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**Planning Design Economics** 

#### **BASSETLAW DISTRICT COUNCIL**

BASSETLAW EMPLOYMENT LAND CAPACITY STUDY

**FINAL REPORT** 

supported by



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Bassetlaw Employment Land Capacity Study

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## **Executive Summary**

This Employment Land Capacity Study (ELCS) has been commissioned by Bassetlaw District Council to inform the Local Development Framework (LDF) Core Strategy and the allocation of land for employment uses.

The study's approach generally follows Government guidance on undertaking employment land reviews. It focuses on employment space needs for the group of B Use Classes, informed by the East Midlands Northern Sub-Region Employment Land Review, which assessed broad employment land requirements for the sub-region including Bassetlaw. An important input to the study was consultation with various organisations with an interest in the supply of employment land including employers, economic development and inward investment agencies, business groups, property agents and developers. In particular, commercial property agents Innes England provided market views on potential new employment sites.

A key issue underlying the study concerned how the current recession in the wider economy and its implications for the commercial property market should be reflected in the analysis. However, it should be emphasised that the Council's LDF process will be planning for longer term needs to 2026. Therefore, the analysis is based not only on where the Bassetlaw commercial property market has been historically but also a view on how it is likely to recover and perform in future. It is intended to take a longer term perspective of the types of sites needed.

## **Economic Context**

Bassetlaw is a predominantly rural area with two main economic centres and relatively few large firms. Its settlements range from small villages to larger towns, many of which grew up around coal mining activities, with the towns located along the main access routes including the A1. The District can be considered as two distinct areas - West Bassetlaw and East Bassetlaw. West Bassetlaw has historically been associated with the coal mining industry and includes Worksop, Harworth-Bircotes and former coalfield villages. Agricultural uses prevail in the more rural East Bassetlaw, with Retford, Tuxford and Misterton the largest settlements.

The District has a small economy which has undergone recent employment contraction. The evidence suggests that relatively strong growth in the transport & communications and the distribution, hotels & catering sectors has not been sufficient to offset a substantial decline in the District's manufacturing base and job losses in its office based sectors. Unemployment is below average but wage levels, particularly for workplace jobs in Bassetlaw, are significantly below regional and national averages.

Bassetlaw's economic strengths, which will influence its ability to support new employment space in future, include good transport accessibility to most parts of the District including access to the M1, A1, and East Coast Mainline; a reasonable manufacturing base; strong recent growth in the transport and communications and the distribution, hotels and catering sectors; and proximity to Robin Hood airport, which could raise the profile and image of the area as a business location. Potential weaknesses and constraints to future growth include a smaller base from which to generate growth; its relatively low representation in office based sectors and knowledge based sectors; and competition from nearby economic centres, including Sheffield and Doncaster and the low levels of inward investment in Bassetlaw.

#### **Current Stock of Employment Space**

The vast majority of Bassetlaw's employment space is industrial, both factories and warehousing, while the amount of commercial office space is very modest. The District's stock of space is reasonably modern compared to the regional average, particularly distribution premises, although the office stock is more dated.

The average level of employment space constructed in Bassetlaw in recent years has been higher than all neighbouring districts except Doncaster, although completion rates have fallen sharply in the past two years. Most of the new space completed has been for distribution uses.

Losses of employment space have been very low compared to completion rates, and suggests only limited pressure for release of employment sites in the District.

There are significant amounts of industrial land and new developments coming forward in some adjoining districts that may compete with Bassetlaw for investment in the future. This is particularly the case in Doncaster, North Lincolnshire and Bolsover, which have a considerable supply of available land for distribution and general industrial uses. There is much less office space in adjoining areas but, compared with Bassetlaw, Doncaster and Rotherham have modern business parks and Mansfield has opportunities for new office development.

#### **Economic Potential and Growth Sectors**

Bassetlaw has experienced employment decline over the last decade in what has, prior to the recent recession, otherwise been a period of economic buoyancy with strong growth at national and regional levels. Analysis of key sectors suggests the District has few obvious advantages over other parts of the region. In the current, more challenging economic climate, consolidating the existing employment base should be a priority as well as building on local strengths to provide a platform for growth in the longer term.

Sectors with more significant growth potential include the distribution and logistics sector, environmental technologies / energy and food and drink manufacture. Overall, it suggests that the District's future economic role is not very different from its current one, with a continuing focus on manufacturing and distribution uses, but seeking to diversify its economic base somewhat into higher value manufacturing where possible and seeking to develop a greater degree of office and higher-technology activities.

The District does not appear to be able to rely on significant inward investment and will need to focus on more locally based growth. This will be important given the significant competition Bassetlaw will face from emerging new developments in adjoining districts, some of which are seeking to attract similar types of businesses and economic activities. However, improving the availability of sites in areas of market potential may increase the District's potential to attract a greater share of inward investment or relocations from elsewhere.

### **Commercial Property Market**

Bassetlaw District is characterised by several distinct market sub-areas – the Worksop and western A57 Corridor on the western side of the District; the A1 corridor in the central part of the District; Retford; and rural/eastern Bassetlaw. The key market considerations can be summarised as follows:

- the majority of office demand in Bassetlaw is for small, indigenous companies seeking premises of less than 465 sq m. Bassetlaw cannot currently compete with the offer provided by the larger cities in relatively close proximity to its boundaries, and larger requirements typically gravitate towards Doncaster, Nottingham and Sheffield;
- whilst the District should maintain a complementary, secondary, role, it retains a cost effective labour force, attractive rural setting and excellent communications. Some agents considered that it could perhaps sustain a high-profile new employment location along the A57/A1 corridor;
- there is continued demand for medium sized warehousing units along the A1/A57 corridor, and scope to attract further development if accessible sites are made available. Demand for larger units is likely to be accommodated by the considerable oversupply in South Yorkshire for the foreseeable future;
- there remains a reasonable demand for industrial premises (primarily below 930 sq m), but also greater supply of both older space on established industrial estates and former colliery sites; and
- demand for employment uses remains very localised in remoter rural areas, with firms seeking small-scale rural conversions. Limited growth potential was identified.

#### **Planning for Employment Land Needs**

Building on the net employment land requirements established by the Northern Sub-Region Employment Land Review, and the preferred RSS housing and reduced outcommuting scenarios recommended by that study, the analysis suggests that there is a need for between 133 ha-142 ha gross of employment land in Bassetlaw to 2026, with the recommended amount being toward the lower end of the spectrum given the current economic downturn.

The District's current supply of committed employment land stood at 100.96 ha as of April 2008, of which 43 ha related to a single site, Bevercotes Colliery, which there are proposals for employment development. In purely quantitative terms, therefore, this would suggest that **Bassetlaw has a shortfall of around 30-40 ha**. It is important to

note that if part or all of the 43 ha Bevercotes Colliery site does not come forward as anticipated within the plan period, the District could have a very significant shortfall in quantitative terms of 70-80 ha.

In addition, qualitative factors and the need to make adequate provision with sufficient developer choice in different parts of the District, suggest a need for new sites in many areas, specifically Worksop, Retford, Harworth and the A1 corridor.

On this basis, for various quantitative and qualitative reasons and to help meet the economic aims for Bassetlaw, the need for additional provision of employment floorspace/land can be summarised as follows:

- **Worksop:** need for around 20-40 ha of new allocations, given under supply of employment land and strong demand indicators;
- **Retford:** new allocations totalling 5-10 ha of land recommended, given moderate demand;
- **A1 Corridor:** strong demand for employment uses, particularly distribution, with potential for 5-10 ha of new allocations in the vicinity of Markham Moor/Gamston Airfield and/or Blyth;
- Harworth-Bircotes: moderate market demand in the short term, although considerable number of sites with the potential to come forward for employment/mixed use; recommend an additional 10-20 ha of B2/B8 land in the short term, with potential for a further 40-50 ha in the long term if there is a step change in demand;
- **Carlton in Lindrick/Langold:** weak market demand with limited justification for new allocations;
- **Misterton:** very limited, very localised, demand for employment sites; even if Fox Covert Lane is de-allocated, future allocations should be limited to minor extensions of existing industrial estates;
- **Tuxford:** considerable potential supply of good quality sites, although limited demand. Future allocations should be limited to minor extensions of existing industrial estates;
- **Rural East/West Bassetlaw:** Considerable over-supply of sites, particularly former colliery sites in the east; needs can be met through policy support for rural building conversions and for other smaller scale industrial developments;

At the same time, it would be beneficial to complement any new provision by seeking to upgrade the stock of employment space generally. There is scope to upgrade older industrial areas through re-cladding, gradual redevelopment of individual sites and the sub-division of larger units to provide more modern, affordable space suited to market needs.

#### **Assessment of Potential Employment Sites**

In total, between 40-80ha of land is proposed for allocation, in excess of the 30-40 ha quantitative shortfall identified by this study, but similar to the 70-80 ha requirement if Bevercotes Colliery fails to come forward for development. This range supports the overall recommendation that additional provision is required for qualitative reasons, to better reflect patterns of market demand and potential across the District. In addition,

some degree of over-provision is considered appropriate to ensure that Bassetlaw can provide a sufficient range and choice of sites. An additional allowance is also made to accommodate a potential step-change in demand for employment land in Harworth-Bircotes recognising the market opportunities in that location identified in this report.

The recommended portfolio of additional sites to meet future needs identified by through this study could deliver about 230 ha of potential employment land allocations. However, it should be noted that these are based on gross site areas which do not define the net developable area of each site, for example to allow for new infrastructure or road access. In reality therefore, the potential development yield from these sites will be considerable less than is implied by the 'headline' site areas, and in some cases employment development is likely form part of wider mixed-use development of other uses.

In assembling a new portfolio of sites, a cautious approach is required to managing the competing pressures on potential employment sites within Bassetlaw, balancing the aspirations for mixed-use development on some sites with the need to encourage renewal and intensification of the older industrial estates and former colliery sites.

## **Supporting Economic Growth**

Review of existing allocated employment sites is beyond the scope of this study, but previous studies for the Council have highlighted the extent to which existing allocations will contribute to meeting future needs. Renewal and intensification on older sites should be encouraged to ensure that they contribute positively to meeting some of Bassetlaw's employment land requirements, but taking account of the particular constraints that apply on individual sites.

Where mixed-use development or potential release of an employment site to other uses is contemplated, this should have regard to the availability of alternative sites to accommodate the relocation of firms. Bassetlaw Employment Land Capacity Study

## 1.0 Introduction

- 1.1This Employment Land Capacity Study (ELCS) has been commissioned by<br/>Bassetlaw District Council to inform the Local Development Framework (LDF)<br/>Core Strategy and the allocation of land for employment uses.
- 1.2 The main aims of this study are:
  - to provide recommendations, based on a robust evidence base, on the optimum locations for future employment land allocations in the District up to 2026;
  - to provide, in light of the conclusions of the strategic assessment provided by the Northern Sub-area Employment Land Review, a realistic assessment of the existing and future local market demand for employment development in the District, with recommendations for likely phasing of delivery (as far as possible);
  - to identify opportunities and constraints (including competing supply and ambitions in the wider sub-region) to employment growth in relation to these locations;
  - to provide recommendations on the proportion of B1, B2 and B8 uses each site can, and should, accommodate up to 2026 and make recommendations for potential mixed use areas (residential and commercial) where appropriate;
  - to provide recommendations on areas where public sector intervention is required to support or generate a market for specific employment sectors where there may be under-representation;
  - to identify areas where there is current, emerging or potential oversupply in the market for specific employment sectors; and
  - to give predictions on the potential number and type of new jobs likely to be created as a result of forecast employment growth up to 2026.
- 1.3It should be noted that the purpose of this study relates to the need, type and<br/>distribution of additional site allocations. It has not sought to review<br/>Bassetlaw's existing employment sites and allocations, which have been<br/>considered by previous studies undertaken on behalf of the District Council.

## Approach and Methodology

1.4 The study's approach generally follows Government guidance on undertaking employment land reviews.<sup>1</sup> It focuses on employment space needs for the group of B Use Classes indicated in Table 1. It does not consider the future land needs of other employment generating uses such as retail, tourism,

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<sup>&</sup>lt;sup>1</sup> Employment Land Reviews Guidance Note, ODPM (2004)

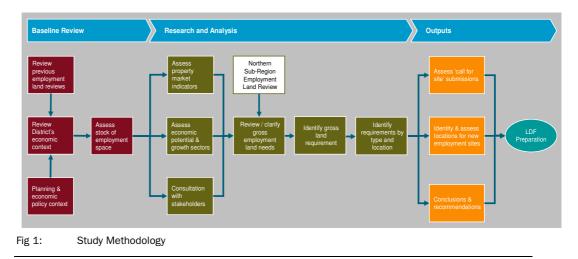
<sup>21 40612/910963</sup>v1

healthcare and education, although it is of course recognised that these sectors perform a critical role in providing local employment and economic growth opportunities. The needs of both B class employment land and floorspace are considered in the study, and references to "employment space" are intended to mean both these elements. Industrial space in this report includes both manufacturing and distribution uses.

B1	<ul> <li>Business</li> <li>Offices other than in a use with Class A2</li> <li>Research and development – laboratories and studios</li> <li>Light industry</li> </ul>
B2	<ul><li>General Industrial</li><li>General industry (unless in B1)</li></ul>
<b>B</b> 8	<ul> <li>Storage or Distribution</li> <li>Storage or distribution centres – wholesale warehouses, distribution centres and repositories</li> </ul>

Table 1: B-class Employment Land Definitions

- 1.5 The overall process by which employment needs have been assessed, and how these would feed into the LDF process, is illustrated by Figure 1. A key input to this process was consultation with various organisations with an interest in the supply of employment land including employers, economic development and inward investment agencies, business groups, property agents and developers. In particular, commercial property agents Innes England provided market views on potential new employment sites. Appendix 1 contains a list of consultees and summary of key points arising.
- 1.6 The study was informed by the East Midlands Northern Sub-Region Employment Land Review, which assessed broad employment land requirements for the subregion including Bassetlaw, and also draws on employment land studies in adjoining districts and other relevant documents including planning policy guidance, property market information, local and regional economic strategy documents, planning policy documents, economic sector studies and published economic statistics. These reference documents are listed in Appendix 2.



- 1.7 A key issue underlying the study concerned how the current recession in the wider economy and its implications for the commercial property market should be reflected in the analysis. However, it should be emphasised that the Council's LDF process will be planning for longer term needs to 2026. Therefore, the analysis is based not only on where the Bassetlaw commercial property market has been historically but also a view on how it is likely to recover and perform in future. It is intended to take a longer term perspective of the types of sites needed.
- 1.8 However, an important consideration for any work of this type is that it is inevitably a point-in-time assessment that cannot entirely reflect very recent changes in circumstances; this is clearly the case regarding the current period of national recession. This study has incorporated the data and other evidence available at the time of preparation, with the recognition that more recent changes may need to be examined through updates or supplements to this study as appropriate.
- 1.9 The report is structured as follows:
  - Economic and Policy Overview (Section 2)
  - The Current Stock of Employment Space (Section 3)
  - Economic Potential and Growth Sectors (Section 4)
  - The Bassetlaw Commercial Property Market (Section 5)
  - Planning for Employment Land Needs (Section 6)
  - Assessment of Potential Employment Sites (Section 7)
  - Supporting Economic Growth (Section 8)

An overview of current and recent economic conditions in the District and adjoining areas, and a background policy review.

A quantitative assessment of the current stock of employment space in the District, including levels and types of provision and recent changes in supply as well as major developments and employment land supply in nearby areas.

Consideration of the potential future economic role of the District and specific sectors with growth potential.

A review of the Bassetlaw property market, particularly demand for and supply of different types of employment space and any gaps in provision.

This section translates previous estimates of net employment land requirements into gross requirement and specific needs in different settlement areas.

Assesses potential sites for employment development, in terms of suitability to meet future needs and attractiveness to the market

Provides recommendations on the portfolio of additional sites most suitable for allocation to meet future needs and other measures to support economic growth in Bassetlaw.

**Conclusions** (Section 9) Presents overall conclusions for the study.

Bassetlaw Employment Land Capacity Study

## **Economic and Policy Overview**

2.1 This Section establishes the context for the study by reviewing recent economic conditions and trends within Bassetlaw District relative to nearby districts, the East Midlands region and the national economy. This is important in identifying the existing strengths and weaknesses of the Bassetlaw economy, and the factors likely to influence the nature and level of future demand for employment land within the District.

### **Geography and Connections**

2.2 Bassetlaw is the most northerly local authority area in Nottinghamshire and borders the Counties of Yorkshire, Derbyshire and Lincolnshire (Figure 2). Immediately adjoining districts include Bolsover and Rotherham to the west, Doncaster and North Lincolnshire to the north, Newark & Sherwood to the south, Mansfield to the south west and West Lindsey to the east. The major regional centre of Sheffield lies some 15 km to the west, and Nottingham 25 km to the south.

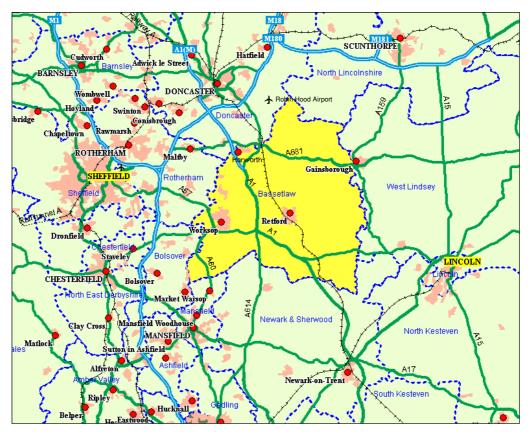


Fig 2: Sub-regional Context

2.3

The District occupies 30% of the County's area but, with some 111,700 residents, has only 10% of its population. The main settlements are Worksop

(population 39,000) in the west of the District and the market town of Retford (population 21,000) further to the east.

- 2.4 This is an attractive, largely rural, District with a history of coal mining, textiles and engineering activities. The quality of its rural setting presents quality of life advantages over more urbanised areas to the north and west. This could perhaps present an opportunity to attract more footloose entrepreneurs seeking a more attractive environment within which to be based. Its settlements range from small villages to larger towns, with the main centres of population located along the main access routes including the A1. The District can be considered as two distinct areas - West Bassetlaw and East Bassetlaw. West Bassetlaw has historically been associated with the coal mining industry and includes Worksop, Harworth-Bircotes and former coalfield villages. Agricultural uses prevail in the more rural areas of East Bassetlaw, with Retford, Tuxford and Misterton the largest settlements.
- 2.5 On the whole Bassetlaw is well connected in accessibility terms although rural parts of East Bassetlaw are more remote. The M1 can be reached to the west of the District via the A57 and provides good links to the major metropolitan areas of Derbyshire, Leicestershire and Yorkshire. The M1 also provides access to the M62 Trans-Pennine route. The A1 national highway runs north-south through the District and links it with the M18 and the M180, which connect to Humberside, Lincolnshire and the East Coast ports.
- 2.6 The District also has good rail links, both north-south and east-west. The East Coast Mainline runs north-south through Retford, linking it with Edinburgh, York, Newark, Peterborough and London. East-west rail links connect Retford and Worksop with Lincoln and Sheffield while the Robin Hood Line provides a direct rail link from Worksop to Nottingham via Mansfield.
- 2.7 Although there are no airports within the District, Bassetlaw lies some 25 km south of Doncaster Robin Hood. This represents a significant opportunity for Bassetlaw District to raise its profile and image as a business location and may offer some potential to capitalize upon spin-off growth from the airport, particularly once new road infrastructure has been developed. Other airports within a reasonable distance include East Midlands Airport approximately 50 km to the south and Leeds-Bradford Airport, approximately 70 km to the north.
- 2.8 The District contains no universities, the nearest being the University of Sheffield and Sheffield Hallam University, as well as Nottingham University and Nottingham Trent University. North Nottinghamshire College located in Worksop offers a range of further education courses. There are potentially opportunities in future to increase linkages with universities in nearby centres and improve skills transfer to local businesses and retain a greater proportion of younger university-educated residents as a consequence.
- 2.9 As one of the former coalfield areas in North Nottinghamshire, the District, along with five former coalfield districts across North Derbyshire and North

Nottinghamshire, is covered by an ERDF Priority Area 2 (PA2) Investment Plan. This funding can be used to support economic and enterprise activities which benefit the most disadvantaged communities including enterprise and local infrastructure. Most of Bassetlaw is also designated as Tier 2 or 3 Assisted Areas eligible for UK government Grant for Business Investment funding. Access to public funding will be vital to bring forward / remediate some of the larger employment sites in the District, although this may prove more difficult in view of the prospective period of more constrained public sector budgets in coming years.

2.10 Bassetlaw lies within the Northern Sub-region of the East Midlands. The Regional Economic Strategy identifies the key challenges of this area as high levels of unemployment, physical regeneration and economic renewal, jobs declining faster than new job opportunities, its legacy of environmental damage from its industrial past, its major strategic sites in need of physical regeneration, capitalising on economic opportunities from proximity to the Sheffield/Rotherham conurbation and its many small isolated communities. Strategic priorities to be focused upon for this sub-area include economic renewal, enterprise and business support, employment learning and skills, and land and development. Relevant planning and economic development policies are summarised in Appendix 3.

#### **Policy Background**

- 2.11 Appendix 3 contains an economic and planning policy overview, with a summary of the key points provided below.
- 2.12 The **East Midlands Regional Plan (Regional Spatial Strategy)** (March 2009) states that for the Northern Sub-area (including Bassetlaw District), economic, social and environmental regeneration will be a regional priority. Key aims include significantly strengthening the Sub-regional Centres (including Worksop); providing jobs and services in and around 'other settlements'; improving the social infrastructure; and enhancing the environment. Policy SRS3 states that to assist growth and regeneration objectives, consideration should be given to areas north of Worksop towards RHADS, concentrating on the former mining communities and mining operations.
- 2.13 Policy 19 states that regeneration activity should be focused on areas of greatest identified need, including Sub-Regional Centres that exhibit high levels of deprivation; the Northern Sub-area as a whole; and economically lagging rural areas including the more rural parts of Bassetlaw.
- 2.14 Policy 20 states that future allocations of employment sites should be responsive to commercial requirements; encourage the development of the RES priority sectors; improve the regeneration of urban areas; provide for the needs of hi-tech and knowledge based industries; assist rural diversification; assist the development of sites in the Priority Areas for Regeneration; and be of a scale consistent with the essential policy of urban concentration.

- 2.15 A review of the **Regional Economic Strategy** (RES) found that the priority sectors comprise transport equipment, food and drink, healthcare and construction as well as specific sectors which have local economic significance. The RES identifies a range of transformational actions that are needed to tackle barriers and ensure the right conditions exist to achieve the RES vision. Inward investment, providing quality sites and buildings which support enterprise development are all seen as key in helping to achieve the overall vision.
- 2.16 The **East Midlands Northern Sub-Region ELR** (March 2008) provides an analysis of employment land demand and supply in the Northern Sub-Region. For Bassetlaw, it identifies:
  - a net employment land requirement for 79.5ha–92.5ha to 2026, weighted toward the lower end of the range;
  - new sites should be weighted towards distribution-related uses, or small industrial/office-based businesses;
  - Bassetlaw has a moderate supply of land (114ha) given recent take up rates, and much of this is constrained; around 20ha of committed sites are identified for de-allocation;
  - there is a need to consider new sites in West Bassetlaw to support demand.
- 2.17 The ELR concludes that even allowing for the de-allocations, Bassetlaw requires substantial new allocations of employment land, with potential broad areas of search to include the A1/A57 corridor; the northern part of the District close by RHADS; and Retford/Worksop.
- 2.18 Bassetlaw's **Employment Land Study** (2006) noted that as of April 2005 there was a total of 185ha of available employment land in the district, of which 102.2ha was located in east Bassetlaw. The ELS notes that there is a lack of fully serviced sites in the district and recommends reducing the supply of land, targeting supply to meet the demand of distinct market sectors. Sites at Bevercotes Colliery and Lound Hall were recommended for de-allocation, resulting in a total of 54ha to be removed from the portfolio, whilst a further 60ha of additional land is identified to be allocated in West Bassetlaw, with an additional 17ha in East Bassetlaw.

## **Economic Activity**

- 2.19 Over the last 30 years, Bassetlaw has seen the decline of its traditional industries, particularly in the west of the District which continues to suffer from the decline of coal mining and manufacturing. This has left many employment sites needing remediation, which makes redevelopment for other uses more costly.
- 2.20 There are relatively few large firms in the District with less than 1% of businesses having more than 100 employees. This level is comparable to that of the East Midlands (1%) but lower than the national average (1.5%).

Bassetlaw has a comparable proportion (67%) of very small firms (0-9 employees) to the East Midlands region (68%) and national (68.7%) proportions (Table A1, Appendix 4).

- 2.21 The largest private sector employers in Bassetlaw apart from retailers are manufacturing firms and warehousing and distribution operators, the latter reflecting the good road accessibility in parts of the District. Three of the largest employers include:
  - a) Wilkinson, with over 1,500 jobs, which has its headquarters in Worksop and a major distribution centre next to the Manton Wood Enterprise Park;
  - b) B&Q / Exel, whose storage and distribution centre contain around 1,000 jobs; and
  - c) Greencore, employing approximately 2,000 workers in its sandwich manufacturing facility at Manton Wood Enterprise Park.
- 2.22 There are no large office occupiers but a number of small professional firms based in the town centres of Retford and Worksop and small, innovative startup firms in the Turbine development within Shireoaks Triangle Business Park.

#### **Economic Trends**

- 2.23 Recent economic trends in the District are summarised below, with detailed statistics contained in Appendix 3. These allow the recent performance of Bassetlaw's economy to be compared with Nottinghamshire, the East Midlands, and Great Britain.
- 2.24 The District's resident population, currently 111,700, has grown by 5.0% since 2001, slightly above national growth of 3.9%. The number of dwellings grew by 5% the period 2001- 07 compared with a 6% increase in the East Midlands and a national increase of 4.7%.<sup>2</sup>
- 2.25 In 2007, Bassetlaw contained some 42,600 employee jobs, a fall of 6.1% since 1998, in contrast to significant employment gains in that period in the East Midlands (+9.2%) and Great Britain (+9.2%).<sup>3</sup> In addition, all Bassetlaw's neighbouring districts experienced employment growth in this period (Figure 3) (Table A2).

<sup>&</sup>lt;sup>2</sup> Based on number of dwellings registered for Council Tax. Source: ONS

<sup>&</sup>lt;sup>3</sup> Based on Annual Business Inquiry, 2007

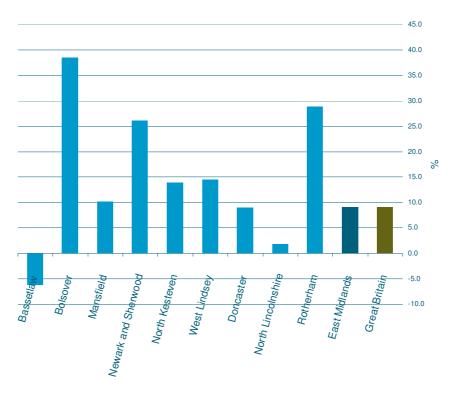
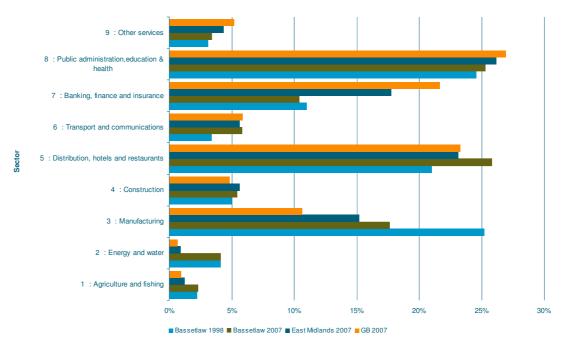


Fig 3: Percentage Change in Employment 1998-2007 Source: Annual Business Inquiry

#### **Industrial Structure**

- 2.26 As Figure 4 illustrates, in employment terms, Bassetlaw's main industrial sectors are distribution, hotels & restaurants (with 25.8% of all jobs), public administration, education & health (25.3%) and manufacturing (17.6%).
- 2.27 The distribution, hotels & restaurants and the manufacturing sectors in Bassetlaw both account for a higher proportion of local employment than in the East Midlands region (23.1%) and nationally (23.3%). The employment share of Public administration, education and health (25.3%) is only slightly lower than the regional (26.2%) and national rate (26.9%). However, the typically more dynamic sector of banking and finance (10.4%) is significantly underrepresented in Bassetlaw compared with the region (17.8%) and Great Britain (21.6%) (Table A3).





- 2.28 Over the period 1998-2007, Bassetlaw had employment growth in only four sectors. These were transport & communications (+62.7%), distribution, hotels & catering (+14.7%), construction (+2.7%) and other services (+2.6%). All other sectors suffered from a decline in the number of jobs (Table A4).
- 2.29 The growth of the transport & communications sector of 62.7% was significantly greater than the regional change of 29.5% and 10.3% nationally. The sector experiencing the greatest decline was manufacturing which fell by 34.7%. This decline was worse than the regional (30.5%) and national (30.2%) averages.
- 2.30 Between 1994 and 2008, the number of VAT registered firms in the District grew by 21.9%.<sup>4</sup> This was lower than the 24.9% gain in the East Midlands region and 25.4% growth nationally (Table A5). In addition, the number of VAT registrations in Bassetlaw per 10,000 population in 2007 was 31<sup>5</sup>. This rate of new business formation was slightly below that of East Midland region (32) and well below the national average (42) suggesting that entrepreneurial activity in the District is lower than average (Table A6). However, levels of self-employment in Bassetlaw are much higher (14.2%) than the regional (8.8%) and national (9.4%) averages, indicating some potential to create new businesses.

<sup>&</sup>lt;sup>4</sup> VAT registration only required for companies above certain size threshold

<sup>&</sup>lt;sup>5</sup> Resident population over 16 years of age

#### **Knowledge-based Industries**

- 2.31 Knowledge-based industries are those sectors of the economy where valueadded is derived from the intensity and accumulation of knowledge, often fostered through innovation and increasing use of technology. Firms within this sector tend to grow faster and have greater future potential than other sectors, and so are considered an important indicator of an economy's competitiveness and future growth prospects.
- 2.32 As Table 2 shows, only 13.4% of firms within Bassetlaw are within knowledgebased industries. This is well below the regional (16.0%) and national averages (20.5%) although similar to or slightly better than some nearby districts.<sup>6</sup>

District	Proportion of Businesses (%)
Bassetlaw	13.4
Bolsover	11.9
Mansfield	11.8
Newark and Sherwood	15.9
North Kesteven	13.6
West Lindsey	14.7
East Midlands	16.0
United Kingdom	20.5

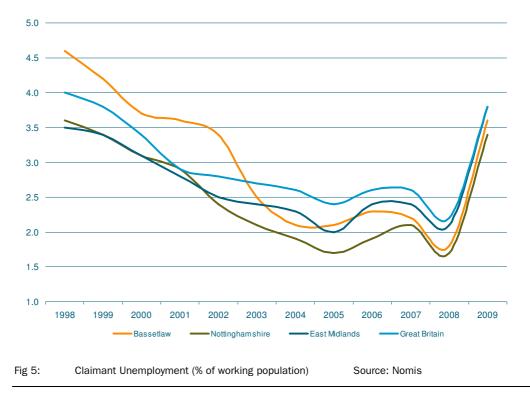
Table 2: Proportion of Knowledge-based Businesses Source: UK Competitiveness Index 2008

#### Workforce

- 2.33 With 3.5% of its resident workforce currently out of work, the District has a lower percentage of claimant unemployment than the East Midlands region (4.1%) and the national average (4.1%) and the same as the Nottinghamshire average (3.5%) (Table A7).<sup>7</sup>
- 2.34 Although it has risen sharply over the last year reflecting national economic recession, unemployment in Bassetlaw has been lower than national and regional levels for the last few years (Figure 5). This followed a lengthy period before 2003 when the District's unemployment rate was higher than County, regional and national averages. The current national recession may have impacted the District's employment levels, but at the time of writing published national data is not yet available to cover this period.

<sup>&</sup>lt;sup>6</sup> Based on Organisation for Economic Co-operation and Development (OECD) definition, includes high-tech manufacturing activities such as pharmaceuticals, computers and aerospace, telecommunications, financial intermediation, computing and research and development. <sup>7</sup> JSA Claimant Unemployment, July 2009

2.35 Long-term unemployment in Bassetlaw (5.9%) is also low in comparison with the county (7.1%), regional (8.6%) and national (9.5%) figures (Table A7).<sup>8</sup>



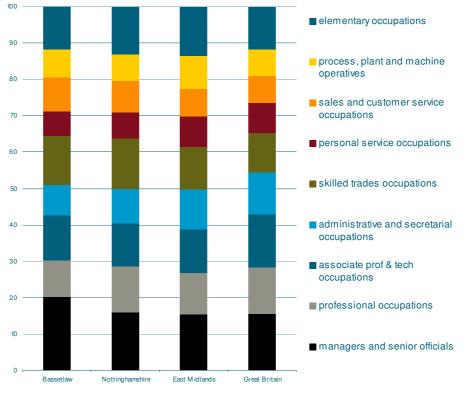
- 2.36 In July 2009, there were 3.7 claimant unemployed workers for every notified job centre vacancy in the District. This ratio is lower than Nottinghamshire (4.7), the East Midlands (5.3) and nationally (5.7). This suggests significant capacity in the local labour market but that the prospects of unemployed residents obtaining work in the District are slightly better than average (Table A8).
- 2.37 There also appears to be some scope to expand the indigenous local labour supply should employment demand grow in future (Table A9). This reflects the local economic activity rate (77.2%) being lower than the regional average (80.3%) and the national rate (78.8%).

