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**APPENDIX 1
LOCAL PLAN SUMMARY LISTS**

(A) SUMMARY OF LOCAL PLAN POLICIES

CHAPTER 2 - DISTRICT PLAN STRATEGY

- DPS1 Commitment to economic development and environmental protection.
- DPS2 Concentration of development within and adjoining the main urban areas of Mansfield, Mansfield Woodhouse and Warsop.

CHAPTER 3 - EMPLOYMENT

- E1 Scale of employment land provision between 1996 and 2006.
- E2 Criteria for the development of employment uses outside the defined urban boundary.
- E3 Criteria for the development of employment uses within the defined urban boundary.
- E4 Protection of employment land and / or premises.
- E5 Employment development proposals:-
- (A) Old Newark Road / Southwell Road West.
 - (B) Mile Hill.
 - (C) Debdale Lane.
 - (D) Maun Valley, Mansfield Woodhouse.
 - (E) Oxclose Lane, Mansfield Woodhouse.
 - (F) Blake Street, Mansfield Woodhouse.
 - (G) Bleak Hills.
 - (H) Spion Kop.
 - (I) Netherfield Lane, Meden Vale.
 - (J) Ratcher Hill Quarry.
- E6 Business Park proposals (B1 uses):-
- (A) Ransom Hill.
 - (B) Clipstone Road East.
- E7 Exceptional employment development proposal off Abbott Road.
- E8 Office proposal off Commercial Gate.
- E9 Office / workspace units proposal south of Nursery Street.
- E10 Office / parking proposal off Sherwood Street.
- E11 Optional employment development proposals:-
- (A) Sutton Road.
 - (B) Nottingham Road.
- E12 Optional Business use proposal (B1 use) off Debdale Lane.

- E13 Optional Office proposals:-
(A) Former Brunts School site.
(B) Avenue House.
(C) Woodhouse Road.
- E14 Employment consolidation areas:-
(A) Botany Avenue.
(B) Victoria Street / Garden Road.
- E15 Employment uses in the Newgate Lane Local Centre.
- E16 Office consolidation areas:-
(A) Nottingham Road.
(B) Brunts Street.

CHAPTER 4 - ENVIRONMENT

Built Environment

- BE1 Design criteria for new developments.
- BE2 Demolition of listed buildings.
- BE3 Alteration, extension and change of use of listed buildings.
- BE4 Developments affecting the setting of a listed building.
- BE5 Re-use of listed buildings.
- BE6 Developments within conservation areas.
- BE7 Demolition in conservation areas.
- BE8 Developments adjacent to conservation areas.
- BE9 Removal of features in conservation areas.
- BE10 Environmental improvements in conservation areas.
- BE11 Developments affecting Scheduled Ancient Monuments and their settings.
- BE12 Developments affecting sites of known or possible archaeological interest.
- BE13 Developments and sites of archaeological significance.
- BE14 Shop fronts and advertisements.
- BE15 Poster advertisement hoardings.

- BE16 New developments and environmental improvements.
- Natural Environment
- NE1 Developments outside the defined urban boundary.
- NE2 Developments on the best and most versatile agricultural land.
- NE3 New agricultural buildings and extensions / alterations.
- NE4 Open breaks:-
 (A) Between Sutton-in-Ashfield and Mansfield.
 (B) Between Mansfield and Rainworth.
 (C) Between Forest Town and Clipstone.
 (D) Between Market Warsop, Church Warsop and Meden Vale.
- NE5 Green wedges:-
 (A) Maun Valley.
 (B) Between Radmanthwaite and Mansfield Woodhouse.
 (C) Along the Cauldwell Brook.
- NE6 Sherwood Forest Heritage Area.
- NE7 Sherwood Forest Special Landscape Area.
- NE8 Mature Landscape Areas:-
 (A) River Maun.
 (B) River Meden.
 (C) Nettleworth Manor.
- NE9 Woodlands.
- NE10 Ancient Woodlands.
- NE11 Greenwood Community Forest.
- NE12 Sites of Special Scientific Interest.
- NE13 Sites of local nature conservation interest.
- NE14 Criteria for developments on environmentally important / sensitive sites.
- NE15 Heathlands.
- NE16 Protected species.
- NE17 Protection of air and soil resources.

CHAPTER 5 - MOVEMENT

- M1 Major highway schemes:-
(A) Rainworth Bypass.
(B) Mansfield Western Bypass.
(C) Mansfield Southern Bypass.
(D) Pleasley Bypass extension.
- M2 Road improvement schemes:-
(A) Mansfield Eastern Outer Ring Road, Phase 3.
(B) Ratcliffe Gate.
(C) Welbeck Road / Portland Street junction, Mansfield Woodhouse.
(D) Priors Road / Church Street junction, Mansfield Woodhouse.
(E) Woodhouse Road and Leeming Lane.
(F) Abbott Road.
(G) Hermitage Lane railway bridge.
(H) New Mill Lane.
(I) Forest Road.
(J) Nottingham Road / Forest Road junction.
- M3 Link road between Crown Farm Way and Clipstone Road East.
- M4 Link road between Hermitage Lane and Sheepbridge Lane.
- M5 New access road off Chesterfield Road North, at Radmanthwaite.
- M6 Traffic management.
- M7 Robin Hood Line.
- M8 Transport interchange on land north of Debdale Lane, Mansfield Woodhouse.
- M9 Bus services.
- M10 Central bus station.
- M11 Safeguarding footpaths, bridleways, byways and cycle routes.
- M12 Safeguarding strategic routes for walkers, horse riders and cyclists:-
(A) River Maun Valley.
(B) River Meden Valley.
(C) Between Mansfield Town Centre and Rainworth.
(D) Between Clipstone and Warsop.
- M13 Pedestrians.
- M14 Horse riding.
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- M16 Development requirements.
- M17 Protection of off-street parking facilities.
- M18 Development of parking facilities and road side services.
- M19 Park and Ride.

CHAPTER 6 - HOUSING

- H1 Scale of housing provision between 1996 and 2006.
- H2 Criteria for the development of housing within the defined urban boundary.
- H3 Criteria for the development of permanent housing outside the defined urban boundary.
- H4 Temporary accommodation for agricultural or forestry workers.
- H5 Housing proposals:-
 - (A) Pheasant Hill.
 - (B) Chesterfield Road South.
 - (C) Little Debdale Lane.
 - (D) The Park.
 - (E) Somersall Street.
 - (F) Sherwood Close.
 - (G) Sandy Lane.
 - (H) Sherwood Rise.
 - (I) Old Mill Lane.
 - (J) Water Lane.
 - (K) Berry Hill Lane / King George V Avenue.
 - (L) Derwent Avenue.
 - (M) Redruth Drive.
 - (N) Atkin Lane.
 - (O) Newlands Road.
 - (P) King Street.
 - (Q) Eakring Road.
 - (R) Stinting Lane.
 - (S) Church Street, Pleasley.
 - (T) Rufford Drive, Mansfield Woodhouse.
 - (U) Haddon Road.
 - (V) Victoria Street, Market Warsop.
 - (W) Wood Street (west), Market Warsop.
 - (X) Manor Farm, Church Warsop.
 - (Y) Elkesley Road, Meden Vale.
 - (Z) Crow Hill Drive.
 - (AA) Mount Pleasant.
 - (BB) Former Mansfield General Hospital.

- H6 Optional housing proposals:-
 (A) Avenue House.
 (B) Peafield Lane, Mansfield Woodhouse.
 (C) Rushpool Farm.
- H7 Residential consolidation areas:-
 (A) Wood Street / Westfield Lane.
 (B) Woodhouse Road / Westbank Avenue / Bath Lane.
- H8 Public open space requirements in housing developments.
- H9 Criteria for the provision of open space.
- H10 Existing housing stock.
- H11 Conversion of existing housing to hotels, hostels, residential institutions or flats.
- H12 Conversion of upper floors of shops to residential use.
- H13 House extensions.
- H14 Affordable housing.
- H15 Special needs accommodation.
- H16 Sheltered housing schemes, residential care and nursing homes.

CHAPTER 7 - LEISURE AND TOURISM

- LT1 Protection of major public open spaces and local parks.
- LT2 Protection of other public open spaces.
- LT3 Protection of amenity open spaces.
- LT4 Private / CISWO recreational facilities.
- LT5 Mansfield Town F.C. stadium.
- LT6 Protection of allotment gardens.
- LT7 Protection of school / college playing fields.
- LT8 Development of new sports pitches:-
 (A) Bull Farm.
 (B) Abbott Road.

- LT9 Development of public open spaces:-
 (A) Woburn Road, Pleasley Hill.
 (B) Bellamy Road.
 (C) Balmoral Drive.
 (D) Sherwood Rise.
 (E) Litton Road, Mansfield Woodhouse.
 (F) Stone Cross Lane.
 (G) Larkhills.
 (H) Rushpool Farm / Stinting Lane.
 (I) Portland Street.
 (J) Berry Hill Lane / King George V Avenue.
- LT10 Protection of new areas of public open spaces and sports pitches.
- LT11 Proposed Country Park at Manor Park.
- LT12 Reclamation of former colliery tipping areas:-
 (A) Mansfield Colliery.
 (B) Sherwood Colliery.
 (C) Warsop Colliery.
 (D) Shirebrook Colliery.
- LT13 Criteria for the development of "built" leisure facilities.
- LT14 Development of Sports Halls:-
 (A) Bull Farm.
 (B) Manor Park.
- LT15 Leisure proposal off Chesterfield Road South.
- LT16 Optional Leisure proposals:-
 (A) Sutton Road.
 (B) Nottingham Road.
 (C) Former Brunts School site.
- LT17 Motorised sport.
- LT18 Criteria for the development of tourism facilities.
- LT19 Development of Tourism / Leisure facilities at Pleasley Mills.
- LT20 Criteria for the development of hotels, guest houses, bed and breakfast and self-catering accommodation.
- LT21 Development of hotel accommodation as an element of employment proposals:-
 (A) South of Clipstone Road East.
 (B) Abbott Road.

