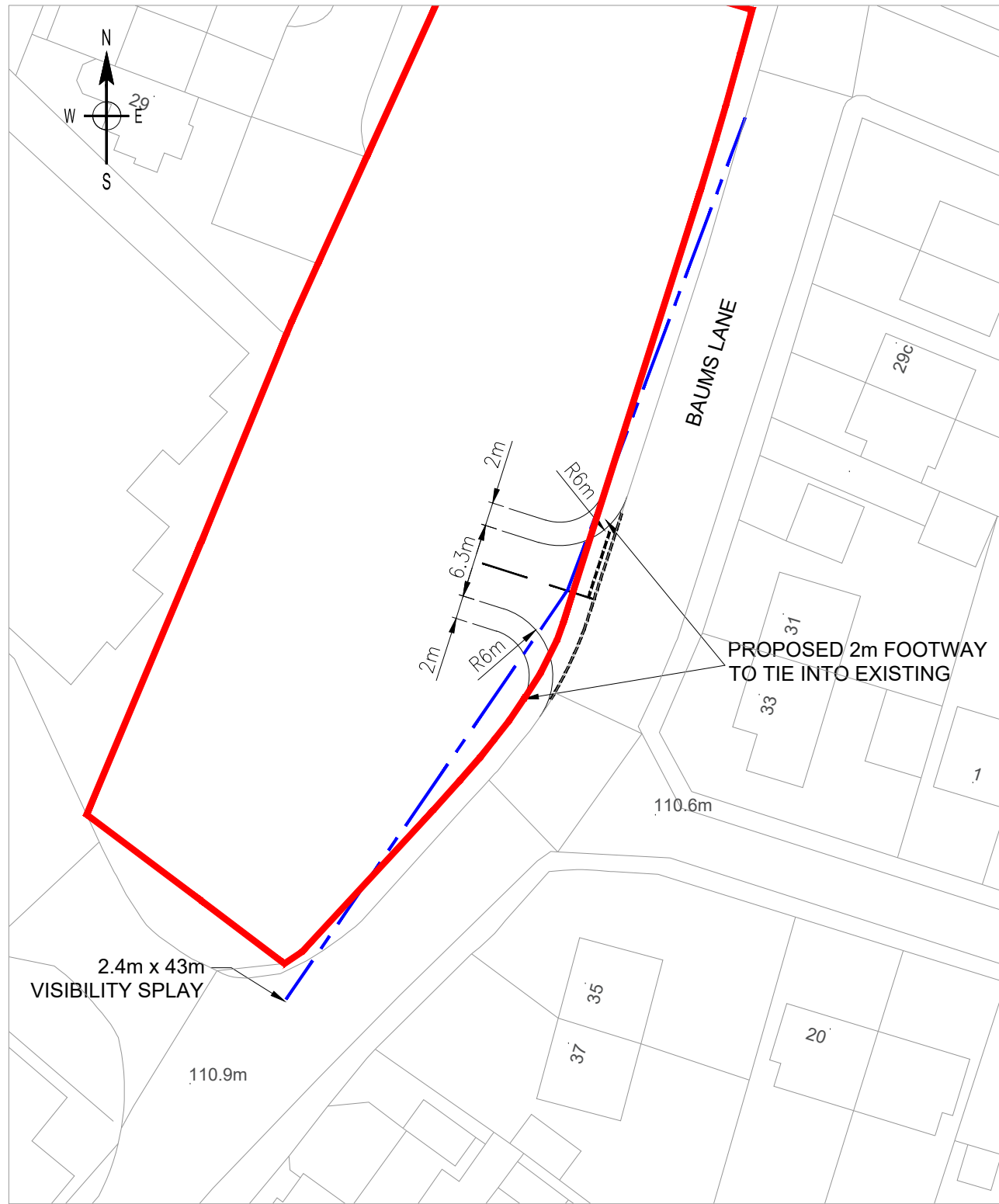
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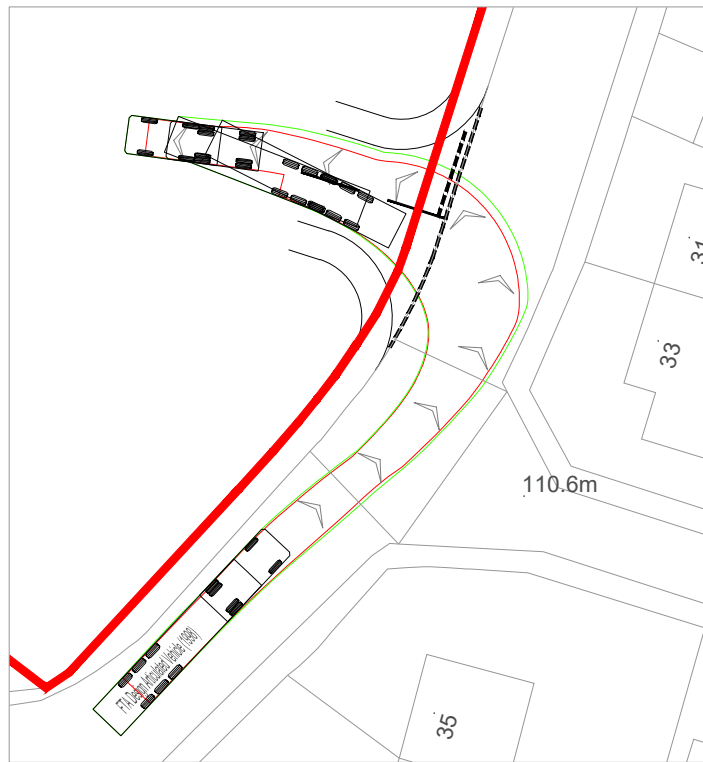


Appendix B Site 44 – Potential Site Access Geometry, Visibility and 16.5 Articulated HGV Swept Path Drawing