#### **Skill Levels**

2.38 Overall, Bassetlaw's labour force has more higher skilled occupations and fewer, lower skilled manual jobs than the East Midlands average although the situation is mixed in comparison to national averages. In particular, Bassetlaw has a significantly higher proportion of residents in managerial, professional and associate professional occupations (31%), compared with the Region (26.7%) and nationally (28.3%). At the same time, the District's proportion of residents in lower skilled occupations<sup>9</sup> is 35.6%, lower than in the East

<sup>&</sup>lt;sup>8</sup>% of unemployed workers claiming for over 12 months, July 2009

<sup>&</sup>lt;sup>9</sup> Includes Elementary Occupations, Process Plant & Machine Operatives, Sales and Customer Service Occupations and Personal Service Occupations



Midlands (38.2%) although slightly above the national average (34.4%) (Table A10 and Figure 6).

- 2.39 Skill levels in the Bassetlaw workforce are not particularly high. Only 25.4% of working-age residents have a degree or higher qualification, below the county (27.2%) regional (25.5%) and national (28.6%) averages (Table A11). There are also more residents with no qualifications in Bassetlaw (14.7%) compared with the county (12.8%), regional (13.5%) and national (13.1%) averages.
- 2.40 Turning to the types of jobs required in the area, the most sought occupations amongst claimant unemployed workers in Bassetlaw are elementary / unskilled work (35%), sales and customer services (15%) and process, plant and machine operatives (14%) (Figure 7). In contrast, demand for managerial and professional jobs (4%) is lower than the national average (5%) while demand for lower skilled and manual industrial jobs (14%) (process, plant and machine operatives) is higher than regional (13%) and national (12%) rates (Table A12).

Fig 6: Occupational Profile of Labour Force Source: Annual Population Survey (March 2008)

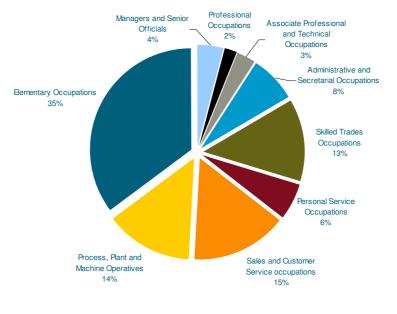


Fig 7: Sought Occupation of Claimant Unemployed in Bassetlaw Source: Nomis, October 2008

#### Earnings

2.41

Average resident based weekly earnings in the District are 4% lower than the county, 6% lower than in the region and 7% below the national average (Table A13).<sup>10</sup> Workplace earnings in Bassetlaw are even lower, being 16% below the national average and 8% below the regional average. This reflects the types of jobs most common within Bassetlaw being generally lower paid. It also suggests that, in common with many other nearby districts, many residents are commuting out of Bassetlaw to better paid jobs elsewhere. Along with lower wages, the proportion of Bassetlaw residents claiming benefits (15.6%) is higher than both the regional (13.0%) and national rates (13.9%).

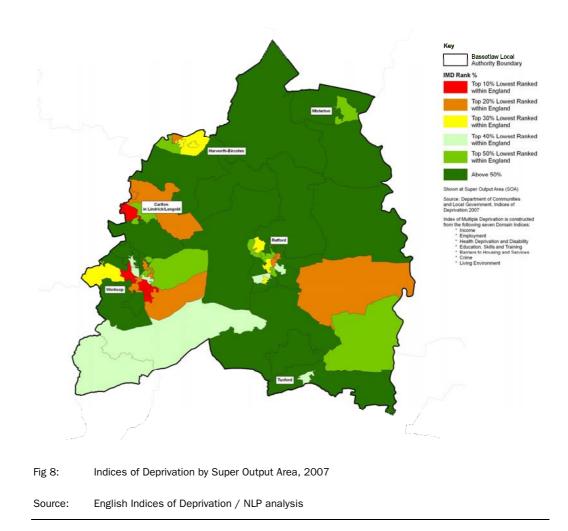
#### Deprivation

- 2.42 Bassetlaw has relatively high levels of deprivation, being ranked as the 94<sup>th</sup> most deprived out of 354 English local authorities (Table A14). <sup>11</sup> Although this places the District within the most deprived 30% of local authority areas, it is substantially better off than some nearby areas such as Doncaster (14<sup>th</sup>), Mansfield (34<sup>th</sup>) and Bolsover (55<sup>th</sup>).
- 2.43 At a more local level, Figure 8 illustrated particular concentrations of deprivation around Worksop.<sup>12</sup> The Worksop South East super-output area is within the 1% most deprived areas in the country and a further five super-output areas are amongst the 10% most deprived. Other parts of the District include areas with among the 20% least deprived parts of the country.

<sup>&</sup>lt;sup>10</sup> Annual Survey of Hours and Earnings, 2008

<sup>&</sup>lt;sup>11</sup> English Indices of Multiple Deprivation 2007

<sup>&</sup>lt;sup>12</sup> Lower-layer Super Output Areas, of which there are 71 in the District



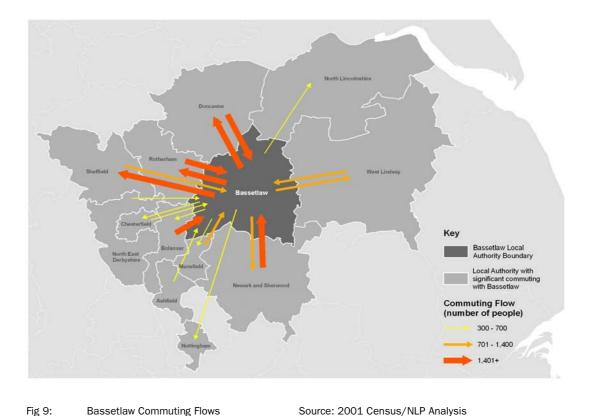
#### **Inward Investment**

- 2.44 The number of inward investment successes attracted to the District in recent years is understood to be low. This partly reflects its proximity to larger economic centres such as Sheffield and Doncaster but possibly also limited supply of good quality sites and premises other than for distribution.
- 2.45 The Council received around 170 property-related enquiries in 2007/08 (Table A15). Of those, and where current location was specified, 40 related to the potential relocation of a business to the District from elsewhere, with 55% originating from firms based in South Yorkshire, and the remainder from elsewhere in Nottinghamshire, Lancashire, Derbyshire, West Yorkshire, Lincolnshire, Cheshire, and London. There was only one recorded enquiry from overseas, although these type of enquiries are generally received by EMDA rather than the Council.
- 2.46 Of these enquiries, approximately 29% were seeking industrial land, 23% premises suitable for a range of uses and 20% did not specify a specific use. Office space accounted for 11% of specific enquiries.

### **Commuting Flows**

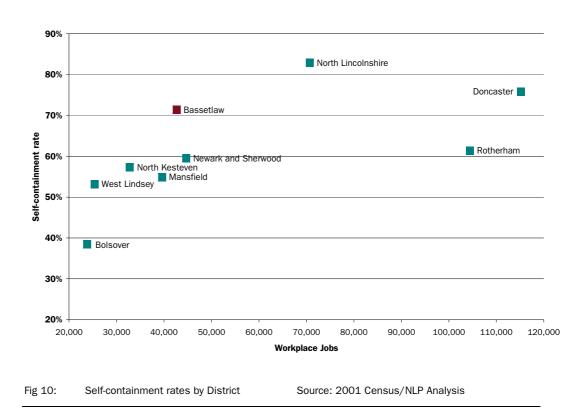
2.47

Travel-to-work data from the 2001 Census indicates that of Bassetlaw's 45,940 working residents, about 32,900 (71%) work in the District. The remaining 13,130 travelled out of the District to work elsewhere, the main destinations being nearby districts such as Doncaster (4%), Sheffield (3.9%), Rotherham (3.2%) and Newark and Sherwood (2.7%). At the same time, some 13,100 workers commuted into Bassetlaw to work. The main source areas included Bolsover (4.6%), Rotherham (4.5%), Doncaster (3.9%) and Newark and Sherwood (3.5%). This equated to 28.6% of workplace jobs in the District being filled by non-residents (Table A16).



2.48

This picture indicates Bassetlaw is a relatively self-contained economy in terms of travel-to-work patterns with over 71% of its residents living and working in the District. Figure 9 illustrates that this rate is higher than all but three neighbouring districts (North Lincolnshire, Doncaster and Rotherham) all of which have greater numbers of workplace jobs (Table A17).



#### Conclusions

2.49

Bassetlaw is a predominantly rural area with two main economic centres and relatively few large firms. It has a small economy which has undergone recent employment contraction. The evidence suggests that relatively strong growth in the transport & communications and the distribution, hotels and catering sectors has not been sufficient to offset a substantial decline in the District's manufacturing base and job losses in its office and knowledge-based sectors. Unemployment is below average but wage levels and skills are also below regional and national averages.

- 2.50 Whilst the District has an opportunity to capitalise on growth at Robin Hood Airport, its proximity to stronger economic centres such as Doncaster, Nottingham and Sheffield weakens the District's ability to compete effectively for both inward and domestic investment. The District is able to attract some sources of public funding, given the prospective period of more constrained public sector budgets in coming years, this may have some impact on the ability to bring forward or remediate some of the larger employment sites.
- 2.51 Drawing on the above analysis, Table 3 summarises particular strengths, weaknesses, opportunities and threats relevant to the District. Many of these issues will have some bearing on future employment land requirements and the broader direction of economic strategy in the District.

Strengths	Weaknesses			
<ul> <li>good transport accessibility to most parts of the district (M1, A1, East Coast mainline etc)</li> <li>rural area provides quality of life advantages</li> <li>high level of self-containment of resident workforce</li> <li>strong recent growth and competitive advantages in transport, communications and distribution sectors</li> </ul>	<ul> <li>low workplace earnings and skills base</li> <li>lack of clear business identity and image</li> <li>smaller base from which to generate growth</li> <li>relatively low rate of business start-ups</li> <li>lack of public sector funding status</li> <li>low representation in office-based sectors and knowledge-based sectors</li> </ul>			
Opportunities	Threats			
<ul> <li>potential to capitalise on growth at Robin Hood Airport</li> <li>potential to increase workspace for entrepreneurs</li> <li>scope to increase local economic activity rates</li> <li>increased linkages with universities in nearby centres</li> </ul>	<ul> <li>competition for inward and domestic investment from nearby economic centres e.g. Sheffield, Doncaster</li> <li>public sector funding constraints may impact ability to bring forward / remediate some larger employment sites.</li> </ul>			

Bassetlaw Employment Land Capacity Study

## **The Current Stock of Employment Space**

- 3.1 This section provides an overview of the current stock of employment space in the District, as well as recent trends in and changes to that supply. Also examined is the amount of such space likely to come forward in Bassetlaw in future and losses to the current stock. In addition, the current supply of employment space in adjoining Districts is reviewed along with major B class development proposals in the surrounding area that could affect demand in Bassetlaw.
- 3.2 Both the amount of employment land and the quantity of built employment floorspace are considered across the main types of employment uses – primarily offices (use class B1(a)), warehousing / distribution (B8) and manufacturing industry (B1(c)/B2). Trends in the supply of employment space in the District were assessed from the following sources:
  - commercial floorspace data from the ONS and the Valuation Office Agency (VOA);
  - Bassetlaw District Council's monitoring data on employment development;
  - commercial property databases.

#### **Main Employment Areas**

The main existing employment areas within West Bassetlaw are:

- the Dukeries Industrial Estate to the north west of Worksop, with a range of small workshops to larger industrial units;
- the Manton Wood Enterprise Park on the southern edge of Worksop;
- Sandy Lane Industrial Estate south of the Worksop Sheffield railway line to the east of the A57;
- Shireoaks Triangle Business Park to the west of Worksop off the A57, which contains recently developed B1, B2 and B8 units totalling 4,225 m<sup>2</sup>;
- The Turbine, within Shireoaks Triangle Business Park, which provides 45 small, high quality office and workshop units for start-up businesses; and
- Brunel Industrial Estate located in Harworth-Bircotes.

The main existing employment areas within East Bassetlaw are:

- West Carr Industrial Estate / Ordsall Road North with a range of industrial warehouses and purpose built premises;
- Hallcroft Industrial Estate and Randall Way/Trinity Park, Retford;
- Gamston Airfield, a mainly distribution site south west of Retford; and
- employment development at the Tuxford and Markham Moor junctions on the A1 to the south of the District.

3.3

#### **Stock of Employment Floorspace**

3.5

Table 4 shows the number of B class employment-generating premises in Bassetlaw and nearby Districts by main use categories. From this, Bassetlaw has a comparable number of employment premises to many neighbouring districts but North Lincolnshire, Rotherham and Doncaster have many more.

District	Commercial Offices	Factories	Warehouses	All Types			
Bassetlaw	374	657	451	1,482			
Bolsover	142	441	203	786			
Doncaster	905	1,476	886	3,267			
Mansfield	443	653	412	1,508			
Newark and Sherwood	433	731	327	1,491			
North Kesteven	364	624	404	1,392			
North Lincolnshire	511	1,047	596	2,154			
Rotherham	878	1,415	720	3,013			
West Lindsey	231	517	300	1,048			
Table 4:       Number of Employment Premises, 2007       Source: Nomis/VOA, 2007							

3.6 The total amounts of B class employment floorspace by main uses in Bassetlaw and adjoining districts are shown in Figure 11. This indicates that Bassetlaw has more employment space than some other centres nearby but much less than Doncaster, Rotherham and North Lincolnshire (Scunthorpe). However, Bassetlaw ranks second in terms of employment space per capita, rates well in comparison to neighbouring areas, below North Lincolnshire but ahead of both Rotherham and Doncaster (Table A18, Appendix 4).

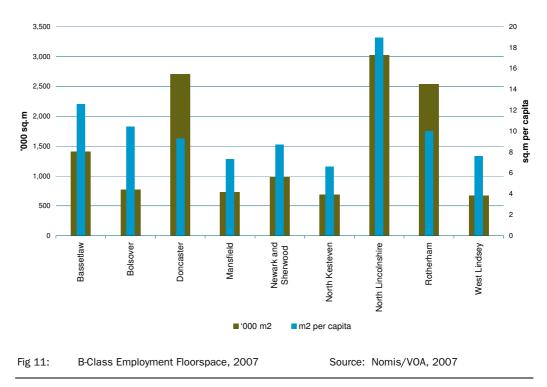
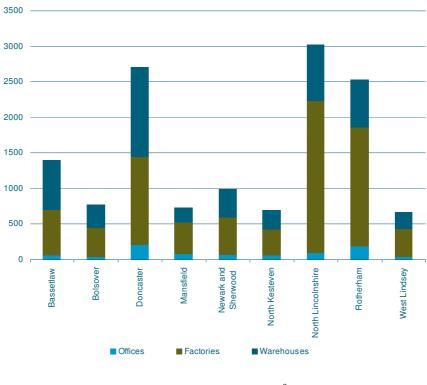


Figure 12 illustrates the proportions of different employment uses in Bassetlaw relative to surrounding Districts. The great majority of Bassetlaw's employment space is in factories (46%) and warehousing (50%). The dominance of these two sectors reflects the District's historical industrial focus and good accessibility. Commercial offices only account for about 4% of the District's total floorspace. No other district in this general area contains a high proportion of office space although North Lincolnshire, Doncaster and Rotherham contain high proportions of distribution space, much more than in Bassetlaw.

3.7





3.8

An indication of the scale of change in the District's employment space over recent years is provided in Table 5 below.

District	Comme Offic		Facto	ories	Warehouses		Total	
	'000 m²	%	'000 m²	%	'000 m²	%	'000 m²	%
Bassetlaw	18	45	-35	-5	256	57	239	20.5
Bolsover	31	23 8	8	2	202	154	241	45.1
Doncaster	50	32	-17	-1.4	627	98	660	32.2
Mansfield	22	37	24	12.9	11	6	57	8.4
Newark and Sherwood	24	48	41	8.6	143	57	208	26.8
North Kesteven	27	73	4	1	41	17.7	72	11.6
North Lincolnshire	16	20	178	9	-24	-3	170	6
Rotherham	62	50	191	12.9	148	28	401	18.8
West Lindsey	1	2	-14	-3.5	2	-1	-11	-2

Table 5: Change in Employment Floorspace, 2000-2007

Source: Nomis/VOA, 2000/07 Note: includes purpose built and converted offices including central Government but not local government offices

- 3.9 The District's gain of some 239,000 m<sup>2</sup> of employment space between 2000 -07 was the fourth largest in the area, after Doncaster, Rotherham and Bolsover, and contrasts with losses or marginal increases in West Lindsey, North Lincolnshire and Mansfield. Most of Bassetlaw's increase arose from a 57% gain (256,000 m<sup>2</sup>) in warehousing floorspace and to a small extent from an 18,000 m<sup>2</sup> (45%) increase in commercial office space. These gains were offset by a 35,000 m<sup>2</sup> (5%) loss of factory floorspace over the same period.
- 3.10 Bassetlaw's gains in warehousing space were second only to Doncaster. However, it lost more factory space than any other district and its office space gains were the third lowest.

#### **Emerging Supply of Employment Space**

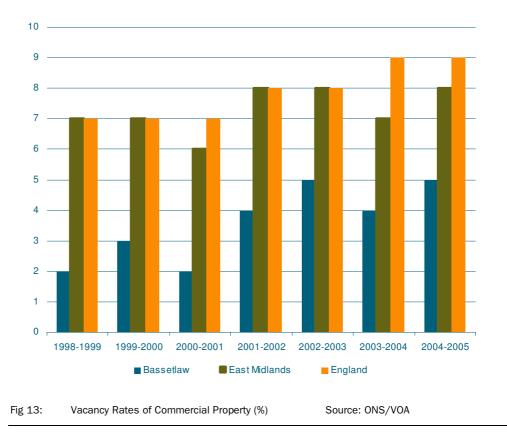
- 3.11 An indication of the amounts of new employment space in the development pipeline in Bassetlaw can be gauged from unimplemented planning permissions, as there are understood to be no significant employment sites currently under construction.
- 3.12 As of 31 March 2008, there was limited land with outstanding planning permission for employment uses. In East Bassetlaw, there was a total of 1.83 ha of land with planning permission. Of this 1.8 ha was in existing centres of employment with the remaining 0.03 ha on the West Carr Industrial Estate. In West Bassetlaw, there was marginally more land with outstanding planning permission (2.2 ha). This included 1.63 ha at Blyth Road East and 0.61 ha located on protected employment land. This is assumed to be industrial land although details are not clear.

Types	Land with outstanding permission (ha)
Centres of employment	1.80
Allocated sites	1.63
Protected employment land	0.61
Total	4.04

Table 6: Land with outstanding planning permission, March 2008 Source: Bassetlaw District Council

## **Property Availability / Vacancy Levels**

3.13 Figure 13 indicates that vacancy levels of commercial property in Bassetlaw have consistently been lower than regional and national averages, despite some increase in vacancy over recent years. The latest published rate in 2004/05 was equivalent to 5% of the total stock of employment space, well below the 9/10% availability rate that is typical of a normal market with a reasonable amount of space available for firms to relocate and expand.



3.14

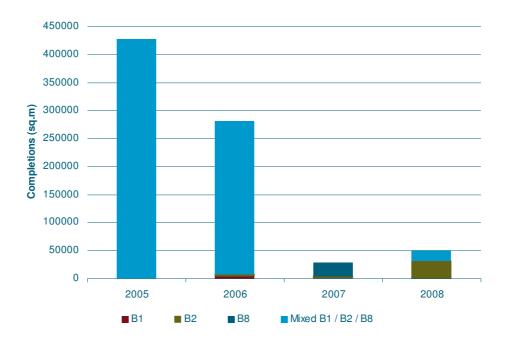
As Table 7 shows, in recent years Bassetlaw has had a lower level of commercial property vacancy than the majority of surrounding districts. The only district to have a lower vacancy rate was North Lincolnshire (4%).

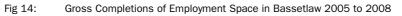
District	Vacancy Rate (%)	
Bassetlaw	5	
Bolsover	10	
Doncaster	10	
Mansfield	7	
Newark and Sherwood	7	
North Kesteven	5	
North Lincolnshire	4	
Rotherham	5	
West Lindsey	9	
East Midlands	8	
England	9	
Table 7:         Commercial Property Vacancy in Adjoining Boroughs, 2004/5         Source: Nomis		

- 3.15 Based on commercial property being marketed in late February 2009, there was around 103,000 m<sup>2</sup> of industrial space available in the District, broadly equivalent to about 8% of the industrial stock. Approximately 30% of this available space was on the Dukeries Industrial Estate. Most of the remainder was at Memorial Avenue, Worksop (16%), in two large units at the High Grounds Road Industrial Estate, Worksop (32%) and on the Manton Wood Enterprise Park (13%).<sup>13</sup>
- 3.16 There was relatively little office space available, with just under 4,000 m<sup>2</sup> being marketed, less than 1% of the total office stock. This ranged from small units above shops to a few larger premises such as 1,600 m<sup>2</sup> at Crown House at Newcastle Avenue, Worksop.

#### **Development Rates**

3.17 As Figure 14 below illustrates, gross completion rates in Bassetlaw have varied over the last 4 years, but averaged some 197,000 m<sup>2</sup> per annum. Development rates have generally fallen since 427,000 m<sup>2</sup> of mixed employment floorspace was built in 2005. Since then, less than 50,000 m<sup>2</sup> of B-class floorspace was completed in the each of the last two years.





Note: Includes any gains through change of use or conversions.

<sup>3.18</sup>The level of development experienced in Bassetlaw is high relative to<br/>neighbouring authorities. For example, over the period 2005 – 2008 only<br/>Doncaster (255,500 m² p.a.) experienced annual average completions greater

<sup>&</sup>lt;sup>13</sup> Based on properties being marketed through the Novaloca and Estates Gazette on-line databases

than those in Bassetlaw. Over the same period, the nearby districts of North Lincolnshire (96,900 m<sup>2</sup> p.a.), Rotherham (87,000 m<sup>2</sup>), North Kesteven (46,200 m<sup>2</sup>), Newark &d Sherwood (29,500 m<sup>2</sup>), Mansfield (16,400 m<sup>2</sup> p.a. for the period 2006 – 2008) and West Lindsey (4,900 m<sup>2</sup>) all had lower annual completion rates than Bassetlaw.

#### Loss of Employment Space

3.19

Recorded losses of employment land in the period 2006 to 2009 totalled 13.45ha of employment land at an average rate of 3.36ha per year (Table 8). However, much of this was lost to a new school in Retford in a single year (7.12ha) and no employment land was lost during 2008. This is a relatively low figure for employment land losses compared with annual completion rates of new space and suggests moderate pressure for release of employment sites in the District. However, three further employment sites have extant planning permission for alternative uses in the pipeline, totalling 11.41ha, which would further reduce the current portfolio of employment sites in the District.

Year	Location of Loss	Site Area (ha)	Lost to	
Employment Land Lo	sses			
2006	South of Fox Covert Lane	3.62	Residential	
	TOTAL 2006	3.62		
2007	Albert Road, Retford	1.31	Residential	
	Babworth Road	7.12	New School Development	
	Old Blyth Road, Ranby	0.33	Residential	
	TOTAL 2007	8.76		
2008	No employment losses	0	-	
2009	Lound Hall	1.07	Residential	
	TOTAL 2009	1.07		
TOTAL 2006-09		13.45		
Employment Land with extant planning permission				
2007	2007 Bridon Works		Residential	
	Thrumpton Lane South	3.09	Residential	
	Markham Moor	1.44	New A1 Improvements	
TOTAL 2006-09		11.41		

Table 8: Losses of Employment Land in Bassetlaw, 2005 -08 Source: Bassetlaw Annual Monitoring Reports

## Age of Premises

3.20

A very broad indication of the age of the current stock of employment space is provided by Table 9. This indicates that Bassetlaw employment premises are reasonably modern, with over 28% built since 1991 compared with the regional (17.2%) and national averages (14.6%). Much of this new space comprised distribution premises, with over 37% of Bassetlaw's warehouse space built after 1991. However, the District's office floorspace is more dated with almost half built before 1940 and only 6% since 1991.

Use	Pre- 1940	1940 -70	1971- 80	1981 -90	1991 -00	2001 +	Unknown
Offices	49.1	10.7	15.5	14.5	6.4	N/A	N/A
Factories	25.1	29.6	13.4	10.3	18.2	N/A	N/A
Warehouses	13.5	22.8	13.3	9.1	37.3	N/A	N/A
All types	21.8	25.4	13.5	10.2	25.4	2.8	1.8
East Midland	23.5	24.5	15.4	15.7	13.4	3.8	3.7
England/Wales	22.2	27.2	14.3	14.9	11.1	3.5	6.8

Table 9:Age of Premises in Bassetlaw

Source: ODPM Planning Statistics 2005

## **Available Employment Land**

- 3.21 Bassetlaw's annual monitoring data suggests that there was an estimated 99 ha of allocated employment land recorded as available for development in the District in 2007.<sup>14</sup> Of this amount, 38% was on sites in West Bassetlaw and 62% in East Bassetlaw.
- 3.22 The largest allocated site is Bevercotes Colliery in East Bassetlaw. This site comprises almost 36 ha and forms 36% of all land allocated for employment use. In total, 90% of this allocated land is suitable for B1, B2 and B8 industrial uses. Only 10% is available for B1 (a) office uses and comprises one allocated greenfield site in West Bassetlaw.
- 3.23 Figure 15 summarises the amount of developable employment land in Bassetlaw and adjoining authorities in the monitoring year 2007-08 (Table A19). This illustrates that Bassetlaw has broadly comparable amounts of available land to many of the surrounding authorities, but much less than North Lincolnshire and Rotherham, and to a lesser extent Doncaster.

<sup>&</sup>lt;sup>14</sup> Bassetlaw District Council Annual Monitoring Data (December 2008)

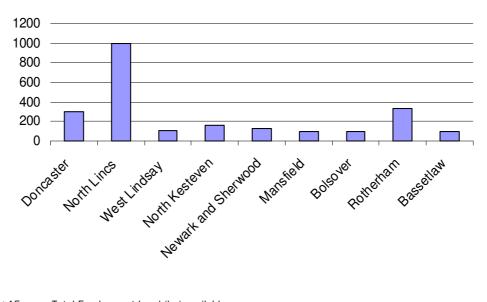


 Fig 15:
 Total Employment Land (ha) available

 Source:
 Annual monitoring reports. Note: Bassetlaw includes only allocated sites.

#### **Employment Space in Adjoining Areas**

3.24 It is also important to understand the extent and types of available employment land in nearby authorities, and any major new economic developments coming forward elsewhere, which could have an impact on Bassetlaw's employment portfolio. A brief review has been undertaken of the current employment land position in each of the adjoining areas, which is set out below.

- 3.25 **West Lindsey** lies to the east of Bassetlaw and contains the towns of Gainsborough, Market Rasen and Caistor. Gainsborough is the largest settlement and the focus for the majority of future commercial development. More than half of the existing stock of employment land is understood to be general industrial (B2) space, but largely comprises dated premises unsuited to current demand. Corringham Road is Gainsborough's principal industrial area, with a range of modern industrial units of varying sizes. The area around Bridge Street, close to the town centre, which includes Thornton Street industrial estate, is also important and provides smaller industrial units, many of which are associated with The Maltings complex.
- 3.26 Heapham Road Industrial Estate (36 ha) in Gainsborough, which has recently been expanded, is becoming the district's main employment destination. It contains general industrial uses with a mix of B1, B2 and B8 space but only around a third of existing space is occupied. Also in Gainsborough, Hemswell Cliff (17.3 ha) provides a range of B1, B2 and B8 space. This district appears to have limited office sites other than the small Foxby Lane Business Park where 2 ha has outline planning permission for financial & professional services, light industrial and other offices, and includes the new Mercury House incubator and business centre.

- 3.27 **North Kesteven** to the south east of Bassetlaw contains four market towns with a rural hinterland. Grantham, Stamford and Bourne are the main settlements and benefit from proximity to key transport routes (the A1 and the East Coast railway line). It is also conveniently placed to access the east coast ports and larger conurbations including Nottingham, Leicester and Birmingham to the west.
- 3.28 Existing employment locations include Whisby Road, Sleaford, providing modern office space, and an industrial estate at the former RAF Swinderby, Whitham St Hughs (10 ha), comprising three small speculative industrial units. In addition, proposals for a new 35 ha business park, to include a Siemens Industrial facility (8.8 ha), at Teal Park, Whisby Road are progressing. This would provide general and light industrial space, with some mixed employment space.
- 3.29 Despite increasing demand for B1 office/business space across the Borough, particularly in the Deepings area, there are no office parks and a general lack of good quality office space available. Sleaford Enterprise Park does include a few units suitable for industrial/office use and the Point scheme offers a few small office units. Notwithstanding this, Grantham's Growth Point status has created opportunities to improve supply, with proposals for high quality office space in the Canal Basin area of the town. The new southern relief road will provide some new opportunities for businesses requiring convenient access to Stamford and the A1.
- 3.30 **North LincoInshire** is a predominantly rural area, located on the southern banks of the Humber Estuary. Its main towns comprise Scunthorpe, Brigg and Bartonon-the-Humber. The port and wharf facilities along the banks of the Humber and Trent, combined with the excellent road (M180/M18 connecting to the M61, A1 and M1 corridors), rail and airport links, make North LincoInshire highly accessible and an attractive location for industry. There has been substantial expansion of the Corus steelworks site in Scunthorpe, providing new B8 (storage and distribution) space. The North Kelsey Road industrial estate (2.7 ha) provides B1, B2 and B8 space and has planning permission for an extension.
- 3.31 Although a mainly industrial area, there is an increasing demand for high quality B1 space. In terms of office provision, Normanby Enterprise Park (67 ha) includes small B1 office units in the Normanby Gateway scheme as well as B2-B8 uses. It also contains the Normanby IDEA incubator centre which focuses on ITC and start-up firms. It is understood that there are no existing or emerging, research & development locations, with around two thirds of the available employment land being for industrial uses.
- 3.32 **Newark and Sherwood** covers a diverse area ranging from traditional colliery areas to the west, a predominantly rural environment within the centre of the district, a sub-regional centre at Newark and the key transport corridors of the A1 and the A46. There are a range of established industrial areas and key prestige sites include the Newark Northern Road Industrial Estate, Blidworth

Industrial Estate, Southwell Mill Lane Industrial Estate and Sherwood Energy Village. In recent years the Borough has benefitted from the consolidation and expansion of industrial areas (including Dixon's main distribution facility on the A1). The Newark Beacon business innovation centre opened in 2007 with the aim of encouraging 'knowledge based' businesses to start up and expand, and now accommodates a number of training, website, software and energy saving businesses.