- LT22 Optional hotel proposals:-
(A) Woodhouse Road.
(B) Sutton Road.
(C) Peafield Lane.
(D) Debdale Lane.
(E) Rushpool Farm.
- LT23 Criteria for the development of non-residential caravan / camping sites.

CHAPTER 8 - EDUCATION, COMMUNITY AND HEALTH

- ECH1 Criteria for the development of community facilities.
- ECH2 Optional non-residential institution proposal off Woodhouse Road.
- ECH3 Coal Industry Social and Welfare Organisation facilities.
- ECH4 Extension of cemeteries:-
(A) Leeming Lane South, Mansfield Woodhouse.
(B) Chesterfield Road North.
(C) Cuckney Hill, Church Warsop.

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- U1 Energy consumption / efficiency.
- U2 Water supply / discharge.
- U3 Sewerage and sewage disposal.
- U4 Cordon sanitaires.
- U5 Water discharge and flooding.
- U6 Developments in floodplains.
- U7 Criteria for the development of utility facilities.
- U8 Criteria for the development of telecommunication installations.

CHAPTER 10 - DERELICT LAND, WASTE AND MINERALS

- DWM1 Restoration of derelict, despoiled and partially restored land.

CHAPTER 11 - RETAILING

- R1 Mansfield Sub-Regional / Town Centre.

- R2 District Centres:-
 (A) Mansfield Woodhouse Centre.
 (B) Market Warsop Centre.
 (C) Oak Tree Centre.
- R3 Local Centres:-
 (A) Clipstone Road West.
 (B) Newgate Lane / Ratcliffe Gate.
 (C) Ladybrook Lane.
- R4 Neighbourhood Parades:-
 (A) Carter Lane.
 (B) Chesterfield Road North.
 (C) Chesterfield Road South.
 (D) Cox's Lane / Brown Avenue.
 (E) Egmanton Road.
 (F) Garibaldi Road.
 (G) Harrop White Road.
 (H) Ling Forest Road.
 (I) Pecks Hill.
 (J) Ravensdale Road.
 (K) Ossington Close, Meden Vale.
 (L) Nottingham Road.
- R5 Preferred location for Retail Warehouse development - Portland Sidings.
- R6 Retail developments outside defined Centres.
- R7 Criteria for the development of retail uses.
- R8 Community, leisure, office and residential uses as elements of retail development proposals.
- R9 Provision for small retailers and specialist businesses.
- R10 Extension of existing shop premises.
- R11 Factory shops.
- R12 Farm shops.
- R13 Retail development proposal adjacent to the Oak Tree District Centre.
- R14 Optional retail development proposal (motor vehicle related) off Nottingham Road.
- R15 Optional retail development proposals (restaurant / P.H.):
 (A) Rushpool Farm.
 (B) Woodhouse Road.

- R16 Optional retail development proposals (motor vehicle related or restaurant / P.H.):-
- (A) Sutton Road.
 - (B) Debdale Lane.

CHAPTER 12 - CENTRAL AREAS

Mansfield Town Centre

- MTC1 Office consolidation on St. John Street.
- MTC2 Conversion of upper floors within the Sub-Regional Centre.
- MTC3 Criteria for developments in the Sub-Regional Centre.
- MTC4 Palace Theatre/Museum complex.
- MTC5 Ground floor level uses within the primary shopping area.
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- MTC9 Retail proposals:-
- (A) Walkden Street.
 - (B) Stockwell Gate.
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- MTC11 Optional development proposals off Clumber Street.
- MTC12 Optional development proposals off Toothill Road.
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- MTC14 White Hart Street Action Area.
- MTC15 Renewal scheme within the White Hart Street Action Area.
- MTC16 Clumber Street Action Area.
- MTC17 Optional development proposals within the Clumber Street Action Area.
- MTC18 Rock Valley / Bridge Street Action Area.

- MTC19 Housing proposals within the Rock Valley / Bridge Street Action Area:-
 (A) East and west of the River Maun.
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- MTC20 Station Street Action Area.
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- MTC22 Optional development proposals within the Station Street Action Area, at the Magistrates Court, Police Station and the adjacent car parking area off Station Street.
- MTC23 Optional development proposals within the Station Street Action Area, off Station Street / Quaker Way.
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- Mansfield Woodhouse Centre
- MW1 Criteria for developments in Mansfield Woodhouse Centre.
- MW2 Mansfield Woodhouse conservation area.
- MW3 Protection of fields south of Welbeck Road.
- MW4 Employment consolidation area bounded by Station Street, Swan Lane, Oxclose Lane and the railway line.
- MW5 Employment proposals to the west of Swan Lane.
- MW6 Optional development proposals off Vale Road / Oxclose Lane.
- MW7 Optional development proposals to the east of Castle Street.
- MW8 Optional development proposals at the former County Health Clinic off Park Road.
- MW9 Optional development proposals at the Clerkson's Hall site.
- MW10 Optional development proposals to the east of Portland Street.
- MW11 Optional development proposals to the south of Ley Lane.
- MW12 High Street Action Area.
- MW13 Optional redevelopment proposals within the High Street Action Area, for properties to the north of Woodhouse Market Place.
- MW14 Optional development proposals within the High Street Action Area, to the west of Portland Street.

- MW15 Optional development proposals within the High Street Action Area, off Rose Lane.
- Market Warsop Centre
- WC1 Criteria for developments in Market Warsop Centre.
- WC2 Employment consolidation area off Burns Lane.
- WC3 Loss of car parking.
- WC4 Optional development proposals adjacent to the Dog and Rabbit Public House.
- WC5 High Street Action Area.
- WC6 Car Park extension within the High Street Action Area, to the rear of Nos. 20 / 22 High Street and to the rear of the Hare and Hounds Public House.
- WC7 Car Park extension within the High Street Action Area, at Warsop Working Men's Club.
- WC8 Optional development proposals within the High Street Action Area, adjacent to the Co-operative Food Store.
- WC9 Optional development proposals within the High Street Action Area, to the rear of Number 31 High Street.
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- Plan 3** Sites of Special Scientific Interest.
- Plan 4** Mansfield District Traffic Flows.
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**APPENDIX 2
ENVIRONMENTAL GUIDELINES**

(A) LISTED BUILDINGS IN MANSFIELD DISTRICT (AS AT 1/4/96)

		<u>Grade</u>
Mansfield		
Albert Street	17 / 19	2
Albert Street	21 Portland Arms Public House	2
Albert Street	9 / 11	2
Armstrong Road	Intake Farm School	2
Bath Lane	Bath Mill	2
Bath Lane	Stanton's Mill and adjoining outbuildings	2
Berry Hill Lane	Stable Court and attached farm buildings at Berry Hill Hall	2
Berry Hill Lane	Berry Hill Hall	2
Berry Hill Lane	Cartshed 100 metres west of Stable Court at Berry Hill Hall	2
Berry Hill Lane	Coach House and attached gate piers at Berry Hill Hall	2
Berry Hill Lane	Sundial 20 metres west of Berry Hill Hall	2
Bridge Street	1, 2 and 3 Rock Court	2
Bridge Street	13, 15 and 17	2
Bridge Street	5	2
Bridge Street	9 The Bridge Tavern Public House	2
Bridge Street	Boundary wall and gates at Bridge Street Methodist Church	2
Bridge Street	St. Peter's House, Royal Insurance and Trustees Savings Bank	2*
Bridge Street	Town Mill Public House and adjoining boundary wall	2
Chesterfield Road North	Pleasley Hill / Dam and sluices 5 metres south west of Pleasley Bridge	2
Chesterfield Road North	Pleasley Hill / Pleasley Bridge	2
Chesterfield Road South	1 / 1A	2
Chesterfield Road South	82	2
Chesterfield Road South	Boundary wall and gates at Church of St. Philip Neri	2
Chesterfield Road South	Church of St. Philip Neri and attached Presbytery	2
Church Side	10 - 16	2
Church Side	18 Church House	2
Church Side	Boundary wall and gate piers at Old Grammar School	2
Church Side	Boundary wall and gates to Churchyard at St. Peter and St. Paul	2
Church Side	Church of St. Peter and St. Paul	1
Church Side	Old Grammar School	2
Church Side	War memorial 5 metres south of Church of St. Peter and St. Paul	2
Church Street	10	2

Church Street	11 and 13	2
Church Street	15	2
Church Street	17 and 19	2
Church Street	21	2
Church Street	32 and 32B	2
Church Street	34	2
Church Street	36	2
Church Street	5 and 7	2
Church Street	6	2
Church Street	Head Post Office	2
Crow Hill Drive	1	2*
Crow Hill Drive	Stoneleigh	2
Hermitage Lane	Hermitage Mill	2
Hermitage Lane	Railway bridge 100 metres west of Hermitage Mill	2
High Street, Pleasley Hill	24	2
High Street, Pleasley Hill	35 and attached boundary wall	2
High Street, Pleasley Hill	Barns 20 metres east of Pleasley Hill Farmhouse	2
High Street, Pleasley Hill	Pleasley Hill Farmhouse and adjoining garden wall and gate piers	2
High Street, Pleasley Hill	Coach House 10 metres south-east of Pleasley Hill Farmhouse	2
Kings Mill Lane	Railway viaduct	2
Leeming Street	28A, 30 and 32, Imperial Buildings	2
Leeming Street	34 - 42 Brunts Buildings (including 4 & 6 Toothill Lane)	2
Leeming Street	46 - 52 (including 5 Toothill Lane)	2
Leeming Street	Mansfield Community Arts Centre	2
Market House Place	Charter Arms Public House	2
Market Place	1	2
Market Place	15 The Dial Public House	2
Market Place	16 The Market Inn	2
Market Place	17 and 18	2
Market Place	23	2
Market Place	6 and 7	2
Market Place	8	2
Market Place	Cavendish Monument and attached railings	2*
Market Place	Former Moot Hall at north corner of Market Place	2
Market Place	Probate Office	2
Market Place	The Old Town Hall and attached piers and railings	2*
Market Street	3	2
Market Street	Former bank at junction with Queens Walk	2
Midworth Street	The Old Maltings	2
Mill Walk	The Old Meeting House, Unitarian Church	2*
Mill Walk	The Old Parsonage	2