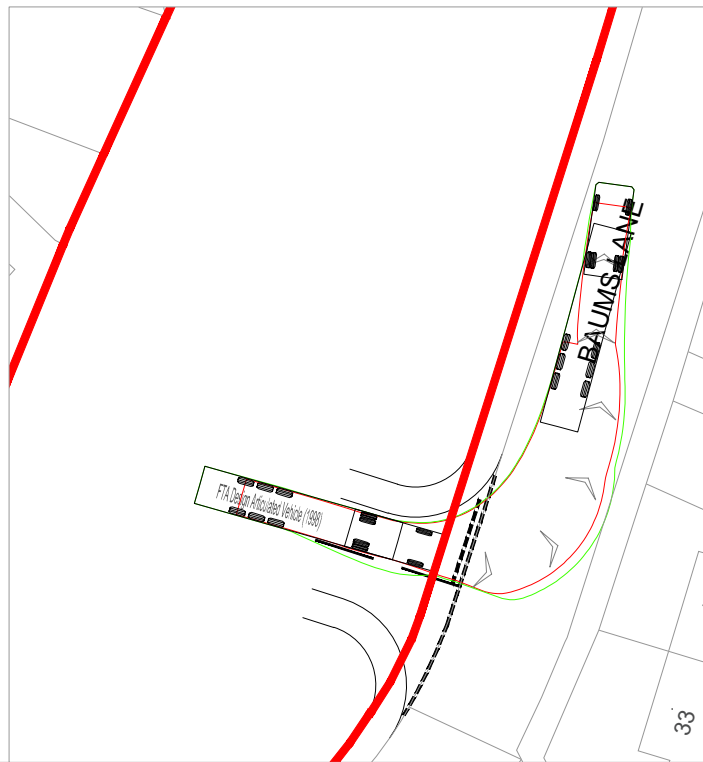
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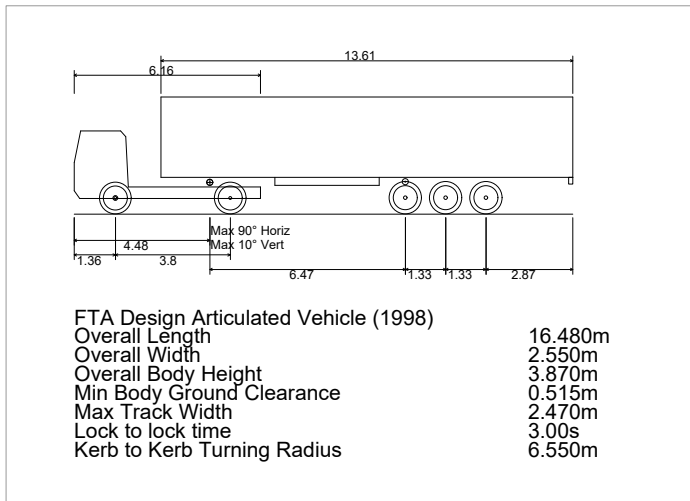
**PROPOSED SITE ACCESS
ARRANGEMENT
(SCALE 1:500)**



**16.5m ARTICULATED VEHICLE
LEFT TURN IN MANOEUVRE
(SCALE 1:500)**



**16.5m ARTICULATED VEHICLE
LEFT TURN OUT MANOEUVRE
(SCALE 1:500)**



**16.5m ARTICULATED VEHICLE PROFILE
(SCALE 1:250)**

Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

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PROJECT
GYPSY, TRAVELLER & SHOWPERSON SITES

DRAWING TITLE
**PROPOSED SITE ACCESS ARRANGEMENT
AND 16.5m ARTICULATED VEHICLE
SWEEP PATH ANALYSIS
(SITE 44 BAUMS LANE)**

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MANSFIELD DISTRICT COUNCIL

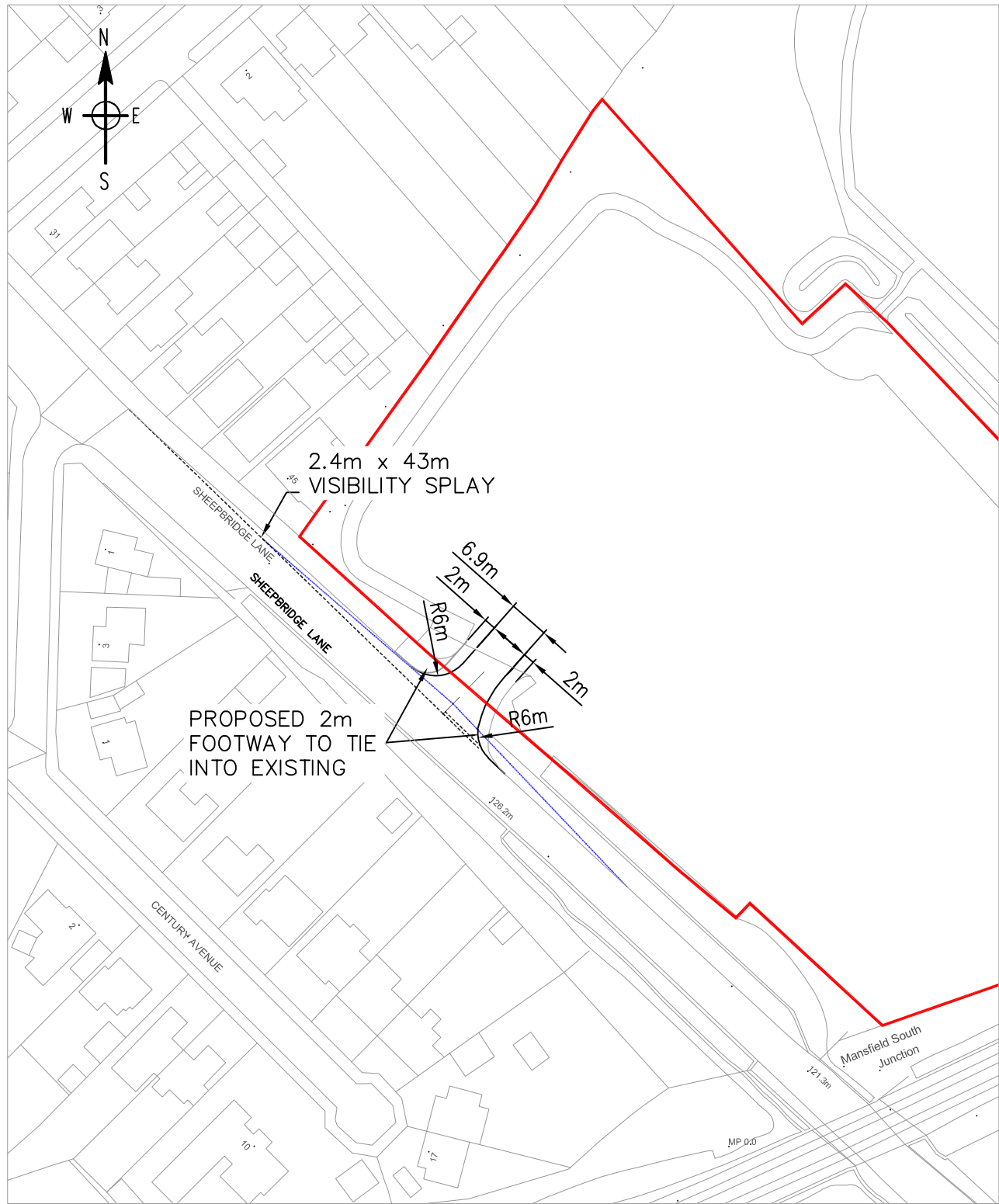
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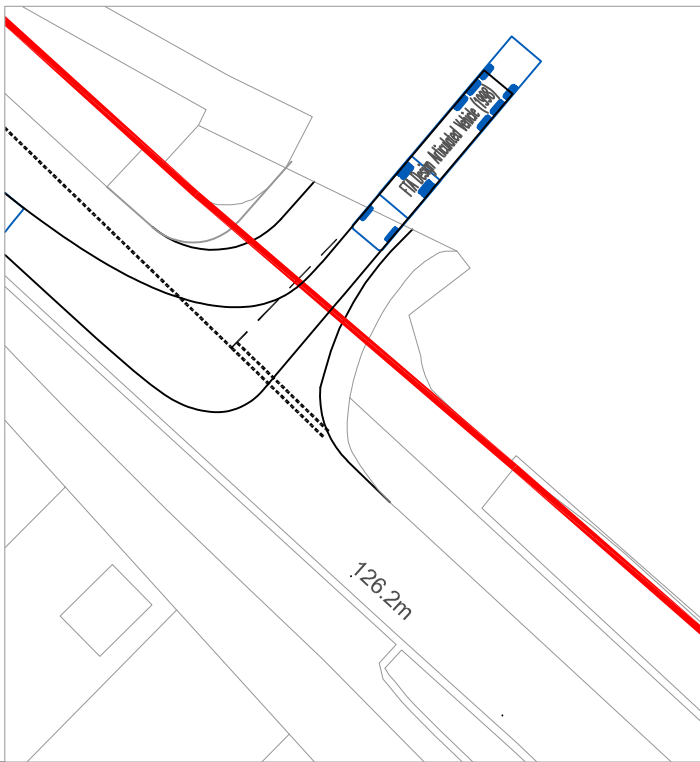
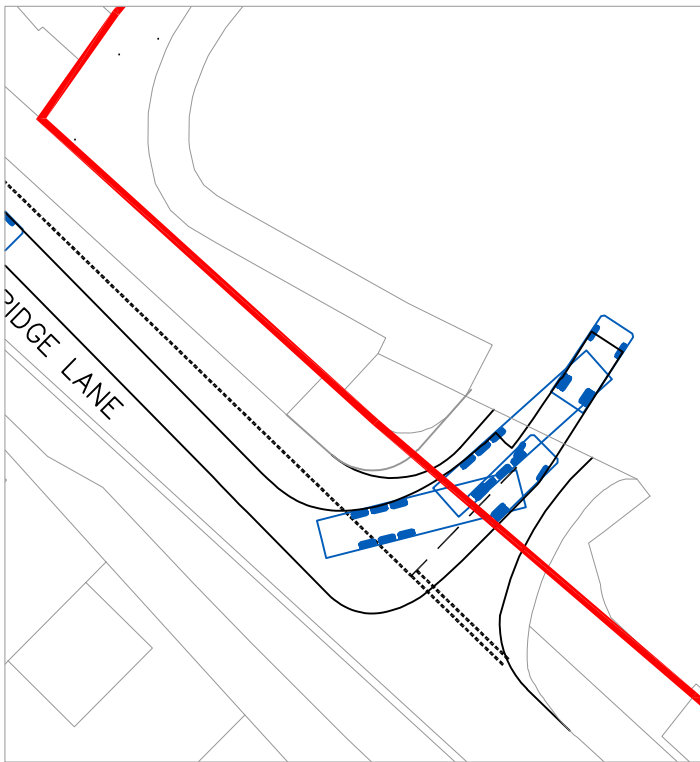
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Appendix C Site 84 – Potential Site Access Geometry, Visibility and 16.5m Articulated HGV Swept Path Drawing