- 3.33 The Borough's coal mining legacy has left a reasonable amount of available employment land, including a number of ex-colliery sites, which are largely unsuitable to meet demand for more modern, high quality premises. However, Newark town has opportunities for expansion, following its designation as a Growth Point and the planned development of a relief road connecting to the A1 and A46. As part of this, proposals are coming forward for a major mixed-use development, including up to 100 ha of high-quality employment space close to good transport links on land to the south of Newark.
- 3.34 **Bolsover**, to the south west of Bassetlaw, is a mainly rural district whose main settlements are Bolsover, Shirebrook, Clowne and South Normanton. A former coal mining area, its main employment centres are focused around Junctions 28 - 31 of the M1 motorway and major roads including the A38. Given its good motorway access, it has a strong focus on distribution activities. Its main existing employment sites include large distribution sites at:
  - Wincobank Farm (13 ha);
  - Barlborough Links (a 13 ha business and industrial park beside Junction 30 of the M1);
  - Brookhill/Wharf Road Industrial Estate at Pinxton (a 37ha development with over 70 B2 and B8 units); and
  - Clover Nook industrial estate at South Normanton.
- 3.35 However, Bolsover has a very limited amount of modern office developments, mainly the small Midland Court and Napier Court schemes at Barlborough Links and the Village scheme at South Normanton.
- 3.36 The main emerging employment sites and developments include:
  - the 83 ha Markham Vale site, at the new M1 Junction 29a which will provide up to 300,000 m<sup>2</sup> of mainly industrial units, including several large distribution units and 25,000 m<sup>2</sup> of office space;
  - the 32 ha Pinxton Castle site near junction 28 of the M1, with planning permission for industrial development, mainly distribution units as well as some B1/B2 space;
  - the 23 ha Brook Park, a site brought forward by EMDA on former colliery land at Shirebrook in the east of the district; with some remaining land for a business village and serviced plots for smaller industrial units; and

- three large sites (31 ha in total) comprising the former Coalite chemicals plant west of Bolsover town are also likely to come forward for a range of employment uses.
- 3.37 While the district has a significant amount of available land, some of it is subject to constraints and a number of the large allocated sites have not attracted development after a lengthy period.
- 3.38 **Mansfield** is a relatively small, predominantly urban district, located to the south west of Bassetlaw. It has a number of industrial estates and business parks located around the edge of the town, such as Crown Farm (3.4 ha), Ransom Wood, Millennium Business Park (12.6 ha) and Oakham Business Park (4.3 ha), which are all nearly fully occupied. Old Mill Lane Industrial Estate also provides light industrial space and was recently expanded to provide 11 additional light industrial and storage units.
- The Mansfield i-Centre provides small, flexible office and manufacturing units for knowledge-based firms. Construction of a new 'i-2 innovation centre' was completed in 2008, providing a range of light industrial and office units adjacent to the i-Centre. Both are understood to have high occupancy rates of over 85%. In addition, within the town centre, the 900 m<sup>2</sup> Arrival Square scheme was completed in July 2009, providing new high quality office space.
- 3.40 Significant new development opportunities have been opened up by the new MARR (Mansfield/Ashfield Regeneration Route) route running east west between the A1 and Mansfield. On this route, the largest available site is the 15 ha Penniment Farm on the edge of Mansfield with planning permission for light industry and office use, including large headquarters offices, while the 12.5 ha Sherwood Oaks business park will provide new B1, B2 and B8 space.
- 3.41 **Rotherham** to the west of Bassetlaw is a largely rural district, founded on the steel-making and coal mining industries. Employment is concentrated within the manufacturing and public sectors, with recent growth in wholesale/retail, transport and communications. Economic growth across the borough is considered to be constrained by an inadequate local transport network.
- 3.42 The main employment locations comprise largely older industrial estates with dated premises, although there is a number of emerging higher quality employment sites. These include the Waverley regeneration area, which borders Sheffield and has potential for future expansion through the development of a business park. The regionally significant Advanced Manufacturing Park is also located here and is becoming the main UK centre for aerospace research activities. Hellaby Industrial Estate, along with the reclaimed former Dinnington Colliery, Beighton Colliery, Swallownest and Todwick Road industrial areas, are also key employment sites in the Borough.

- 3.43 There is also a reasonable supply of office space, the majority of which, and the highest quality, is located within the Dearne Valley. This includes new business parks near Junction 34 of the M1, such as Phoenix Riverside, with capacity for 6,500 m<sup>2</sup> of office space, the 8 ha Magna 34 with capacity for over 7,200 m<sup>2</sup> and small business units for high technology uses in Genesis Business Park.
- 3.44 **Doncaster** is located to the north west of Bassetlaw. It benefits from excellent communications, including the M1, A1(M), M18 and M180, the East Coast Mainline and well connected to the deep water ports of Immingham and Hull. It has become one of the main distribution centres in the UK, with a number of large distribution sites and depots, most located close to the motorways. These include Redhouse Interchange at J38 of the A1(M) (80 ha) and Westmoor Park at J4 of the M18 (62 ha) with 262,000 m<sup>2</sup> of space. In 2006, two major distribution schemes were completed a 70,000 m<sup>2</sup> warehousing and distribution complex at Thorne and a 40,000 m<sup>2</sup> unit at Junction 3 of the M18.
- 3.45 Robin Hood Airport is also becoming an important business location, having undergone substantial investment in infrastructure and landscaping. It is mainly occupied by local companies, taking up around 46,500 m<sup>2</sup> of floorspace in refurbished and new units. It also has planning permission for 92,900 m<sup>2</sup> of new commercial development on a 25 ha site, although much of the allocation is for airport-related activities. An additional 2.5 ha site at the airport also has the potential to become a major business location.
- 3.46 Other forthcoming developments will also help improve the supply of modern premises to better meet demand. These include a mixed-use commercial scheme at Quest Park, Wheatley Hall Road (including 4,600 m<sup>2</sup> office space) and, with substantial EU and RDA funding, Phase 2 of Doncaster's 46 ha Waterfront site, which includes 40,000 m<sup>2</sup> of office floor space due to be developed in 2010/11.

## Conclusions

- 3.47 Bassetlaw has a moderate amount of employment space and much less than nearby districts such as Doncaster, Rotherham and North Lincolnshire but has a relatively high amount of employment space relative to its population size.
- 3.48 The vast majority of Bassetlaw's employment space (96%) is industrial, both factories and warehousing while the amount of commercial offices space is very low.
- 3.49 Bassetlaw has broadly comparable amounts of available employment land to many of the surrounding authorities, but much less than North Lincolnshire and Rotherham, and to a lesser extent Doncaster.
- 3.50 Vacancy levels of employment space are relatively low, about 8% of the industrial stock, but there is little office space available.

- 3.51 Bassetlaw's stock of employment premises is reasonably modern compared with the regional average, particularly its distribution premises, but its office floorspace is more dated.
- 3.52 The average level of employment space built in Bassetlaw in recent years has been higher than all neighbouring authorities except Doncaster, although it has dropped sharply over the last two years. Most of this new space has been for distribution uses.
- 3.53 Losses of employment land have been very low compared with completion rates of new space and suggests limited pressure for release of employment sites in the District.
- The District had a net gain of 239,000 m<sup>2</sup> of employment space between 2000-07, a large amount exceeded only by Doncaster, Rotherham and Bolsover, and contrasts with losses or marginal increases in other districts. Most of this increase arose from new warehousing floorspace.
- 3.55 There are significant amounts of industrial land and new developments coming forward in some adjoining districts that may compete for investment with Bassetlaw in the future. This is particularly the case in Doncaster, North Lincolnshire and Bolsover, which have much land for distribution uses, as well as for general industrial uses. The Advanced Manufacturing Centre in Rotherham is an important focus for such activities, and many other districts have small incubation space for start-up and high technology activities. There is much less office space in adjoining areas but, compared with Bassetlaw, Doncaster and Rotherham have modern business parks and Mansfield has opportunities for new office development.

Bassetlaw Employment Land Capacity Study

# **Economic Potential and Growth Sectors**

4.1 This section considers the future economic growth potential of Bassetlaw and the scope for various economic sectors to grow within it in the period up to 2026. This analysis reflects the findings of the District's strengths, weaknesses and opportunities identified earlier in this report, recent economic and investment trends within it and the region, discussions with consultees and relevant economic and planning policies.

# Context

- 4.2 Consideration of the future economic role of the District draws upon the earlier analysis of its current strengths and limitations in Chapter 2. Competitive advantages of Bassetlaw that could help shape its future economic role were seen as:
  - good transport accessibility to most parts of the District including access to the M1, A1, the East Coast Mainline and Robin Hood airport;
  - a reasonable manufacturing base;
  - strong recent growth in the transport and communications and the distribution, hotels and catering sectors; and
  - proximity to Robin Hood airport, which could raise the profile and image of the area as a business location and may offer some potential to capitalize upon spin-off growth from the airport.
- 4.3 Weaknesses and potential threats include:
  - its small local economy with recent contraction in employee jobs giving a smaller base from which to generate growth.
  - relatively low representation in office based sectors and knowledge based sectors;
  - low workforce earnings and skills base;
  - competition from nearby economic centres, including Sheffield and Doncaster and the low levels of inward investment in Bassetlaw; and
  - many of the District's employment sites cannot be brought forward without public sector funding, of which less may be available over coming years due to budget constraints.
- 4.4 The District has suffered a reduction in the number of employee jobs over the last decade that has been driven largely by a decline in manufacturing. However, strong growth has been observed in the transport and communication and distribution, hotels and catering sectors. This growth is likely to have been driven in part by the good accessibility enjoyed by much of the District, which is

likely to improve with further growth at Robin Hood airport improving the wider connectivity of the area.

#### **Future Potential**

4.6

4.5 In order to identify the economic potential of the Bassetlaw area, it is important to consider which industrial sectors are best placed to drive future growth. The focus of the analysis is on:

- sectors with strong representation in Bassetlaw where potential exists to move towards higher value added activities; and
- emerging sectors with future growth potential in Bassetlaw.

This is informed by an understanding of which sectors are under or overrepresented within the local economy and an analysis of their recent growth levels. Figure 16 below assesses the District's current sectoral strengths through the use of employment location quotients, which measure the concentration of employment in an industry in Bassetlaw relative to the East Midlands average. A location quotient of 1.0 represents a concentration of employment in a particular sector that is in alignment with the regional average.

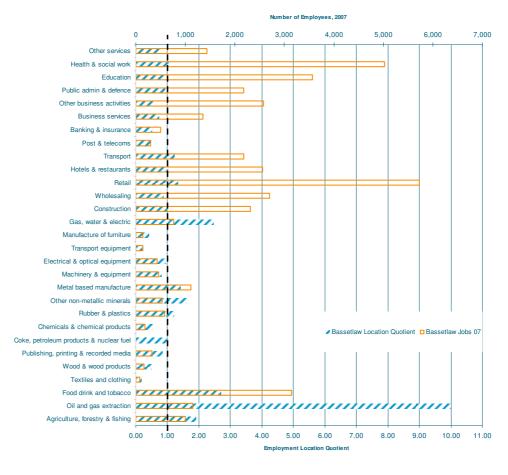


Fig 16: Bassetlaw Location Quotient Analysis Source: ABI/NLP Analysis

- 4.7 Within Figure 16, location quotients are shown by the blue hatched bars, with anything above 1.0 denoting higher representation of a sector relative to the regional Midlands average and anything below signifying an under-representation. The further the blue hatched bar from 1.0, the greater the extent of over or under-representation. In addition, the orange bars show the absolute level of employment within Bassetlaw accounted for by each sector.
- 4.8 This illustrates that Bassetlaw currently has a significant over-representation only in a few basic sectors, such as oil and gas extraction and gas, water and electricity. It has modest over-representation in certain, more traditional but lower-value manufacturing sectors – rubber and plastics, metals, non-metallic minerals and food, drink and tobacco. The manufacture of food and drink products is the most significant of those sectors in terms of absolute employment, accounting for 3,150 jobs within Bassetlaw.<sup>15</sup>
- 4.9 With respect to services, several sectors account for a significant level of employment in absolute terms, most notably retail (5,700 jobs) health and social work (5,000 jobs) and education (3,550 jobs) and the retail and transport sectors are over-represented within Bassetlaw. However, most importantly, the District has an under-representation in banking, finance and insurance and business services, which are high value sectors that have traditionally provided strong levels of growth nationally.
- 4.10 The relative representation of sectors as discussed above has also been crossreferenced to the relative growth rates of different sectors at local and regional levels. Figure 17 summarises the representation of sectors in the District as well as levels of employment change over the period 1998 to 2007 for the 10 largest sectors (by number of jobs). It is also important to understand the direction of employment change. Within the chart, those sectors where employment in growth in Bassetlaw has out-performed the East Midlands average are highlighted in green, whilst those shown in red have underperformed relative to regional growth. Additionally, the relative size of the 'bubble' for each sector represents the level of absolute employment within Bassetlaw.
- 4.11 The top-right quadrant of the chart is of most importance in determining those sectors likely to drive future economic growth. It contains those sectors which have a high representation in Bassetlaw and have experienced positive growth. Within this quadrant those sectors shown in green are particularly relevant, as they have experienced levels of growth above the regional average. These sectors might be expected to enjoy continued strong growth within the District, notwithstanding the current economic climate. For Bassetlaw, this quadrant includes healthcare, retail, transport and food, drink and tobacco.

<sup>&</sup>lt;sup>15</sup> ABI data indicates that Bassetlaw's main manufacturing strength is the manufacture of food and drink, rather than tobacco related products, which does not account for any jobs within Bassetlaw.

4.12 The top-left quadrant contains those sectors that are under-represented relative to the regional average but have exhibited recent positive job growth. These sectors also offer opportunities for future growth. In particular, employment in wholesaling increased by 16.7% compared to 3.7% regionally. This strong level of growth suggests that the area has opportunities for further growth in this sector in future enabling it to close the gap on the regional average. The good transport links of the area, in particular the A1(M) could also provide opportunities for growth in the sector.

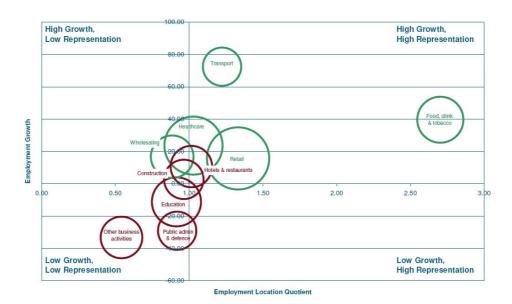


Fig 17: Growth, Representation and Size of Key Sectors in Bassetlaw

Source: ABI/NLP Analysis

- 4.13 The analysis set out in Figures 16 and 17 broadly suggests that the District has the potential to maintain and enhance its current industrial role. This is likely to be driven in part by continued growth in the manufacture of food and drink. The population and growth-related sectors of retail and healthcare also appear to offer potential to drive future growth in the area, as does the transport sector. However, it is significant that office based B class sectors do not appear to have significant growth potential on this analysis, nor do many manufacturing sectors.
- 4.14 Whilst currently under-represented, wholesaling has exhibited strong growth in Bassetlaw over the last 10 years, far outstripping the rate of change observed regionally. This has to some extent been exaggerated by the single large B&Q distribution development at Manton Wood, however coupled with the generally good accessibility of the District, this suggests that there may be some potential for further gains in the sector.

## **Sectors with Growth Potential**

- 4.15 Building upon this initial analysis, the locational requirements of key sectors, drawing upon recent research by SEEDA, have been compared with the competitive advantages and weaknesses of Bassetlaw.<sup>16</sup> This allows a view to be formed on how likely the District is to develop or attract growth in these sectors in future.
- 4.16 **Financial / Business Services:** is a broad sector which includes a range of specialist financial, insurance and general business service activities. Business location decisions in this sector reflect factors such as access to markets/suppliers, access to a skilled and diverse workforce, and high quality transport and telecommunications infrastructure. Quality of life factors, including good housing and cultural facilities are also important.
- 4.17 Against these factors, Bassetlaw currently has good and improving transport links but is less strong in terms of a skilled workforce. It is also seen as more of an industrial location than an office centre, does not have an attractive image for that sector, has few good quality office sites and would be competing to some extent with areas such as Sheffield and Mansfield. In addition, the banking, finance and insurance sector is under-represented within Bassetlaw and has experienced a contraction in employment over the past decade, in contrast to robust growth at the national and regional level. Whilst business services are also under-represented, this sector has grown markedly since 1998, exceeding the level of growth observed regionally.
- 4.18 On this basis, there may be some limited scope for further growth in business services, either building upon the success of existing businesses or by attracting some small scale relocations from higher cost locations. However, this will depend on provision of good quality sites/premises and will face competition from more established office centres nearby. It would probably also need a more pro-active marketing approach by the district and efforts to change its image.
- 4.19 **Distribution:** the representation of distribution and wholesaling within Bassetlaw is similar to the regional average and the District already includes distribution operations for a number of well known retailers such as B&Q and Wilkinson. Key locational factors for the sector are the availability of large warehousing, storage and distribution sites with good access to the strategic road network, as well as an appropriately skilled workforce.
- 4.20 The District's large employment sites and relatively low labour costs make the area attractive to potential operators and it benefits from good road accessibility. The 2008 East Midlands Northern Sub-Region Employment Land Review also noted that restricted opportunities for future development along the M1 could stimulate opportunities for logistics in the A1/A57 area.

<sup>&</sup>lt;sup>16</sup> Spatial Requirements of Key Sectors in the South East, Atkins for SEEDA, 2004

However, several adjoining districts – Rotherham, Bolsover, Doncaster – are also competing for distribution uses and have more land than Bassetlaw.

- 4.21 Despite this, strong growth in wholesaling has occurred in Bassetlaw since 1998, outstripping job increases at the regional level. There would therefore appear scope for continued growth in this sector within Bassetlaw, although growth in the north of the District may be affected by proximity to established distribution centres such as Doncaster and the M60 corridor.
- 4.22 **General Manufacturing:** Bassetlaw has an established base of general manufacturing, reflecting its industrial heritage. Access to a supply of affordable sites and premises, good transport accessibility and a suitably skilled local labour force are the sector's key locational factors. In general, the sector faces strong competition from lower cost locations abroad, although there are still opportunities for some specialised sub-sectors serving niche markets or with high entry barriers to grow.
- 4.23 Over the past decade, employment in manufacturing has contracted within Bassetlaw, reflecting national and regional trends. While some further decline is likely, there may be some potential to attract some small relocations from elsewhere to off-set this if good, low cost sites and premises are available.
- 4.24 Food and drink manufacture appears to offer some growth potential within the District. This is over-represented relative to regional averages with strong employment growth over the period from 1998, although this may reflect a few large firms. Recent consultations have also highlighted that local colleges are developing courses such as food delivery and food preparation, to help support future growth of food and drink manufacturing. While Bassetlaw is less well related to food producing areas, its good accessibility and lower cost labour may give some advantages in delivering prepared food quickly to key markets.
- 4.25 In broad terms, the District should look to consolidate the existing manufacturing base through indigenous growth and possibly some inward relocations. As a result, whilst food and drink manufacture may offer growth potential the outlook for general manufacturing overall is for very limited growth.
- 4.26 **Advanced Manufacturing / Engineering:** this sector typically includes higher value manufacturing and engineering uses relying on greater technology and skill inputs. The key locational requirement of the sector is the availability of skilled, qualified and experienced staff, as this is identified as a major challenge to businesses in the sector today. Other important factors include; proximity to the strategic road network, availability of high quality business park environments and flexible/affordable workspace.
- 4.27 Bassetlaw has only a modest base in these sectors, with sectors slightly underrepresented relative to the regional average. Furthermore, these sectors have experienced significant decline over the period from 1998. At present, the District lacks the scale of activity and quality business park sites needed to

stimulate significant growth in these industries. The Waverley Advanced Manufacturing Park in Rotherham and Advanced Manufacturing Research Centre in Sheffield may also be strong competitors for such firms. As a consequence, future growth prospects appear limited at present.

- 4.28 However, the area does benefit from a well skilled population and it is understood that North Nottinghamshire College has a particular specialism in high value engineering that could be used to support local businesses. If these opportunities could be harnessed and the necessary employment sites provided, the District's growth prospects in the sector could improve markedly.
- Information Communications Technology (ICT): Key locational factors for ICT 4.29 include areas with an attractive lifestyle, skilled worker availability, broadband connectivity, proximity to major metropolitan centres, and often the image of the location. However, good quality small premises in rural locations with good quality of life factors and connectivity can also attract such uses. Bassetlaw has reasonable links to larger cities and reasonably attractive countryside but its below average skill levels are a disadvantage and it does not appear to have particular advantages over other parts of the region in terms of image or connectivity. The Turbine centre near Worksop has attracted relatively good numbers of small start-up IT firms. The relative representation of this sector is broadly in line with the East Midlands average and the sector has grown in recent years, although at a lower rate than regionally. Overall, low growth of this sector in terms of employment space needs appears likely although some indigenous growth and new start-ups could be encouraged through the provision of business incubation facilities.
- 4.30 **Environmental Technologies / Energy:** this sector includes activities such as renewable energy technologies, recycling, water treatment, decontamination and other environmental consultancy. It is one that many other areas of the UK are also targeting and some are more advanced in promoting. Key considerations with respect to location decisions for the sector include the availability of skilled labour resources, proximity to universities with relevant R&D facilities, access to customers/suppliers and available incubator/move-on facilities. For waste-related activities, proximity to large population and manufacturing centres is important.
- 4.31 The District would appear to provide some potential for future growth. The area benefits from a number of industrial sites relatively close to large population and manufacturing centres, both in the East Midlands and South Yorkshire. Bassetlaw already has a high representation of employment in recycling activities, which has experienced very strong growth over the last decade, far outstripping the regional average. Additionally, it is understood that North Nottinghamshire College's specialism in high value engineering includes a particular focus upon using hydraulics and pneumatics in the renewable energy sector, which the District could potentially capitalise upon. However, the resident workforce has comparatively lower skill levels and other areas nearby have much more land, are closer to large population centres and have more

specific advantages or facilities. For example, Bolsover contains the Markham Vale Environmental Centre, which is a focus for green industries, and Newark contains the Sherwood Energy Village.

- 4.32 On balance, the environmental technologies/renewable energy sector appears to have some moderate potential for future growth in Bassetlaw but is likely to face competition from nearby areas.
- 4.33 **Healthcare / Biotechnology:** access to relevant research and development is the primary driver for this sector, with many start-ups needing close university links, along with suitable graduate labour. Proximity to existing bioscience clusters can also be important, as well as good access to major metropolitan centres and an attractive lifestyle location for skilled staff, whilst large, lowercost sites are more important for production facilities. Whilst the relative representation of the health and social services sector is broadly aligned with the East Midlands average and strong growth has been observed since 1998, Bassetlaw does not have a medical research base or close links to existing clusters and universities. Its representation in pharmaceuticals or bio-science firms is very low. Nor does it have a large, very highly skilled or graduate level workforce. As a result, the District is not considered to have any strong advantages in this sector at present and the healthcare and biotechnology sectors are anticipated to generate very limited demand for B class premises.
- 4.34 **Creative Industries / Media:** the sector includes a diverse range of activities including publishing, art, fashion, graphics, architecture and web-design etc., which currently have a modest representation within Bassetlaw. This is a sector that many other, more established locations are targeting for growth, including Doncaster through the development of the flagship Digital Knowledge Exchange scheme at Education City.
- 4.35 Key locational factors for firms in this sector are similar to those for ICT and include access to high-speed broadband, areas with attractive lifestyle and sometimes the image of the location, while easy access to a large metropolitan centre is also beneficial. Availability of skilled staff and affordable town centre premises with a good cultural image can also be important. Bassetlaw does not appear to strong advantages in these areas at present, and this will limit its potential. However, there are a few such activities within the Turbine development and a high proportion of freelance contractors typically work from home or within small offices, including in rural premises, and this may provide some scope for indigenous growth in the District, perhaps serving businesses in larger centres. Overall, however, the prospects of significant growth within this sector within Bassetlaw are considered quite limited, particularly in terms of employment space needs.
- 4.36 **Construction:** in general, the construction sector does not follow any specific locational criteria. Contractors and the workforce tend to be fairly mobile, with local offices established for larger projects. However, most operations do require sizeable sites for open storage. The relative representation of the

sector in Bassetlaw is in alignment with the East Midlands average, although job growth over the last decade has been far lower than observed regionally. Given the impact of the recession upon the development industry and the lack of major development occurring within Bassetlaw, future growth in construction is likely to remain limited in the short to medium term.

- 4.37 **Tourism-related sectors:** tourism-related employment accounts for a lower proportion of jobs in Bassetlaw than at the regional and national level. Whilst the continued growth of Robin Hood Airport should help improve the visitor profile of the surrounding area and Bassetlaw's partly rural nature does hold some visitor appeal, it has few strong visitor attractions. It is likely that most visitors to the area will be captured by more established tourism locations nearby, which already benefit from an established tourism infrastructure. Growth in tourism-related employment is likely to be low and would generate little, if any demand for B class premises.
- **Retail / Leisure:** retail growth is related to population change and spending, 4.38 as well as competing provision. The retail sector within Bassetlaw is overrepresented relative to the East Midlands average and has grown at a faster rate than the region since 1998. The District's main retail centres are Worksop and Retford. The 2006 Bassetlaw Retail Study found potential to accommodate a further 12,700 m<sup>2</sup> (net) of retail floorspace in the District over the period to 2016, focussed in Worksop and Retford. However, without major housing growth planned and larger centres around the district, the scope for further retail growth appears fairly limited. Employment in recreational and cultural activities is slightly under-represented in Bassetlaw and, despite reasonable recent growth, has failed to keep pace with the regional average over the past decade. No major leisure developments are proposed and without significant population growth, future growth prospects for this sector are likely to be low.
- 4.39 **Hotels / Catering:** Any growth in this sector would probably depend on growth in tourism or business activity. The representation of this sector is currently similar to the East Midlands average. Bassetlaw has experienced reasonable levels of employment growth in this sector since 1998, although the level of increase has been outstripped by the regional average. The continued development of Robin Hood Airport may provide some scope for further development, particularly in areas with good accessibility. The scope for further growth would be low unless there is a general increase in business activity and in any event is likely to generate little demand for B class premises.

## **Bassetlaw's Future Economic Role**

4.40 The above analysis has identified few sectors where more than low growth can be anticipated within Bassetlaw and suggests the District has few obvious competitive advantages over other parts of the region. In addition, it has experienced employment decline over the last decade during a period of relative economic buoyancy when strong growth occurred nationally and regionally. In the current, more challenging economic climate, therefore, consolidating the District's existing employment base should be a priority as well as building on its strengths to provide a platform for growth in the longer term.

4.41

Table 10 below summarises the economic growth potential of the different sectors within Bassetlaw based on the above analysis.

Sector	Current Representation	Future Growth Potential
Financial Services	Low	Low
Business Services	Low	Low / Moderate
Distribution	Moderate	High
General Manufacturing	High	Low
Advanced Manufacturing / Engineering	Low / Moderate	Low / Moderate
Information Technology	Moderate	Low
Environmental Technologies / Energy	Moderate / High	Moderate
Healthcare / Biotechnology	Moderate	Low
Creative Industries / Media	Low / Moderate	Low
Construction	Moderate	Low
Tourism-related	Low	Low
Retail / Leisure	Moderate / High	Low
Hotels / Catering	Moderate	Low / Moderate

Table 10: Summary of Future Growth Prospects in Bassetlaw by Sector Source: NLP Analysis

- 4.42 In this context, there are only a small number of sectors that offer significant growth potential, building upon the area's existing assets. These opportunities could be capitalised upon to enhance the future economic performance of Bassetlaw and include:
  - distribution and logistics sector underpinned by the District's good accessibility and possible capacity issues along the M1;
  - environmental technologies / energy building on recent growth and looking to capitalise upon local research specialisms; and
  - manufacture of food and drink supported by local training courses.
- 4.43 This suggests a future economic role for the district not very different from its current one, with a continuing focus on manufacturing and distribution uses, but seeking to diversify its economic base somewhat into higher value manufacturing where possible and into a somewhat greater degree of office and higher technology based sectors. These sectors should be considered for more

detailed investigation to establish the nature of requirements/opportunities, the level of competition (both existing and emerging) and the nature of any interventions required as part of a broader economic strategy for the District.

4.44 Based on past enquiry levels, it does not appear that the District should rely on significant inward investment and will probably need to focus more on locallybased growth. This will be important given the significant competition Bassetlaw will face from major developments in nearby districts, some of which will be targeting similar types of businesses. However, also improving the availability of sites in those locations of greatest market interest (e.g. well connected to strategic routes, close to centres of population/labour supply) may increase the District's potential to attract a greater share of inward investment or relocations from elsewhere (see below).

## **Other Potential Drivers of Growth**

- 4.45 However, it is also important to consider whether any new factors or future developments are likely to stimulate the local economy and provide new opportunities for growth. Potential factors considered include:
  - **Growth of Doncaster Robin Hood Airport**: this could lead to growth in freight activity and tourism in the area to some extent, as well as increased demand for aircraft maintenance and catering activities. However, the large amount of development land on and adjoining the Airport may limit the scope for spin-off activity in Bassetlaw although could offer scope for supply chains to serve these industries, particularly in industries that do not meet the strict *"airport-related"* conditions of development land at Robin Hood. Therefore, some small scale distribution and food preparation activity could be stimulated, particularly in locations in north Bassetlaw with good accessibility to the Airport;
  - **Bringing forward major brownfield sites:** Bassetlaw has a number of large brownfield sites that, if remediated and made available for development, could attract a range of businesses seeking readily available, lower cost sites with good road access. This approach has attracted firms to the former Shireoaks colliery site near Worksop, the Manton Wood Enterprise Park and has also stimulated inward investment at Shirebrook in neighbouring Bolsover. However, this approach is likely to require public sector funding which, in a post-recession climate, may be much more limited while many other parts of the region will compete for such funding. While this approach could offer some potential, the likely extent of funding appears unlikely to transform the Bassetlaw economy. It may be more realistic to complement any such interventions with an approach which seeks to provide some new sites in the areas of greatest market demand / potential, including some degree of over-provision to provide flexibility and choice;

- Active promotion/attracting relocations: Combined with provision of some good quality new employment sites, more active promotion of the District for specific sectors could attract relocations of firms from larger centres, such as Sheffield, which are seeking lower cost premises. However, this may be tempered by availability of public sector grant funding in other areas.
- 4.46 While, individually or in combination, these factors offer some potential, none provides strong certainty or appears likely to produce a step-change in the Bassetlaw economy. Other factors may emerge over time, but it would appear important for Bassetlaw to avoid over-reliance on these and, in parallel to other approaches, focus on encouraging indigenous growth through supporting expansion and retention of established businesses and local start-ups in growth sectors.

# **5.0** The Bassetlaw Commercial Property Market

## Introduction

5.1 This section describes current property market conditions in Bassetlaw District and the general area around it, including recent trends in demand for and the supply of industrial and office premises and the factors affecting these. The analysis is based on market inputs provided by commercial property agents Innes England, discussions with a number of other property agents and various economic development and business organisations active in the area.

#### **Overview**

- 5.2 The Bassetlaw commercial property market is fairly localised, and can broadly be distinguished by four separate sub-areas:
  - Worksop and the A57 Corridor on the western side of the District;
  - the A1 corridor starting from Tuxford in the south through Markham Moor, Elkesley, Ranby, Blyth and finally Harworth in the north;
  - Retford, at the geographic centre of the District;
  - rural eastern Bassetlaw, which comprises a number of smaller, relatively remote villages, including Misterton.
- 5.3 The District is surrounded by larger economic centres particularly Doncaster to the north; Lincoln and Gainsborough to the east; Sheffield, Rotherham and Chesterfield to the west; and Newark and Nottingham to the south. The larger centres of Sheffield, Doncaster and Nottingham tend to be the main focus of commercial property market activity in this wider area.
- 5.4 The District's main attractions for firms include its good transport accessibility, the availability of a cost effective workforce and proximity to larger population centres. Potential drawbacks are a less attractive image as a business location compared with Sheffield and Doncaster, a low profile and lack of recognition of where 'Bassetlaw' actually is, and perceptions of the District's mining legacy. Agents were of the view that Bassetlaw was primarily a secondary commercial destination, as an area between more successful subregions. Bassetlaw's future was generally viewed as relying heavily on the success of the major conurbations nearby, and the prospects of these larger centres will have a strong bearing on Bassetlaw's future economic growth.
- 5.5 In general, demand within the commercial property market in Bassetlaw is derived from one of three main sources:
  - 1 Local Companies who are seeking to relocate, expand and/or rationalise:

- In relation to local demand the prospect of future growth depends fundamentally on the depth and vitality of the existing employment base, the extent of which the location supports companies in high growth sectors and conversely exposure to companies in vulnerable sectors. In so far as most companies will not wish to relocate more than 5 miles from their existing base, given staff retention issues and benefits of established networks and supply chains, this market often comprises the most significant source of demand for new space.
- It is anticipated that the most significant local source of demand (and conversely competing supply) will be from the established commercial areas of Harworth, Worksop and Retford.
- 2 Sub-Regional Companies based outside the local area:
  - These are companies for whom Bassetlaw is attractive either because of pull factors such as better premises / product, lower wage costs or the availability of incentives; or push factors within their own location, for example lack of available premises, rising costs, congestion etc.
  - Bassetlaw is well positioned to attract from large cities nearby, such as Doncaster, Sheffield, Rotherham, Lincoln and Nottingham, as well as from its proximity to smaller but established commercial centres such as Gainsborough and Newark; some employers from these surrounding areas may consider relocating to towns such as Worksop, Retford or Harworth-Bircotes, should the desired product be available.
  - Bassetlaw is set within highly attractive countryside and, if additional good quality premises and housing could be made available, the District as a whole may prove of interest to companies seeking better premises and a better quality of life, particularly given the pressure on sites along the M1 corridor. Whilst there are unlikely to be any financial incentives available, land in Bassetlaw is relatively competitively priced.
- 3 Inward Investment from overseas or elsewhere in the UK
  - Generally, the ability to attract significant inward investment revolves around either the availability of particularly strong locational advantages, particularly good available sites, with good transport access and local labour supply along with availability of significant financial assistance.
  - These firms are by their very nature footloose and there are other development opportunities nationally and locally which are likely to better compete due to their strategic road networks, larger commercial centres and / or benefit of significant financial assistance. Therefore, it is likely to be extremely difficult to attract demand from this sector of the market, unless Bassetlaw's future development can incorporate a unique selling point to help it compete, for example developing a competitive advantage in particular sectors.