Moorhaigh Lane, Moorhaigh	Moorhaigh Farmhouse and adjoining garden wall	2
Moorhaigh Lane, Moorhaigh	Old Moorhaigh Farmhouse and adjoining stable and wall	2
Nottingham Road	15 Former cattle market building and attached gates	2
Nottingham Road	18 - 40 Heaths Almshouses and adjoining boundary wall	2
Nottingham Road	46	2
Nottingham Road	Boundary wall and gates at Nottingham Road Methodist Church	2
Nottingham Road	Cemetery Chapel at Mansfield Cemetery	2
Nottingham Road	Church of St. Mark and attached boundary wall	2*
Nottingham Road	Field Mill House	2
Nottingham Road	Gateway at Mansfield Cemetery	2
Nottingham Road	Mausoleum 75 metres north-east of chapel at Mansfield Cemetery	2
Nottingham Road	Monument 75 metres south of north gate at Mansfield Cemetery	2
Nottingham Road	Nottingham Road Methodist Church	2
Nottingham Road	Tomb 90 metres north-east of cemetery chapel at Mansfield Cemetery	2
Nottingham Road	War memorial 10 metres south of north gate at Mansfield Cemetery	2
Nottingham Road	War memorial and railings 1 metre south of Church of St. Mark	2
Nottingham Road	Wildman Memorial 60 metres north-east of chapel at Mansfield Cemetery	2
Pecks Hill	Church of St Lawrence the Martyr	2
Pecks Hill	Churchyard gateway 30 metres west of Church of St Lawrence the Martyr	2
Pheasant Hill	Mill Bank Cottage and adjoining boundary wall	2
Portland Street	Church Hall 20 metres north-west of Church of St Mark	2
Quarry Lane	Drury Dam Viaduct	2
Ratcliffe Gate	33	2
Sampsons Lane, Moorhaigh	Sampsons Lane Farmhouse and adjoining barn	2
Sheepbridge Lane	Matlock Mill Joinery Works	2
St. John Street	37, 38 and 39	2
St. John Street	40	2
St. John Street	41	2
St. John Street	Church of St John the Evangelist	2
St. John Street	Wall and gate piers to Churchyard of St John the Evangelist	2
Station Road	Brunels Public House	2
Station Road	Midland Hotel	2

Station Street	9 Railway Inn Public House	2
Stockwell Gate	10 and 12	2
Stockwell Gate	3	2
Stockwell Gate	5 and 7	2
Stockwell Gate	53, 55 and 57	2
Stockwell Gate	9	2
Terrace Road	5 - 11 walls to front gardens	2
Toothill Lane	7 and 9	2
West Gate	1 and 1A Westgate House	2
West Gate	3	2
West Gate	36, 38 and 38A	2
West Gate	37 Waverley House	2*
West Gate	39	2
West Gate	39B, 41, 43 and 43A	2
West Gate	48 and 50	2
West Gate	5	2
West Gate	57	2
West Gate	61 and 63	2
West Gate	62 and 64	2
West Gate	65	2
West Gate	67 and 69	2
West Gate	68 Cromwell House	2
West Gate	69A	2
West Gate	7	2
West Gate	70 New Inn Public House	2
West Gate	72 and 74	2
West Gate	89 and 91	2
West Gate	93, 95 and 97	2
West Gate	Old Market Cross	2
Westfield Lane	Westfield Folkhouse Youth Centre	2
White Hart Street Railway viaduct	2	
Windmill Lane	Carr Bank	2
Windmill Lane	Grotto on north-west side of Carr Bank	2
	Memorial Park	
Windmill Lane	War memorial on north-west side of Carr Bank Memorial Park	2
Woodhouse Road	80	2
Woodhouse Road	Boundary wall and gate piers at Queen Elizabeth's Girls' School	2
Woodhouse Road	Boundary wall and gate piers to No. 80	2
Woodhouse Road	Queen Elizabeth's Girls' School	2
Mansfield Woodhouse		
Albert Street	20, 22 and 24	2
Albert Street	28 - 38	2
Albert Street	40 and 42	2
Albert Street	44 and 46	2
Albert Street	48 and 50	2
Albert Street	52, 54, 56 and boundary wall	2

Albert Street	58, 62 and boundary wall	2
Albert Street	6 and 8	2
Albert Street	64 - 80	2
Albert Street	82 - 92 and adjoining boundary wall	2
Church Lane, Pleasley Vale	Church Lane Bridge	2
Church Lane, Pleasley Vale	Church of St Chad	2
Church Street	11	2
Church Street	12 and boundary wall	2
Church Street	15 Cross Hill Cottage	2
Church Street	17 and adjoining boundary wall	2
Church Street	Boundary wall adjoining No. 11 and 12 to north	2
Church Street	Boundary wall adjoining No. 11 and 12 to south	2
Church Street	Boundary wall at Church of St Edmund	2
Church Street	Church of St Edmund	2*
Church Street	Headstone 28m south of Chancel at Church of St Edmund	2
Church Street	Headstone 3m south of Lady Chapel at Church of St Edmund	2
Church Street	Headstone and chest tomb 10m south of Chancel at Church of St Edmund	2
Church Street	Market Cross	2
Church Street	Sarcophagus 10m south of south porch at Church of St Edmund	2
Church Street	Stable block at rear of No. 11	2
Green Lane	Warren Farmhouse	2
High Street	12 (Allens Chemist)	2
High Street	16	2
High Street	18 (Army Stores)	2
High Street	21	2
High Street	26 (G. Betts and Son)	2
High Street	32 and 34 (Chell Food Products Ltd)	2
High Street	40 (The Angel Inn)	2
High Street	51, 53 and 55	2
High Street	57	2
High Street	59	2
High Street	Farm buildings adjoining No. 57 and 59	2
High Street	K6 Telephone Kiosk	2
High Street	Stable adjoining No. 49	2
Kingsway	Kingsway Hall	2
Ley Lane	3 and adjoining barn	2
Mansfield Road	Woodhouse Place	2
off Debdale Lane	Cartshed north of stables at Debdale Hall	2
off Debdale Lane	Debdale Hall	2
off Debdale Lane	Ice House at Debdale Hall	2
off Debdale Lane	Pavilion at Debdale Hall	2
off Debdale Lane	Stables at Debdale Hall	2
off Northfield Lane	North Lodge Farmhouse	2

off Station Street	46	2
Priory Road	Boundary wall at Hardstaff Homes	2
Priory Road	Hardstaff Homes No. 1, 2, 3 and 4	2
Priory Road	Hardstaff Homes No. 5, 6, 7 and 8	2
Priory Road	The Manor House and adjoining boundary wall	2
Priory Road	The Priory	2*
Priory Road and Castle Street	Boundary walls at The Manor House	2
Rose Lane	5 and attached outbuilding	2
Station Street	15, 17, 19 and adjoining outbuildings	2
Station Street	2 Clerksons Hall	2
Station Street	21 (Leeds Permanent Building Society Office)	2
Station Street	22 and 24	2
Station Street	23 and 25 (Mansfield District Council Offices)	2
Station Street	27, 29 and 31	2
Station Street	60 (The New Inn)	2
Station Street	82 and 84	2
Station Street	9, 11 and 13	2
Station Street	Boundary wall and gate at No. 2	2
Station Street	The Grange and adjoining boundary wall	2
Welbeck Road	St Edmunds Church of England School with teacher's house and boundary wall	2
Yeoman Hill Park	War Memorial	2
Warsop		
Bishops Walk	Warsop Parish Centre	2*
Bishops Walk	Barn, cottage and outbuilding at Moorfield Farm	2
Church Road	Boundary wall, gates, piers and overthrow at Church of St Peter and St Paul	2
Church Road	Church of St Peter and St Paul	1
Church Road	Farm buildings to east of Old Mill House	2
Church Road	Group of 3 headstones adjoining south side of tower at Church of St Peter and St Paul	2
Church Road	Group of 4 headstones 10m west of tower at Church of St Peter and St Paul	2
Church Road	Mill bridge and adjoining weir	2
Church Road	Old Mill House	2
Church Road	War Memorial	2
Church Road	Warsop Mill	2
Church Street	16 and adjoining malthouse	2
Church Street	18	2
Church Street	6 and 6A	2
Eastlands Lane	1 - 3 Blankleys Yard	2
Forest Road	Warsop Windmill	2
High Street	29	2

High Street	41	2
Manor Road	1	2
Manor Road	2 and adjoining boundary wall	2
Manor Road	24	2
Manor Road	Stable with loft at No. 24	2
Park Hall Lane	Park Hall Stables	2
Sookholme Lane	Church of St Augustine	1
Sookholme Lane	Mill Farmhouse and adjoining farm buildings and boundary wall	2
Sookholme Road	Barn and adjoining farm buildings at Hall Farm	2
Sookholme Road	Hall Farmhouse	2
Sookholme Road	Nettleworth Farmhouse and adjoining stable block and boundary wall	2

(B) EXISTING CONSERVATION AREAS

1. Bridge Street
2. Market Place
3. West Gate
4. The Park
5. Nottingham Road
6. Crow Hill Drive
7. Mansfield Woodhouse
8. Pleasley Vale
9. Market Warsop
10. Church Warsop

(C) SCHEDULE OF ANCIENT MONUMENTS

<u>MONUMENT TITLE</u>	<u>GRID REF.</u>
Kingsmill Viaduct, Mansfield District	SK 519598
Roman Villa, ESE of Northfield House, Mansfield Woodhouse	SK 525646
Village Cross, Mansfield Woodhouse	SK 539633
Beeston Lodge, Mansfield Woodhouse	SK570638