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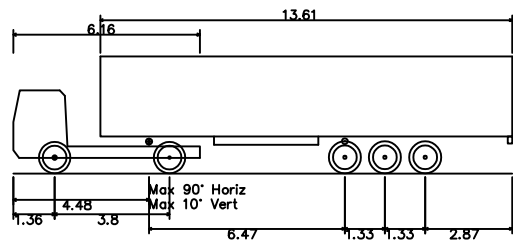


PROPOSED SITE ACCESS
ARRANGEMENT
(SCALE 1:1000)



16.5m ARTICULATED
VEHICLE
LEFT TURN IN MANOEUVRE
(SCALE 1:500)

16.5m ARTICULATED
VEHICLE
RIGHT TURN OUT
MANOEUVRE
(SCALE 1:500)



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to kerb Turning Radius	6.550m

16.5m ARTICULATED VEHICLE
PROFILE
(SCALE 1:250)

Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

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PROJECT
GYPSY, TRAVELLER & SHOWPERSON SITES

DRAWING TITLE
PROPOSED SITE ACCESS ARRANGEMENT
AND 16.5m ARTICULATED VEHICLE
SWEEP PATH ANALYSIS
(SITE 84 SHEEPBRIDGE LANE)

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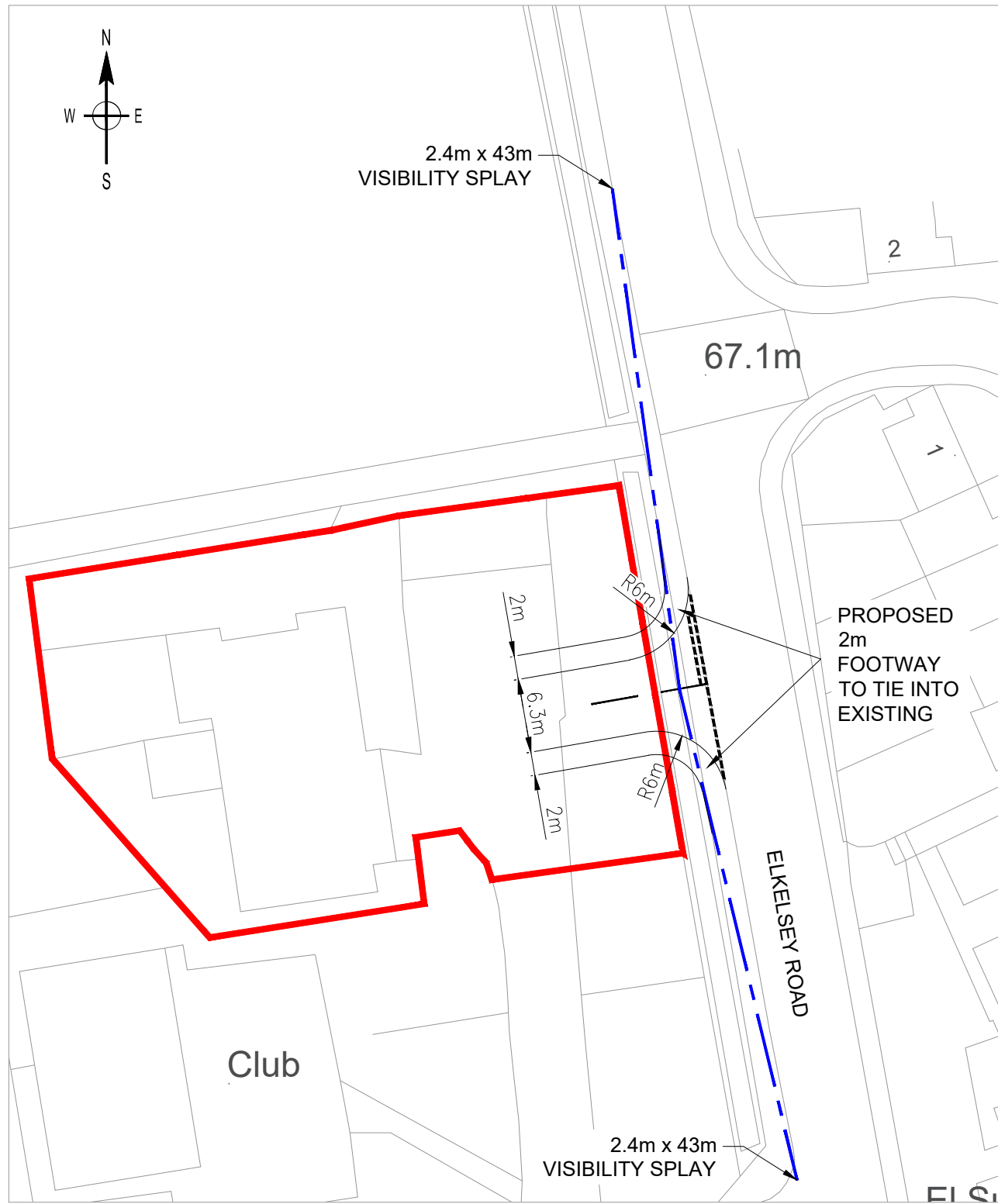