5.6 The remainder of this section focuses on the demand and supply analysis for individual market sectors.

## **Office Supply / Demand**

#### Demand

- 5.7 The current level of demand for office space in Bassetlaw is hard to gauge given there has been a relatively limited new supply in the District in recent years. Since the second quarter of 2008, the credit crunch and tightening financial markets have had a significant impact on the office market, dampening down demand. The result of this has been stagnation in the market place, with very few transactions completing and general enquiry levels running at less than 50% than in previous years.
- 5.8 Demand is mainly from local businesses with no large relocations of office firms from elsewhere. As noted above, even in the west of the District, demand is generally for smaller premises up to 5,000 sq.ft. There is occasional demand for larger units, often for firms seeking a location close to the A57/A1. There has been very limited recent office development on the eastern side of the District, beyond Retford. Low rental levels and indigenous demand are reported to limit the viability of new office development in this broad area.
- 5.9 The requirements received by Innes England for the North Nottinghamshire area over a 12 month period were analysed to ascertain where the depth of demand would be generated in Bassetlaw. Table 11 indicates that the majority (61%) of office enquiries received during 2008-09 were from companies searching for accommodation of sub-5,000 sq ft. Discussions with other commercial agents also confirmed that demand for office accommodation in Bassetlaw was concentrated at the smaller end of the size range.

Size Band (Sq Ft)	% of enquiries
0 – 2,500 sq ft	33%
2,501 sq ft – 5,000 sq ft	28%
5,001 sq ft – 10,000 sq ft	17%
10,001 sq ft – 20,000 sq ft	10%
20,001 sq ft – 50,000 sq ft	8%
50,000 sq ft +	4%

 Table 11:
 Office requirements for North Nottinghamshire 2008-09
 Source: Innes England

5.10 This demand profile reflects that Bassetlaw has a relatively small office market, with no major office occupiers; the larger requirements tend to migrate towards the larger cities in the surrounding area. Demand is generally from small professional firms based in the town centres of Retford and Worksop and small, innovative start-up firms such as those in the Turbine development within Shireoaks Triangle Business Park. An impact of the recession has been a degree of consolidation in the marketplace and redundancies, with some of these people opting to set up their own businesses, which is likely to strengthen demand for small-scale office units in the short to medium-term.

- 5.11 In terms of tenure, smaller-scale enquires prefer leasehold units with the sub 95 sq m (1,000 sq ft) category of requirements preferring very flexible lease terms. As businesses become more established they typically require graduation space of between 95- 475 sq m (1,000 to 5,000 sq ft), at which point the tenure preference tends to switch to freehold accommodation, with more traditional lease terms of 10 years with a break in year 3 or 5. Above 475 sq m (5,000 sq ft) the market is more mature and will revert back to leasehold deals, committing to more institutional lease terms i.e. 10 year commitments.
- 5.12 Looking ahead, both the freehold and leasehold markets are affected by the degree of cautiousness in the market, with tenants and owner occupiers / investors remaining nervous about commitment. While historically there have been high levels of activity from owner occupiers purchasing freehold property through personal pension funds or through company transactions, the credit crunch has lead to lack of funds, high borrowing costs as well as nervousness in the individual market places and a scrutiny of all capital expenditure. The leasehold market remains marginally more robust, but due to the general uncertainty in the market, an increasing number of tenants are either choosing to renew their existing lease commitments (often taking the opportunity to renegotiate better terms) or, if choosing to relocate, they are in search of very flexible lease terms in order to ensure they are not exposed to lengthy commitments.

#### Supply

- 5.13 As noted above, Bassetlaw is not generally regarded as a significant centre for office development, and has very few large office occupiers. This primarily reflects the area's proximity to larger and more established office centres – such as Sheffield, Nottingham and Doncaster which have larger business parks and a wider range of facilities, and at Robin Hood Airport Doncaster Sheffield (RHADS) and in Doncaster and along the M1 corridor around Rotherham – as well as the District's lack of modern office premises.
- 5.14 Reflecting these factors, the current supply of office space in Bassetlaw is quite limited. The larger towns of Retford and Worksop offer some office space but this tends to be relatively small, and poorer quality, second hand premises situated above ground floor retail units. There is no established office area in Harworth, and the surrounding villages within close proximity offer very little by way of new or second hand, purpose built office product.

Agents were of the view that some latent demand exists for small freehold 5.15 office premises, perhaps in the form of a pavilion-style development. Taking advantage of the location, they could be built on an accessible "green" business park, but of a smaller scale to try and tailor the product to the local market and to offer a different package to that which is already available at competing locations such as land at Robin Hood Airport. An innovation centre for start up businesses could also be developed to try and encourage small businesses to establish and grow, particularly those set up by individuals who have been made redundant as a result of the recession. The centre would need to offer support facilities and assistance to these relatively embryonic organisations, with a view to creating a hot-bed of new industry which would not only support the economy but also develop firms that would grow and over time move into the larger pavilion offices. The innovation centre concept has proved successful at Turbine Business Park and in other comparable areas, such as Edwinstowe, Ollerton and Mansfield.

## Industrial Supply / Demand

#### Demand

- 5.16 Over the last decade, Bassetlaw's industrial sector has experienced a shift in demand profile, with a movement away from manufacturing and engineering sectors towards the distribution sector, fuelled partly by consumer demand in the retail sector which has resulted in the development of large distribution hubs.
- 5.17 Agents reported that, over the last five years, some demand has also been observed in the small owner-occupier sector driven mainly by specialist engineering and manufacturing firms and some small to mid-range distribution companies specialising in niche products. This has occasionally been supplemented with large scale developments from warehousing and distribution operators, most notably B&Q, Exel and Wilkinson at Manton Wood Enterprise Park, which reflects the good road accessibility in the western/central parts of Bassetlaw District.
- 5.18 Agents reported that the strongest industrial demand is in the west of the District in the vicinity of Worksop and the A57. The main existing employment areas, such as the Dukeries Industrial Estate, are relatively popular, but primarily for smaller-scale industrial and distribution uses.
- 5.19 An analysis of Innes England's enquiry database reveals the greatest depth of demand is for small industrial units of below 10,000 sq ft, with a robust demand for accommodation of sub-5,000 sq ft. Table 12 indicates that in excess of 50% of industrial demand is for accommodation below 930 sq m (10,000 sq ft).

% of enquiries
35%
22%
17.5%
15%
6%
4.5%

 Table 12:
 Industrial requirements for North Nottinghamshire 2008-09
 Source: Innes England

- 5.20 The bulk of demand from the sub 9,300 sq m (10,000 sq ft) market is largely from local occupiers. The larger requirements tend to be generated by regional/national companies seeking strategic sites to suit their individual needs.
- 5.21 In terms of tenure, over recent years the preference has been for owner occupiers to buy or develop their own space. As the availability of credit has reduced, agents report that occupiers are now looking to take short leases allowing flexibility for their businesses. Good quality second hand premises and competitively priced new build units still continues to have a good level of interest. However, above the 9,300 sq m (10,000 sq ft) size bracket, the tenure preference tends to be for leasehold.

#### Supply

- 5.22 The majority of Bassetlaw's stock of industrial premises is located primarily on established industrial estates. The estates generally provide a range of unit sizes and, in broad terms, the accommodation is reasonably satisfactory. The industrial supply is considerably greater in Eastern Bassetlaw, which includes older estates and the former colliery site at Bevercotes, which, as a 35 ha historic employment allocation, has been very slow to come forward. In contrast, the western side of the District (and also Retford) suffers from a general under-supply, based on past take up rates.
- 5.23 Agents acknowledged that Western Bassetlaw's central and accessible location make the industrial and distribution sectors obvious markets for Bassetlaw to target. However, without establishing a different and unique market position, towns like Worksop, Retford and Harworth-Bircotes will be challenged to compete against more established locations such as Doncaster and Rotherham. The possibility of providing a railhead at Harworth, for example, was viewed as an attractive proposition to help to differentiate that town's distribution offer. Some agents also considered that the District could capture a greater share of the distribution market if additional land in accessible locations on the A1 corridor or the Worksop/A57 area was made available. A

number of other sites along the A1 corridor outside of Bassetlaw have been proposed for large-scale distribution development, for example:

- G.Park Newark units up to 1.25 million sq.ft;
- G.Park Doncaster 46 ha extension to an existing successful industrial/distribution park; and
- Markham Vale, Bolsover development site located adjacent to M1 Junction 29a, with potential to include large-scale distribution activities.
- 5.24 Taking into consideration the size of the new build product which has recently been constructed or is planned, agents suggested that consideration should also be given to some smaller scale industrial development, perhaps providing terraces of small industrial units for sale or to let. Examples of where this has been successful are Calverton in Gedling and Blidworth in Mansfield. This has included primarily speculative development, often available on an either freehold or leasehold basis and this has historically been met with good levels of demand.

## **Rental Levels**

- 5.25 Office rents are higher on the western side of the District, peaking at around £10-12 per sq. ft in Worksop Town Centre; this is lower than Barlborough Links (£12-£14 per sq ft) further to the west in Bolsover district and is considerably lower than Sheffield 'Grade A' rents, which are currently around £18-22 per sq.ft. On the eastern side of the District, rents are much lower, reflecting the more modest office accommodation available.
- 5.26 For industrial premises, rents on the western side of the District again are considerably higher than the more remote eastern areas, reflecting the proximity to the major sub-regional centres and the trunk road network. Typical industrial rents for small accessible sites in and around Worksop are around £5.00 per sq.ft, with Retford slightly lower at around £4.50 per sq.ft. This compares relatively favourably with a figure of around £5.50 per sq.ft for the Sheffield, Doncaster and Wakefield areas, but is similar to Nottingham and Derby.
- 5.27 Taken overall, these levels suggest a modest cost advantage for Bassetlaw over larger centres nearby. Agents were keen to emphasise that although rental levels are under significant pressure reflecting wider economic conditions, in the longer-term the relative differences in levels between Bassetlaw and adjoining competing areas would probably remain broadly similar.

	Prime /new (£ per sq.ft)	Secondary (£ per sq.ft)	
Bassetlaw	4.50 – 5.00		
Derby	5.00	3.00	
Doncaster	5.25	4.25	
Nottingham	5.00	4.00	
Sheffield	5.25 - 5.50	4.25	
Wakefield	5.50	4.50	
Table 13:         Industrial rents in adjoining centres         Source: Colliers CRE / survey of agents			

## Property Availability / Vacancy

For industrial premises, the survey of sites, property websites and discussions with agents confirmed a relatively low vacancy level. In August 2009, a total of about 150,000 sq.m of industrial and warehousing floorspace was being marketed across the District, equivalent to a vacancy rate of about 11%, a fairly normal level. Much of this was concentrated in some very large, vacant premises on the market, for example at Arrow G.Park, Carlton Forest Distribution Park and Trinity Park. Aside from these larger developments, the general view of local agents was that vacancy is relatively low on the western side of the District, reflecting the limited supply of industrial premises available. Vacancy rates are higher on the eastern side, where demand is lower and there is a greater stock of older industrial premises, some of which are reported to be outdated for modern requirements.

- 5.29 However, as noted above, considerable levels of speculative development for industrial units in places such as Doncaster have resulted in a significant oversupply of product leading to a softening of rents and incentive packages offered to potential tenants and the prices standing vacant stock is sold for. Until this substantial supply is taken up, this is likely to constrain the extent to which it will be attractive to develop new industrial space in Bassetlaw.
- 5.30 In addition, changes in Empty Rates relief have begun to have a significant impact on the industrial market in Bassetlaw, and there are a number of instances (for example on the Sandy Lane industrial Estate in Worksop) where vacant buildings have been demolished to avoid the need for the landlord to pay the rates. Taking account of this factor, current indications of availability of employment space may overstate the real position.
- 5.31 In terms of office space, in August 2009 there was approximately 2,600 sq m of office floorspace being marketed across Bassetlaw, equivalent to a vacancy rate of about 3%. Discussions with agents also confirmed that office vacancy rates are generally fairly low, reflecting the limited supply with comparatively

5.28

little new-build office space available. Most of the premises tend to be smaller office suites in converted buildings (e.g. Retford Hall) although new space has recently been completed at the Amelia Court scheme in Retford.

#### **Gaps in the Property Portfolio**

- 5.32 The general market view is that most forms of industrial and commercial property are catered for at some level in the District, with few obvious gaps in types of provision based on the nature of inquiries received by agents. However, as noted earlier, there are understood to be instances of existing businesses not being able to find suitable industrial premises to expand or move into, particularly in Worksop and Retford. The main gaps indicated were a need for more industrial land readily available for development, along with more modern industrial premises. However, compared with a normal balanced portfolio of sites, there is an obvious shortage of small scale office development in the market towns, particularly Retford, primarily to cater for local demand.
- 5.33 In addition, Innes England highlighted that scope may exist for the development of another innovation centre for start-up businesses. The agents suggested that this could be focused upon those sectors which are considered to be more robust in the current economic climate or may have greater future potential, for example research and development, environmental technologies and utilities.

## **Quality of Current Provision**

- 5.34 It was widely recognised that some older industrial estates are approaching the end of their economic life or are unsuited to modern industrial needs and may have potential for redevelopment to modern employment premises, and some to other uses. This problem is exacerbated by a number of redundant former colliery sites, which retain an employment allocation, but which are unlikely to come forward for such uses without substantial public sector investment for remediation or to provide new infrastructure and services.
- 5.35 There is some potential for older industrial buildings to be re-clad/refurbished or sub-divided for industrial use in a relatively inexpensive way, perhaps alongside some redevelopment of older individual units. Examples include West Stockwith Park (Misterton) and Lodge Lane (Tuxford). Although rental levels are generally lower in Bassetlaw than elsewhere in the sub-region, they are not considered to be so low as to preclude this type of upgrading occurring. Specifically, provision of new space in Worksop may have the effect of freeingup some existing units on the western side of the District, potentially making some renewal or replacement easier. If land supply remains constrained in future on the western side of the District, this may encourage more investment in the existing building stock, but with a risk of firms moving outside the District altogether to meet their expansion needs.

## **Potential Future Growth**

- 5.36 In terms of a likely future economic role for Bassetlaw and the scale of demand for commercial space in it, market views were cautious, but broadly positive. There were strong views that there was some scope for Bassetlaw to attract spill-over industrial/distribution demand as M1 sites are in limited supply and key road routes are becoming increasingly congested. Bassetlaw also has a slight cost advantage over competing locations such as Sheffield and Doncaster, and is highly accessible and generally offers easier car parking.
- 5.37 Potential was identified for a mixed medium office / industrial unit scheme similar to the development of Barlborough Links in Bolsover, in locations well connected to the main settlements and strategic routes. This could provide an opportunity for firms to upgrade by relocating to the District, although agents stressed the need to avoid building too much new space in the short to medium term – Barlborough Links, for example, currently has high vacancy levels – so as not to saturate the market.
- 5.38 Demand for industrial premises is primarily for small units below 465 sq m driven by the small owner-occupied sector, particularly specialist engineering and manufacturing companies. Views were that inward investment in the B2 sector is likely to remain limited in Bassetlaw. However, the District as a whole appears to have some competitive advantage in the manufacture of food and drink, and this should be supported. Harworth-Bircotes in particular appears to have a number of niche industrial sub-sectors including metal based manufacture and the manufacture of rubber and plastics; these could possibly offer some scope for growth if they can move into higher value, niche product less susceptible to competition from lower cost countries although the prospects do not appear strong.
- 5.39 In contrast, further growth of the distribution sector was considered likely if new sites close to the A1/A57 were made available. The District has become a lower cost location for warehousing activities, with strong demand demonstrated from around 2003 onwards as major national firms such as B&Q, Tesco and Next moved their distribution operations northwards. Some agents highlighted the removal of the roundabouts on the A1 as increasing the attractiveness of the area. There remains demand from owners/developers willing to consider secondary locations such as Bassetlaw away from the main hubs as sites are available and free of developer ties.
- 5.40 However, given the largely strategic nature of these distribution activities, which typically occupy very large units, it was considered that such development would not meet the employment space needs of the District's indigenous firms. It is also important to re-emphasise that the large scale distribution market is currently over-supplied in South Yorkshire generally, with around 370,000 sq m (4 million sq.ft) on the market that may take over 5-6 years to be taken up, although there may be more immediate scope for medium-sized units.

- Developing a greater and better quality stock of office space in the District over 5.41 the medium to long-term was considered to be important in retaining and encouraging the growth of local office-based firms, and helping to diversify the District's economic base. Some potential demand was identified from local businesses seeking small scale or more modern accommodation, particularly within Worksop and Retford, although in general Bassetlaw currently lacks a large base of existing office occupiers other than small scale financial and professional firms. There were some views that a general uplift in Worksop town centre, with improved retail and leisure facilities, could in turn support more small scale, office-based firms if high quality premises were provided and readily available. Any new space developed would also have to offer rents similar to existing levels in the District, as it would likely be too expensive for firms to upgrade, while availability of car parking would also be important. In the absence of modern provision to meet the needs of small-scale local office occupiers, there is a risk that some of these and any emerging service sector firms relocate to larger centres nearby when they needed to expand.
- 5.42 The office market in the A1/A57 corridor is currently not well developed but there is perceived to be potential for an increased supply of premises. This could take the form of one dedicated business park comprising an entirely new 'A1/A57 corridor' product with dedicated site, access and branding.
- 5.43 In view of the current recession and its impact on the commercial property market, some agents stressed that speculative development is likely to be more constrained in the future due to tighter credit conditions and the fact that smaller businesses (which predominate in Bassetlaw) very rarely commit to prelets. As a result, in the short to medium term, extensions to established business locations where market demand is proven were considered by agents as being more likely to come forward.

# **Competition and the Future Role of Robin Hood Airport**

- 5.44 The District's role as a primarily industrial / warehousing location was seen as continuing at a broadly similar level. However, this is very much reliant on new land being made available in the most popular locations around Worksop, Retford and Harworth-Bircotes. Surrounding centres outside the District have a much larger stock of office space, and South Yorkshire generally has a considerable over supply of industrial space, and particularly large scale distribution.
- 5.45 With its current very limited office role focused on local needs, it does not appear that Bassetlaw really competes with any nearby areas for new office development at present. If seeking to develop a wider office role, the District would have to compete with more established centres such as Sheffield and Nottingham. It appears more likely that, in conjunction with the growth and general uplift of some of the District's market towns, any expanded office market role would have to focus on a smaller scale, more local and complementary role rather than one competing with more established centres.

5.46 The proposed expansion at RHADS has made only slow progress; whilst there is a considerable amount of land available, most of it has very poor road access that will not be fully addressed until the new access road is completed in 2014. Post 2014, however, this could become a prime business park location, although it is important to emphasise that the original planning permission for redevelopment of the airport restricts the majority of employment floorspace to *"airport-related"* uses. This represents a double-edged sword for Bassetlaw; whilst there may be a number of spin-off effects in locations in close proximity such as Harworth-Bircotes, particularly for more general employments uses which are not currently permitted at the airport, to some extent it may also attract investment out of the District as well as Sheffield and Doncaster.

#### Conclusions

- 5.47 Bassetlaw District is characterised by several distinct market sub-areas the Worksop and western A57 Corridor on the western side of the District; the A1 corridor in the central part of the District; Retford; and rural/eastern Bassetlaw. The key market considerations can be summarised as follows:
  - the majority of office demand in Bassetlaw is from small, indigenous companies seeking premises of less than 465 sq m (5,000 sq.ft). Bassetlaw cannot currently compete with the offer provided by the larger cities in relatively close proximity to its boundaries, and larger requirements typically gravitate towards Doncaster, Nottingham and Sheffield;
  - whilst the District should maintain a complementary, secondary office role, it retains a cost effective labour force, attractive rural setting and excellent communications. Some agents considered that it could perhaps sustain a small business park along the A57/A1 corridor;
  - there is continued demand for medium sized warehousing units along the A1/A57 corridor, and scope to attract further development if accessible sites are made available. Demand for larger units is likely to be accommodated by the considerable oversupply in South Yorkshire for the foreseeable future, limiting any need for such space in Bassetlaw;
  - there remains a reasonable demand for industrial premises (primarily below 930 sq m), but also greater supply of both older space on established industrial estates and former colliery sites; and
  - demand for employment uses remains very localised in remoter rural areas, with firms seeking small-scale rural conversions. Limited growth potential was identified.
- 5.48 These broad property market characteristics will inform the analysis of future requirements and identification of a portfolio of new employment sites in the following sections.

# 6.0 Planning for Employment Land Needs

6.1 This section assesses how Bassetlaw District should plan for future employment land needs. Drawing on the net land requirement estimates made in the Northern Sub-Region Employment Land Review (NSELR), it develops gross employment land requirements for Bassetlaw, and goes on to consider the level of demand in each settlement area for different categories of employment space, informed by the property market review in the previous chapter.

## Approach

6.2

The assessment focuses on testing the relative distribution of new allocations across settlement areas having regard to the nature of the existing commercial property market, as well as the indicative requirement for the District set out in NSELR.<sup>17</sup> In doing so, it considers three questions:

- 1 What is the broad quantum of employment land that should be planned for within the range identified in the NSELR?
- 2 What is the appropriate apportionment of this requirement by settlement area?
- 3 What types of employment space are likely to be in most demand in each area, both now and in the future?

### **Overall Land Requirement**

#### **Defining a 'Net' Requirement**

- 6.3 This study takes as its starting point the outputs of the 2008 NSELR. The Northern Sub-Region of the East Midlands is one of four sub-regions identified in the emerging East Midlands Regional Spatial Strategy (RSS). The sub-region comprises seven local authority areas in Nottinghamshire/Derbyshire, of which Bassetlaw is one.
- 6.4 The NSELR assessed future employment land needs through a combination of quantitative and qualitative methods, drawing upon historic take-up rates and employment forecasts with several growth scenarios.<sup>18</sup> Reflecting the aspiration for economic 'step-change' within the sub-region, the preferred approach was to model future employment land needs based on the 'RSS housing targets' and 'reducing out-commuting' scenarios.
- 6.5 Before presenting the job growth outcomes from the scenarios it is worth highlighting, in broad terms, how these outcomes were generated:

<sup>&</sup>lt;sup>17</sup> East Midlands Northern Sub-Region Employment Land Review, Arup for Nottinghamshire County Council and Partners, March 2008

<sup>&</sup>lt;sup>18</sup> NSELR scenarios include (1) baseline (policy off), (2) RES (policy on), (3) RSS housing (policy on), (4) Growth Zone scenario which assumes that all identified sites come forward for development, and (5) reducing out-commuting scenario.

- 1 they were mainly trend-based estimates projecting historic growth patterns into the future and, as they were prepared well before the current recession, did not reflect the full implications of the economic downturn;
- 2 they do not reflect the feedback provided to this study by the businesses and stakeholders in the area; and
- 3 they do not reflect job growth across the rest of the economy, e.g. in sectors such as retail, health and education sectors.
- 6.6 The employment projections produced for the Regional Econometric Model were translated into B1, B2 and B8 space requirements for Bassetlaw District using the same methodology as for the NSELR, in order to maintain consistency across the studies. The detailed methodology for how job sector data was translated into B1, B2 and B8 employment is available in Appendix A of the NSELR report.
- 6.7 Due to the length of time that has passed, this current study has adopted a 17 year time horizon (2009-2026) instead of the 20 year period (2006-2026) used in the NSELR.<sup>19</sup> Table 14 sets out the resultant level of FTE employment change forecast over the period 2009 to 2026 for Bassetlaw under the two growth projections.

Use Cla	ISS	RSS Housing Scenario -No of FTEs	Reduced Out-commuting Scenario - No of FTEs			
B1		1,215 (22%)*	1,625 (28%)			
B2		494 (7%)	949 (12%)			
B8		207 (7%)	391 (12%)			
Total		1,916 (12%)	2,965 (17%)			
Table 14:	Projected Employment Change in B-class Uses, 2009-2026					

Source: Adapted from the East Midlands Northern Sub-Region ELR (2008)

\*NOTE: % FTE growth 2009-2026 in brackets

- 6.8 The Out Commuting Scenario results in overall B-class employment growth two thirds greater than that of the RSS Housing Scenario. It is apparent that B1 job growth under both scenarios is considerably higher than B2 and B8 job growth combined.
- 6.9 These adjusted job growth forecasts were subsequently translated into employment land requirements through the application of standard employment densities, vacancy rates and plot ratios, again using the methodology set out in

<sup>&</sup>lt;sup>19</sup> Note: to obtain an FTE figure for 2009, data provided by the Regional Econometric Model for the time period 2003 – 2016 was extrapolated forward on a pro-rate basis.

#### the NSELR. For Bassetlaw, this generated a net employment land requirement of between 19.6-28.8 ha for the period 2009-2026.

#### **Determining a 'Gross' Requirement**

- The NSELR study provided estimates of future land requirements only in net 6.10 terms i.e. not taking account of losses of employment land. This reflected insufficient data on previous losses of employment land across the sub-region available at the time. However, the gross land requirement is needed for planning purposes.
- This current study has therefore taken the NSELR estimates of net employment 6.11 land requirements, adjusted them to reflect a slightly different planning period, and translated them into gross land requirements that can inform site allocations. This has been done by adding (to the estimated net land requirement) an allowance to replace employment land that is likely to be lost to other uses.

### Past Losses of Employment Land

- For this purpose, data on recent losses of employment land has been made 6.12 available by Bassetlaw District Council. This data indicates that, over the last four years, some 13.45 ha of allocated B1/B2/B8 employment land has been lost to alternative uses, an annual average rate of **3.36 ha** per annum. If this level of loss were to continue in future, some 57.12 ha would need to be provided over the 17 year plan period just to maintain the current employment land stock.
- 6.13 In determining whether this recent rate of losses is likely to be maintained in future, a number of factors were considered:
  - the immediate and long term impacts of the current recession reducing development pressure for redevelopment of employment sites for alternative uses;
  - whether the remaining allocated employment sites have particular constraints likely to deter non-employment uses (i.e. contamination); and
  - exceptional developments in past losses data that are unlikely to be repeated in future (i.e. using a 7 ha employment site for a new secondary school in Retford).
- Other factors suggest that the rate of employment land lost to alternative uses 6.14 may remain relatively constant or may even increase:
  - it is understood that 11.41 ha of Bassetlaw's allocated employment land already has extant planning permission for residential uses/road infrastructure improvements in the short term<sup>20</sup>;

<sup>&</sup>lt;sup>20</sup> Employment land with extant planning permission for alternative uses includes Bridon Works (6.88ha, residential uses); Thrumpton Lane South (3.09ha, residential uses) and Markham Moor (1.44ha new A1 road improvements).

- a number of the larger allocations (particularly former colliery sites such as Harworth) are likely to come forward for mixed use rather than for B1/B2/B8 development in their entirety;
- non take-up of poorer quality and less commercially attractive allocations leads to pressure for development for other uses to meet local needs.
- 6.15 On balance, in view of the above, it is suggested that the past rate of losses, 3.36 ha, remains a reasonable annual benchmark for the foreseeable future. As Bassetlaw District Council does not record the types of employment land lost, an assumption was made that the mix of losses across the B1, B2 and B8 use classes broadly reflects the current 'stock' of existing employment sites, where industrial uses predominate. As noted in Section 3, approximately 46% of existing B-class floorspace in Bassetlaw is currently categorised as 'industrial'. Therefore, it is assumed that around 1.5 ha of B2 land is lost annually, with 1.7 ha of B8 and just 0.1 ha of B1 office. This approach necessarily assumes that land lost to alternative uses is likely to remain constant over the study period.
- 6.16 There is an argument that not all such losses of employment land should necessarily be replaced or reflected in an increased gross land requirement. This would be on the basis that Bassetlaw's stock of employment land contains some older sites less likely to meet future needs and is of a scale that reflects past industrial patterns, rather than the amounts of land needed in future. However, for the moment, it is assumed that all losses should be replaced to maintain the stock at its current level. This would allow Bassetlaw's portfolio to continue to adjust to meet changing economic demands, with the allocation of new sites to replace poorer quality sites lost to alternative uses, gradually upgrading the District's employment land stock. This situation should however be subject to continuous monitoring and review as the District's employment land portfolio changes over time.
- 6.17 In summary, by factoring in the likely net losses of employment land to the net projections presented above would generate a **gross employment land requirement of between 76.7 - 85.9 ha for the period 2009-2026**.

#### Adjusting the Margin of Choice

- 6.18 A 'margin of choice' was then applied to these projections in accordance with the NSELR 'to ensure that businesses making locational choices have flexibility and that the identified quantitative land projection is bolstered' (p.115 NSELR). This reflects the need for a fairly generous additional allowance on top of the initial estimate of employment space needs for a number of reasons, including:
  - as a margin for error given the uncertainties in the forecasting process;
  - to allow developers and occupiers a reasonable choice of sites;
  - to allow for reasonable vacancy levels to facilitate 'churn' in the market
  - to give some flexibility and decanting space while older premises are redeveloped and new premises are coming forward; and

- to cope with factors such as some allocated sites not coming forward and some redundant industrial sites not being suited for new employment uses.
- 6.19 The NSELR noted that the East Midlands Employment Land Provision Study had estimated this conservatively at two years gross take up, or generously at five years or more. The NSELR concluded that it 'seems reasonable to apply a similar five year margin of choice to the Northern Sub-Region, given the growth opportunities'. This margin of five years was consistent with the Nottinghamshire Joint Structure Plan requirement to provide at least five years supply to ensure sufficient choice and availability of sites. However, it results in a much larger percentage increase on top of the original estimate than the 50% margin advocated by the Quality of Employment Land Supply (QUELS) study completed for EMDA in 2002.
- 6.20 Also, since the NSELR was undertaken, there has been a significant worsening of the economy due to the national recession. This may cast doubt on some of the NSELR's underlying assumptions (particularly the use of a five years margin of choice rather than a more 'conservative' figure of two years past take up). However, a robust counter-argument can be made to support the NSELR's approach, namely:
  - the figures relate to a 17 year period over which time economic recovery should occur, even if the severe recession significantly impacts short term employment land needs;
  - a generous margin of choice allows for the potential delays in bringing forward larger sites in Bassetlaw (for example, due to remediation / infrastructure needs, or where some public intervention may be required);
  - the need to support the District's aspirations for a more diversified economy.
- 6.21 It is considered, therefore, that the NSELR's use of a five-year margin of choice is appropriate.
- 6.22 The NSELR also noted that the projections for Bassetlaw had partly been exaggerated by a number of substantial and generally anomalous developments in the district (i.e. the Wilkinsons and B&Q distribution depots at Manton Wood and Manton Colliery), and therefore recommended that, *"the lower part of the range should be used to inform the District's LDF"*.
- 6.23 Consequently, as the NSELR took a cautious approach by recommending the use of the lower end of the estimated range to allocate land needs, **no major changes to its main assumptions are proposed by this study**.
- 6.24 Table 15 presents a summary of past take-up rates of employment land in Bassetlaw for the period 1995-2008. The 11 year average used by the NSELR equated to 11.51 ha per annum. Since the publication of the sub-regional ELR, two further years of take up data have been recorded by the Council, equal to

	<b>B1</b>	B2	B8	General	TOTAL
1995-1996	n/a	n/a	n/a	11.55	11.55
1996-1997	n/a	n/a	n/a	11.22	11.22
1997-1998	n/a	n/a	n/a	9.83	9.83
1998-1999	n/a	n/a	n/a	9.83	9.83
1999-2000	n/a	n/a	n/a	9.83	9.83
2000-2001	n/a	n/a	n/a	9.83	9.83
2001-2002	n/a	n/a	n/a	9.86	9.86
2002-2003	n/a	n/a	n/a	9.83	9.83
2003-2004	n/a	n/a	n/a	9.83	9.83*
2004-2005	n/a	n/a	n/a	28.08	28.08
2005-2006	n/a	n/a	n/a	6.97	6.97
2006-2007	0.57	0.41	6.34	0.00	7.32
2007-2008	0.00	8.13	0.00	4.41	12.54
Annual Average	0.28	4.27	3.17	10.08	11.27

19.86 ha. This results in a slight reduction in the overall take-up figure, to **11.27 ha** per annum.

Table 15: Historic Take-up Rates 1995-2008

Source: Bassetlaw District Council

\* Note: the 9.83 figure relating to take up between 1997 and 2004 represents the seven year average of the 68.81ha taken up over the intervening time period – more detailed information year-on-year is unavailable.