(D) TREE PRESERVATION ORDERS

<u>SITE NAME</u>	<u>GRID REF.</u>
Debdale Lane, Mansfield Woodhouse	SK 530627
Collier Spring Wood, Warsop	SK 554692
Berry Hill	SK 546594
Gravel Hill Plantation, Warsop	SK 565655
Church Road, Warsop	SK 568684
Westcroft Plantation, Warsop	SK 557658
Long Plantation, Mansfield Woodhouse	SK 585618
Bishopshill Plantation, Rainworth	SK 585584
The Hermitage	SK 522599
Newlands Farm, Forest Town	SK 578627
Woodhouse Place, Mansfield Woodhouse	SK 541624
Autumn Park, The Park	SK 541619
Clipstone Road West / New Mill Lane	SK 571627
Berry Hill Hall	SK 549595
High Street, Mansfield Woodhouse	SK 542634
Forest Hospital, Southwell Road	SK 557602
Sherwood Colliery	SK 534627
Mansfield Colliery	SK 573616
White Lodge, Clipstone Drive	SK 574630
Ransom Hospital	SK 575596
Crow Hill Drive	SK 539616
Park Avenue	SK 541618
Waterson Avenue	SK 559597

(E) SCHEDULE OF ANCIENT WOODLANDS

<u>SITE NAME</u>	<u>GRID REF.</u>
The Coppice, Mansfield	SK 510649
Northfield House Wood, Mansfield Woodhouse	SK 521649
Hind Car Wood / Hind Car, Mansfield Woodhouse	SK 538655
Lord Stubbins Wood, Warsop	SK 538690
Parsons Wood, Warsop	SK 539682
Ox Pasture Wood, Warsop	SK 545661
Minster Wood and Collier Spring, Warsop	SK 550693

(F) SITES OF SPECIAL SCIENTIFIC INTEREST

<u>SITE NAME</u>	<u>SITE DESCRIPTION</u>	<u>GRID REF.</u>
Strawberry Hill Heaths	2 areas of heath comprising an important remaining part of the formerly extensive dry acid lowland heathland of central Nottinghamshire	SK 568604 & SK 580603
Sherwood Forest Golf Course	One of the largest blocks of lowland heath in the County. Supports a number of uncommon plants and animals	SK 580615
Pleasley Vale Railway	Fine example of calcareous grassland	SK 519649
Lord Stubbins Wood, Warsop	Fine example of an ash-wych elm wood	SK 537688
Rainworth Lakes	Site contains fine examples of base poor marsh and open waterplant communities in and adjacent to a series of ponds and small lakes	SK 583583
Hills and Holes and Sookholme Brook, Warsop	Area contains fine examples of calcareous grassland and rock surface plant communities developed on soils, spoil and rocks derived from the Permian Lower Magnesium Limestone	SK 555678 SK 543667

(G) SITES OF LOCAL CONSERVATION VALUE

EXISTING SITES OF IMPORTANCE FOR NATURE CONSERVATION (SINC)

<u>Site Name</u>	<u>Biological Records Centre Code</u>
Sookholme Bath Lane	1 / 40
Cuckney Hay Railway Line	1 / 44
Hind Carr Wood	2 / 88
The Bottoms, Church Warsop	2 / 90
Church Warsop Mill Pond	2 / 91
Ratcher Hill Cutting	2 / 92
Hop Yard	2 / 93
Spring Wood	2 / 94
Bradmer Hill Cutting	2 / 95
Hall Park lane, Nettleworth	2 / 96
The Shrubbery	2 / 97
Rainworth Forest	2 / 99
Parsons Wood	2 / 100
Warsop Recreation Ground	2 / 101
New Plantation Meadow	2 / 102
The Coppice, Pleasley	2 / 325
Pleasley Hill Pasture	2 / 326
Littlewood Lane Railway Bank	2 / 327
Meden Bank Wood	2 / 328
Bleak Hills Grassland	2 / 329
Bleakhill Farm Grassland	2 / 330
Shirebrook Mineral Railway	2 / 332
Collier Spring Wood	2 / 340
Mansfield Colliery Railway	2 / 341
Ransom Road	2 / 342
The Lings	2 / 343
Hanger Hill Drive Woodland	2 / 345
Budby Drive	2 / 346
Kingston Drive Plantation	2 / 347

REGIONALLY IMPORTANT GEOLOGICAL AND GEOMORPHOLOGICAL SITES (RIGS)

Warsop Colliery Line Cutting, Shirebrook	1 / 143
Pleasley Vale Railway Cutting	1 / 145
Hills and Holes, Warsop	1 / 146

ADDITIONAL SITES OF NATURE CONSERVATION VALUE

Site Name

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

Longster Lane grassland, pool and road verges, Sookholme
 Manor Farm field and riverine woodland, Old Church Warsop
 Mansfield Colliery (Crownie) spoil tip
 Mansfield Conical (the old Mansfield Colliery tip), Forest Town
 Mansfield Rugby Club heath, Eakring Road, Mansfield
 Maun Valley Park grasslands, Old Mill Lane, Woodhouse
 Maun water meadows, Old Mill Lane, Woodhouse
 Moorhaigh Bank, Pleasley Hill Farm, Pleasley Hill
 Moorhaigh Lane verges and hedgerows, Pleasley Hill
 Moorhaigh pasture and Monk's pond, Pleasley Hill
 Moss carr ponds, Spion Kop
 Nets Lodge Wood, Cuckney Hill
 New Plantation cutting in-fill, Langwith
 New Plantation marsh, Langwith
 New Plantation, Langwith
 Newlands bridlepath - Clipstone Road to Newlands Road, Forest Town
 Newlands Farm ponds, Forest Town
 Newlands Valley Green Lane, banks and hedgerows, Forest Town
 Northfield House grassland, old quarries and thickets, Pleasley Vale
 Northfield woodland, Radmanthwaite, Pleasley Hill
 Nottingham Road Cemetery, Mansfield
 Oakfield Lane sand quarry Market Warsop
 Oakfield Plantation, Cuckney Hill
 Old Brick Kilns, Parson Wood, Warsop Vale
 Old filter beds, shallow sand quarry and pasture, Old Mill Lane, Woodhouse
 Old rail line route, Sheep Bridge to Ratcher Hill
 Old rail line, Vicar Pond to Violet Hill, Forest Town
 Outgang Lane grassland, New Mill Lane, Woodhouse
 Peafield Plantations, Woodhouse
 Penniment Farm duck pond, Lane and Farm hedges, Abbott Road, Mansfield
 Penniment Lane lane verge and hedge, Abbott Road, Mansfield
 Pleasley Hill Farm fields
 Pleasley Hill Wood and banks
 Pleasley Meden Square dam (part in Mansfield)
 Pleasley Mere off Water Lane
 Pleasley Vale woodland (between the Coppice and Upper Mills)
 Priory grounds (North and South), Woodhouse
 Quarry Lane and Maun Valley walkway, Quarry Lane, Mansfield
 Quarry Plantation, Park Hall, Woodhouse
 Racecourse Recreation Ground and Golf Course, Southwell Road, Mansfield
 Rail line, Warsop Vale embankment and thickets
 Ransom Hospital grounds, Rainworth
 Ratcher Hill Quarry (part), Southwell Road, Mansfield
 Ratcher Hill Woods, Southwell Road, Mansfield
 Ravensdale, Mansfield
 River Meden course and banks, Gleadthorpe, Meden Vale
 Rough Wood, Spion Kop
 Round Wood and Greeny Corner, New Mill Lane, Woodhouse
 Rushpool Farm grasslands and marsh, Newmill Lane, Woodhouse
 Rushpool Farm, NW grassland off Stinting Lane, Woodhouse
 Samson Lane verges and hedgerows, Pleasley Hill
 Sherwood Colliery spoil tip
 Shining Cliff Plantation, High Oakham, Mansfield
 Shirebrook old East Colliery tip, grasslands and marsh, Longster Lane, Sookholme
 Small Dale grassland, heath and woodland, Peafield Lane, Woodhouse
 Snake Hill Wood, Clipstone Park
 Sookholme Bath Lane meadow and hedges
 Sookholme Lane hedgerows, Sookholme

Spa Ponds, Clipstone Park
Spring Lane (Rump), Warsop Vale
Spring Lane, Sookholme
St Edmunds Churchyard, Woodhouse
Stinting Lane hedgerows and verges,
Woodhouse
Stinting Lane hedgerows, Woodhouse
Strawberry Hill mere, Oak Tree Lane, Mansfield
Vale Close Plantation
Vale Road, Warehouse Meadow, Pleasley Vale
Vicar Dale
Walkers pond / spring, Lindhurst Lane,
Mansfield
Warren Farm pond and banks with woodland,
Woodhouse
Warren Wood and grassland, Woodhouse

Warsop Junction sidings, Warsop Vale
Warsop Wood, Church Warsop
Water Lane verges and hedges, Pleasley Hill
Welbeck Road Cemetery, Woodhouse
Welbeck Road fields, Woodhouse
West Croft Plantation, Spion Kop
Whinney Hill banks, Woodhouse
Whinney Hill Wood, Woodhouse
William Wood lane and hedges, Warsop Vale
Willow Holt and marsh, Packman's Road,
Clipstone Park
Wren Hill Lane hedgerows and verges

(H) EXISTING HEALTHLANDS AREAS

SITE NAME

GRID REF.