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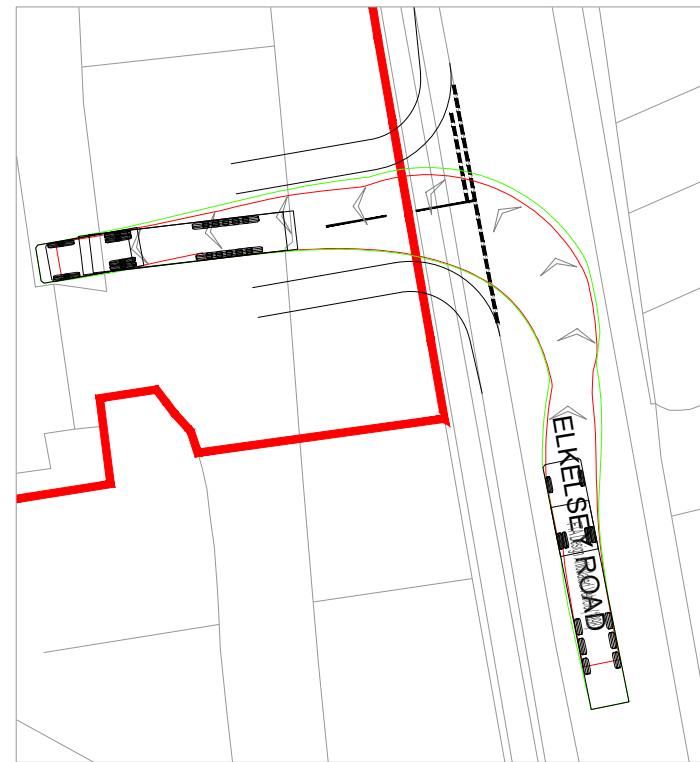
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Appendix D Site 210 – Potential Site Access Geometry, Visibility and 16.5m Articulated HGV
Swept Path Drawing

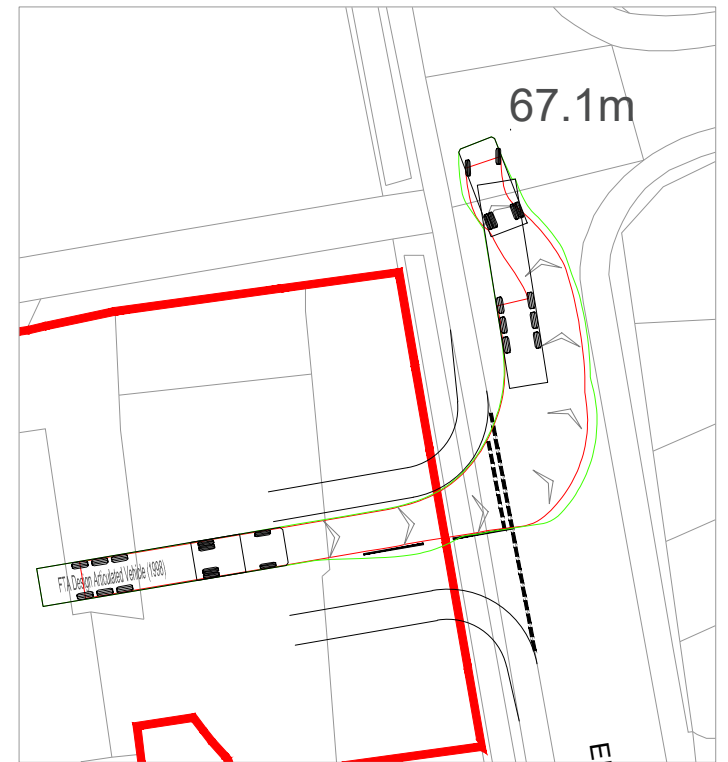
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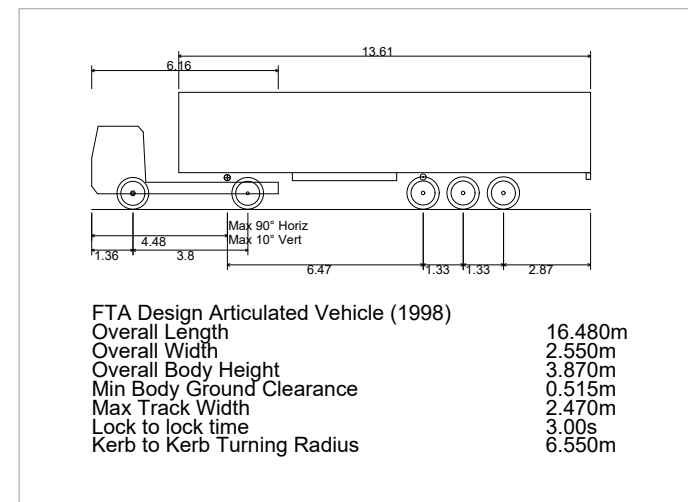
PROPOSED SITE ACCESS
ARRANGEMENT
(SCALE 1:500)



16.5m ARTICULATED VEHICLE
LEFT TURN IN MANOEUVRE
(SCALE 1:500)



16.5m ARTICULATED VEHICLE
LEFT TURN OUT MANOEUVRE
(SCALE 1:500)



16.5m ARTICULATED VEHICLE PROFILE
(SCALE 1:250)

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of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

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PROJECT
GYPSY, TRAVELLER & SHOWPERSON SITES

DRAWING TITLE
PROPOSED SITE ACCESS ARRANGEMENT
AND 16.5m ARTICULATED VEHICLE
SWEEP PATH ANALYSIS
(SITE 210 FORMER MEDEN VALE VILLAGE HALL)

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
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MANSFIELD DISTRICT COUNCIL