By adding on an allowance for replacement of losses and adjusting the

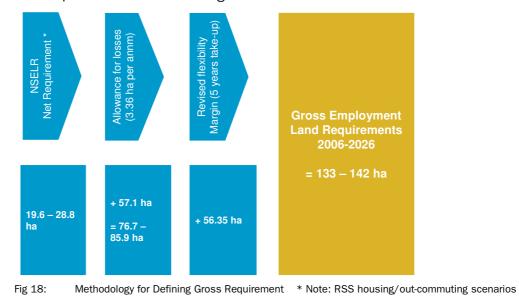
margin for choice allowance, this results in a gross total requirement of

6.25

6.26

The steps are summarised in Fig 18 below:

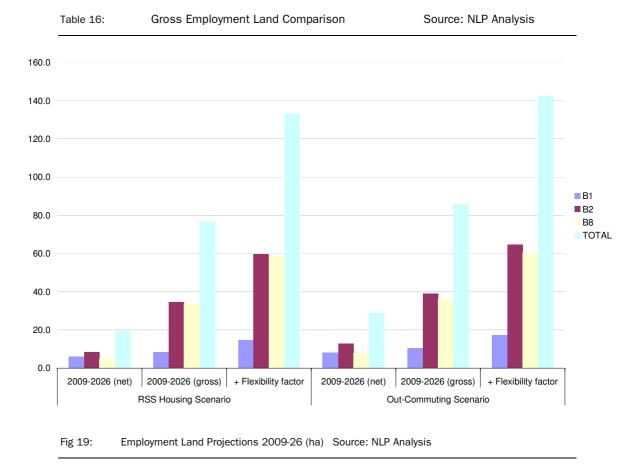
approximately 133 – 142 ha between 2009 and 2026.



6.27

As the past take-up rate data is not sufficiently detailed to indicate the split between individual B1, B2 and B8 uses, the Experian growth rates for these sectors were applied on a pro-rata basis to estimate requirements for different B class uses, as illustrated in Table 16 and Fig 19 below.

		B1	B2	<b>B</b> 8	TOTAL
	2009-2026 (net)	6.1	8.4	5.1	19.6
RSS Housing Scenario	2009-2026 (gross)	8.4	34.5	33.8	76.7
ocentario	+ Flexibility factor	14.6	59.8	58.6	133.0
	2009-2026 (net)	8.1	12.9	7.8	28.8
Out-Commuting Scenario	2009-2026 (gross)	10.5	39.0	36.5	85.9
Cochano	+ Flexibility factor	17.3	64.5	60.4	142.3



### Land Requirement, by Settlement and by Type

6.28

Whilst it is vital to clarify gross employment land requirements, it is also important to ensure the appropriate distribution of allocated sites across the District to meet future requirements, and to accord with market demand. Whilst the locational principles of future employment development have been covered in broad detail by the two previous ELRs relating to Bassetlaw, a key output of this study is to provide further detail on market views on demand for different uses, locations of stronger / weaker demand across Bassetlaw and where any gaps in provision exist.

- 6.29 In broad terms, the ELR undertaken by Atkins on behalf of Bassetlaw District Council in September 2006 concluded that West Bassetlaw should provide a net additional 59 ha, whilst the Eastern half of the District should have a net loss of 41 ha over the period 2001-2021. The East Midlands Northern Sub-Region ELR agreed that past take up rates and Structure Plan allocations would point towards increasing allocations in the west of the District...'when attempting to redress the shortfall in employment land allocations the District should predominantly consider sites located in West Bassetlaw'.
- 6.30 An update of the committed employment land supply (i.e. undeveloped land on allocated employment sites or employment sites with an extant planning permission for B1/B2/B8 uses) as of 31 March 2009 confirms the current bias of supply towards eastern Bassetlaw, with 66.31 ha (66%) provided in this area compared with 34.65 ha (34%) in the west. The breakdown of the current supply is provided in Table 17 below:

	Location	Site Name	Number of Sites	Total Site Area (ha)	% of Total
	Tuxford	Ashvale Road Lodge Lane	2	0.15	0.2%
	A1 corridor (east)	Gamston Airport (north) Markham Moor	2	5.21	5.2%
Eastern Bassetlaw	Retford	North of Randall Way Bellmoor North Road	2	15.59	15%
	Misterton	-	0	0	0%
	Rural (east)	Ranskill Access Road Bevercotes Colliery	2	45.36	45%
	Harworth	Blyth Road East Blyth Road West Blyth Road South Plumtree Estate	4	11.33	11%
	A1 corridor (west)		0	0	0%
Western Bassetlaw	Worksop	High Grounds Gateford Common East Gateford Common West Manton Wood West Manton Colliery	5	23.32	23%
	Carlton in Lindrick/Langold	-	0	0	0%
	Rural (west)	-	0	0	0%
Total			17	100.96	<b>100</b> %

Table 17: Distribution of Committed Employment Land in Bassetlaw District as of 31 March 2009 (ha)

Source: Bassetlaw District Council

6.31

It is important to note that this table differs from the employment land supply reported in Bassetlaw District Council's 2008 Annual Monitoring Report in that

it excludes 'protected employment sites' such as West Carr Road (0.14ha), Dukeries Industrial Estate (0.06ha) and Firbeck Colliery (0.12ha), which are not considered employment allocations by Council Officers. Such sites would, in any case, only contribute 0.32ha to the total. It is further understood that Steetley Colliery has had 10.73ha of land developed for employment uses, with further potential for additional employment land to be developed at the site, although it has yet to receive planning permission from the Council.

- 6.32 Four further allocated sites have been excluded from the 'committed sites' list. Lound Hall (1.26ha), Harrison Drive (2.5ha), Fox Covert Lane (1.71ha) and North of Sewage Works (2ha) have all been removed following the recommendations of the NSELR to de-allocate these specific sites.
- 6.33 It is apparent that whilst East Bassetlaw appears to have a substantial forward supply of land, this is skewed by the presence of Bevercotes colliery, a 43ha allocation that comprises well over 40% of the District's entire supply of land. Although the Arup study identified particular constraints at the site (relating to remediation, servicing, infrastructure costs and flooding), whilst the earlier Atkins study recommended de-allocating the site on the grounds that its retention contributed to sustained low land values and detracted from the achievement of regeneration objectives for the district. The site is currently subject to a planning application for large-scale warehousing and storage uses, with approval granted subject to S106 particularly in relation to necessary highway improvements.<sup>21</sup> All of the other committed employment sites in West Bassetlaw are within or close to Worksop (23.38 ha) and Harworth-Bircotes (13.68ha).
- 6.34 It is important to compare this distribution of allocated sites with past patterns of employment land take-up in the District. Table 18 presents a breakdown of Bassetlaw District Council's records regarding the development of employment land in recent years. For each sub-area, it compares the amount of land taken up for employment uses (2003-2008) alongside employment sites 'lost' to nonemployment uses (over a shorter 2006-09 time period).
- 6.35 This indicates that recorded take-up since 2003 has been concentrated mainly around Retford, Harworth-Bircotes and particularly Worksop, with little employment land being developed in the more rural areas of the District and the smaller settlements such as Misterton and Tuxford. The fact that 88% of land developed for employment uses in the district since 2003 has been in West Bassetlaw emphasises the imbalanced nature of the current portfolio of committed employment land. The fact that virtually all of employment land lost to alternative uses in the last four years has been in East Bassetlaw indicates greater pressure to develop employment land for alternative uses, although it should be emphasised that the available data only relates to a five year period.

<sup>&</sup>lt;sup>21</sup> Application Ref 09/05/00002 Redevelopment of site for 253,960 sq.m of warehousing and storage (with ancillary offices).

	Location	Past Take Up of E 2003-	Employment Land lost to alternative	
	Location	Total Site Area Developed (ha)	% of Total	uses 2005/6- 2009 (ha)
	Tuxford	0.32	1.3%	0
	A1 corridor (east)	0	0%	0
Eastern Bassetlaw	Retford	2.62	10.5%	8.43
	Misterton	0	0%	3.62
	Rural (east)	0	0%	0.94
	Harworth	6.13	24.5%	0
	A1 corridor (west)	0	0	0
Western Bassetlaw	Worksop	15.9	63.7%	0
	Carlton in Lindrick/Langold	0	0	0
	Rural (west)	0	0	0.33
Total	Total		100%	13.32

Table 18: Distribution of Employment Land Take Up/Lost in Bassetlaw District

Source: Bassetlaw District Council (2009)

6.36 This analysis suggests that (with the notable exception of the Bevercotes Colliery site) in broad quantitative terms, the greatest supply of sites is in Worksop, Harworth and Retford, broadly in line with levels of market demand. This concurs with the NSELR, which stated that '*in terms of potential locations* for future allocations, the restricted future opportunities for land along the M1 could stimulate opportunities for logistics-based companies in the A1/A57 area including Harworth at J34 of the A1(M). Harworth also benefits from being close to Robin Hood Airport. At this northern part of the District there is an opportunity to make provision for employment land links to the airport that can meet supply chain and logistical needs. It is further considered that Retford and particularly Worksop have high levels of demand that currently outstrips the supply of land in these areas'.

6.37 The above quantitative analysis identified a gross requirement of between 133 and 142 ha over the 17 year time period 2009-2026. Even if the lower end of the demand projections are followed as recommended in the NSELR that would still indicate a significant shortfall in the supply of employment sites.

- 6.38 For context, this compares with:
  - the 220 ha (gross) requirement for Bassetlaw identified in the 2006 Structure Plan (40 ha in East Bassetlaw and 180 ha in the west) for a 15 year period to 2021;
  - the 208 ha (gross) requirement identified in the 2005 Atkins ELR (an additional 77 ha on top of the 131ha of existing supply, following the deduction of 54 ha of poor quality allocated employment sites), again relating to a 20 year time period 2001-21; and
  - the 79.5 92.5 ha (net) requirement identified in the Northern Sub-Region ELR for the 20 year time period 2006-26.
- 6.39 Adequacy also needs to reflect current deficiencies for certain types of uses and property and market views as well as wider aims for each area. These are considered on an area-by-area basis below, with the key market drivers balanced by planning policy and sustainability considerations.

#### Worksop

- 6.40 Worksop is a designated sub-regional centre in the RSS with a number of successful indigenous businesses. Discussions with commercial agents emphasises that, along with the A1 corridor, Worksop has the strongest demand for office and industrial space in the District. As might be expected given the importance of the town to the District's economy and the size of the town's resident population, Worksop has almost a quarter of Bassetlaw's forward supply of employment land, 23.32ha, of which 18.5ha relates to the strategic allocations at Gateford Common. However, in recent years, Worksop has captured 64% of the District's take up of employment land, equal to 15.9ha over the last five years at a rate of 3.18ha per annum. If similar rates continue over the course of the plan period, then the current supply of land in Worksop would last for just over 7 years. It could be argued that, in purely quantitative terms at least, Worksop has a need for an additional 40 ha on top of current supply, based on recent take-up rates.
- 6.41 The town in general benefits from excellent road links, particularly to the south and east due to the proximity of the A57 trunk road. Sites in these locations are particularly favourable to the market. Indeed, in property market terms, certain large sites to the south and west of Worksop have the potential to meet sub-regional needs rather than indigenous requirements of firms in Worksop and the District as a whole. Sites to the south east (around Manton Wood in particular) have been especially successful in attracting major inward investment due to the operation of the former Enterprise Zone, with the result that it is now an established and recognised commercial location and includes occupiers such as B&Q and Wilkinsons.
- 6.42 Given the current economic downturn, it is unsurprising that there are a few large brownfield employment sites within the Worksop urban area that remain available, particularly in and around the Chesterfield Canal corridor and Sandy

Lane; these sites should be prioritised either for 100% employment or for a mix of economic uses. Nevertheless, in the medium term, there remains a need to provide new allocations in the western and southern areas of the town in proximity to the trunk road network to sustain Worksop's role as one of the very few areas of Bassetlaw District able to cater for sub-regional and inward investment. It is suggested that new allocations totalling **around 10-20ha to the west/town centre** would be appropriate.

In addition, it is recommended that there is a further need for a substantial new employment allocation to the southeast of the town near the A57 that could potentially complement the offer at Manton Wood. This could comprise a **10**-**20 ha site** that would support this corridor, generally considered to be key to Bassetlaw's economic future, and which could meet sub-regional needs above and beyond Worksop's own specific economic requirements.

#### Retford

- 6.44 Retford currently has two allocated sites (North of Randal Way and North of Sewage Works) that provide a total forward supply of 15.59 ha. However, whilst take up of employment land in recent years has been relatively modest (2.62 ha, relating to North of Randall Way and Bellmoor), losses of employment land to alternative uses have been substantial – 8.43ha since 2005/06. If similar levels of take up and losses were observed for the next twenty years, the town would need to provide around 52 ha of land, three times the current supply.
- 6.45 It should be noted that the losses have been skewed by the development of the 7.1 ha Babworth Road employment site as part of a new secondary school redevelopment; however, it is noted that two further existing employment sites, Bridon Works (6.88ha) and Thrumpton Lane South (3.09ha) have extant planning permission for residential use, with construction work already begun at Bridon. Whilst development has not yet started on these sites, it is clear that the employment land portfolio of the town remains under pressure from alternative, higher value uses.
- 6.46 Discussions with commercial agents suggest that demand in the Retford area has been relatively strong, though generally localised. Unlike Worksop further west, Retford has been less successful in attracting inward investment, however, and demand tends to be led by the industrial sectors. Capacity issues on the local road network and the additional distance to the motorway network compared with Worksop and Harworth limits what can be delivered in the Retford market.
- 6.47 Nevertheless, Retford as a commercial and industrial location has some potential for further growth, although the current supply of sites was seen as a barrier to this. If, in line with past completion rates, around 11% of the District's industrial/office demand were to be met in the Retford area, some 14-15 ha of land would be required to 2026, broadly in balance with the current

supply. However, given the level of past and continuing losses of employment sites in Retford, it is considered that there would be merit in considering an additional allocation in the order of **5-10ha** within or on the edge of Retford, with good access to the A634/A620 leading to the A1.

#### A1 Corridor

- 6.48 The A1 Corridor is defined as stretching from north of Tuxford in the south, through Markham Moor Interchange, Elkesley, Ranby and up to Blyth in the north (Harworth sites are considered separately below). Whilst the only specific employment land allocations along this corridor comprise the 4.37ha at Gamston Airport and the 0.84ha allocation at Markham Moor, the corridor in general has had very limited take up in recent years and none in the past five years.
- 6.49 Discussions with commercial agents suggests that, current recession notwithstanding, strong demand remains for sites with ready access to the A1, particularly for distribution uses. However, the increased distance to the main sub-regional centres of population makes the corridor slightly less attractive compared to sites south/west of Worksop. Whilst the sequential test requirements of PPS6 and draft PPS4 would prove problematic in justifying a substantial new out of-centre Business Park in the corridor, it is considered that there remains scope for a total of **5-10ha of new allocations**, particularly focused upon serving the logistics sector.
- Areas in the vicinity of Markham Moor interchange and Gamston Airfield are 6.50 likely to have the strongest level of demand from commercial operators. It is recognised that previous ELRs have specified that Gamston Airfield would be ideally suited to attract large-scale distribution sector inquiries, and that it would be preferable to consider an initial allocation of at least 81ha net developable to allow the site to compete in the sub-regional market place. However, market conditions have clearly deteriorated significantly since the 2006 employment land study; there is already a substantial oversupply of large scale B8 warehouses closer to the motorway network in places such as Doncaster. Although market demands may increase again in future years, it is recognised that there already exists a 4.37ha employment allocation at Gamston that has yet to come forward. Furthermore, as noted earlier, planning permission has also been granted subject to S106 for substantial new warehousing space on the former Bevercotes Colliery site located nearby, although full development of the site will require junction improvements along the A1. Hence, at this stage, more modest small-to-medium sized units are recommended along the A1 Corridor, subject to continuing review by Bassetlaw District Council once market conditions improve. It is suggested that the most suitable location for a new allocation could be in the vicinity of the Markham Moor interchange, perhaps as an extension to the existing modest remaining allocation, given the pattern of existing development sites and strength of market demand.

#### Harworth-Bircotes

6.51 Harworth-Bircotes is an established employment destination that is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is potentially more attractive to inward investment than other similarly-sized towns in the District as a result. The town has four existing employment allocations, Blyth Road East (2.77ha), Blyth Road West (2.01ha), Blyth Road South (0.75ha) and Plumtree Industrial Estate (5.8ha), totalling 11.33 ha (11% of the District's total). Take up of land has been reasonably high in recent years, with 6.13 ha (24.5% of the District total) being developed at these sites since 2003. A continuation of those rates would exhaust the current supply of land in Harworth-Bircotes within 9 years. Conversely, if, in line with past completion rates, 24.5% of the District's industrial demand were to be met in the Harworth-Bircotes area, there would be a need for some 35ha of land to 2026, a shortfall of around 24ha.

6.52 While there has been a reasonable level of new employment development in the Harworth Bircotes area in recent years, it is not a proven location in market terms. Recent development in the town has been largely associated with warehousing, but recent changes in the economy and an oversupply of warehousing space generally in the region (approx 5-6 years supply) suggests further development of this type may be more limited in the short-term. This may also be compounded by large scale employment development in surrounding areas, including the proposals for an inland port at Rossington and the potential for further strategic warehousing along the M18 corridor within Doncaster, suggesting Harworth Bircotes may face further competition for these types of uses. However, there has been longstanding recognition that new economic opportunities for Harworth may arise from the Robin Hood Airport Growth Zone, which may stimulate some for distribution related uses or small light industrial/office based businesses. In addition, residents of Harworth-Bircotes travel to work in nearby Doncaster and Rotherham and growth in these towns may, therefore, provide opportunities for the study area.

6.53 Supporting employment growth in Harworth-Bircotes will depend on a combination of meeting local employment needs as well as providing opportunities to attract footloose investment and a platform for 'step change'. On this basis, it is recommended that a balanced approach could involve the allocation of an **additional 10-20 ha** of employment land in the **short term** (up to five years), with potential for a further **40-50 ha** if there is a **step change** in the economic situation in Harworth-Bircotes in the medium to long term (up to 10 years). This gives a wider range than is being recommended for other settlement areas in Bassetlaw, and delivery of the upper end of this range is highly aspirational. However, this appears justified given the identified potential for higher levels of employment growth in this area and the perceived market opportunities that exist, which would be supported by a general uplift in the town's economic base as a result of new housing growth and infrastructure investment.

6.54 It should be emphasised that for this step-change to take place, the employment land portfolio would need to cater for sub-regional needs as well as the indigenous requirements of local firms in Harworth-Bircotes. To achieve a more significant 'step-change' in the town's economic performance and employment growth is likely to require targeting of particular sectors and businesses for which Harworth-Bircotes can offer some competitive advantage. To support this potential, it may be necessary to provide 'reserve' employment land allocations to meet medium/long-term growth, in combination with other strategic interventions. Therefore a degree of over-allocation appears appropriate in order to provide flexibility and choice for a range of employment uses. More detailed assessment of growth options for Harworth-Bircotes is the subject of a separate study undertaken by NLP for Bassetlaw District Council in 2009.<sup>22</sup>

#### Carlton in Lindrick/Langold

- 6.55 Carlton in Lindrick and Langold are well serviced settlements with a range of small industrial units and workspaces including three existing industrial estates at Lawn Road, Harrison Drive and Costhorpe (the former Firbeck Colliery). The area has one existing allocation of employment land, a 2.5 ha playing field adjoining the Harrison Drive workshops that was recommended for release in the NSELR.
- 6.56 No employment land has been taken up or lost to alternative uses in recent years. Discussions with commercial agents suggested that the two settlements do not feature prominently on the radar for developers. If the areas are considered at all it is as part of the wider northern Worksop market, which is weaker in commercial terms than the more accessible central and southern areas of Worksop. It is considered that there is no identified need for an additional allocation to provide an alternative industrial/office site, given the current weak market demand in the area.

#### **Misterton and Surrounding Areas**

- 6.57 Misterton is a small settlement situated in north-eastern Bassetlaw and contains one allocation – a 1.71ha site at Fox Covert Lane. No employment land has been developed for B1/B2/B8 uses in recent years, although a 3.62ha site to the south of Fox Covert Lane was developed for residential uses in 2006. Fox Covert Lane was recommended for de-allocation by both previous employment land studies.
- 6.58 Discussions with commercial agents confirmed that demand in this location is generally low due to its remoteness from main service centres, poor strategic and local road access and limited established employment uses. Any future demand is likely to be limited to localised indigenous needs, and primarily industrial in nature. The existing industrial estate at West Stockwith Park has high vacancy levels (c.50%) and limited market interest. For office space,

<sup>&</sup>lt;sup>22</sup> Future Development Scoping Study for Harworth Bircotes, Nathaniel Lichfield and Partners, September 2009

demand has been very low and highly localised, and there appears little evidence to support the provision of additional commercial B1a floorspace in Misterton or the surrounding areas. In general, therefore, the current provision of employment land is considered adequate to cover the plan period.

#### Tuxford

- 6.59 As noted earlier in this report, despite its relatively small size and location at the southern periphery of Bassetlaw District, Tuxford benefits from three existing Industrial Estates: Lodge Lane; Ollerton Road; and Ashvale Road. A vacant part of the latter site, 0.09 ha at Ashvale Road, remains allocated for employment uses. No employment land has been developed for B1/B2/B8 employment uses in recent years in the village, and no existing sites have been lost to alternative uses.
- 6.60 As with many of the smaller villages in rural Bassetlaw, the demand for commercial premises is relatively weak, although the close proximity of Tuxford to junctions on the A1 helps set it apart and sustains the industrial/haulage market at the three existing estates.
- 6.61 It would appear difficult to justify further new allocations in the short to medium term in Tuxford given low levels of demand. However, given the proximity of the settlement to the strategic road network and the fact that the existing industrial estates are reaching full capacity (with suitable expansion land adjoining each), this situation should be monitored by Bassetlaw District Council and there remains the potential for a new allocation phased in the longer term.

#### **Rural Areas**

- 6.62 Within the rural areas to the east and west of the District, sites tend to be less well related to the strategic road network and are remote from the sub-regional centres. These areas have low market demand other than for small-scale localised needs. The total supply of employment land in the remoter rural areas appears excessive, at over 45ha, although this is dominated by the 43ha allocation at Bevercotes colliery. The Atkins ELR for Bassetlaw noted that the Bevercotes site could be de-allocated with no detriment to market supply or strategic policy objectives, although it is recognised that part of the site has recently been granted planning permission for employment uses.
- 6.63 Consequently, within the remoter rural areas, particularly in East Bassetlaw, the low level of demand for office and industrial space does not justify specific new allocations, which may not be taken up. While the existing allocations may meet needs at some level, a more appropriate approach may be to provide policy support for rural building conversions and for other smaller scale industrial developments.
- 6.64 A summary of the demand/supply situation for the each of the main settlement areas in Bassetlaw is presented in Table 19. This indicates how some 40-80 ha of the overall requirement could be distributed across the District, although

the higher allocation at Harworth-Bircotes could take this amount up to 70 - 110 ha. These figures are clearly less than the estimated requirement of 133 ha, suggesting that some of this requirement will need to be met on existing sites rather than in new allocations.

Location	Existing Employment Land Supply (ha)	Market Demand	Demand / supply balance to 2026	New allocations indicative range		
Worksop	23.32	High	<b>I</b>	20-40		
Retford	15.59	Moderate	Ļ	5-10		
A1 corridor	5.21	High	➡	5-10		
Harworth-Bircotes	11.33	Moderate	➡	10-20 / 40-50		
Carlton in Lindrick/Langold	0	Low		Nil		
Misterton	0	Low		Nil		
Tuxford	0.15	Low		Longer term potential		
Rural	45.36	Low	1	Nil		
BASSETLAW TOTAL	100.96	Moderate	➡	40-80		
Table 19: Comparison of Supply and Demand for Employment Land in Bassetlaw						

## **Types of Employment Space**

= under-supply

#### Industrial Space

Key:

6.65

Any new industrial sites should largely be used to provide small to medium sized industrial units, particularly in the region of 930 -1,860 sq m (10,000 – 20,000 sq ft), suitable for B1(c), B2 or B8 uses with no need anticipated for very large distribution units, given the considerable over supply of such sites in nearby districts, particularly Doncaster. Ideally, there would be a 'ladder' of premises of different sizes including start-up space and 'move on' accommodation, up to larger units. These should have a good quality

= adequate supply

= over-supply

environment, with clear road layout, good signage, well defined plot boundaries and site management and good external road access.

#### Office Space

6.66 Within any new office provision, ideally there should be a choice of some town centre, edge of centre and out of centre space. The emphasis will be on small to medium sized units under 230 sq m (2,500 sq ft), again providing a ladder of accommodation to help develop the local office market and retain expanding businesses. This could mean an office site containing small, individual, 2-3 storey units as well as larger units on brownfield sites in Worksop/Retford town centres. In addition, it is recommended that there could be justification for a single large Business Park of a suitable size over and above local/indigenous needs, perhaps in the order of 10-20 ha. This should be located either to the west or south of Worksop, alongside the A57 and may require an element of mixed use along the road frontage in particular.

#### Start-up Space

6.67 Although there are around 45 small, high quality office and workshop units for start-up innovative businesses in the Turbine development within Shireoaks Triangle Business Park, there remains a need for some additional, small scale, managed, flexible units with easy-in/out arrangement to accommodate indigenous start-ups and firms moving out of dwellings. This should cater for both office and workshop needs but also be relatively low cost, perhaps involving subdivided older buildings rather than new space. As a broad indication, over the period to 2026, there may be potential for 3,000 - 5,000 sq.m more such space. Some of this space could be in the form of conversions of existing buildings and some new build, with the Canal Corridor in Worksop and the Enterprise Centre at Trinity Park Industrial Estate, Retford, identified as particularly strong locations for these types of units.

#### **Knowledge-based Activities**

6.68

To increase higher value jobs and knowledge based activities in Bassetlaw, the most obvious need is for suitable start-up and move on premises, as well as some move-on office premises, rather than any other specialist provision. Bassetlaw currently has an under-representation of such industries when compared to the regional and national averages. Initiatives in nearby districts, such as the Mansfield i-Centre and Doncaster's flagship Digital Knowledge Exchange scheme at Education City, represent schemes which Bassetlaw could strive to emulate. This type of space could initially come forward through the Worksop town centre regeneration initiatives and potentially any further extensions to the Trinity Park Industrial Estate. Other settlements may also have some potential, for example Harworth-Bircotes, as part of the planned growth and to support potential targeting of specific sectors in that location. As such businesses grow, there should be provision of small to medium-sized office, studio or workshop space available.

#### Other Uses

6.69 While there may ultimately be some requirements for other types of employment space, for example, construction and storage sites, air freight warehousing etc, associated indirectly with the Robin Hood Airport and Gamston Airport developments, it is not obvious from this study that this will be of significant scale or necessarily requiring new land outside either of these sites. It is noted that the Gamston Airport allocation in Elkesley was recommended for retention in the District's previous ELR as it was deemed to be well suited to attract large-scale distribution sector inquiries. On this basis, no need for specific land allocations is seen as a result of these developments.

### Summary

- 6.70 The above analysis suggests a requirement for between 133-142 ha gross of employment land in Bassetlaw to 2026, with the recommended amount being toward the lower end of the spectrum given the current economic downturn. The District's current supply of committed employment land stood at 100.96 ha as of April 2008, of which 43 ha related to a single site, Bevercotes Colliery. In purely quantitative terms, therefore, this would suggest that **Bassetlaw has a shortfall of around 30-40 ha**. It is important to note that if part or all of the 43ha Bevercotes colliery does not come forward as anticipated within the plan period, the District could have a very significant shortfall in quantitative terms of around 70-80ha.
- 6.71 In addition, qualitative factors and the need to make adequate provision with sufficient developer choice in different parts of the District, suggest a need for new sites in many areas, specifically Worksop, Retford, Harworth and the A1 corridor.
- 6.72 On this basis, for various quantitative and qualitative reasons and to help meet the economic aims for Bassetlaw, the need for additional provision of employment floorspace/land can be summarised as follows:
  - **Worksop:** need for around 20-40 ha of new allocations, given under supply of employment land and strong demand indicators;
  - **Retford:** new allocations totalling 5-10 ha of land recommended, given moderate demand;
  - **A1 Corridor:** strong demand for employment uses, particularly distribution, with potential for 5-10 ha of new allocations in the vicinity of Markham Moor/Gamston Airfield and/or Blyth;
  - **Harworth-Bircotes:** moderate market demand in the short term, although considerable number of sites with the potential to come forward for employment/mixed use; recommend an additional 10-20 ha of B2/B8 land in the short term, with potential for a further 40-50 ha in the long term if there is a step change in demand;
  - **Carlton in Lindrick/Langold:** weak market demand with limited justification for new allocations;
  - **Misterton:** very limited, very localised, demand for employment sites;

- **Tuxford:** considerable potential supply of good quality sites, although limited demand. Future allocations should be limited to extensions of existing industrial estates;
- **Rural East/West Bassetlaw:** Considerable over-supply of sites, particularly former colliery sites in the east; need can be met through policy support for rural building conversions and for other smaller scale industrial developments;
- 6.73 At the same time, it would be beneficial to complement any new provision by seeking to upgrade the stock of employment space generally. There is scope to upgrade older industrial areas through re-cladding, gradual redevelopment of individual sites and the sub-division of larger units to provide more modern, affordable space suited to market needs. This is discussed in further detail in Section 8.

#### **Assessment of Potential Employment Sites** 7.0

### Introduction

7.1 This section assesses the suitability of potential sites in Bassetlaw for meeting future employment development needs. A total of 66 sites were identified from three main sources, as follows:

- sites promoted for either employment or mixed use employment development within the District through the 'call for sites' consultation process, conducted by Bassetlaw District Council in early 2009 to inform this study.
- sites identified by Bassetlaw District Council, comprising a mixture of existing and allocated employment sites where scope for (re)development was identified.
- an independent 'site search' process undertaken by NLP based on a range of planning/sustainability and market criteria (see below). This process identified further 'areas of search' to be included in the overall analysis.

#### **Approach to Identifying New Sites**

The NLP site search process to identify potential new employment sites followed the general approach set out in the ODPM guidance on Employment Land Reviews. However, rather than responding to a specific identified 'gap' in terms of market requirements, the approach considered the broad range of potential employment land requirements that might be required within Bassetlaw across B1, B2 and B8 uses.

A number of criteria were used to identify potential 'areas of search' as follows:

- general sustainability, with priority given to previously developed sites in urban areas, good transport accessibility, and proximity to labour and services;
- considering significant areas of land within or on the edge of the main settlements, providing proximity to existing settlements and / or employment areas:
- potential market attractiveness in terms of proximity to established employment sites or high profile locations.

This process yielded 32 'areas of search' to be included within the overall analysis, which were subject to the same scoring process as the promoted sites and those identified by Bassetlaw District Council. It should be emphasised that these potential sites have not been subject to detailed scrutiny on infrastructure, development constraints or access requirements. More detailed investigation of any potential alternative sites will be required as part of the LDF process, further to the recommendations of this study and as relevant issues and options are assessed more generally by the Council.

7.2 The assessment involved a site inspection and a qualitative assessment of the site against the following criteria to determine its suitability for different types

of employment uses and likely attractiveness to the market based on inputs from Innes England. The assessment criteria are contained in Appendix 5 and reflect those in the ODPM guidance on Employment Land Reviews:

- strategic road access (proximity to a motorway or trunk road);
- local road access (quality of existing access to main routes);
- accessibility to labour & services (proximity to residential areas, town centres and public transport);
- site development constraints (topography, site size and shape);
- incompatibility of adjoining uses; and
- market attractiveness factors (potential demand from developers and occupiers as assessed by Innes England).
- 7.3 Each site was assessed against these criteria and, for each factor, given a score between 1 (poor) and 5 (best). This information and scoring for each site, along with comments to explain the score achieved, can be found on sheets for each individual site contained in Appendix 6.
- 7.4 Overall scores for each site were then totalled and used to rank sites within each sub-area of the district, broadly grouped as 'good', 'average' and 'poor' quality. It should be emphasised that these rankings and categorisations are purely indicative to provide an estimation of the overall quality of the potential supply of sites. In addition, the types of uses for which each site was considered most suitable, and any constraints on delivering them, were noted. It should be noted that the site areas referred to in the table are total site areas; in certain instances the available employment land will be considerably less than the gross figure (i.e. where a site will be developed for mixed use with a non-employment land component).
- 7.5 Although these site rankings give a good indication of site quality and suitability, other considerations will also need to be taken into account in identifying a portfolio of sites such as their potential for a particular type of use and deliverability/timescale factors. In addition, not all businesses require a site which performs well on all these criteria, for example meeting rural/local needs. A broader commentary is therefore provided on each site to supplement the formal scoring exercise.
- 7.6 The following sections consider the sites in the District's main geographical locations: Tuxford, the A1 Corridor, Worksop, Retford, Misterton, Harworth, Carlton-in-Lindrick, and the rural areas in the rest of the District. Details of each assessment are contained in Appendix 6. The assessment provided and recommended site portfolio in the following section are presented on a *"without prejudice"* basis as evidence to inform the preparation of the Bassetlaw LDF. It does not constitute Council policy, and future employment allocations will be determined through the Site Allocations Development Plan Document as part of the LDF.

### **Overview of Sites**

7.7

In total, some 66 existing, allocated and potential new employment sites have been assessed, amounting to just under 1,100ha in total area. Locations of these sites are presented in Figures 7.1-7.8, and summarised in Table 20. This indicates that a high concentration of potential employment land lies in the vicinity of Harworth, Worksop and along the A1 Corridor.