Ratcher Hill Cutting	SK 567596
Bradmer Hill Cutting	SK 579661
Rainworth Forest	SK 580596
Mansfield Colliery Railway	SK 581618
Ransom Road	SK 579591
The Lings	SK 590675
Budby Drive	SK 602710
Kingston Drive Plantation	SK 603710
Carr Bank Woodland	SK 549623
Chatsworth Drive Plantation	SK 549589
King George V Plantation	SK 558594
King George V Playing Field Pitch & Putt	SK 556594
Mansfield Rugby Club Heath	SK 574610
Racecourse Recreation Ground Golf Course	SK 557606
Sherwood Colliery Spoil Tip	SK 580607
Oakfield Lane Disused Quarry	SK 565666
Railway Cutting	SK 578162
Ransom Hospital Woods (Rainworth Forest)	SK 577597
Strawberry Hill Heaths	SK 578603
	SK 582603
Mansfield Colliery Spoil	SK 579608
Sherwood Forest Golf Course	SK 582615
Mansfield Colliery Railway	SK 583619
Shining Cliff Plantation	SK 537586
Rainworth Forest	SK 586593
Oaktree Heath	SK 568604

APPENDIX 3
A GUIDE TO PARKING STANDARDS FOR NEW DEVELOPMENTS IN
MANSFIELD DISTRICT

CONTENTS

Section 1 Interim Parking Standards

Section 2 Introduction

Section 3 Parking Standards

Part A:	Class A1	Retail
	Class A2	Banks, Building Societies, etc.
	Class A3	Restaurants, Public Houses, etc.
Part B:	Class B1	Offices, Light Industry
	Class B2	General Industry
	Class B3/B7	Special Industry
	Class B8	Storage, Warehouses
Part C:	Class C1	Hotels, Guest Houses, etc.
	Class C2	Residential Schools, Hospitals
	Class C3	Dwellings
Part D:	Class D1	Surgeries, Public Halls, Places of Education
	Class D2	Leisure
Sui Generis		"Development not included in any specific use class"

Section 4 Parking Standards for Mansfield Town Centre

Section 5 Parking Spaces for Disabled People

Section 6 Layout of Car Parks

Section 7 Turning Areas and Driveway widths in Residential Developments

SECTION 1 INTERIM PARKING STANDARDS

Pending the receipt of detailed national and regional guidance relating to parking standards in accordance with the aims of PPG6 and PPG13, Nottinghamshire Council has prepared Interim Parking Standards which take the existing Guide to parking standards for new developments in Mansfield District as REFERENCE STANDARDS.

BASIS OF INTERIM PARKING STANDARDS

1. The existing Guide to Parking Standards for new developments in Mansfield District are taken as REFERENCE STANDARDS.
2. The reference standards for the NON-OPERATIONAL ELEMENT for non-residential are reduced by a general 10%. A further reduction of 10% or 5% is applicable for the urban areas.
3. Definition of the urban areas as per the Nottinghamshire Structure Plan Review 1996.
4. The resultant effects are as follows:-

Mansfield, Mansfield Woodhouse including Forest Town	10% + 5% = 15% reduction
Elsewhere in the District	10% reduction
5. In line with PPG13 the interim standards are to be expressed as a MAXIMUM.
6. At this stage there is no alteration for parking standards for most residential uses, (apart from student halls for residence which should be individually assessed).

BASIS FOR COMMUTED PAYMENTS

1. When considering commuted payments there is a tendency to think that they are more applicable in urban areas, whereas transport issues are influenced by all development in all locations. Consequently, to avoid disadvantaging urban areas, it is proposed that the commuted sum for all cases is based on the number of spaces equal to the 10% reduction from the reference standards.
2. All non-residential development of 500 sq.m. gross floor area and upwards, which has non-operational parking to have an associated legal agreement.
3. As a starting point a cost of £2,000 per space is proposed. This is lower than used elsewhere, for example research for the East Midlands Joint Parking Study indicates that Worcester uses £3,000 per space, but could raise significant transport funding and provide valuable experience of using commuted payments without being onerous.
4. Example Calculation

2,400 sq.m. office development in an urban area outside the Greater Nottingham conurbation.

Reference Standards give 1 space per 20 sq.m.	=	120 spaces
15% reduction	=	18 spaces
10% of Reference Standards	=	12 spaces
12 spaces @ £2,000/space	=	£24,000

Therefore, the development may have a maximum of 102 spaces and will be required to provide a commuted payment of £24,000.

PROPOSED INTERIM PARKING STANDARDS
EFFECTS ON USE CLASSES

The main purpose of reduced standards is to target spaces which are likely to be attractive for commuters. Therefore, for the interim standards "customer parking" is assumed as being "operational".

Class A1

No separate assessment of staff parking. Commuted payments based on a reduction of staffing parking in the reference standards.

Class A2

"Staff parking" reduced by 10%, 15% or 20% according to location.

Class A3

"Staff parking" reduced by 10%, 15% or 20% according to location.

Class B1-B8

All "staff parking" reduced by 10%, 15% or 20% according to location.

Class C1

All "staff parking" reduced by 10%, 15% or 20% according to location.

Class C2(i)

All "staff/visitor parking" reduced by 10%, 15% or 20% according to location.

Class C2(ii)

Small hospitals: All staff visitor parking reduced by 10%, 15% or 20% according to location.

Larger hospitals: Individually assessed with the emphasis on commuter plans for staff, and public transport accessibility for visitors.

Class C3(i) - (vi)

Unchanged.

SECTION 2 INTRODUCTION

1. Scope

This appendix provides a guide to the standards of parking provision considered appropriate for new developments within Mansfield District. So far as is possible these standards relate to the classification of land uses specified in the Town and Country Planning Use Classes Order 1987. It is recognised however that the information provided is not exhaustive nor is it possible to cover all eventualities in regard to permitted development rights within the terms of the Use Classes and General Development Orders.

2. Town Centres

The standards recommended in this appendix would afford adequate provision under normal circumstances. In Mansfield town centre, however, where there are policies to restrict car access a lower standard may be acceptable (see Section 3).

3. Flexibility

It is not intended that the standards be applied rigidly in all cases and individual circumstances may justify some flexibility in the application of the standards recommended in this appendix. For example, in major urban areas if a site is well served by public transport there may be a case for relaxation of standards. The District Council will take into account the possibility of future changes of use or occupier, the scope for expansion of the premises and the need for consistency in the consideration of parking requirements. Where developers propose a level of parking provision which is significantly different to that recommended in this appendix, specific negotiations with the District Council will be required.

4. Floor Space

In most circumstances it is more appropriate to assess parking requirements on the basis of developed floor space. All figures referred to are GROSS FLOOR SPACE AREA including circulation space, unless otherwise stated.

5. Changes of Use and Restrictions on Permitted Development

Wherever possible changes of use should meet the normal standards. Some relaxation may be acceptable where the proposed use is demonstrably less traffic intensive than the earlier approved use, or where the development relates to the re-use of buildings recognised as being of architectural or historic interest. In some circumstances, conditions may need to be imposed affecting permitted development rights. Restrictions would be considered where an otherwise permitted change of use could cause a material deterioration in local traffic conditions.

6. Conservation Areas and Listed Buildings

Within conservation areas and at all sites involving listed buildings, the District Council will take into account the special character and nature of the surrounding area in determining the level of parking provision to be made.

7. Dual use of Spaces

Dual use of parking spaces, whereby the provision to be made would be related to different land uses at different times of the day, is to be encouraged and should be permitted wherever practicable. This can be beneficial to development and contribute to the economic and efficient use of land.

8. Detached Parking Areas

Parking areas detached from the development site will be discouraged, but detached parking areas serving small scale developments may be acceptable provided that they:

- (i) Are under the control of the developer and satisfactory and legal arrangements for their continued use in connection with the development can be agreed;
- (ii) Are within a reasonable walking distance; are overlooked; and are safely related to the main site;
- (iii) Meet normal planning requirements regarding use, access, security and other detailed layout and design criteria.

9. Servicing

In all cases proper account will need to be given to the servicing arrangements for the development concerned. This will usually require the provision of on-site loading/unloading/manoeuvring/waiting space to accommodate the largest vehicle most likely to serve the development such that all vehicles can enter and leave the site in a forward gear. Manoeuvring requirements for service vehicles will be assessed by reference to accepted standards such as "TRACK" (Savoy Computing), "Designing for Deliveries" (Freight Transport Association) etc.

10. Parking for Disabled People

For car parks associated with employment premises, shopping areas, leisure/recreational facilities and other spaces open to the general public, spaces for parking by disabled people should be provided at the following rates.

- Up to 200 car spaces, 5% of capacity (minimum 2 spaces)
- Over 200 car spaces, 2% of capacity plus six spaces

See Section 4 for recommendation on layout. Further advice is available in "Providing for People with a Mobility Handicap" - the Institution of Highways and Transportation.

11. Cycle Parking

For retail, commercial and industrial premises, as well as places of assembly and entertainment, it is recommended that one secure (loop type) cycle parking stand be provided for every 10 car parking spaces. A higher level of provision may be appropriate for leisure centres, student accommodation or other facilities likely to attract a high number of trips by cycles.

12. Motorcycles

Significant savings in land take might be possible if separate provision is made for motorcycles as, clearly requiring motor cycles to wait in car spaces is not an efficient use of land. Provision for motorcycle parking will be at the discretion of the District Council but should not be at the expense of more than 5% of the required car parking provision.

13. Dimensions

The recommended sizes of parking spaces are:-

Private Cars - 5.5 m x 2.4 m, but smaller parking bays may be acceptable in private parking areas around small residential and commercial developments.

Parking Spaces for Disabled Persons - 5.5 m x 3.6 m, but see also Section 4 which gives more detailed advice on the layout of parking spaces for disabled persons.

Commercial Vehicles - Varying between 9 m and 19 m x 3.1 m depending upon the type of vehicle most likely to serve the development.

14. Recommended Parking Layouts

Recommended parking layouts are provided in Section 5. Special consideration should also be given to the number and the location of the spaces reserved for vehicles of disabled people and their relationship to the entrances to buildings on the proposed development - see Section 4.

15. Design

All privately maintained parking areas should be properly laid out and designed as an integral part of the development. The parking spaces and manoeuvring areas should be adequately defined with surface materials appropriate to the surroundings of the site. Car parks should not be surfaced with loose granular materials where these could deposit on to the highway. Rather they should be hard surfaced, sealed and independently drained within the curtilage of the site, with surface water out falls to public sewers, not to highway drainage systems.