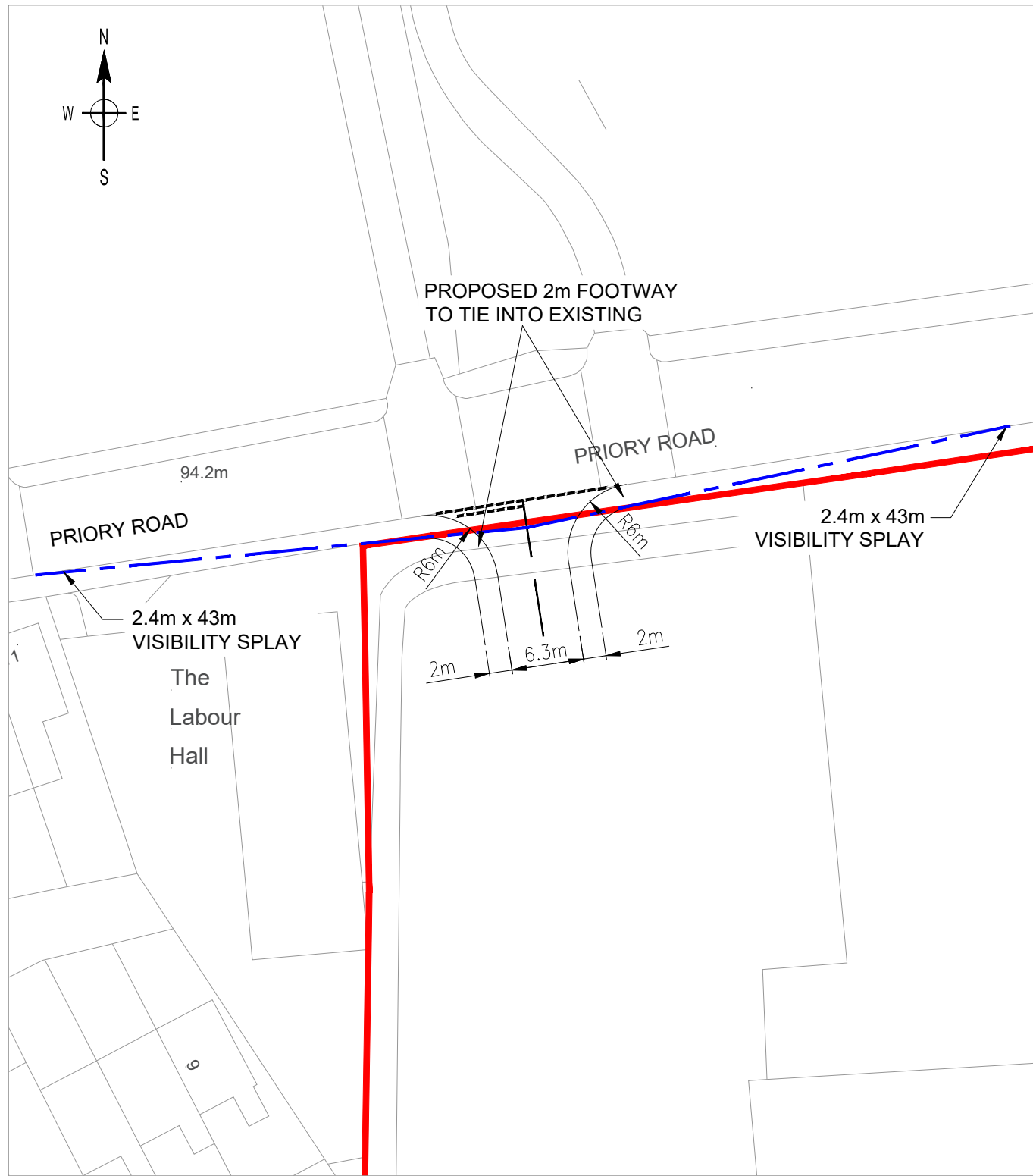


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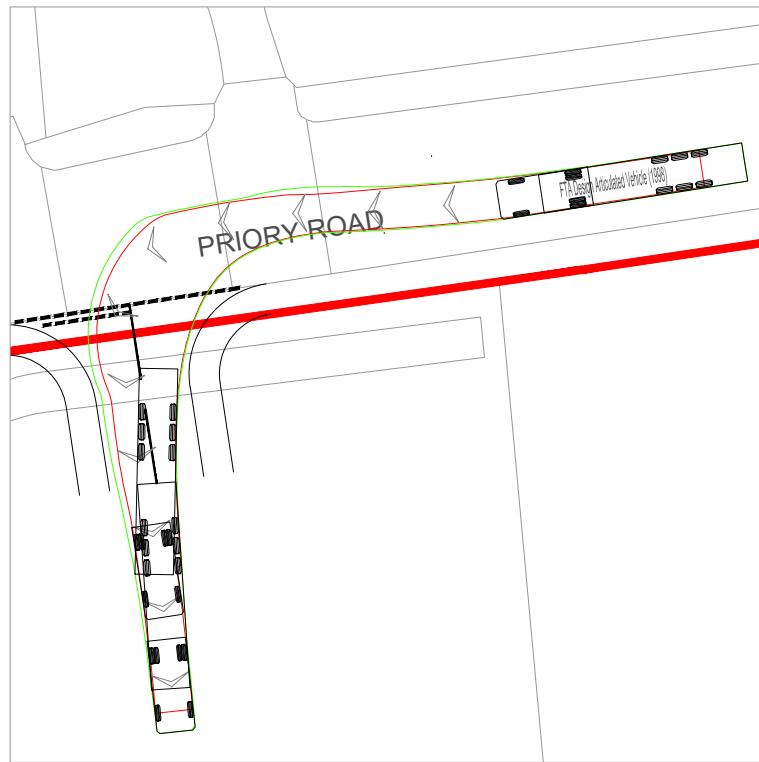
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Appendix E Site 223 – Potential Site Access Geometry, Visibility and 16.5m Articulated HGV
Swept Path Drawing

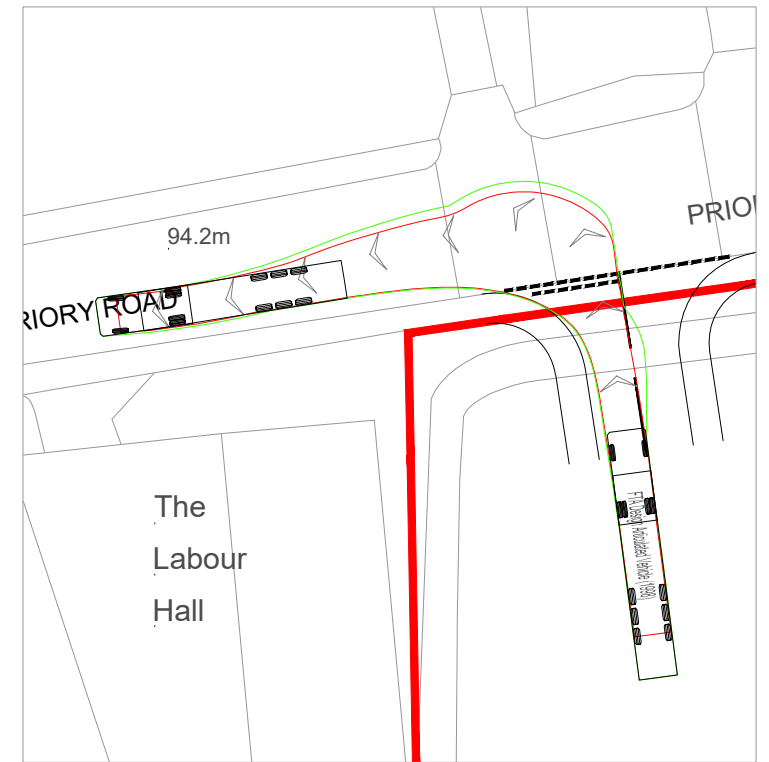
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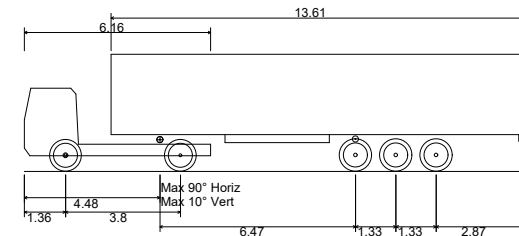
**PROPOSED SITE ACCESS
ARRANGEMENT
(SCALE 1:500)**