Location	Number of Sites	Total Site Area	% of Total Site Area
Worksop	16	249.3	23%
Retford	8	97.0	9%
A1 corridor	11	230.8	21%
Harworth	5	272.4	25%
Carlton in Lindrick/Langold	7	81.4	7%
Misterton	6	69.2	6%
Tuxford	7	65.4	6%
Rural	6	27.1	2%
Total	66	1,092	100.0%

 Table 20:
 Employment Sites by Broad Location
 Source: NLP analysis

7.8

Individual sites are considered in the following sections, with reference numbers and site areas indicated in brackets.

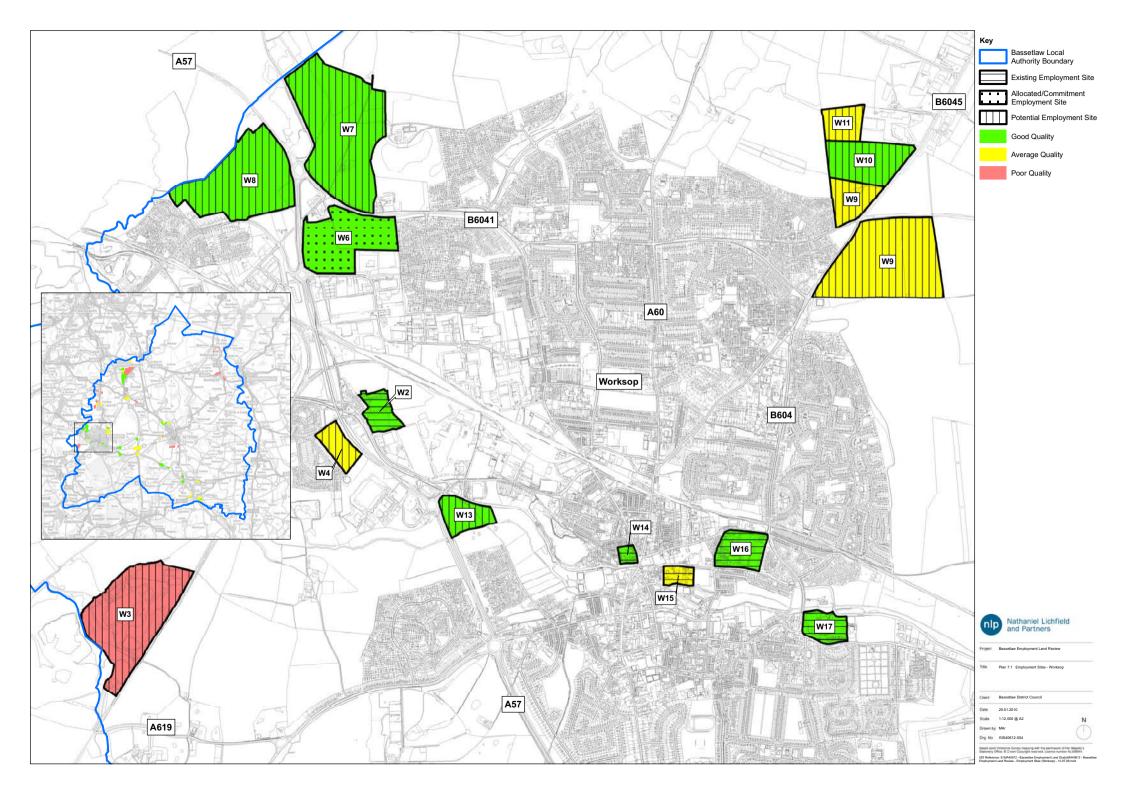
#### Worksop and Surrounding Area

#### **Existing Sites**

- 7.9 Worksop is a designated sub-regional centre in the RSS that has a number of successful indigenous businesses. The town in general benefits from excellent road links, particularly to the south and east due to the proximity of the A57 trunk road. Sites in these locations are particularly favourable to the market. Sites to the south east (around Manton Wood in particular), have been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location, where occupiers include B&Q and Wilkinsons. In overall terms, the potential sites appraised scored well due to good strategic road access and local services.
- 7.10 A number of existing sites were identified for inclusion in the site appraisal process. First amongst these were sites situated within the **Chesterfield Canal Corridor**, which runs east-west through Worksop town centre. This corridor

currently comprises an aspirational project on behalf of the Council seeking to regenerate the canal corridor, recognising its role as an important historic / cultural asset for Worksop. The Council are intending to improve the provision of retail, leisure, residential and job opportunities across the town, using the canal corridor as the catalyst. As such, a number of existing employment sites were assessed, along with certain potential sites (see sub-section below).

- 7.11 Four existing employment sites were appraised in the Canal Corridor. **Dock Road Office Infill** (W14, 1.2ha) comprises a number of semi-derelict vacant buildings on the eastern boundary of the defined Worksop retail core, directly opposite the Priory Shopping Centre. The site's central location affords excellent access to public transport services and facilities; however, the local road access comprises a narrow single carriageway leading to the congested B6040 road junction and the site is not immediately visible from the main road. It is, however, of a regular size with almost 100% site coverage, hence there is no land available for development. The pre-war (1900s) buildings would require comprehensive redevelopment for employment use in the future. Their location could make them suitable for small workshop/office space to meet local needs; the site is generally considered to be of a 'good' quality, subject to investment.
- 7.12 The **Canal Road workshops** (W15, 2.2ha), located to the east of Worksop Town Centre, are a small collection of characterful pre-war (1900s) brick buildings in a poor-to-average condition. Vacancy rates are reasonably high (c.40%) on the site, and a large open storage area towards the rear could potentially be used more intensively. The site is set within a predominantly industrial environment, although there are some residential properties nearby. It is accessed via a narrow road adjacent to the canal, leading to the congested town centre road network. In general, it is considered a low profile site featuring buildings in need of modernisation. The site performs a localised function with a number of short term occupiers; the historic character presents an opportunity for investment and upgrading of the site for employment uses, therefore the site is rated overall as being of 'average' quality.
- 7.13 The **Canal Terrace starter unit scheme** (W16, 6.8ha) comprises protected employment land further to the east of Worksop Town Centre. As with the previous two sites, it suffers from constrained road access with a narrow bridge to the south. The starter scheme comprises a mix of pre-war historic canal-side buildings adjacent to new build corrugated sheds (occupied by Abbey Glen Hygiene and Workwear). The site has a moderate vacancy rate of c.30%, although the units overall appeared to be trading reasonably well with a variety of small businesses. There may be potential to improve the condition of some of the units to continue to provide 'soft access' starter units for local firms; the site appeared to be an attractive commercial development with a high turnover of firms in an area of strong local demand, and was rated as being 'a good' site in the Worksop site rankings.



- 7.14 The site **west of Dukeries Court, Retford Road** (W17, 4.9ha), comprises a derelict former industrial site approximately 1.5km to the east of Worksop Town Centre. The site is a large, established and high profile corner plot adjacent to a successful (and expanding) Business Centre to the east. Although the premises were developed in the 1980s, it is likely that the existing building would need to be demolished and comprehensively redeveloped to meet future employment needs. Although the site is not rated as highly as others along the canal corridor, it has considerable potential subject to investment and could still form an important role in the District's land portfolio to complement the successful Business Centre to the east.
- 7.15 Further to the west, the former **Dormer Tools site**, **Shireoaks Road** (W2, 4.6ha), was promoted as part of the 'call for sites process'. The site is currently occupied by vacant industrial buildings with a cricket ground to the south and woodland to the east and west. The vacant buildings date from the 1980s and are in reasonable state of repair. Dormer Tools have ceased to operate from the premises and the owner has applied for outline planning permission for the change of use of the site to residential. The site remains designated protected employment land, however, and is a highly accessible and sustainable site with potential to redevelop / upgrade for continued employment use. Overall, the Dormer Tools site is assessed as a 'good' quality employment site and should be retained.

#### Allocated Sites

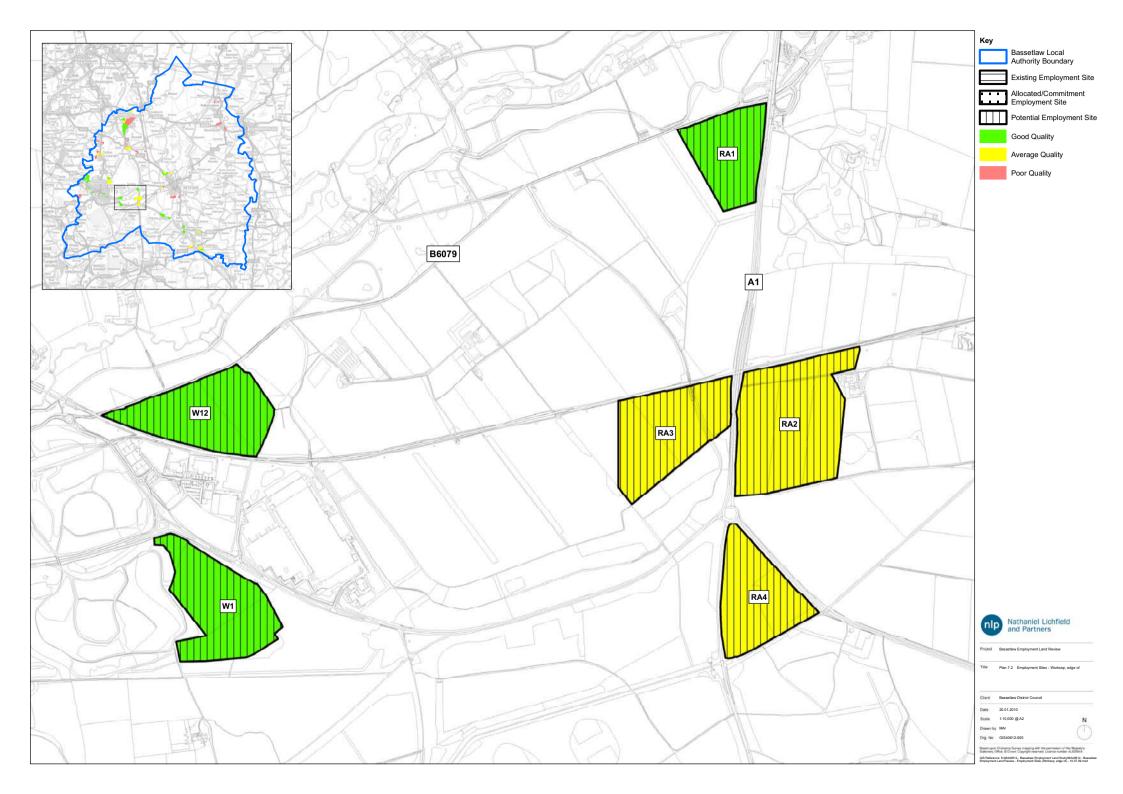
7.16 Land at Gateford Common, Worksop (W6, 17.7ha) is existing allocated employment land; the western part of the site beside the A57 junction is designated a Prestige Employment Allocation. In this location, the Council expects development to be confined to the B1 use class, of high standard design, building materials and landscaping. No obvious constraints were identified whilst mains services are available on land adjacent to the site. The Gateford Common site represents an attractive, sustainable and highly accessible location on a key gateway site into Worksop, in an area of relatively high demand. It is understood that complex ownership issues have prevented both the eastern and western parts of the site from coming forward for development in recent years, with a ransom strip owned by one of the landowners. Nevertheless, the site was the highest ranking in the District in the site appraisal process, and it is considered that the site offers potential for a high quality business park to serve the western part of Bassetlaw District.

#### **Potential Sites**

7.17 **Land east of A57, Worksop** (W13, 5.9ha) is a greenfield site, located at the western end of the canal corridor in the town. The site is highly accessible from a strategic perspective as it is located in close proximity to the A57 junction, although significant junction improvements would be required to access the local road network. Frequent bus services are available near to the site along Sandy Lane to Worksop and Shireoaks, whilst the site relates well to existing industrial uses to the north. The southern part of the site is within an

area for identified flood risk. Overall, the site was rated as being of 'good' quality, in a high profile location with an attractive canalside setting.

- 7.18 A further site was identified at **Rhodesia** (W4, 4.3ha), located 1.7km to the north west of Worksop Town Centre off Tylden Road. Although the site is visible from the A57 to the east, there is no direct access due to substantial differences in the level of the land, whilst local access is also relatively poor. The site comprises a flat, regular shape screened from adjoining uses by hedging and semi-mature woodland. The site is assessed as being of 'average' quality and could potentially come forward as part of a mixed use development, although established employment sites along Shireoaks Road nearby are likely to be more attractive to the market due to their better access links to the strategic road network.
- Two potential sites were appraised to the west of Worksop along the A57. The 7.19 first of these, south of Worksop Road (W8, 27.5ha), is located to the north of Shireoaks village, and comprises greenfield agricultural land. The site is flat, open with few obvious constraints. It has the potential for a direct access off the A57 and appears to be an attractive location on a highly prominent site. Similarly, the site on Woodsetts Lane (W7, 39.5ha) to the east of the A57 is a large accessible site used for agricultural purposes. This site has varied topography and some differences in level that would need to be overcome, whilst the southern part of the site is likely to be more attractive for economic development than the northern area. It is considered that both sites are of a 'good' quality in an area of potential demand for distribution uses and perhaps a peripheral business park; however, questions arise over the sustainability of the sites and the policy implications of releasing greenfield sites for employment use with Gateford Common and available vacant brownfield sites in relatively close proximity to the south-west.
- 7.20 Two potential sites were appraised in the vicinity of the successful Manton Wood Enterprise Park. Land south of Manton Wood (W1, 24.5ha) comprises a brownfield site undergoing major remediation work, although ground condition issues may remain given former use of the site. The site also has relatively uneven topography and is in a designated Special Landscape and Heritage Area. However, it benefits from regular bus services along the A57 and B6040. The site is in a potentially excellent location given the proximity of the arterial road network, its prominence, its high profile location, and relative proximity to the Enterprise Park. The site scored in the top rank of sites in the appraisal process, and would potentially be suited to distribution uses, or as a business park.
- The **B6079 Triangular site north of the railway and industrial estate** (W12, 24.6ha) comprises agricultural land. The site is large, flat and surrounded by mature hedging, although the triangular shape of the site may constrain the amount of developable land to some extent. Whilst the site is in a general area of demand, it lacks the prominence of the other Manton Wood sites considered to the south. It lacks a frontage onto the A57 and is separated from the



Enterprise Park by a railway line. However, it is rated as being a 'good' quality site overall and remains a reasonable secondary location that could accommodate future overspill from the success of Manton Wood.

- 7.22 Three potential sites were appraised to the north east of Worksop, on the B6045 Blyth Road. Two sites were put forward by the landowners as part of the call for sites. The first of these, land off Blyth Road, Worksop (W10, 12.2ha), is a large greenfield site used for in agricultural use. The site is served by a regular bus route into Worksop, adjoins the Carlton Forest Distribution Centre to the north, and has no nature conservation, site contamination or other ground condition constraints apparent. The owners are promoting the site for a mix of warehousing, offices, other B1 and leisure development. Whilst the site scored relatively highly in the appraisal process, it is considered that it is not a particularly high quality employment location, as it lies outside the settlement boundary and would comprise linear development in the open countryside. The second site promoted is land to the rear of Carlton Forest Distribution Centre (W11, 5.2ha). Whilst this is currently greenfield land in agricultural use and has no specific land use allocation in the Local Plan, the owners have put forward the site for B8 storage and distribution as are promoting the site for B8 storage and distribution as an expansion to the existing Carlton Forest Distribution Centre immediately to the west. It is considered that, in contrast to the aforementioned site further south, as expansion land it could provide valuable support to an existing local business and would represent a logical extension to an existing distribution park.
- 7.23 **Land east of Blyth Road** (W9, 38.5ha) comprises a substantial greenfield site with a direct frontage onto the B6045. The site is outside the settlement boundary, some 2km to the northeast of Worksop town centre. The site is on a regular bus route into Worksop and could potentially accommodate a landmark mixed use development at a northern gateway to the town; however, in terms of likely market demand and viability, it is considered that the site is only moderately attractive, with no established employment uses nearby and this is reflected in its relatively poor ranking in the context of other sites in Worksop.
- 7.24 **Steetley Colliery** (W3, 29.7ha) is a substantial former colliery/brickworks now being redeveloped for industrial uses, with about half of the site in Bolsover District. A 270,000 sq.ft manufacturing plant and 54,000 sq.ft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated. In general terms, this is not an area of the District with particularly high demand due to the lack of prominence and distance to the trunk road network, and the site scores poorly thorough the site assessment process. However, the recent developer investment and site remediation has attracted a significant end-user, and it is understood that further employment development is currently being considered on the remainder of the site.

Site Name (Ref)	Status	Size (ha)	Potential Uses	Score (out of 35)	Overall Rank
Land at Gateford Common (W6)	Allocated	17.7	B1, B2, B8	32	
Dormer Tools site, Shireoaks Road (W2)	Existing	4.6	B1, B2, B8	29	
Land South of Manton Wood (W1)	Potential	24.5	B1, B8	28	
South of Worksop Road (W8)	Potential	27.5	B1, B2, B8	28	
Land East of A57 (W13) *	Potential	5.9	B1, B2, B8	28	
West of Dukeries Court, Retford Road (W17) *	Existing	4.9	B1, B2, B8	27	Good quality
Woodsetts Lane (W7)	Potential	39.5	B1, B2, B8	26	
Land off Blyth Road (W10)	Potential	12.2	B1, B8	26	
B6079 Triangular Site North of Railway (W12)	Potential	24.6	B1, B2, B8	26	
Dock Road office infill (W14) *	Existing	1.2	B1(a), B8	26	
Canal Terrace starter scheme (W16) *	Existing	6.8	B1, B2, B8	26	
Rhodesia (W4)	Potential	4.3	B1, B2, B8	25	
Land to Rear of Carlton Forest Distribution Centre (W11)	Potential	5.2	B8	25	Average
Canal Road Workshops (W15) *	Existing	2.2	B1, B2, B8	25	quality
Land East of Blyth Road (W9)	Potential	38.5	B1, B2, B8	23	
Steetley Colliery (W3)	Potential	29.7	B2	21	Poor quality
Total Site Area		249.3			
able 21: Ranking of Sites in Worksop		Source:	NLP ana	lysis	

\* Note: sites within Canal Corridor

#### **Retford and Surrounding Area**

#### **Existing Sites**

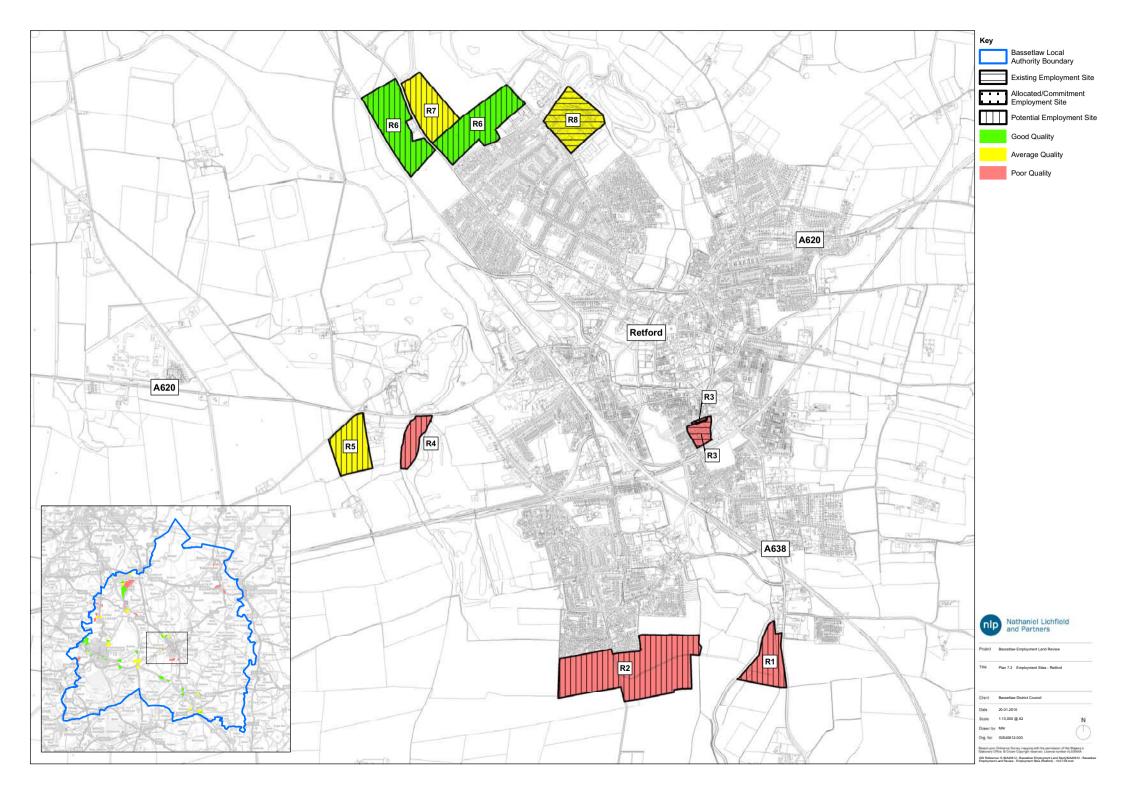
7.25 Although there are reportedly significant capacity issues on the local road network in Retford town, this is an area of proven local demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is one of the District's main centres and benefits from good strategic road access (A1/A57).

- 7.26 The **Icon Polymers site** (R3, 2.4ha) is an existing employment site set within a dense residential area of central Retford some 300 metres from the town centre. Local road access is poor, close beside a level crossing, and the existing B2 industrial uses do not sit well within the wider residential setting. It is understood from the representations made on the site that the current occupiers are seeking alternative accommodation as the site no longer meets their needs. The owners are seeking the de-allocation of the site, for either residential or mixed use. It is considered that the site is relatively unattractive as a business location. The existing buildings are generally outdated, whilst the adverse access issues, almost 100% site coverage and proximity to residential dwellings limits its expansion. It is considered that there is scope for mixed use redevelopment of the site should lcon Polymers relocate, with, potentially, an element comprising small-scale office/incubator units.
- 7.27 **Hallcroft Industrial Estate** (R8, 7.4ha) fronts onto Hallcroft Road to the west on the northern edge of Retford and benefits from a number of bus stops adjoining the site and providing regular services into Retford and beyond. The site comprises an established industrial estate with limited remaining development land. Vacancy levels are reasonably low, at 20%, with a mix of building types dating from the 1970s to the present. The established industrial estate has several relatively high profile occupiers such as Travis Perkins. The site is relatively remote from the wider strategic road network and adjoins a residential area. There is further potential to upgrade the frontage of the Industrial Estate to the north to increase its attractiveness to future occupiers.

### **Potential Sites**

Land at Trinity Park Industrial Estate (R6, 27.3ha) on the northern edge of 7.28 Retford is being promoted as for B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sq.m of commercial floorspace. The landowner estimates that the site could deliver a minimum of 8,000 sq.m of commercial floorspace. The site is split into a 5.7 ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of proven demand. Bassetlaw District Council, in association with EMDA, is also investing in the development of an Enterprise Centre at the site which will provide flexible office space focused on pre-start and new businesses, with ancillary support as required. It should be noted, however, that Phase 2, which is currently underway, has a considerable number of vacant plots and it appears unlikely that the market would sustain the whole site coming forward for employment use. However, with appropriate phasing of development, this is one of the better performing sites in Retford.

- 7.29 Willow Field (R7, 9.4ha) adjoins the A638 to the northwest of Trinity Park Industrial Estate, and comprises a heavily wooded site beyond the edge of the built up area. It is an existing employment allocation, however, and is located in an attractive and accessible part of the District in an area of proven demand. It lies between two established employment areas and could represent a long term extension to these sites; however, other sites to the south may have greater commercial potential in the short to medium term.
- 7.30 Two sites were assessed at the western edge of Retford, along the A620 Babworth Road. The **Babworth Great Morton site** (R4, 4.0ha) comprises a greenfield site partly designated as a mature landscape area. It is located in a prominent site directly on the eastern access road into Retford, beyond the settlement boundary. The site itself is gently undulating, with a small stream running across. The site is currently being marketed for agricultural use and although it is located in an area of robust demand, given the adjoining wildlife designations and planning policy considerations, it is not considered that it would be an appropriate or suitable site for a future employment allocation.
- 7.31 Similar considerations apply to the site further west, the **Babworth Mansfield Road site** (R5, 8.3ha). This greenfield site currently used for agriculture again benefits from a prominent position on the western entrance to Retford and comprises one of the very few potential development sites on the western edge of the town. The site is surrounded by open countryside and farming and it is considered that an employment use would be inappropriate within the overall site context. Hence whilst the site scored relatively well in the appraisal (in the Retford context), its relative remoteness from established employment centres suggests it is less suitable for employment allocation in future.
- 7.32 Two sites were appraised to the south of Retford Town Centre. Land either side of Ollerton Road (R2, 30.6ha) is a large, greenfield, flat site used for agriculture. It adjoins the residential area of Ordsall to the north and open countryside to the south, east and west. The site is remote from any established employment areas, and strategic road access is poor, and has a low score overall. Land to the south of Whitehouses Road (R1, 7.6ha) is a greenfield site with a River Valley Corridor running through the site. It has direct access to the A638 adjoining the east and is on a bus route linking Retford to nearby villages to the south. The site is rated as being 'poor' in quality due to flood risk issues, low commercial demand for economic development of this site; and the distance to the strategic road network and other established employment areas.



Site Name (Ref)	Status	Size (ha)	Potential Uses	Score (out of 35)	Overall Rank
Trinity Park Industrial Estate extension land (R6)	Potential	27.3	B1, B2, B8	26	Good quality
Babworth Mansfield Road site (R5)	Potential	8.3	B1	25	
Hallcroft Industrial Estate (R8)	Existing	7.4	B1, B2, B8	24	Average quality
Willow Field (R7)	Potential	9.4	B1, B2, B8	23	
Land either side of Ollerton Road (R2)	Potential	30.6	B1	22	
Babworth, Great Morton (R4)	Potential	4.0	B1	22	Poor
Icon Polymers sites (R3)	Existing	2.4	B2	20	quality
Land to the South of Whitehouses Road (R1)	Potential	7.6	B1	19	
Total Site Area		97.0			
Table 22: Ranking of Sites in F	Sour	ce: NLP	analysis		

#### A1 Corridor

#### **Potential Sites**

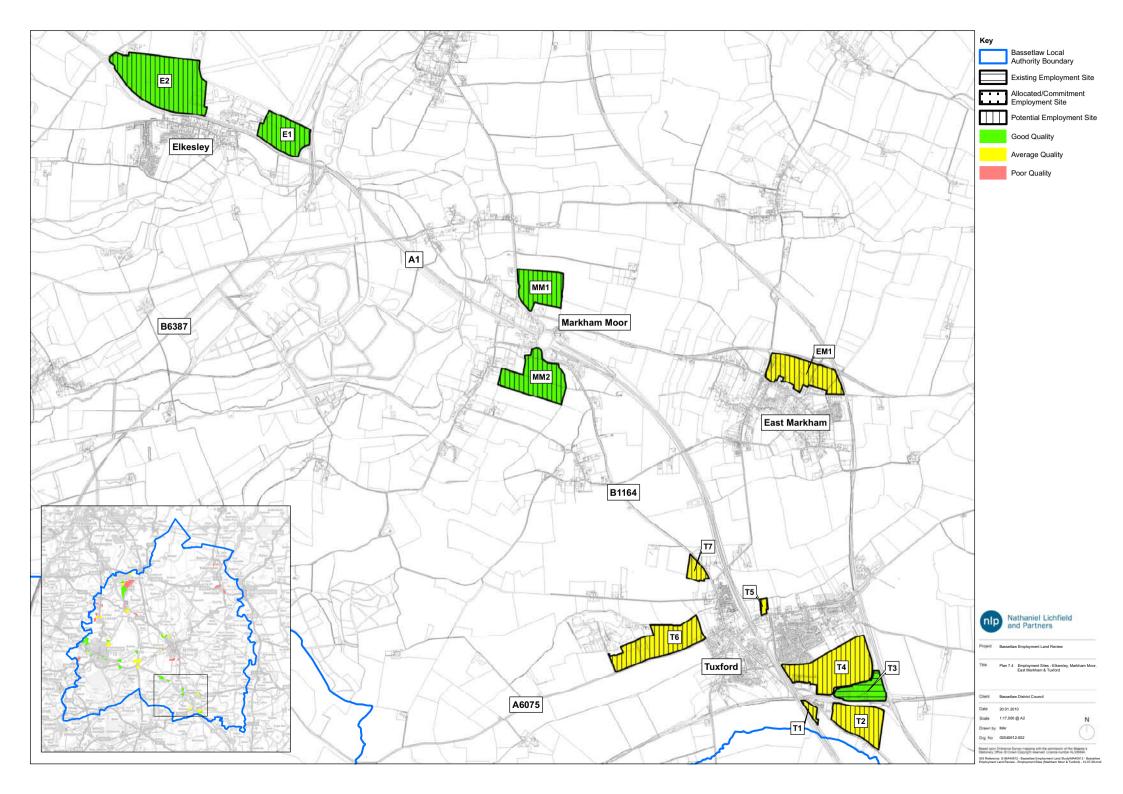
7.33

There are several potential employment sites located within the A1 Corridor, stretching from north of Tuxford in the south, through Markham Moor Interchange, Elkesley, Ranby and up to Blyth in the north (Harworth sites are considered separately). Potential sites in this area are generally highly accessible due to proximity of the trunk road network, although the sites generally tend to be located some distance away from the main sub-regional centres of population in the District.

7.34 Two sites have been appraised at Markham Moor interchange. Land to the south of A57/A1 Markham Moor (MM2, 16.7ha) has been promoted by a developer for general industrial and storage with ancillary office space. The site is a greenfield site with no formal designation in the Local Plan; it exhibits a slight slope and is generally remote from local services. However, the site appraisal identified the site as being of 'good' quality (see Table 23) with few identified constraints that would be attractive to hauliers in particular and which would complement the growth of a number of services and other employment developments that have recently taken place around the road junction. Subject to other planning factors, the site offers potential for employment uses should release of a Greenfield site to be considered appropriate in this location. The second area, north of Markham Moor Interchange (MM1, 12.3ha), is similar to the southern site, given its proximity to the trunk road network, its greenfield

status and general absence of constraints, although it is not currently being promoted for development. Overall, it is suggested that the site is of a 'good' quality, with the potential to accommodate B8 distribution and smaller office occupiers in particular.

- 7.35 The site **adjoining the A57 at East Markham** (EM1, 5.1ha) is a large greenfield site in a prominent setting on the A57, close to the junction with the A1 at Markham Moor. It is located in a picturesque village / semi-rural location adjoining the northern settlement boundary of East Markham. Whilst there are several compatible industrial uses on the western side of the site, residential and other sensitive uses lie to the south/south-west. The site is rated as being of 'average' quality overall with the potential to meet future local needs, although developer interest is uncertain at this time. Any development is likely to serve indigenous businesses and it is unlikely to be a significant commercial destination in the future.
- 7.36 Two potential sites were appraised in the vicinity of Elkesley village on the A1. The first of these, **land adjacent to Gamston Airport** (E1, 11.9ha), is located beside a former employment land allocation. The site has a good frontage onto the A1, is in close proximity to compatible employment uses/allocations and with level topography. However, whilst it has a direct east/west access point to the A1 immediately to the south via Dover Bottom, the site suffers from severance issues to Elkesley village and it is considered an 'average' quality site overall. Land at **Elkesley Park** (E2, 33.6ha) north of A1 is located nearby. Adjacent to Gamston private airfield to the north and industrial uses to the west and east, this large, level, greenfield site is another potentially high profile site off the A1 that would be attractive to hauliers and industrial users. However, it has road infrastructure constraints and is relatively remote from the main centres of population and for local services, hence its 'average' quality rating.
- 7.37 Three potential sites were identified around the A1/A57 junction between Worksop and Retford. Two of these, **land to the west of A1/A57 junction** (RA3, 24.9ha) and **land to the east of A1/A57 junction** (RA2, 37.2ha), comprise greenfield sites on either side of the junction with no specific land use allocation in the Local Plan. Both sites comprise large, flat sites in a potentially high profile location between the two main centres of population in the District. However, there are significant local road access issues (particularly for land on the western side of the junction) that would require major infrastructure works, and the sites are also relatively remote from local services. The land on the eastern side of the A1 has outstanding planning permission for the erection of storage containers (ref: 53/08/00001); however it is considered that the site to the west is less suitable for employment uses without substantial investment in infrastructure improvements.
- Lodge Brake Plantation (RA4, 20.4ha) located immediately to the south of the junction has been promoted by the site's owner for potential distribution use. The site has a current extant planning permission to accommodate a hotel, restaurant, conference and leisure facilities, together with the construction of a



new access but alternative uses are now being sought. The site is rated as being of 'average' quality, although there are potential issues regarding utilities connections and a woodland management scheme at the site.