SECTION 3 PARKING STANDARDS

PART A

Class A1 - Shops, Hairdressers, Travel and Ticket Agencies, Garden Centres etc.

General/Food Retail

Staff	1 space per 100 m ²
Customers	General Retail 500 - 4500 m ² , 1 space per 20 m ² Food Retail 500 - 4500 m ² , 1 space per 10 m ²

(Note: the standard for general retail may in some circumstances only be acceptable if the developer is prepared to enter into an agreement not to undergo an otherwise permitted change to food retail).

Garden Centres

Staff	1 space per 100 m ²
Customers	1 space per 20 m ² of display and sales area.

Servicing Provide 1 loading area per 1000 m² with adequate waiting and manoeuvring space for the largest type of vehicle expected to be used for servicing the development.

Retail outlets not exceeding 500 m² will be individually assessed.

Retail parks or stores larger than 4500 m² can be considered for a reduced rate of provision but this would need to be justified on the basis of a traffic impact assessment.

Class A2 - Financial and Professional Services

Banks, Building Societies, Estate and Employment Agencies, Betting Offices

Staff	1 space per 25 m ²
Customers	1 space per 25 m ²
Servicing	To be individually assessed.

Small offices not exceeding 500 m² will be individually assessed.

Class A3 - Food and Drink

Restaurants, Public Houses, Snack Bars, Cafes, Wine Bars, Hotfood Shops, Licensed Clubs

In all cases

Residential Staff 1 space per 1 staff member plus 50% for their visitors

Other Staff 1 space per 3 members of staff

Servicing 1 delivery area per unit with adequate waiting and manoeuvring space for the largest type of vehicle expected to be used for servicing the development.

Customers 1 space per 2.3 m² of net public area.

The following standards for customers may be applicable if the developer is prepared to enter into an agreement not to undergo an otherwise permitted change to public house, licensed club or other building with a public bar:-

i) **Restaurants, Cafes** -

1 car space per 4.6 m² of dining area.

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

1 lorry space (50 m²) per 4.6 m² of dining area

Note: Where restaurants and cafes are intended to serve primary highway routes a more generous provision may be required subject to individual assessment.

Hot Food Takeaways up to 100 m² will be individually assessed.

PART B

Class B1 - Offices, Research and Development, Light Industry

Staff		1 space per 20 m ²
Servicing	B1(a)	<u>Offices</u> : 1 loading area per unit
	B1(b)	<u>Research and Development</u> : 1 standing space for loading per 500 m ²
	B1(c)	<u>Light Industry</u> : 1 stand space for loading per 200 m ²

In all cases adequate waiting/manoeuvring space should be provided to accommodate vehicles of the largest type likely to call.

Where a developer/occupier is prepared to enter into an agreement that development is to be restricted to light industrial (and therefore not undergo a permitted change to another B1 use), then it may be acceptable to provide spaces at a rate of 1 per 30 m². In practice, some sites could be conditioned so that the provided servicing space for B1(b) and (c) uses could become parking in the event of a change to B1(a).

Class B2 - General Industrial

i) First 235 m²

Staff		1 space per 20 m ²
Servicing		1 loading area per unit with adequate waiting/manoeuvring space for vehicles of the largest type likely to call.

Where a developer/occupier is prepared to enter into an agreement that development is to be restricted to general industrial (and therefore not undergo a permitted change to a B1 use), then it may be acceptable to provide spaces at a rate of 1 per 30 m².

ii) Excess over 235 m²

Staff		1 space per 50 m ²
Servicing		1 standing space for loading per 200 m ² with adequate waiting/ manoeuvring space to accommodate vehicles of the largest type likely to call.

Class B3/B7 - Special Industrial

Staff		1 space per 50 m ²
Servicing		1 standing space for loading per 200 m ² with adequate waiting/ manoeuvring space to accommodate vehicles of the largest type likely to call.

Class B8 - Storage and Distribution

Warehouses, Transport Depots, Cash and Carry Direct Sales to Traders

i) First 235 m²

Staff 1 space per 20 m²

Servicing 1 loading area per unit with adequate waiting/manoeuvring space for the largest type of vehicle likely to call.

Where a developer/occupier is prepared to enter into an agreement that development is to be restricted to Class B8 use (and therefore not undergo a permitted change to a B1 use), then it may be acceptable to provide spaces at a rate of 1 per 30 m².

ii) Excess over 235 m²

Staff 1 space per 100 m²

Servicing Buildings 1 standing space for loading per 800 m³ of building volume.

Open Space 1 standing space for loading per 200 m² of storage area.

In all cases adequate waiting/manoeuvring space should be provided to accommodate vehicles of the largest type likely to call.

For **Cash and Carry Use** individual assessment will be required for customer parking.

For large scale developments or sites where the overnight parking of lorries can be anticipated, individual assessment of parking facilities will be required, taking account of environmental factors.

Mixed Use "Business Parks"

It is recognised that large mixed use "business parks" can vary quite substantially in traffic generation and parking requirements, depending on the precise uses to which the buildings are put. However, unless detailed information is submitted in respect of proposed land uses, parking requirements will be assessed on the basis of B1. It will also be assumed that large articulated vehicles (up to 40 ft) will frequent all premises for servicing requirements. If these general assumptions are to be relaxed, submissions must be accompanied by a traffic impact assessment and technical justification of the proposed parking/servicing provision using a recognised technique. Developers may then be expected to accept planning conditions controlling otherwise permitted changes of use/occupancy.

PART C

Class C1 - Hotels and Hostels (including Guest Houses)

Residential Staff	1 space per 1 staff plus 50% for their visitors.
Other Staff	1 space per 3 staff
Resident Guests	1 space per bedroom
Dining Area	1 space per 4.6 m ² if open to non-residents
Bar Area	1 space per 2.3 m ² if open to non-residents.
Conference Rooms	1 space per 3 seats or 1 space per 6 m ² whichever is the greater if open to non-residents.
Servicing	1 loading/manoeuvring area per unit with adequate waiting/manoeuvring space for the largest type of vehicle expected to be used to service the development.

A reduced standard in respect of resident guest spaces may be acceptable at specialised hostels - e.g. Hostels for the Homeless.

Class C2 - Residential Institutions

i) **Elderly Persons' Homes, Nursing Homes and other specialised homes for those in need of care:-**

Resident Staff	1 space per 1 staff plus 50% for their visitors.
Other Staff	1 space per 2 staff
Visitors	1 space per 5 beds
Servicing	Subject to individual assessment - to include turning facilities and parking for disabled people.

ii) **Hospitals**

Staff	2 spaces per 3 staff
Visitors	2 spaces per 3 beds
Outpatients	2 spaces per consulting room
Servicing/ Ambulances	Subject to individual assessment

Staff parking should be provided within a reasonable distance.

iii) **Residential School, College or Training Centre**

Resident Staff 1 space per 1 staff plus 50% for their visitors.

Other Staff 1 space per 3 staff

Other residents To be individually assessed

Visitors To be individually assessed

Servicing To be individually assessed

C3 - Dwellings

i) **General needs housing:-**

1 - 3 bedroomed dwellings 2 spaces

4 or more bedroomed dwellings 3 spaces

In accordance with Design Bulletin 32 (1992) - "Residential Roads and Footpaths" - where small housing layouts have been specifically planned to provide parking spaces on carriageways for casual callers, these spaces may be counted towards the total provision.

ii) **Flats** would normally be expected to make parking provision as above, but a relaxation may be considered acceptable where flats are provided over shops in recognised shopping areas.

iii) **Groups of Flats or Maisonettes** (of no more than three bedrooms) may be served by privately managed communal car parks provided these are conveniently located in the proximity of the dwellings they are intended to serve and they can be accessed by both visitors and residents. In these situations the minimum provision is as follows:-

up to 25 units - 2 spaces per dwelling

25 - 50 units - 50 spaces + 1.5 spaces per dwelling in excess of 25 units

over 50 units - 88 spaces + 1.25 spaces per dwelling in excess of 50 units

iv) The conversion of properties for multi-occupancy residential use may be considered for a relaxation in standard where this is not likely to result in or add to significant road safety or on-street parking problems.

v) **Garages** of adequate size may be counted as single assigned parking spaces but should always be provided with a minimum 5.5 m long hard standing clear of the highway.

vi) **Sheltered Housing** (i.e.. units specifically designed for people requiring a degree of care provided by onsite warden(s)).

Resident Warden(s) 1 space per 1 warden + 50% for their visitors

Other Staff 1 space per 1 staff

Visitors 1 space per 2 units

Some parking spaces may need to be a minimum 3.6 m wide to accommodate wheel chairs.

viii) **“Active elderly” persons’ housing**, (i.e.. housing designed for older people, but not requiring care) will be treated as normal residential development for parking purposes. However, a relaxation in standard may be acceptable for development covered by an appropriate legal agreement in respect of occupancy.

viii) **Student Halls of Residence**

Resident Staff 1 space per 1 staff + 50% for their visitors

Students in residence 1 space per 2 - 4 students

Use of the lower end of the range may be appropriate where halls are within easy access of the relevant educational premises and a generous provision is made for cycle parking (at least one cycle stand per two students) or are well served by public transport. Care will need to be taken so that any under-provision of parking spaces would not cause local problems.

ix) Relaxation in residential parking standards may be considered for special needs housing.

x) Where access is permitted to individual dwellings from classified or other busy roads turning facilities within the site curtilage will normally be required independent of the parking spaces (see Section 6).

Class D1 - Non Residential Institutions

i) **Doctors Surgeries, Health Centres, Clinics, Dentists, Physiotherapists, Veterinary Surgeons**

Professional and other staff 1 space per member of staff

Patients 2 spaces per consulting room

ii) **Public Halls (including galleries, museums, libraries, places of worship)**

Staff 1 space per 3 members of staff

Visitors 1 space per 5 seats or 1 per space 30 m² of public area whichever is the greater

A reduced standard may be acceptable for specific community uses such as youth clubs, Scout and Guide Headquarters etc., depending on size and catchment area. However, it may then be necessary to impose conditions preventing changes of use within the Use Class.

iii) **Places of Education**

a) **Infant/Junior/Secondary Schools**

Staff	1 space per member of staff
Visitor Parking	1 space per 4 members of teaching staff
Servicing	A minimum of 50 m ² for deliveries
Buses	1 space for bus/school minibus etc. per 1000 pupils

Hard surfaced play areas should be accessible to vehicles so that they can be made available for parents parking on open days etc.