**16.5m ARTICULATED VEHICLE
LEFT TURN IN MANOEUVRE
(SCALE 1:500)**



**16.5m ARTICULATED VEHICLE
LEFT TURN OUT MANOEUVRE
(SCALE 1:500)**



FTA Design Articulated Vehicle (1998)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.550m

**16.5m ARTICULATED VEHICLE PROFILE
(SCALE 1:250)**

Based upon the Ordnance Survey Map with the permission of the Controller
of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

PROJECT
GYPSY, TRAVELLER & SHOWPERSON SITES

DRAWING TITLE
**PROPOSED SITE ACCESS ARRANGEMENT
AND 16.5m ARTICULATED VEHICLE
SWEEP PATH ANALYSIS
(SITE 223 PRIORY ROAD)**

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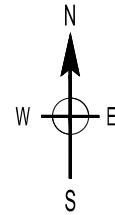


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CAD FILE NAME : NTTS5161-3PD-003

Appendix F Site 230/231 – Potential Site Access Geometry, Visibility and 16.5m Articulated HGV
Swept Path Drawing

10mm
0
-10mm



2.4m x 43m
1 VISIBILITY SPLAY

COMMON LANE

R10m

6.3m

2m

R10m

COMMON LANE

2.4m x 43m
VISIBILITY SPLAY

99.4m

PROPOSED 2m
FOOTWAY ALONG
SITE FRONATAGE

**PROPOSED SITE ACCESS
ARRANGEMENT
(SCALE 1:500)**

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PROJECT
GYPSY, TRAVELLER & SHOWPERSON SITES

DRAWING TITLE
**PROPOSED SITE ACCESS ARRANGEMENT
(SITE 230 COMMON LANE)**

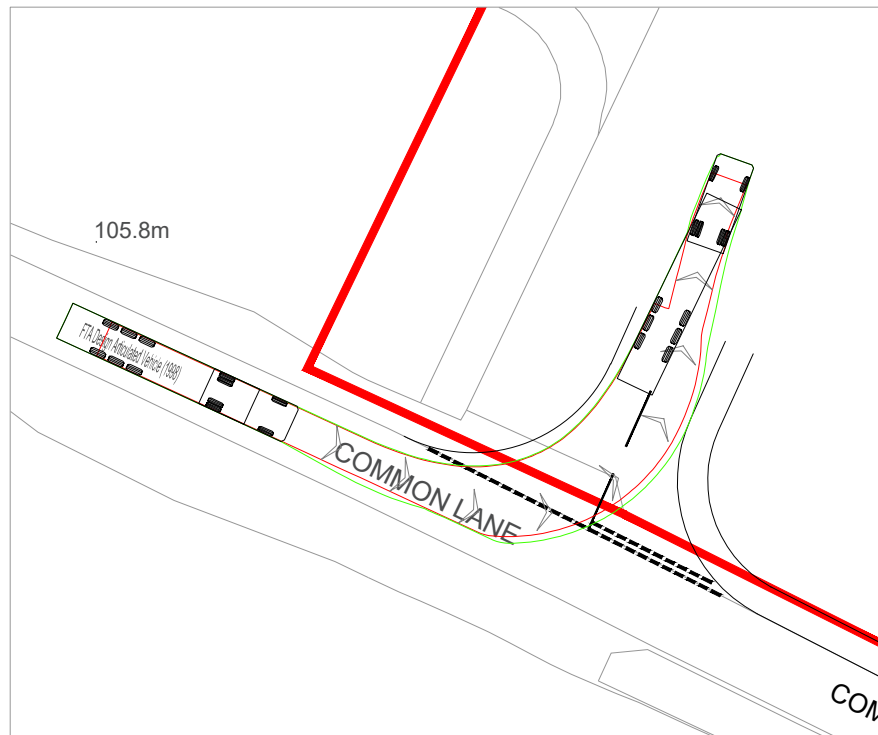
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CLIENT
MANSFIELD DISTRICT COUNCIL