- 7.39 **Land south west of Ranby** (RA1, 16.6ha) is located to the south west of the village of Ranby. A large, flat agricultural site, it is surrounded by mature hedging and drainage ditches but otherwise appears to have few development constraints. The site is currently screened from the A1 to the east, but could potentially be made more prominent and benefits from a direct access, via the B6079. It is rated as being of 'good' quality, although the sites remoteness from existing employment centres suggests limited potential for employment uses.
- 7.40 Land to the north east of Blyth (B2, 7.5ha), was promoted as part of the call for sites consultation. This greenfield site, located some 250m to the north of the village centre, is gently sloping and has electricity pylons and a sewer running across the site. The site is potentially moderately attractive in market terms, given that it has a frontage onto the A1 to the east and has a direct access to the trunk road network further north. However, sustainability issues, particularly regarding any extension to the established settlement boundary, have resulted in the site being afforded a 'poor' quality rating.
- 7.41 **Spital Road, Blyth** (B1, 34.6ha) is a substantial greenfield site to the south of the settlement boundary split either side of the A1. The site is higher profile than the land to the north east of Blyth, although it is located further away from the nearest trunk road junction (1.5km). Its substantial size and the severance issues resulting from the road running through the site suggests that the site would be unlikely to come forward in its entirety for employment uses.

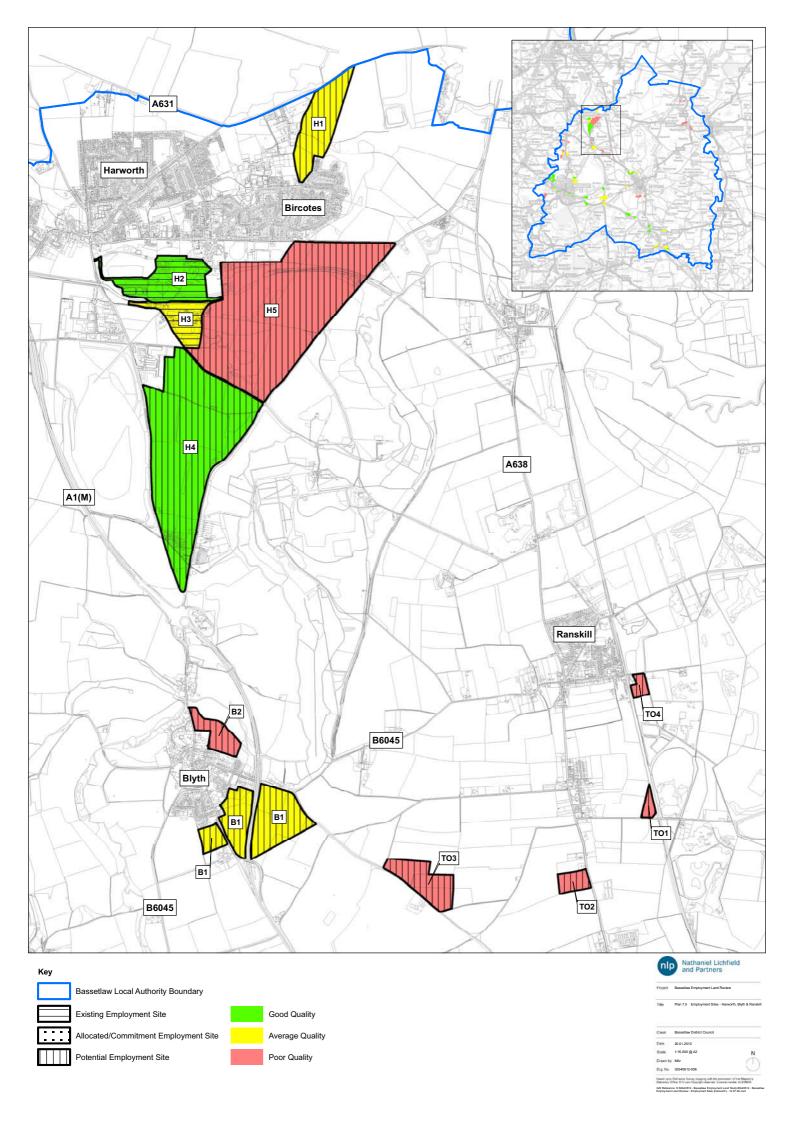
Site Name (Ref)	Status	Size (ha)	Potential Uses	Score (out of 35)	Overall Rank
North of Markham Moor Interchange (MM1)	Potential	12.3	B1, B2, B8	29	
Land to south of A57/A1, Markham Moor (MM2)	Potential	16.7	B1, B2, B8	29	
South West of Ranby (RA1)	Potential	16.6	B1, B8	28	Good quality
Land adjacent to Gamston Airport (E1)	Potential	11.9	B1, B8	27	
Elkesley Park (E2)	Potential	33.6	B8	26	
Site adjoining A57, East Markham (EM1)	Potential	15.1	B1, B2, B8	25	
Lodge Brake Plantation (RA4)	Potential	20.4	B1	25	
Land to East of A1/A57 (RA2)	Potential	37.2	B1, B8	24	Average quality
Land to West of A1/A57 (RA3)	Potential	24.9	B1, B8	23	
Spital Road, Blyth (B1)	Potential	34.6	B1, B2, B8	23	
Land North East of Blyth (B2)	Potential	7.5	B1, B2, B8	22	Poor Quality
Total Site Area		230.8			
able 23: Ranking of Sites in A1 C	Corridor	Source:	NLP ana	lysis	

Table 23: Ranking of Sites in A1 Corridor

#### Harworth and Surrounding Area

#### **Existing Sites**

- Harworth is an established employment destination with a skilled workforce and 7.42 high prominence from the A1. The town is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inward investment than similarly-sized towns in the District as a result. There are three existing industrial estates in Harworth - Brunel industrial estate; Doncaster South (Phases I and II) and Plumtree Farm Industrial Estate.
- A number of sites in and around Harworth Colliery were appraised, including 7.43 Harworth Colliery Site (H2) itself. Currently mothballed, UK Coal state that the site could be available for a mixed use hub, featuring residential, retail and employment (featuring 76,645sqm of commercial floorspace), within five years if the colliery does not re-open. The former nature of the land means that ground conditions are in a variety of uses across the site. According to UK Land, ground investigations have shown minimal contamination and where this



is present, this can be satisfactorily be remediated. The site also has full access to utilities. It is considered that the site is potentially attractive due to the proximity of the A1 and M1 and the skilled local workforce. It is recognised that for this site to come forward in its entirety there would need to be a step change in the market for employment premises in Harworth involving attracting uses over and above the local/sub-regional demand that currently exists for industrial premises. Nevertheless there appears to be scope for a sizeable employment allocation at this location, either as part of a wider mixed use scheme featuring an office cluster, residential and retail; or B8 warehousing with potential rail access (as proposed by UK Coal).

7.44 **Harworth Pit Head and Associated Buildings** (H3) were also appraised. The site is currently accessed via Snape Lane and Blyth lane to the west and is set within an established industrial setting within surrounding countryside. As the former pit head, there is likely to be extensive contamination and remediation required. Ground conditions are also likely to be a significant issue. In summary, if the colliery does not re-open, the site is likely to be difficult to bring forward for alternative economic uses without substantial public funding and extensive remediation works and consequently there are other sites better suited to meeting future employment land needs in Harworth as a result.

#### **Potential Sites**

- 7.45 **Expansion Land at Plumtree Farm Industrial Estate** (H1) was appraised. This greenfield site immediately to the west of the existing estate comprises a large flat site with no visually apparent constraints with good access to the local road network. Economic development in this location, potentially for a Basepoint-type development of starter units, would provide a useful extension to an existing and well established industrial estate with low vacancy rates. The site is in an area of established local demand with access to an existing skilled workforce nearby.
- 7.46 Two sites were appraised to the southeast of the existing colliery site. The **Bawtry Road** site (H4) is a very large undulating greenfield site stretching from Snape Lane to the north down to the junction of the A1. The southernmost point of the site is most likely to be attractive to the market due to its excellent transport links and proximity to the A1. There is potential for B8 distribution on the site with rail access if practical, potentially with a replacement office cluster if it does not come forward on the aforementioned colliery site. A final option may be a mix of B2/B8 if the rail access is not viable and if other sites in Harworth do not come forward as planned.
- 7.47 The final site in the area to be appraised, **north of Snape Lane** (H5), adjoins the existing colliery site to the east and comprises a mix of arable land and former spoil heaps with mature trees and woodland around the site perimeter. The southern part of this large site is designated a geological site of importance for nature conservation. Although the site is readily accessed from the A614, it is less prominent than other sites south of Harworth and would be less attractive

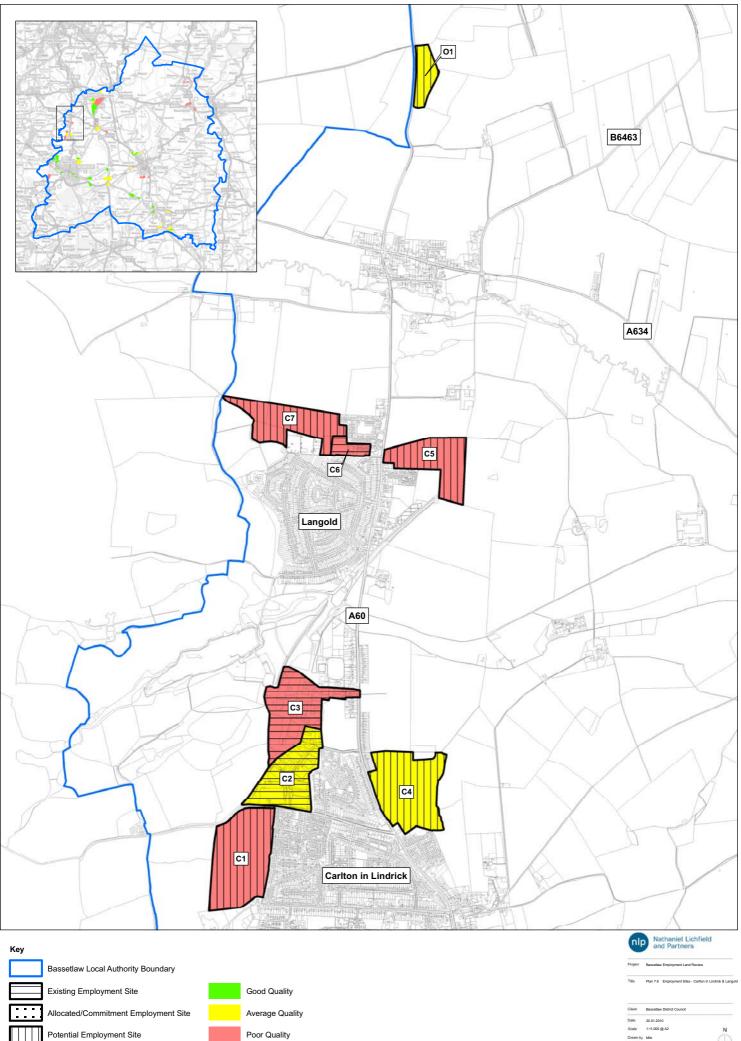
Site Name (Ref)	Status	Size (ha)	Potential Uses	Score (out of 35)	Overall Rank
Harworth Colliery (H2)	Existing	23.0	B1, B2, B8	28	Good
Bawtry Road (H4)	Potential	96.2	B1, B2, B8	26	quality
Plumtree Farm Estate expansion land (H1)	Potential	21.2	B1, B2, B8	24	Average
Pit Head and associated buildings (H3)	Existing	11.9	B2	23	quality
North of Snape Lane (H5)	Potential	122.1	B1, B2, B8	22	Poor quality
Total Site Area		272.4			
Table 24: Ranking of Sites in F	larworth	Sour	ce: NLP	analysis	

to the market as a result, a conclusion reflected in the poor quality ranking of the site.

#### **Carlton in Lindrick and Langold**

#### **Existing Sites**

- Carlton in Lindrick and Langold are well serviced settlements with a range of small industrial units and workspaces. There are three existing industrial estates at Lawn Road, Harrison Drive and Costhorpe (the former Firbeck Colliery). All of these sites were appraised as part of the site assessment work.
- 7.49 The first of these, **Lawn Road Industrial Estate** (C2, 11.6ha), is an established industrial estate (the main estate in Carlton in Lindrick) surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south. The estate has a range of occupiers including the McKenna Group, CPL, Robinson's Healthcare, Lambert Electrical and Charlton Aldred. The units generally date from the 1990s onwards, and are in averageto-good condition. There are three vacant units, around 20% of the total stock. There is a limited amount of land available for expansion, however, around 10%, and there appears to be limited scope for upgrading of the general environment of the estate and signage. In summary, the estate has limited opportunities for improvement and expansion, but is well established and clearly fulfils an important local role.
- 7.50 In contrast, the **former Firbeck Colliery site** (C3, 13.4ha) immediately to the north of Lawn Road contains a number of semi derelict industrial buildings in a very poor state of repair that are currently in use by Costhorpe Building Products. The buildings are pre-war, with around 50% vacancy levels primarily used for the storage of robust building materials and ornaments. The site



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Poor Quality

exhibits signs of contamination, levels issues and poor access links to the A60. Substantial public sector site remediation and investment would be required to make this an attractive commercial site although it has a clear role for bad neighbour/niche uses due to the substantial screening around the site.

7.51 Finally, the **Harrison Drive Workshops** (C6, 1.9ha) comprise modern units on the northern edge of Langold. The workshops have relatively low vacancy rates (20%) and are in a good state of repair, with a cluster of quality, specialist motor-car garages on the site. The site has poor access, via a narrow single carriageway; this would need to be improved before any major extension could take place. Around half of the site is theoretically available for expansion; however, the western half is occupied by Langold Juniors football club changing rooms and pitch, whilst the undulating nature of an area to the south of the workshop units, which has been grassed over, could indicate problematic ground conditions beneath. Overall, the site is rated average, although for further expansion to occur substantial investment could be required regarding the access and, potentially, ground remediation.

#### **Potential Sites**

- 7.52 A potential site exists to the west of the Harrison Drive Workshops, to the **rear** of Chestnut Drive (C7, 10.9ha). The site is currently used for agriculture and would need to be accessed either through the allotments to the south west, via the residential development on Chestnut Drive, or across the existing football pitches to the south. The site is considered relatively poor quality, as it has a low prominence profile a difficult access issues. It is considered to be more suitable for a residential extension unless adjoining sites to the south come forward for employment use.
- 7.53 A further potential site was appraised to the **East of Doncaster Road, Carlton in Lindrick** (C4, 15.9ha) on the eastern boundary of the village opposite a collection of shops. This agricultural site is located directly adjacent to the A60 and has access to a regular bus service into Worksop. The site appears to have few constraints and is in a relatively prominent position; however, it would form an extension into the open countryside in an area of relatively weak demand with no comparable industrial uses in the immediate vicinity.
- 7.54 The potential site to the **North of Long Lane** (C1, 17.6ha) comprises a large, flat greenfield site, the southernmost part of which was put forward by its owners as part of the call for sites process. The site scored poorly in the quality assessment as it is not an obviously attractive commercially location, at least in part due to its lack of visibility from the arterial road network. The northernmost part of the site could, however, have potential to accommodate a logical extension of the Lawn Road Industrial Estate in the future. This would require an extension of the settlement boundary into the open countryside, but this could be justified to allow expansion of the existing estate to serve local needs.

7.55

The final site in this area, **Land at East Langold** (C5, 10.1ha) comprises a greenfield site currently used for arable farming on the easternmost edge of Langold, beyond the settlement boundary. It is considered that this is a moderately attractive site with few visually apparent constraints and a prominent frontage onto the A60; however, it lacks established surrounding commercial uses in an area of generally limited demand other than for very localised needs.

Site Name (Ref)	Status	Size (ha)	Potential Uses	Score (out of 35)	Overall Rank
Lawn Road Industrial Estate, Carlton in Lindrick (C2)	Existing	11.6	B1, B2, B8	25	Average
Site East of Doncaster Road, Carlton in Lindrick (C4)	Potential	15.9	B1, B2, B8	23	quality
East Langold, Carlton in Lindrick (C5)	Potential	10.1	B1, B2, B8	20	
North of Long Lane, Carlton in Lindrick (C1)	Potential	17.6	B1, B2, B8	18	
Former Firbeck Colliery, Carlton in Lindrick (C3)	Existing	13.4	B2, B8	18	Poor quality
Harrison Drive workshops, Langold (C6)	Existing	1.9	B1	17	
Rear of Chestnut Drive (C7)	Potential	10.9	B1	17	
Total Site Area		81.4			

 Table 25:
 Ranking of Sites in Carlton in Lindrick and Langold

NLP analysis

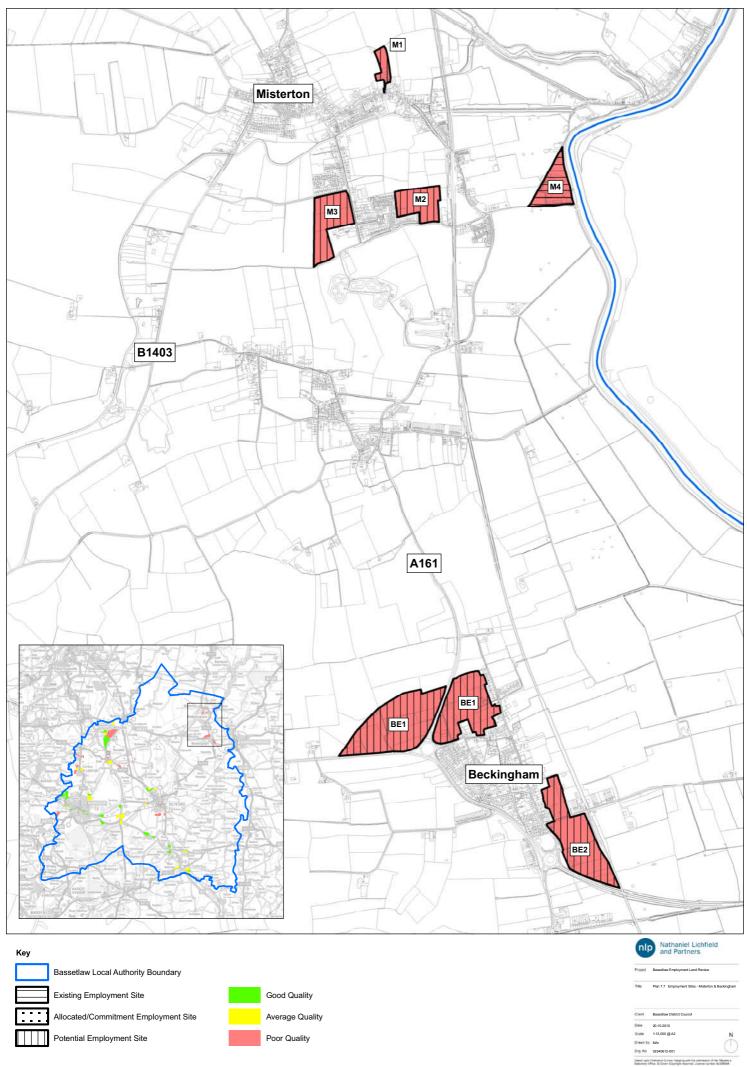
Source:

#### Misterton and Surrounding Area

7.56 Misterton is a small settlement situated in north-western Bassetlaw. Demand in this location is generally low due to remoteness from main service centres, poor strategic and local road access and, with the exception of the small industrial estates at West Stockwith Park and Fox Covert Lane, limited established employment uses. Misterton is not an office location, whilst industrial demand is generally restricted to localised indigenous needs.

#### **Existing Sites**

7.57 **West Stockwith Park Industrial Estate** (M4, 5.8ha) is an existing employment allocation, with direct access onto Stockwith Road and A161 further west, although rail bridges to the east act as a constraint. The site also has a wharf onto the River Trent. Whilst there appears to be a consistent level of local demand for units on this estate, the site is low profile and the condition of many of the existing units is poor. The estate has high vacancy levels (c.50%)



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indicating weak demand, and the site scored poorly in the site appraisal. However, it retains an important localised industrial function in the Misterton context and opportunities should be explored to upgrade and enhance the site to attract future users and retain existing businesses. Given the substantial amount of under-utilised and vacant land on the estate (around 50%, including open storage areas), opportunities for business expansion remain and should be supported.

#### **Potential Sites**

- 7.58 The site at **Station Street, Misterton** (M1, 1.8ha) was put forward promoted as part of the 'call for sites' process. This comprises a greenfield extension to an existing employment use and is located on the periphery of the village. The site to the south comprises a number of former farm units converted to small office space for a limited number of local firms. The site itself comprises an irregular, narrow shape with very poor access onto the A161 further south. A limited extension to the existing small office businesses could be justified, although demand would be very localised and the site scores poorly overall.
- 7.59 A further employment site was proposed for Misterton on **Fox Covert Lane** (M2, 3.3ha), adjacent to the Millennium House business premises to the east (itself on the market for a variety of uses subject to planning). The site comprises a greenfield site currently used for grazing, with part designated a mature landscape area. Access to the site is via a low road bridge to the east. There is weak commercial demand for B1 units in this area, and the site is not visible from the main highway. Overall, the site scores poorly and appears to have limited potential for employment use.
- 7.60 A potential site was identified at **Grove Wood Road** (M3, 8.3ha) on the eastern boundary of Misterton. The site is a greenfield site used for grazing, and is designated a mature landscape area in the Local Plan. As with the previous site, commercial demand in this area is very limited. The site is constrained by a relatively poor access road and is not visible from the main highway. This site had the joint lowest quality score of all the sites appraised in Bassetlaw and therefore appears to have limited potential for employment use.
- Two further sites were assessed in and around Beckingham, a small village at the junction of the A161 and A631 to the south of Misterton. The two sites, the **Flood Road** (BE2, 15.1ha) to the east of Beckingham and **Gringley Road** (BE1, 32.2ha) to the west, both benefit from better road access than the sites in Misterton further north due to their proximity to the 'A' road network; both are greenfield sites with few constraints in an attractive rural setting. However, the two sites are located in an area of generally weak demand and score reasonably poorly as a result. There may be some potential to accommodate industrial overspill from the Gainsborough market.

Site Name (Ref)	Status	Size (ha)	Potential Uses	Score (out of 35)	Overall Rank
Gringley Road, Beckingham (BE1)	Potential	32.2	B1, B2, B8	22	
Flood Road, Beckingham (BE2)	Potential	15.1	B1, B2, B8	22	
West Stockwith Park (M4)	Existing	5.8	B1, B2, B8	19	Poor quality
Fox Covert Lane (M2)	Potential	6.0	B1	18	
Station Street (M1)	Potential	1.8	B1 (a)	16	
Grove Wood Road (M3)	Potential	8.3	B1, B2, B8	16	
Total Site Area		69.2			
Table 26: Ranking of Sites in N	Aisterton	Sour	ce: NLP	analysis	

#### **Tuxford and Surrounding Area**

#### **Existing Sites**

- 7.62 Despite its relatively small size at the southern periphery of Bassetlaw District, Tuxford benefits from three existing Industrial Estates: Lodge Lane; Ashvale Road; and Ollerton Road. Of these sites, Lodge Lane Industrial Estate was reviewed as part of the site appraisal, with a particular focus on the potential for intensifying the economic potential of the estate, given that almost a third of the site is currently used as open storage.
- 7.63 Lodge Lane Industrial Estate (T3) is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ashvale Road, whilst the site is adjacent to the railway (although there is no rail link). However, the site has generally poor prominence in an area with very localised demand. Despite this, the site has low vacancy rates (below 10%) and appeared to be trading well. On balance, this is a reasonable site that would potentially be a suitable location for bad neighbour or niche uses given its relatively secluded setting and the low sensitivity of adjoining uses. There is scope for further consolidation and extension of the site to the north and west if necessary to meet future demand; however, whilst the access is suitable for existing users it would need improving for subsequent occupiers.

#### **Potential Sites**

7.64 In total, six potential employment sites were appraised in and around Tuxford, of which three were put forward by landowners/developers as part of the call

for sites process. **Land north of Lodge Lane** (T4, 23.0ha) comprises a large field used for arable farming to the west and north of the existing Lodge Lane Industrial estate in Tuxford, and would potentially be used as expansion land. The south-westernmost part of the site comprises an existing employment land allocation, Ashvale Road. The site has reasonable access via Lodge Lane and Ashvale Road and is located approximately 1.4km to the south east of Tuxford village centre. Given the size of the site, its relatively poor prominence and proximity to residential properties along its northern edge, it is likely to be undesirable for the whole site to come forward for employment use. Nevertheless, the southern part of the site would represent a reasonable extension to the existing estates should demand for employment uses increase in this location.

Two potential employment sites are located opposite one another either side of 7.65 Ashvale Road to the south of Tuxford. The greenfield Ashvale Road (T1, 1.2ha) site benefits from high profile onto the A1, which immediately adjoins the site to the west. The site is located outside the village envelope, although it abuts residential properties to the north and east. Representations on the site suggest that noise from the A1 would be designed out, which could also have the effect of screening existing residents on the eastern side of the B1164 from noise. The site also has access to utilities infrastructure and no significant other constraints on development are apparent. Overall, the site appears to be suitable for a range of office, light industry and/or workshop uses. Similar factors are relevant for the adjacent site, North of North Road (T2, 12.1 ha), which is also an agricultural greenfield site beyond the southern edge of the settlement boundary. The site does not have direct access to utility services, although water and electricity services run alongside. The site is attractively located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present and it is considered that the site is not suitable for employment use at the present time.

- The greenfield site on **Lincoln Road** (T5, 0.9ha) is well positioned on the western edge of Tuxford village. The site benefits from a highly visible frontage onto the A6075 at a key gateway into Tuxford. There is a mix of residential dwellings opposite the site, with B1 office units alongside. The gently sloping site is considered to be of reasonable quality and could potentially be suitable to accommodate small scale office/workspace units.
- 7.67 The greenfield site currently used for arable farming on **Ollerton Road, West of Tuxford** (T6, 18.1ha) lies outside the village envelope to the west of Tuxford. The site has a direct access onto the A6075, the main eastern approach into Tuxford. Development on this site would be compatible with the established industrial units on British Fields Industrial Estate immediately to the west; however, the residential dwellings to the east, sloping topography and size of the potential site would constrain the amount brought forward for general industrial use.

7.68 **High Croft, Retford Road** (T7, 2.7ha) is a greenfield site partially occupied by a farm building opposite residential dwellings and a windmill. The site is located some 600 metres to the north of Tuxford along the Retford Road, beyond the settlement boundary. There are no apparent constraints to development on this site, which is gently undulating and has access to utilities infrastructure. However, from a commercial perspective it is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable.

Site Name (Ref)	Status	Size (ha)	Potential Uses	Score (out of 35)	Overall Rank
Lodge Land Industrial Estate (T3)	Existing	7.4	B2, B8	26	Good Quality
Land North of Lodge Lane (T4)	Potential	23.0	B2, B8	25	
High Croft, Retford Road (T7)	Potential	2.7	B1	25	
Ashvale Road (T1)	Potential	1.2	B1	24	Average quality
Lincoln Road (T5)	Potential	0.9	B1	24	quanty
Ollerton Road (T6)	Potential	18.1	B1, B2, B8	24	
North of North Road (T2)	Potential	12.1	B1, B2	23	
Total Site Area		65.4			

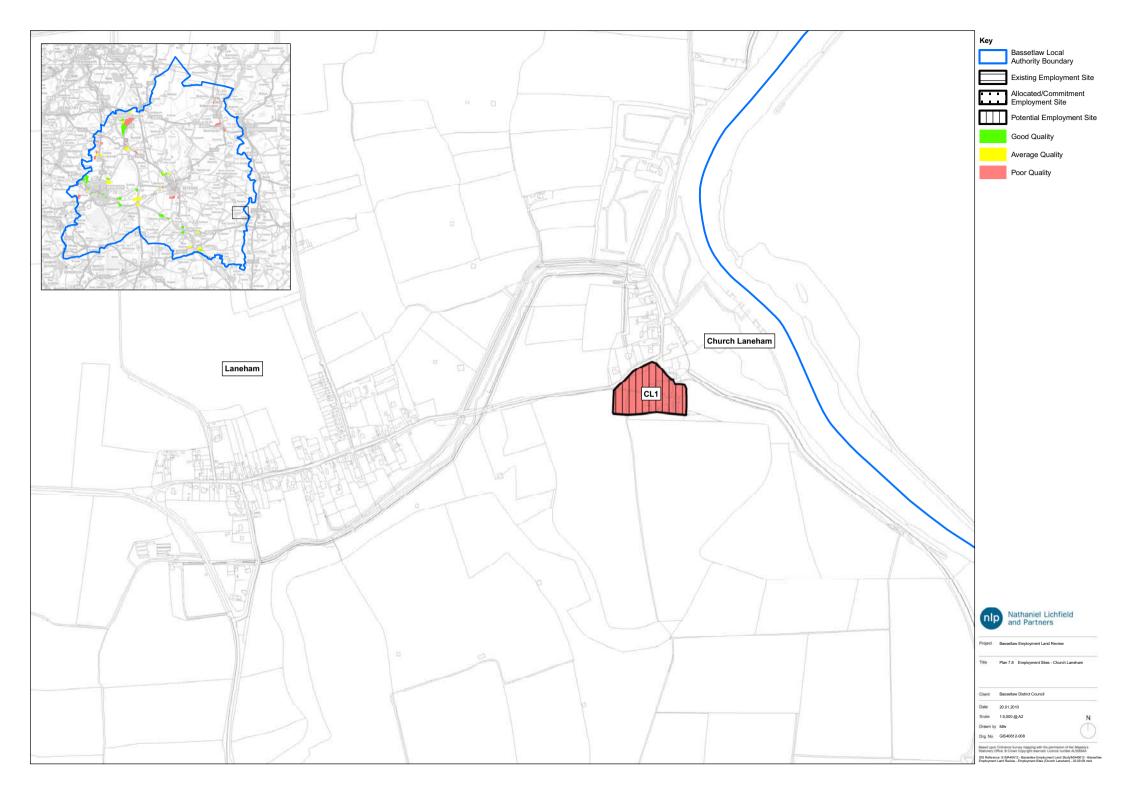
Table 27: Ranking of Sites in Tuxford

Source: NLP analysis

#### **Other Rural Areas**

#### **Potential Sites**

- 7.69 A number of potential sites were promoted in the other rural parts of the District. In general, these sites tend to be less well related to the strategic road network and remote from the sub-regional centres. These areas have lower market demand other than small-scale localised needs.
- 7.70 **Manor Farm, Church Laneham** (CL1, 2.0ha) was promoted through the call for sites process. Located on the southern edge of Church Laneham village, the site comprises existing vacant farm buildings, currently being marketed for commercial uses. The site has few obvious constraints, but is within an area of identified flood risk from the River Trent, and adjoins a SSSI. It is a low profile location with very low demand for employment uses, is remote from existing centres of population and has restricted local access via Laneham village. Overall, the site appears to have limited potential for employment uses other



than to meet small-scale rural needs, possibly through re-use or conversion of the existing buildings.

- 7.71 **Manor Farm, Oldcotes** (01, 3.5ha) was put forward as part of the call for sites process. Located on the A60 approximately 900m to the north of the village of Oldcotes in open countryside, the site appears to have no physical constraints and is prominent from the road network. However, it is in an area of very low demand for employment uses, is poorly related to existing centres of population and scores poorly in terms of the sustainability criteria in particular. Overall, the site appears to have limited potential for employment uses.
- 7.72 **Land at Ranskill** (TO4, 2.2ha) was also put forward as a potential employment site. Located in the designated Ranskill Area of Employment in the Local Plan, this site is located some 500m to the east of the village centre adjoining small employment sites to the east and west. The greenfield site can only be accessed via a relatively narrow road with a level crossing to the west of the site. It is considered that the site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence.
- Finally, three greenfield sites close to Torworth currently in agricultural use were put forward by the landowner. The first of these, Daneshill Road, Torworth (TO1, 1.8ha), is located about 900 metres to the south east of the small village centre and has relatively poor local access via a level crossing to the east. The site is triangular in shape, is located in an area of weak demand and lacks prominence, hence its poor score overall. The remaining two sites, Torworth Grange (TO2, 4.2ha) to the southwest and land to the east of the A634 (TO3, 13.4ha), have better access onto the 'A' road network, although they still suffer from sustainability issues, do not relate well to established population centres and are in areas of low demand other than to meet local rural needs.