Depending on age group, catchment area and local traffic/environmental conditions the following requirements will be individually assessed:-

- 1) Space within the site (preferably as part of a one-way system) for contract buses to set down and pick up children.
- 2) Where schools are accessed directly from a classified or busy road, space within the school grounds for parents' vehicles (setting down/picking up) or provision of a lay-by within the adjacent highway.

Student parking should be in accordance with further education establishments, where schools are used for evening classes.

b) **Tertiary, Adult Education etc.**

Staff	1 space per staff member
Students and Visitors	1 space per 3 students
Servicing	A minimum of 50 m ² for deliveries.

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

Staff	1 space per staff member
Parents	1 space per 6 children for picking up/setting down

The requirements for parents parking may be relaxed depending on the nature of the adjoining roads. However, for premises fronting classified and other busy roads full provision with independent turning facilities clear of the highway will normally be required.

d) **Day Centres**

Staff 1 space per staff member

Special provision will need to be made for the parking, waiting and manoeuvring of minibus/ ambulances etc. used for the transport of the elderly or other persons in need of care.

D2 - Assembly and Leisure

i) **Cinemas, Bingo Halls, Dance Halls, Concert Halls**

Staff 1 space per 3 staff members

Customers 1 space per 3 seats or 1 space per 10 m², whichever is the greater

Performers 1 space per 10 m² dressing room space

Space should be provided within the site or close to the main entrance to the building for at least two cars or a coach to set down and pick up patrons.

ii) **Swimming Pools**

Staff 1 per 3 staff members

Participants 1 per 10 m² pool area

Separate provision may need to be made for spectators if public car parks are not located nearby. A lay-by or other setting down place close to the main entrance to the building for at least 2 cars or a coach may be necessary if the pools are used by schools and other organised groups. Additional provision may be necessary where saunas, jacuzzi, fitness centres etc. are also provided to be individually assessed.

iii) **Playing fields, sports facilities and leisure centres**

Staff 1 space per 3 staff members

Players 1 space per 2 players maximum possible at any one time

Spectators Individually assessed

Parking spaces for players should take into account the possible overlap that may occur during "changeover" times. Separate provision may be needed for coaches, particularly at major sporting venues, to be individually assessed.

Parking facilities for major sporting venues may be located some distance from the development in association with other public/private parking areas, subject to satisfactory legal agreements to secure long-term use.

iv) **Marinas, Sailing Clubs and Other Water Sports**

Resident Staff	1 space per 1 staff plus 50% for their visitors
Other Staff	1 space per 3 staff members
Participants	1 space per mooring berth. Other water facilities individually assessed.

v) **Golf Courses**

Staff/Players	Minimum of 150 spaces for an 18 hole course, other size courses individually assessed (not necessarily pro rata).
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vi) **Public Open Space, Country Parks**

4 spaces per hectare - but "theme parks" etc. offering a range of family entertainments would need to be individually assessed.

Note: Additional Facilities

Where additional facilities are provided for any of the above recreational uses (e.g. restaurants, bars, etc.) and it is intended that these should be made available to the general public, as opposed to club members only, additional parking provision would normally be required in accordance with the appropriate standard.

SUI GENERIS

“Development not included in any specific Use Class”

a) **Garages/Motor Trade**

Staff - 1 space per employee

and in addition:-

i) **Car/Lorry Sales**

Customers - 1 space per 5 vehicles displayed for sale with a minimum of 2 spaces, customer spaces to be clearly marked.

plus 1 lorry unloading/manoeuvring space i.e., vehicle transporters.

ii) **Car/Lorry Auction**

Customers 1 space per every 5 vehicles stored or 1 space per 15 m² display and vehicles storage area, whichever is the greater.

ii) **Service/Repairs**

Cars 1 space per 10 m² service/repair area or 4 spaces per service/repair bay whichever is the greater.

Lorries for commercial vehicle stations
4 spaces of 45 m² per service/repair bay
4 spaces of 45 m² per recovery vehicle.

iv) **Spare Parts**

Customers - 1 space per 20 m² of sales counter and stock room. For tyre/exhaust premises a higher provision may be required.

v) **Care Hire**

Hire Vehicles - 1 space per 2 vehicles

Customers - 1 space per 10 hire vehicles, with a minimum of 2 spaces.

vi) **Automatic Car Wash**

Customers - minimum of 5 waiting spaces.

b) **Driving Schools**

Staff - 1 space per office based employee

Operational - 1 space per vehicle

c) **Taxi Offices/Private Hire Bases**

Staff 1 space per office based employee

Operational 1 space per vehicle

Where premises do not afford adequate parking provision, the use may be acceptable provided the vehicles are operated remote from the premises which acts purely as a communication centre. In such circumstances planning permission might be appropriate on a temporary renewable basis.

d) **Petrol Filling Stations**

Staff 1 space per employee plus sufficient space to enable a fuel tanker to enter and leave in a forward gear.

e) **Theatres**

Staff 1 space per 3 staff members

Customers 1 space per 3 seats or 1 space per 10 m² floor space whichever is the greater.

Performers 1 space per 10 m² of dressing room.

Space should also be provided within the site or close to the main entrance to the buildings for a minimum of two cars or a coach to set down/pick up patrons

f) **Open Markets and Car Boot Sales**

Open Markets in established district centres will not normally require parking provision for customers. However, space should be made available for traders' vehicles at a rate of 1.5 spaces per stall. Stalls should be laid out to provide easy access for vehicles to load and off-load clear of the highway.

Only sites in excess of 5000 m² are likely to be suitable for car boot sales and where planning permission is required normal highway standards in respect of access will be applied. Also, it is recommended that no more than half the site area be given over to vehicles with goods for sale. The remainder of the site should be laid out for customer parking.

SECTION 4 PARKING STANDARDS FOR MANSFIELD TOWN CENTRE

Parking Standards for Mansfield Town Centre

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

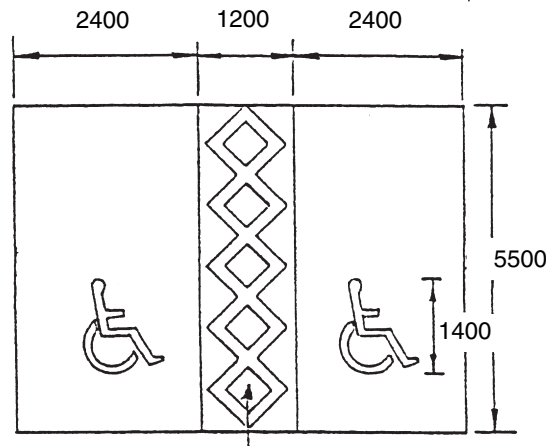
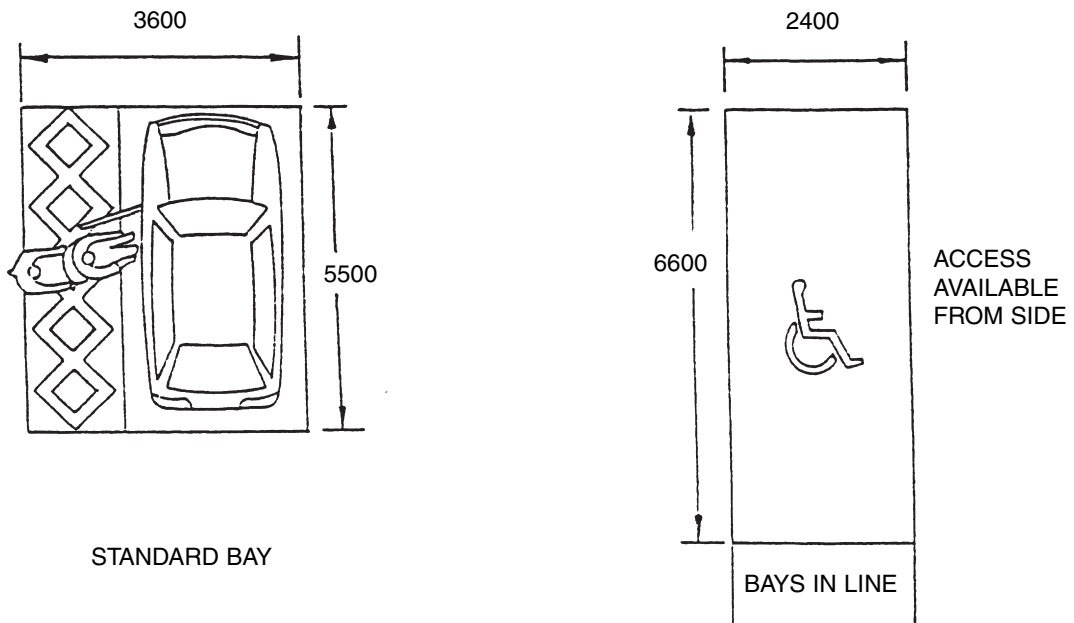
Other Parking standards would remain as in the main part of this appendix
Uses

The District Council may take a flexible approach to the above requirements, in the area within the Mansfield Town Centre inset map, and in certain circumstances relax them particularly where, for example, provision is made to other measures which could reduce the need for parking, e.g. contributions towards other modes of travel.

Where approved parking standards cannot be met or should not be met because of other policies then planning permission may be dependent on the applicant entering into a legal agreement to contribute commuted payments in lieu.

Commutated payments are not expected to be required for developments of less than 500 m² of gross floor space.