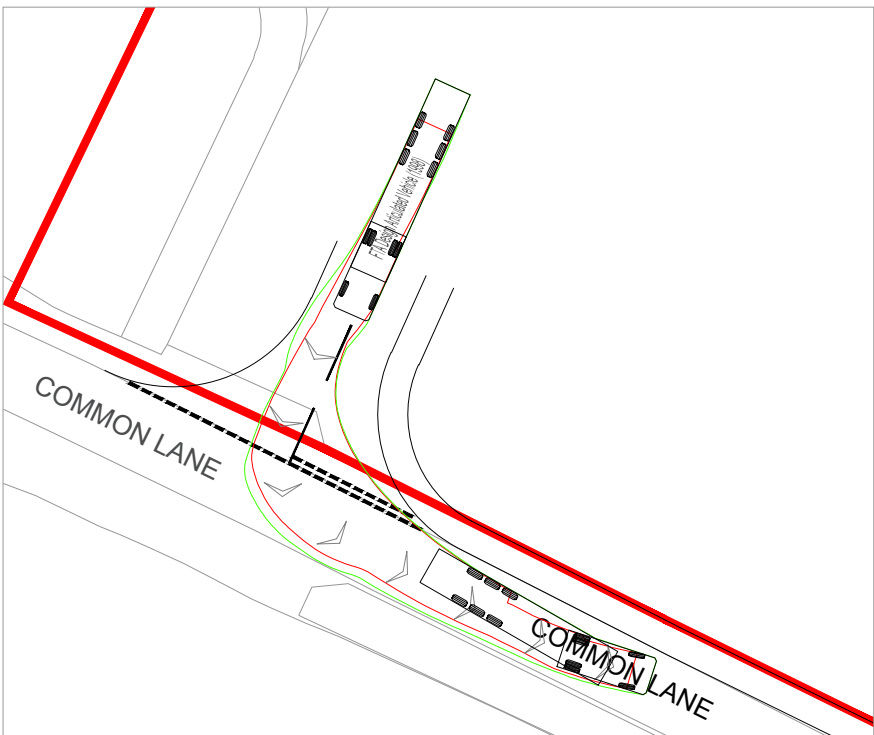


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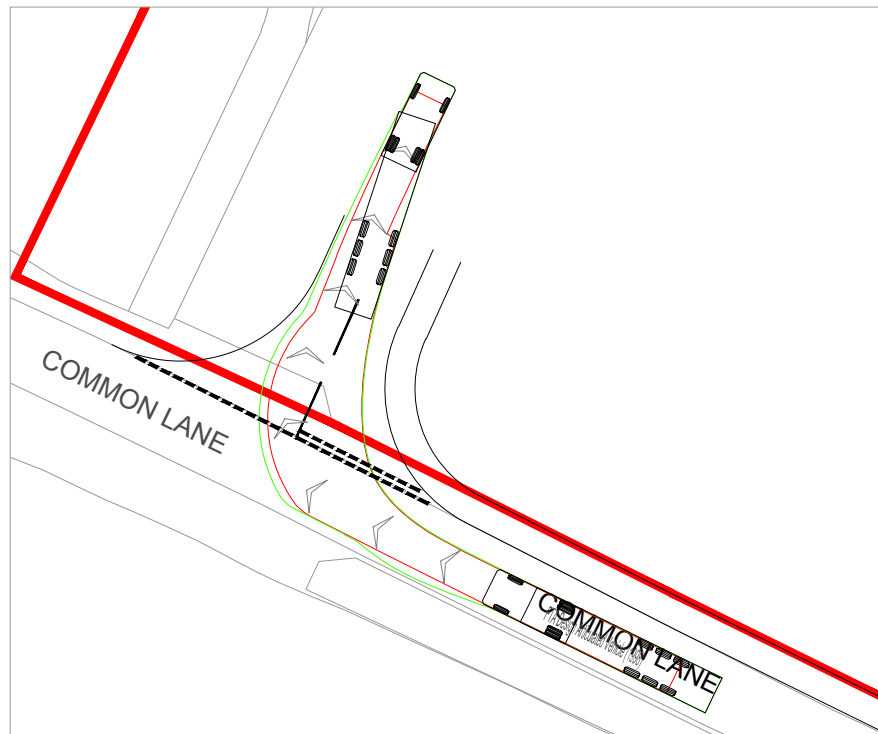
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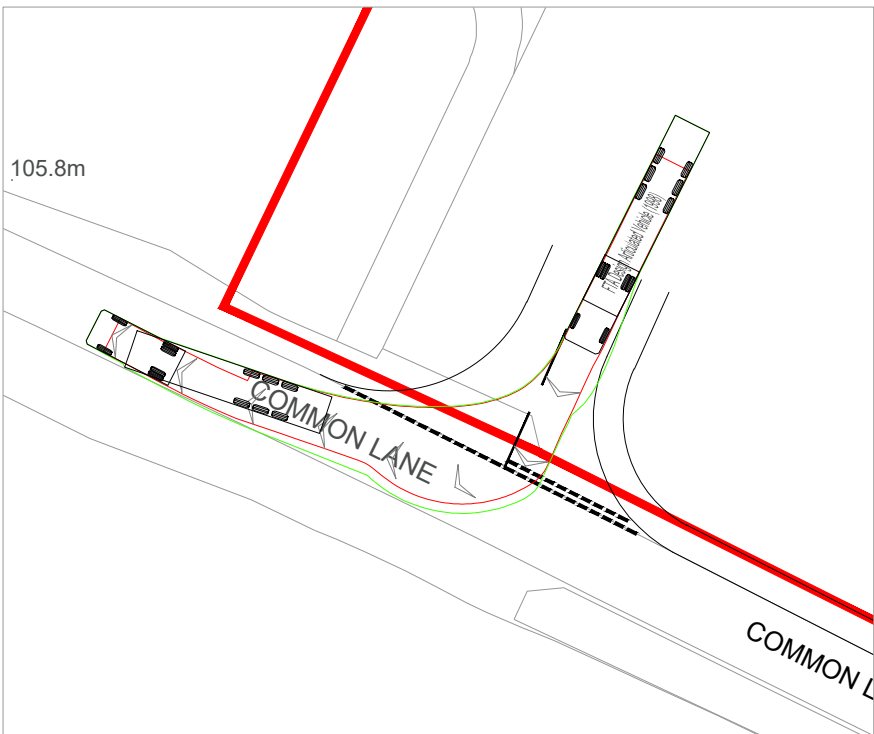
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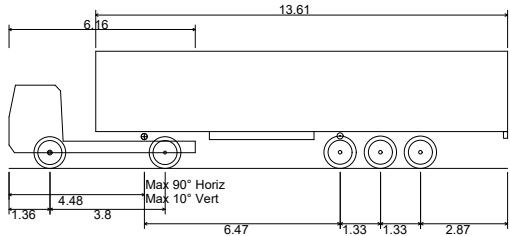
16.5m ARTICULATED VEHICLE
LEFT TURN OUT MANOEUVRE
(SCALE 1:500)



16.5m ARTICULATED VEHICLE
RIGHT TURN IN MANOEUVRE
(SCALE 1:500)



16.5m ARTICULATED VEHICLE
RIGHT TURN OUT MANOEUVRE
(SCALE 1:500)



FTA Design Articulated Vehicle (1998)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.550m

16.5m ARTICULATED VEHICLE PROFILE
(SCALE 1:250)

Based upon the Ordnance Survey Map with the permission of the Controller
of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

PROJECT
GYPSY, TRAVELLER & SHOWPERSON SITES

DRAWING TITLE
16.5m ARTICULATED VEHICLE
SWEEP PATH ANALYSIS
(SITE 230 COMMON LANE)

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
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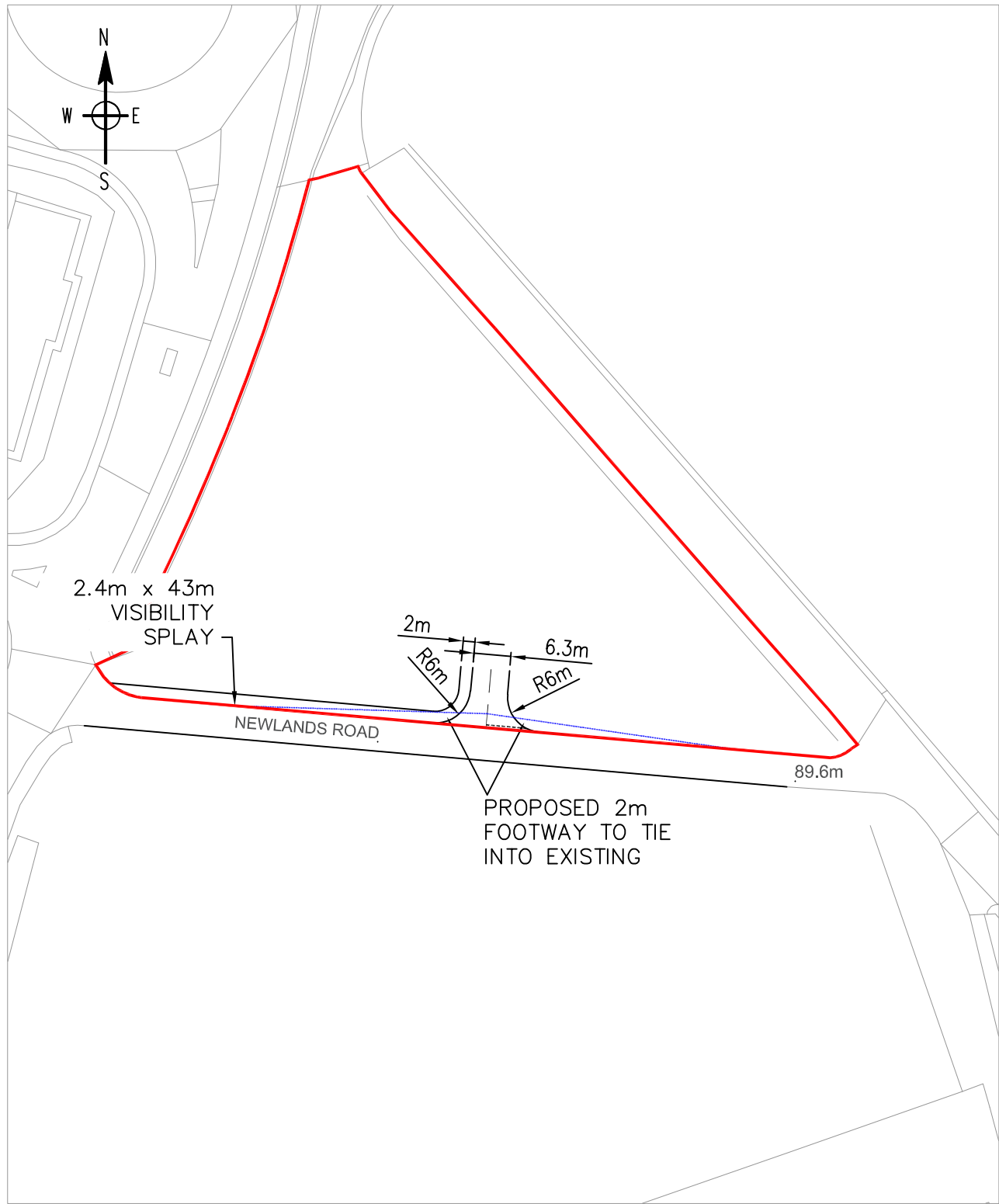


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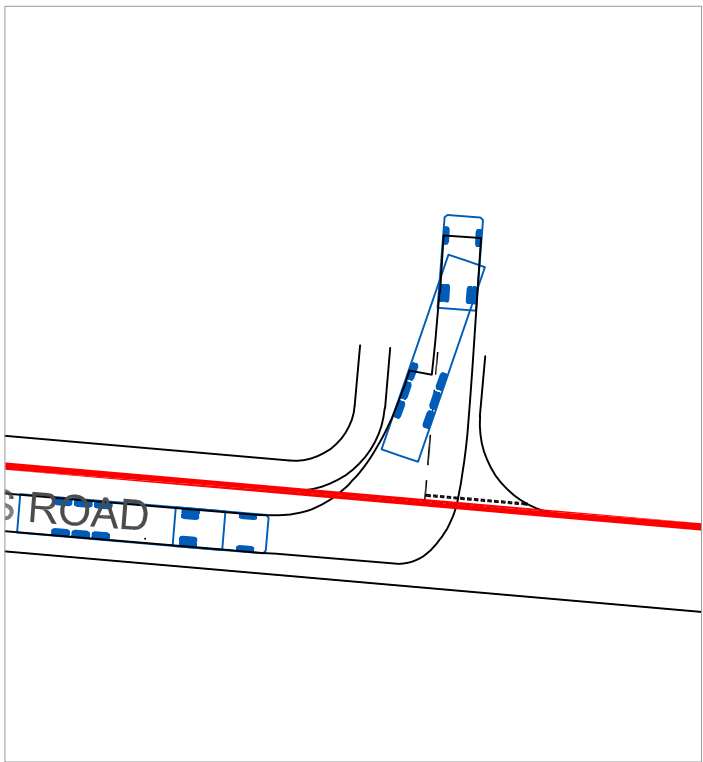
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Appendix G Site 315 – Potential Site Access Geometry, Visibility and 16.5m Articulated HGV
Swept Path Drawing

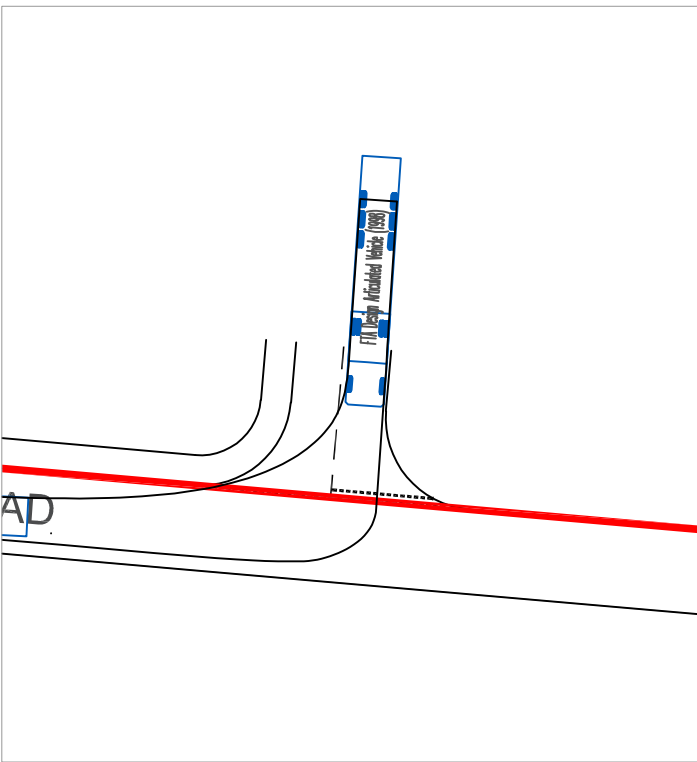
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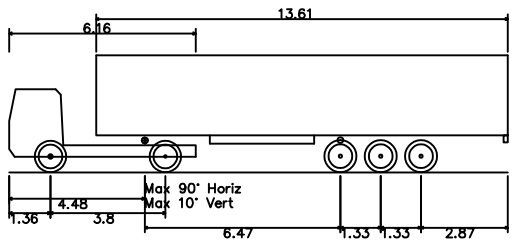
PROPOSED SITE ACCESS
ARRANGEMENT
(SCALE 1:1000)



16.5m ARTICULATED
VEHICLE
LEFT TURN IN MANOEUVRE
(SCALE 1:500)



16.5m ARTICULATED
VEHICLE
RIGHT TURN OUT
MANOEUVRE
(SCALE 1:500)



FTA Design Articulated Vehicle (1998)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.550m

16.5m ARTICULATED VEHICLE
PROFILE
(SCALE 1:250)

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CAD FILE NAME : NTTS5161-3PD-009

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PROJECT
GYPSY, TRAVELLER & SHOWPERSON SITES

DRAWING TITLE
PROPOSED SITE ACCESS ARRANGEMENT
AND 16.5m ARTICULATED VEHICLE
SWEEP PATH ANALYSIS
(SITE 315 NEWLANDS TRIANGLE)

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CLIENT
MANSFIELD DISTRICT COUNCIL



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