SECTION 5 PARKING SPACES FOR DISABLED PEOPLE



MARKED OUT SHARED SPACE BETWEEN TWO STANDARD BAYS

BANKS OF BAYS

CAR PARKING

IN ALL DEVELOPMENTS PARKING PROVISION SHOULD BE MADE FOR THE SPECIAL NEEDS USER.

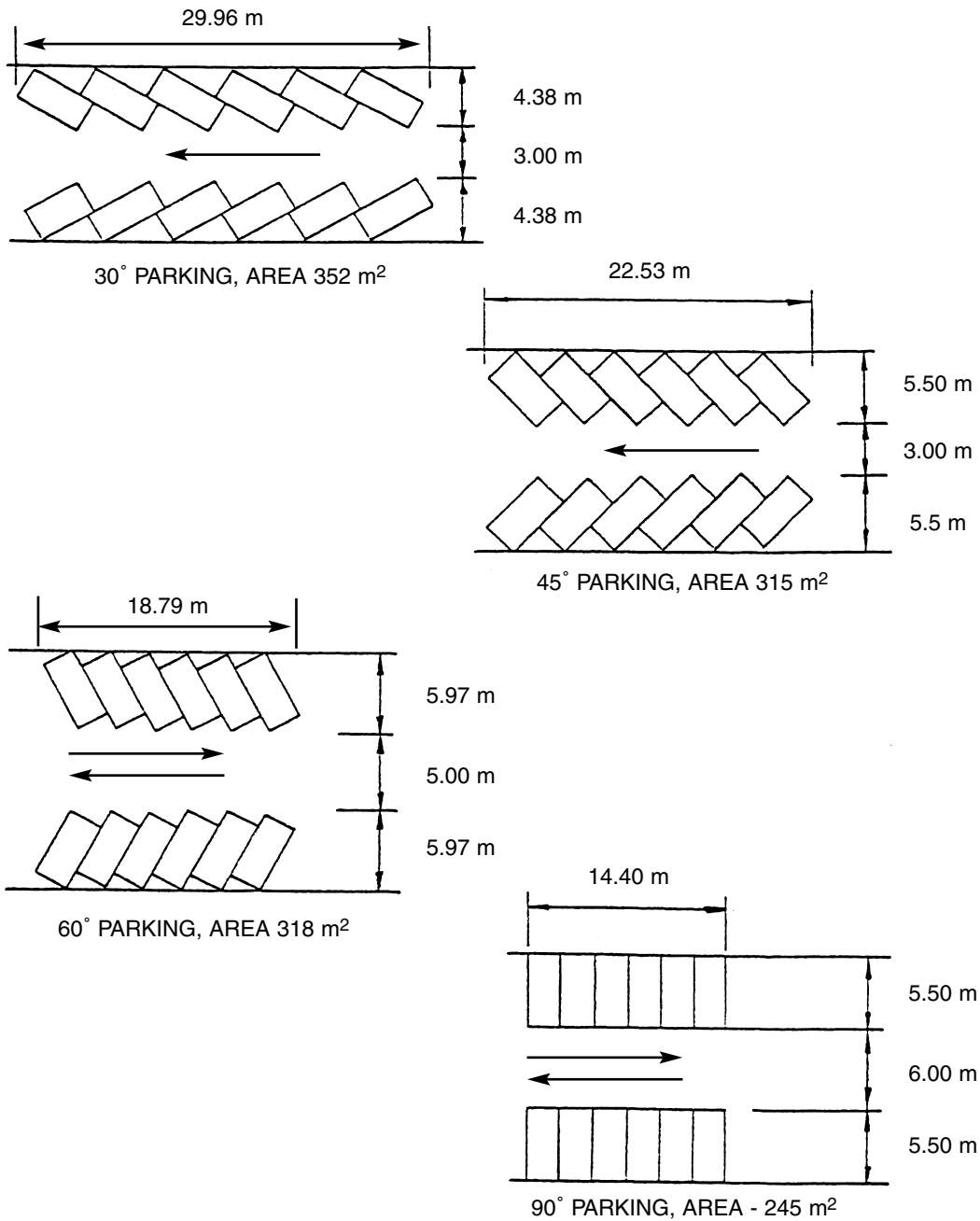
DESIGNATED SPACES SHOULD BE CLEARLY MARKED AND SHOULD BE SIGN POSTED AT THE ENTRANCE TO THE PARKING AREA.

DESIGNATED SPACES SHOULD BE LOCATED AS CLOSE AS POSSIBLE TO THE PRINCIPAL BUILDING ENTRANCE.

USE OF THE SPACES MUST BE CAREFULLY MONITORED TO ENSURE THAT THEY ARE ALWAYS AVAILABLE TO THE SPECIAL NEEDS USER.

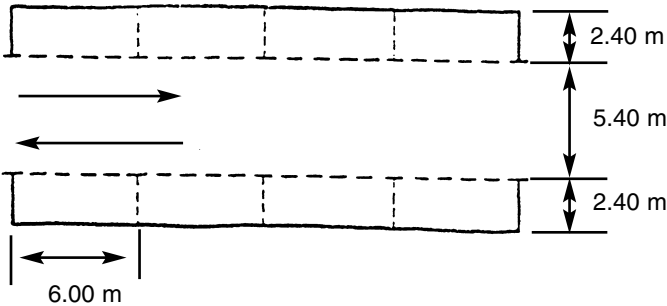
SECTION 6 LAYOUT OF CAR PARKS

THE ACTUAL LAYOUT AND CIRCULATION SYSTEM TO BE ADOPTED FOR A PARTICULAR CAR PARK DEPENDS UPON THE SIZE AND SHAPE OF THE AREA AVAILABLE. HOWEVER, THE FOLLOWING DIMENSIONS ARE USEFUL IN DETERMINING THE LAYOUT AND CAPACITY OF A CAR PARK.



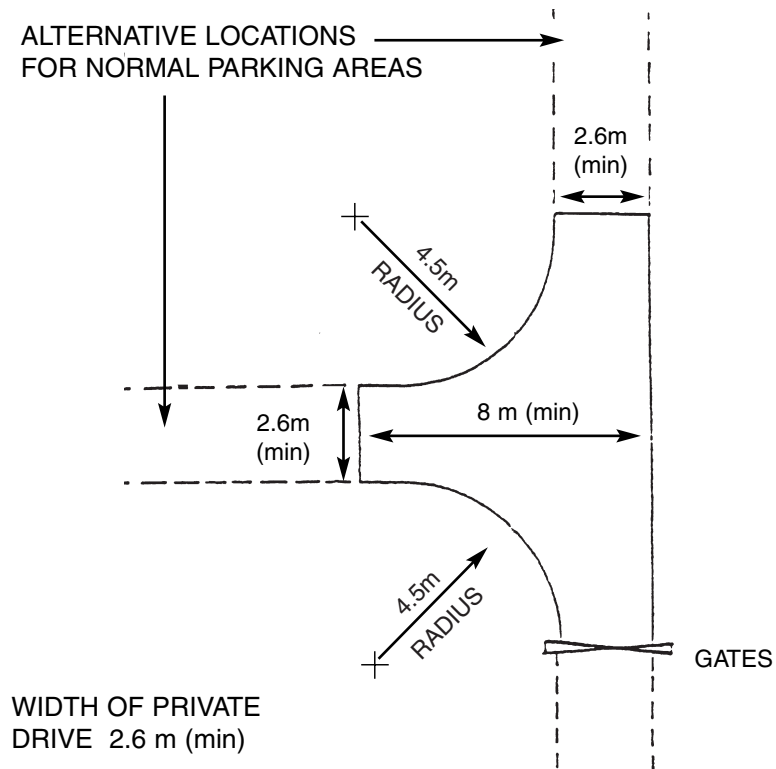
LAYOUT OF PARKING AREAS FOR 12 SPACES OF 5.5 m x 2.4 m

PARKING AT RIGHT ANGLES TO THE AISLE (90° PARKING) USUALLY MAKES THE MOST EFFICIENT USE OF SPACE. HOWEVER, WHERE THE SHAPE OF A CAR PARK DOES NOT LEND ITSELF TO THIS STANDARD TYPE OF LAYOUT IT MAY BE MORE APPROPRIATE TO ADOPT ANGLED PARKING SYSTEMS. IT IS PREFERABLE WITH THIS TYPE OF LAYOUT THAT CIRCULATION AISLES BE ONE WAY, AND WITH ANGLED PARKING AT 45° OR LESS IT IS ESSENTIAL THAT THEY BE ONE WAY. AISLES FOR NORMAL 90° PARKING SHOULD BE 6 METRES WIDE, THIS WIDTH CAN BE REDUCED TO 3 METRES FOR ANGLED PARKING WITH ONE-WAY SYSTEMS.



LAYOUT OF PARALLEL PARKING SPACES

SECTION 7 - TURNING AREAS AND DRIVEWAY WIDTHS IN RESIDENTIAL DEVELOPMENTS



1. IN CERTAIN CIRCUMSTANCES, IT MAY BE NECESSARY TO MAKE PROVISION WITHIN THE CURTILAGE OF A DWELLING FOR A CAR TO BE TURNED SO THAT IT DOES NOT HAVE TO REVERSE WITHIN THE HIGHWAY. THE MINIMUM DIMENSIONS FOR SUCH A DOMESTIC TURNING AREA ARE SHOWN ABOVE.

NOTE: THE TURNING AREA IS IN ADDITION TO NORMAL PARKING SPACE REQUIREMENTS.

2. DRIVEWAYS SHOULD BE WIDE ENOUGH TO ALLOW ACCESS TO BOTH SIDES OF THE PARKED CAR AND ALSO, ON ONE SIDE, ALLOW FOR A PATHWAY TO THE HOUSE. NORMALLY 3.2 M WIDE, BUT MAY BE ACCEPTABLE TO REDUCE THE WIDTH (3 M WITH ACCESS TO BOTH SIDES OF THE CAR OR 2.6 M WITH ACCESS TO ONE SIDE ONLY) WHERE THE DRIVEWAY DOES NOT HAVE TO PROVIDE A PATHWAY TO THE HOUSE.