Site Name (Ref)	Status	Size (ha)	Potential Uses	Score (out of 35)	Overall Rank
Manor Farm, Oldcotes (01)	Potential	3.5	B1, B2, B8	24	Average quality
East of A634, Torworth (TO3)	Potential	13.4	B1, B2, B8	22	
Land at Ranskill, Torworth (TO4)	Potential	2.2	B1, B2, B8	22	
Torworth Grange, Torworth (TO2)	Potential	4.2	B1, B2, B8	21	Poor quality
Manor Farm, Church Laneham (CL1)	Potential	2.0	B1, B8	20	
Daneshill Road, Torworth (TO1)	Potential	1.8	B1, B2, B8	18	
Total Site Area		27.1			

#### Conclusions

- In summary, a range of potential new allocations are spread throughout 7.74 Bassetlaw, although there is a particular concentration along the A57/A1 corridors, Retford and Worksop. The District contains relatively few large Business Park developments, with much of the inward investment successes in recent years resulting from distribution centres in the Manton Wood Enterprise Park.
- The area's industrial heritage is reflected in the large number of former colliery 7.75 sites found across the District, many of which have high remediation costs and are relatively isolated from the major centres of population.
- The better scoring sites are generally located along the A1/A57 corridor, at 7.76 Harworth or in and around Worksop. There is the potential to further capitalise on the accessibility of these areas through the upgrading of existing employment sites in the most sustainable urban locations.
- Retford has fewer potential employment sites than Worksop or Harworth, 7.77 although those that are available, particularly to the north of the town, scored reasonably highly in the appraisal process.
- 7.78 Potential sites in the rural east and centre of the District in particular scored very poorly, with limited potential to serve anything more than indigenous, localised, demand.

## **Supporting Economic Growth**

8.1 Drawing on the earlier analysis, this section sets out recommendations on the approach to support Bassetlaw's economic development objectives. Drawing together the analysis in the preceding sections, it provides recommendations on sites for potential allocation and what particular type of employment accommodation they should provide. This section also considers other measures which may be required to support the District's employment land strategy.

#### **Need for Additional Allocations**

- 8.2 Given the estimated under-supply of employment land within Bassetlaw District as a whole, there is a quantitative requirement to allocate additional employment land to meet the District's future needs. In addition, for various qualitative reasons, including the need to provide a choice of sites; to encourage development of particular types of employment space; and to help support the District's wider economic development aspirations; this study recommends additional allocations of around **40-80 ha** in total. A number of potential new locations for employment development have been appraised through the analysis set out in Section 7. The sites with greatest potential, and the extent to which they could help address the quantitative and qualitative needs of each settlement area, are discussed below.
- 8.3 The process of making new allocations should be supported by a review of the District's existing employment allocations to ensure that, taken together, a broad and balanced portfolio of sites can be provided to maximise Bassetlaw's potential economic growth prospects. This is particularly the case in Eastern Bassetlaw where there is a significant supply of longstanding allocations that may no longer be appropriate for market needs or represent unsustainable locations for development. This is beyond the scope of this study, but previous employment land studies have made recommendations of the supply of existing employment allocations.

### **Recommended Site Portfolio**

#### Worksop

8.4 Although there is a relatively limited office market in Worksop at present, a refreshed B1a portfolio is considered important to stimulate the growth of indigenous firms and help diversify the local economy. In addition, as Worksop is Bassetlaw's largest town, it has the greatest potential of all the settlements to accommodate a larger office market. Consequently, a relatively small allocation of around 5ha for office/mixed use is considered appropriate in a central location in the town.

The most attractive proposition for the market is likely to be purpose-built 8.5 offices within walking distance of the train station and town centre. Development of sites within the Canal Corridor for employment uses would help support the wider regeneration aspirations for this area. The 'Dock Road Office Infill' site (W14) rated highly in the site appraisal process and is currently being marketed for office uses, although the poor quality of the existing accommodation may necessitate a comprehensive approach to renovation/redevelopment, potentially involving demolition of all or part of the site. Other existing canal corridor employment sites close by the town centre, specifically the 'Canal Terrace Starter Scheme' (W16) and the 'Canal Road Workshops' (W15) provide valuable starter units for local indigenous firms; however, the units and their immediate surroundings are dated, and new investment maybe required to maintain demand. The two canal corridor sites perhaps best suited to providing 5ha of new office/mixed use are the 'Land East of A57' (W13) and 'West of Dukeries Court' (W17) sites. These both scored highly in the site appraisal process, and W13 in particular benefits from its close proximity to the A57 and an established industrial area. W17 contains a semi-derelict industrial unit that is likely to require demolition; nevertheless it abuts Dukeries Court and could comprise expansion land for this successful office scheme.

To provide a balanced portfolio and a choice of sites, there may well be a need 8.6 for a further allocation for a new 10-15ha allocation to the west of Worksop in close proximity to the A57. This should be for a mix of employment uses, with perhaps a particular focus on meeting future industrial B2/B8 demand, although designations should be left as open B-class so as not to hinder delivery. The prestige existing employment allocation at Gateford Common (W6) is considered separately to this need for an additional allocation to the west of the town. Gateford Common was the top-rated site in the Bassetlaw appraisal, and should be protected for employment use in the future. As regards a further 10-15ha allocation in this vicinity, two potential sites, 'south of Worksop Road' (W8) and 'Woodsetts Lane' (W7) scored highly in the appraisal process. Whilst both sites would represent extensions into the open countryside, the former site, W8, is considered the better site due to its more even topography, increased prominence on the A57 and relationship to the urban area of Shireoaks. The need to develop part of this large site would be more pressing should Gateford Common's progress be further stalled by ownership considerations.

8.7 Worksop is one of the few areas of Bassetlaw that has been successful in attracting substantial inward investment in recent years. As discussed in Section 7, Worksop and the A57 corridor represents the economic driver for the District. It is considered that a strategic allocation of 10—20ha could be justified to the south of the town to build on the success of Manton Wood, and which would perform a sub-regional function in excess of Worksop's local land requirements. Given the availability of large tracts of vacant B2 land at Sandy Lane Industrial Estate and vacant B8 units such as 'the Arrow', it is suggested that the strategic allocation should comprise a new Business Park, featuring an

element of mixed use on the A57 road frontage. The highest scoring site in this general area was 'Land South of Manton Wood' (W1). Whilst the site is in a designated Special Landscape and Heritage Area (SLHA), it is a prominent site that adjoins the A57 in close proximity to Manton Wood Enterprise Park. It is considered that this site has considerable potential for economic development uses, and that the 15-20ha employment requirement could be met at this site even allowing for a substantial element of mixed use and landscaping to mitigate the impact on the wider SLHA. Clearly an employment allocation at this site would necessitate a departure from current local planning policy given the landscape and heritage designation, the implications of which would need further consideration in Bassetlaw's emerging LDF.

#### Retford

- 8.8 The commercial property market in Retford is relatively small scale and, with some notable exceptions, industrial in nature, predominantly comprising a number of smaller industrial estates. As noted in Section 7, it currently has a moderate under-supply of committed employment sites, particularly considering the high volume lost in recent years to alterative, non-employment uses. The development of relatively small scale office uses should be encouraged, with perhaps an additional 5ha B1a allocation alongside a further 5ha general B1/B2/B8 allocation elsewhere in the town.
- 8.9 There are few potential employment sites available in and around Retford; nevertheless, four sites were appraised that were rated as being of at least average quality. Land at 'Trinity Park Industrial Estate' (R6) on the northern edge of Retford is being promoted for B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. The site is split into a 5.7 ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of proven demand. The site was the best performing site in the Retford area, and it is considered that the 5.7ha extension could be taken forward as a new allocation, with the additional land further west to be considered in the longer term. Whilst the Willow Field (R7) site did not rate as highly as R6, it too has potential as secondary development land in the future should demand be proven.
- 8.10 Regarding other high scoring sites in Retford, the 'Babworth Mansfield Road' site (R5) benefits from a prominent position on the main western approach into Retford. However, the site is surrounded by open countryside and farming and it is considered that an employment use would be inappropriate within the overall site context.

#### A1 Corridor

8.11 It is understood that there is reasonably strong demand for distribution and general industrial uses along the A1 Corridor, although the broad location is removed from the major settlements (except for Harworth – see below). The two highest scoring sites are to the north and south of Markham Moor Interchange, MM1 and MM2. Whilst both are greenfield sites with no formal designation in the Local Plan that are relatively remote from local services, they are highly accessible and attractive to hauliers. The 'land to the south of A57/A1 Markham Moor' is further advanced with developer interest for general industrial and storage with ancillary office space; however, both would be candidate sites should the Council decide to designate a new 5-10ha allocation along the Corridor.

8.12 As regards other potential B2/B8 sites in the area, the two sites appraised in the vicinity of Elkesley village and Gamston Airfield both scored well and could provide viable extensions to the existing industrial estate nearby, although both comprise greenfield allocations that are disconnected from Elkesley village services by the four lane A1. In addition, land 'South West of Ranby' (RA1), whilst scoring highly due to its highly accessible location and absence of obvious constraints, lacks any critical mass of employment uses in the vicinity and would represent a less viable allocation than the Markham Moor sites.

#### **Harworth-Bircotes**

- 8.13 Harworth-Bircotes is an established employment destination that is readily accessible to the A1/M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is potentially more attractive to inward investment than other similarly-sized towns in the District as a result. Supporting employment growth in Harworth-Bircotes will depend on a combination of meeting local employment needs as well as providing opportunities to attract footloose investment and a platform for 'step change'. In view of the economic and market opportunities that exist at Harworth-Bircotes to attract some distribution uses or small light industrial/office based businesses, a wider range of allocations of 10-20 ha in the short-term, and 40-50 ha in the medium-long term is recommended .
- 8.14 It is understood that within and around Harworth-Bircotes there are currently a number of major landowners who are promoting their land for development. Any future development options would need to assess how these could be integrated together. This includes proposals put forward by UK Coal (the owners of Harworth Colliery) who have prepared a Masterplan Framework if coal mining does not resume at Harworth Colliery (H2) in the future. This is the highest scoring site from the assessment process, and there appears to be scope for a sizeable employment allocation at this location, either as part of a wider mixed use scheme featuring an office cluster, residential and retail; or B8 warehousing with potential rail access (as proposed by UK Coal).
- 8.15 Expansion Land at Plumtree Farm Industrial Estate (H1) would provide a useful extension to an existing and well established industrial estate with low vacancy rates. The site is in an area of strong local demand with access to an established skilled workforce nearby. It could also support wider economic

development in this location, for example through development of small business/starter industrial or workshop units.

8.16 Bawtry Road (H4) is a very large undulating greenfield site stretching from Snape Lane to the north down to the junction of the A1. The southernmost point of the site is most likely to be attractive to the market due to its excellent transport links and proximity to the A1. There is potential for B8 distribution on the site with rail access if practical, potentially with a replacement office cluster if it does not come forward on the aforementioned colliery site. A final option may be a mix of B2/B8 if the rail access is not viable and if other sites in Harworth do not come forward as planned.

#### Carlton-in-Lindrick/Langold

- 8.17 The villages of Carlton in Lindrick and Langold have a number of small industrial units and workspaces in three existing industrial estates that are generally considered to meet local indigenous demand for the primarily light industrial commercial market. There is no established office market in either village. Whilst an allocation exists to allow for the expansion of the Harrison Drive Workshops in Langold, this expansion site did not perform well in the site appraisal process and would be better considered for release as recommended in both previous ELRs. In general terms, it is considered that Lawn Road Industrial Estate is performing reasonable well in relation to its relatively localised function and has low vacancy levels.
- 8.18 It is suggested that future need could be addressed through the improvement of the existing under-developed former Firbeck Colliery (C3) employment site rather than through new allocations, although it may be necessary for public sector intervention to bring forward some of the necessary infrastructure improvements for this under-utilised site. Alternatively, North of Long Lane (C1) could represent a logical extension of the existing Lawn Road Industrial Estate.

#### Misterton

- 8.19 The commercial property market in Misterton is currently small scale and industrial in nature, predominantly comprising a number of small industrial estates. Given the relative remoteness of the settlement and surrounding areas, demand is considered to be very weak for anything other than indigenous small scale uses. Overall, Misterton was assessed as being one of the weaker commercial areas in Bassetlaw East, with all the sites appraised performing relatively poorly. Hence given the uncertainties over market demand in this area.
- 8.20 There appears no need for specific allocations with any new provision to be encouraged through conversion of redundant rural buildings to employment uses, allowing for expansion of established businesses and for small scale new provision in larger settlements.

#### Tuxford

8.21

Commercial market demand in this area of south Bassetlaw is primarily for B2 industrial / B8 distribution uses, with three relatively small industrial estates performing a localised function. Market demand is relatively weak and is more orientated towards the Newark market to the south rather than other areas of Bassetlaw. Whilst all seven sites appraised in the Tuxford area were rated as being at least of average quality, it is recommended that the focus here should be on enhancing the quality of existing industrial estates and making better use of vacant land on existing sites such as Lodge Lane. As noted in Section 7.0, whilst further new allocations in Tuxford would be difficult to justify in terms of demand, if the Council were seeking new development in Tuxford, then small extensions to the existing industrial estates on land at either 'North of Lodge Lane' (T4) or 'Ollerton Road' (T6) could be appropriate if demand for new industrial/distribution sites were demonstrated.

#### **Rural East/West**

8.22 With the rural areas outside the main settlements, the low level of demand for both office and industrial space does not justify specific allocations, which may not be taken. In addition, there are a number of existing employment allocations to serve the rural part of East Bassetlaw totalling 39.3 ha (of which 35.75 ha is located at Bevercotes Colliery) which may have potential to meet some localised rural needs at some level. Otherwise, rural conversions can probably be met instead through conversions of redundant rural buildings and other small-scale developments that should be assessed on a case-by-case basis. Accordingly, policy approaches which encourage some conversion of redundant rural buildings and other small scale development appear an appropriate response to the level of need, rather than making specific allocations that may not be taken up. Any future proposals could also be brought forward through a planning application and assessed against a general LDF policy on rural employment sites.

#### **Other Measures to Support Economic Growth**

#### **Renewal/Intensification of Existing Sites**

- 8.23 As noted in Section 5, a significant proportion of Bassetlaw's existing employment sites are older industrial areas with some ageing premises unsuited to modern needs or in poor condition, but with potential for renewal or intensification. Some measures that might address this could include recladding, gradual redevelopment of individual sites, and sub-division of larger units. Current barriers to owners doing this now include low rents, impacts of the ongoing recession, the more limited premises needs of many lower cost occupiers in Bassetlaw, and, on occasion, multiple ownership of sites.
- 8.24 Such approaches could particularly apply to a number of the established sites, particularly:

- Lodge Lane Industrial Estate, Tuxford;
- West Stockwith Park, Misterton;
- Former Firbeck Colliery Site, Carlton-in-Lindrick.
- Dormer Tools Site, Worksop; and
- Sites within the Chesterfield Canal Corridor, Worksop (specifically Dock Road Office Infill, Canal Road Workshops, Canal Terrace Starter Units and West of Dukeries Court).
- 8.25 Lower cost initiatives could include some stripping and repainting of industrial units, and making environmental improvements to existing estates. Similar processes of gradual upgrading should be encouraged to allow for these sites to make a positive contribution to meeting some of Bassetlaw's future industrial needs. Encouragement for owners/developers to do this may be necessary, and would be aided by:
  - an LDF policy encouraging such forms of development;
  - local initiatives to publicise to local firms case studies of improvements to business premises, including costs, local contractors involved and rental or other benefits achieved; and
  - exploring potential sources of grant aid to enable small/medium-sized firms to upgrade their premises if the market does not deliver these improvements.
- 8.26 To facilitate existing older employment sites being upgraded or redeveloped without forcing businesses out of the District, some new sites or premises will need to be provided to accommodate the relocation of firms. This indicates a need for a cautious approach to redeveloping/sub-dividing existing employment sites until such time as reasonable alternative sites to accommodate relocations become available.
- 8.27 It will also be important to ensure some balance is achieved between renewal of Bassetlaw's older, more established employment areas, and new employment development elsewhere. The latter can provide more modern and potential better quality space, but with rents for new units in Bassetlaw potentially not significantly higher than for refurbished space, the incentive to build speculative new industrial units may be diminished by too much emphasis on upgrading. At the same time, any significant decanting of firms to new sites could undermine the future employment role of existing sites.
- 8.28 Any proposals to intensify employment development on existing sites will also need to take account of the characteristics and constraints that apply in a particular location, many of which were identified in Section 6.0.

#### **Mixed Use Development**

8.29 A number of existing employment sites appear to have potential for higherdensity and mixed-use development, particularly the Harworth Colliery Site and the Icon Polymers Site in Retford. Mixed-use development may provide some way of encouraging renewal and redevelopment/upgrading of premises in these areas, but there is also a reasonable prospect that introducing a greater variety of uses could result in an overall net reduction in employment space, or provide new employment space that does not directly match the needs of existing occupiers, particularly lower-end users. Care will have to be taken that new mixed use schemes do not constrain operations of adjoining industrial firms. These issues will need to be considered in the context of the wider demand / supply balance identified in this study, and adequate provision be made available elsewhere.

8.30 Some mixed-use development is also proposed for the potential employment site at Land South of Manton Wood (W1), should the Council decide that this site is best able to fulfil the role of a high profile 'prestige' business park environment. Introducing a wider variety of uses on large areas of the site needs to be balanced with the site's potential to provide for a significant proportion of Bassetlaw's future office needs outside Worksop/Retford town centres and Harworth-Bircotes, if other uses were to reduce the overall supply of employment land at this site. This should not preclude other non B class employment generating uses that would not prejudice the site's image and design quality, for example some leisure facilities (i.e. hotel and pub/restaurant on the A57 road frontage).

#### Site Deliverability

- 8.31 The supply of employment land for development is highly dependent upon availability; private landowners simply may not wish to release land for development. This could be because their handling of the land is restricted by title issues or trusts, or because they have alternative aspirations for the site, often for higher value uses such as residential. A robust evidence base underpinning the LDF is therefore important in providing the conditions necessary to support, protect and bring forward valued employment sites for development.
- 8.32 Notwithstanding ownership and planning policy constraints, the financial viability of a site plays a crucial role in determining whether it comes forward for development. Redevelopment costs (particularly site remediation), anticipated demand and rental levels are all fundamental components of a scheme's viability and if these are considered to be unfavourable at a particular site then landowners are unlikely to put the land forward.
- In such instances, public sector intervention may be required in the form of subsidy, grant or gap funding to make a site stack-up financially. Alternatively, a site could be brought forward as a mixed-use scheme to enable higher value uses to cross-subsidise the provision of new employment land / premises. Maintaining a flexible approach to requiring s.106 contributions could also reduce the overall financial burden on developers. Public sector investment should focus upon facilitating parcels of ready-made, serviced, development land.

8.34 It should also be noted that the greater the policy specificity and certainty, the easier it is for the market to make informed investment decisions. A clear implementation strategy setting out the phasing of development and the actions needed to deliver the requisite infrastructure can help in this regard.

#### Summary

- 8.35 In total, between 40-80ha of land is proposed for allocation, in excess of the 30-40 ha quantitative shortfall identified by this study (but closer to the 70-80 ha if Bevercotes Colliery fails to come forward for development). It supports the overall recommendation that additional provision is required for qualitative reasons, to better reflect patterns of market demand and potential across the District. In addition, some degree of over-provision is considered appropriate to ensure that Bassetlaw can provide a sufficient range and choice of sites. An additional allowance is also made to accommodate a potential step-change in demand for employment land in Harworth-Bircotes recognising the market opportunities in that location identified earlier in this report.
- 8.36 Based on the site assessments conducted as part of this study, the overall recommended portfolio of additional sites to meet future needs, along with expected delivery timescales, is set out in Table 29. A significant proportion of these sites are potentially available in the short to medium term.
- 8.37 In total these sites could deliver about 230 ha of potential employment land allocations. However, it should be noted that these are based on gross site areas which do not define the net developable area of each site, for example to allow for new infrastructure or road access. In reality therefore, the potential development yield from these sites will be considerable less than is implied by the 'headline' site areas, and in some cases employment development is likely form part of wider mixed-use development of other uses.
- 8.38 In assembling a new portfolio of sites, a cautious approach is required to managing the competing pressures on potential employment sites within Bassetlaw, balancing the aspirations for mixed-use development on some sites with the need to encourage renewal and intensification of the older industrial estates and former colliery sites.
- 8.39 Renewal and intensification on older sites should be encouraged to ensure that they contribute positively to meeting some of Bassetlaw's employment land requirements, but taking account of the particular constraints that apply on individual sites. Where mixed-use development or potential release of an employment site to other uses is contemplated, this should have regard to the availability of alternative sites to accommodate the relocation of firms.

Potential Allocation	Site ref.	Site Address	Potential Uses	Size (ha)	Delivery timescale
Worksop					
5ha	Either: W13 / W17	Land East of A57 / West of Dukeries Court	Office	5.9 / 4.9	Medium
5-15ha*	W8	Land South of Worksop Road	Office / Industrial / Distribution	27.5	Long
10-20ha*	W1	Land South of Manton Wood	Office	24.5	Medium
Retford					
5-10ha	R6	Trinity Park Industrial Estate Expansion Land	Office / Industrial	5.7 (of 27.3 ha total)	Short / Medium
A1 Corridor					
5-10ha	Either: MM1 / MM2	North of Markham Moor interchange / Land to the south of A567/A1 Markham Moor	Distribution / Office	12.3 / 16.7	Short / Medium
Harworth					
	H2	Harworth Colliery	Industrial / Distribution / Office	23.0	Short /medium
10-20 or 20-40ha*	H4	Bawtry Road	Industrial / distribution	96.2	Medium / Long
	H1	Plumtree Farm extension	Industrial / distribution	21.2	Short /medium
Total: 40-80h	a				

Table 29: Proposed Employment Site Portfolio

\* Note: denotes potential employment area of a wider mixed use development at the site.

## 9.0 Conclusions

9.1 The following conclusions and key messages can be drawn from the preceding sections of this study:

## **1**. Bassetlaw has a relatively small economy, which has undergone recent employment contraction

- 9.2 Bassetlaw is a predominantly rural area with two main economic centres and relatively few large firms. Its settlements range from small villages to larger towns, many of which grew up around coal mining activities, with the towns located along the main access routes including the A1. The District can be considered as two distinct areas - West Bassetlaw and East Bassetlaw. West Bassetlaw has historically been associated with the coal mining industry and includes Worksop, Harworth-Bircotes and former coalfield villages. Agricultural uses prevail in the more rural East Bassetlaw, with Retford, Tuxford and Misterton the largest settlements.
- 9.3 The District has a small economy which has undergone recent employment contraction. The evidence suggests that relatively strong growth in the transport & communications and the distribution, hotels & catering sectors has not been sufficient to offset a substantial decline in the District's manufacturing base and job losses in its office based sectors. Unemployment is below average but wage levels, particularly for workplace jobs in Bassetlaw, are significantly below regional and national averages.
- 9.4 Bassetlaw's economic strengths, which will influence its ability to support new employment space in future, include good transport accessibility to most parts of the District including access to the M1, A1, and East Coast Mainline; a reasonable manufacturing base; strong recent growth in the transport and communications and the distribution, hotels and catering sectors; and proximity to Robin Hood airport, which could raise the profile and image of the area as a business location. Potential weaknesses and constraints to future growth include a smaller base from which to generate growth; its relatively low representation in office based sectors and knowledge based sectors; and competition from nearby economic centres, including Sheffield and Doncaster and the low levels of inward investment in Bassetlaw.

# 2. The District has a moderate level of employment space relative to its population size, and recorded higher levels of new space than adjoining districts for mainly distribution space.

9.5 The vast majority of Bassetlaw's employment space is industrial, both factories and warehousing, while the amount of commercial office space is very modest. The District's stock of space is reasonably modern compared to the regional average, particularly distribution premises, although the office stock is more dated.

- 9.6 The average level of employment space constructed in Bassetlaw in recent years has been higher than all neighbouring districts except Doncaster, although completion rates have fallen sharply in the past two years. Most of the new space completed has been for distribution uses.
- 9.7 Losses of employment space have been very low compared to completion rates, and suggests only limited pressure for release of employment sites in the District.
- 9.8 There are significant amounts of industrial land and new developments coming forward in some adjoining districts that may compete with Bassetlaw for investment in the future. This is particularly the case in Doncaster, North Lincolnshire and Bolsover, which have a considerable supply of available land for distribution and general industrial uses. There is much less office space in adjoining areas but, compared with Bassetlaw, Doncaster and Rotherham have modern business parks and Mansfield has opportunities for new office development.
  - 3. Bassetlaw's future growth is likely to be characterised by continuing representation in manufacturing and distribution sectors, but with a gradual shift towards higher value and some office-based activities.
- 9.9 Bassetlaw has experienced employment decline over the last decade in what has otherwise has been a period of economic buoyancy with strong growth at national and regional levels. Analysis of key sectors suggests the District has few obvious advantages over other parts of the region. In the current, more challenging economic climate, consolidating the existing employment base should be a priority as well as building on local strengths to provide a platform for growth in the longer term.
- 9.10 Sectors with more significant growth potential include the distribution and logistics sector, environmental technologies / energy and food and drink manufacture. Overall, it suggests that the District's future economic role is not very different from its current one, with a continuing focus on manufacturing and distribution uses, but seeking to diversify its economic base somewhat into higher value manufacturing where possible and seeking to develop a greater degree of office and higher-technology activities.
- 9.11 The District does not appear to be able to rely on significant inward investment and will need to focus on more locally based growth. This will be important given the significant competition Bassetlaw will face from emerging new developments in adjoining districts, some of which are seeking to attract similar types of businesses and economic activities. However, improving the availability of sites in areas of market potential may increase the District's potential to attract a greater share of inward investment or relocations from elsewhere.

- 4. Business perceptions of Bassetlaw are not strong, and the commercial property market is therefore small-scale and relatively localised, although the District has had recent success in capturing a share of the regional distribution market.
- 9.12 Bassetlaw District is characterised by several distinct market sub-areas the Worksop and western A57 Corridor on the western side of the District; the A1 corridor in the central part of the District; Retford; and rural/eastern Bassetlaw. The key market considerations can be summarised as follows:
  - the majority of office demand in Bassetlaw is for small, indigenous companies seeking premises of less than 465 sq m. Bassetlaw cannot currently compete with the offer provided by the larger cities in relatively close proximity to its boundaries, and larger requirements typically gravitate towards Doncaster, Nottingham and Sheffield;
  - whilst the District should maintain a complementary, secondary, role, it retains a cost effective labour force, attractive rural setting and excellent communications. Some agents considered that it could perhaps sustain a high-profile new employment location along the A57/A1 corridor;
  - there is continued demand for medium sized warehousing units along the A1/A57 corridor, and scope to attract further development if accessible sites are made available. Demand for larger units is likely to be accommodated by the considerable oversupply in South Yorkshire for the foreseeable future;
  - there remains a reasonable demand for industrial premises (primarily below 930 sq m), but also greater supply of both older space on established industrial estates and former colliery sites; and
  - demand for employment uses remains very localised in remoter rural areas, with firms seeking small-scale rural conversions. Limited growth potential was identified.
  - 5. The District has a shortfall of around 30-40 ha to meet gross employment land needs up to 2026, but potentially significantly greater if Bevercotes Colliery does not come forward for development. Additional supply should be focused in around the main settlements of Worksop and Retford, at Harworth-Bircotes where opportunities exist for a 'step-change' in job growth, and along the A1 corridor.
- 9.13 Building on the net employment land requirements established by the Northern Sub-Region Employment Land Review, and the preferred RSS housing and reduced out-commuting scenarios recommended by that study, the analysis suggests that there is a need for between 133 ha-142 ha gross of employment land in Bassetlaw to 2026, with the recommended amount being toward the lower end of the spectrum given the current economic downturn. The requirements are set out in Table 30.

		B1	B2	<b>B</b> 8	TOTAL
	2009-2026 (net)	6.1	8.4	5.1	19.6
RSS Housing	2009-2026 (gross)	8.4	34.5	33.8	76.7
occhano	+ Flexibility factor	14.6	59.8	58.6	133.0
	2009-2026 (net)	8.1	12.9	7.8	28.8
Out-Commuting Scenario	2009-2026 (gross)	10.5	39.0	36.5	85.9
ochano	+ Flexibility factor		64.5	60.4	142.3

Source: NLP Analysis

 Table 30:
 Gross Employment Land Comparison

9.14 The District's current supply of committed employment land stood at 100.96 ha as of April 2008, of which 43 ha related to a single site, Bevercotes Colliery, which there are proposals for employment development. In purely quantitative terms, therefore, this would suggest that **Bassetlaw has a shortfall of around 30-40 ha**. It is important to note that if part or all of the 43 ha Bevercotes Colliery site does not come forward as anticipated within the plan period, the District could have a very significant shortfall in quantitative terms of 70-80 ha.

- 9.15 In addition, qualitative factors and the need to make adequate provision with sufficient developer choice in different parts of the District, suggest a need for new sites in many areas, specifically Worksop, Retford, Harworth and the A1 corridor.
- 9.16 On this basis, for various quantitative and qualitative reasons and to help meet the economic aims for Bassetlaw, the need for additional provision of employment floorspace/land can be summarised as follows:
  - **Worksop:** need for around 20-40 ha of new allocations, given under supply of employment land and strong demand indicators;
  - **Retford:** new allocations totalling 5-10 ha of land recommended, given moderate demand;
  - **A1 Corridor:** strong demand for employment uses, particularly distribution, with potential for 5-10 ha of new allocations in the vicinity of Markham Moor/Gamston Airfield and/or Blyth;
  - **Harworth-Bircotes:** moderate market demand in the short term, although considerable number of sites with the potential to come forward for employment/mixed use; recommend an additional 10-20 ha of B2/B8 land in the short term, with potential for a further 40-50 ha in the long term if there is a step change in demand;
  - **Carlton in Lindrick/Langold:** weak market demand with limited justification for new allocations;
  - **Misterton:** very limited, very localised, demand for employment sites; even if Fox Covert Lane is de-allocated, future allocations should be limited to minor extensions of existing industrial estates;

- Tuxford: considerable potential supply of good quality sites, although limited demand. Future allocations should be limited to minor extensions of existing industrial estates;
- **Rural East/West Bassetlaw:** Considerable over-supply of sites, particularly former colliery sites in the east; needs can be met through policy support for rural building conversions and for other smaller scale industrial developments;
- 9.17 At the same time, it would be beneficial to complement any new provision by seeking to upgrade the stock of employment space generally. There is scope to upgrade older industrial areas through re-cladding, gradual redevelopment of individual sites and the sub-division of larger units to provide more modern, affordable space suited to market needs.
  - 6. A wider range of potential sites that could increase the portfolio of employment land allocations in the District have been assessed through this study. In total, between 40-80 ha of land is proposed for allocation, concentrated in locations of strongest market demand.
- 9.18 In total, between 40-80ha of land is proposed for allocation, in excess of the 30-40 ha quantitative shortfall identified by this study, but similar to the 70-80 ha requirement if Bevercotes Colliery fails to come forward for development. This range supports the overall recommendation that additional provision is required for qualitative reasons, to better reflect patterns of market demand and potential across the District. In addition, some degree of over-provision is considered appropriate to ensure that Bassetlaw can provide a sufficient range and choice of sites. An additional allowance is also made to accommodate a potential step-change in demand for employment land in Harworth-Bircotes recognising the market opportunities in that location identified earlier in this report.
- 9.19 Based on the site assessments conducted as part of this study, the overall recommended portfolio of additional sites to meet future needs, along with expected delivery timescales, is set out in Table 31 below. A significant proportion of these sites are potentially available in the short to medium term.

Site ref.	Site Address	Potential Uses	Size (ha)	Delivery timescale
Either: W13 / W17	Land East of A57 / West of Dukeries Court	Office	5.9 / 4.9	Medium
W8	Land South of Worksop Road	Office / Industrial / Distribution	27.5	Long
W1	Land South of Manton Wood	Office	24.5	Medium
R6	Trinity Park Industrial Estate Expansion Land	Office / Industrial	5.7 (of 27.3 ha total)	Short / Medium
Either: MM1 / MM2	North of Markham Moor interchange / Land to the south of A567/A1 Markham Moor	Distribution / Office	12.3 / 16.7	Short / Medium
H2	Harworth Colliery	Industrial / Distribution / Office	23.0	Short /medium
H4	Bawtry Road	Industrial / distribution	96.2	Medium / Long
H1	Plumtree Farm extension	Industrial / distribution	21.2	Short /medium
	Either: W13 / W17 W8 W1 R6 Either: MM1 / MM2 H2 H4	Either: W13 / Land East of A57 / West of Dukeries CourtW8Land South of Worksop RoadW8Land South of Manton WoodW1Land South of Manton WoodW1Eard South of Manton WoodR6Trinity Park Industrial Estate 	Either: W13 / Land East of A57 / West of Dukeries CourtOfficeW8Land South of Worksop RoadOffice / 	Either: W13 / W17Land East of A57 / West of Dukeries CourtOffice5.9 / 4.9W8Land South of Worksop RoadOffice / Industrial / Distribution27.5W1Land South of Manton WoodOffice24.5W1Land South of Manton WoodOffice / Industrial / Distribution5.7 (of 27.3 ha total)R6Trinity Park Industrial Estate Expansion LandOffice / Industrial5.7 (of 27.3 ha total)Either: MM1 / MM2North of Markham Moor Land to the south of A567/A1 Markham MoorDistribution / Office12.3 / 16.7H2Harworth CollieryIndustrial / Office23.00H4Bawtry RoadIndustrial / distribution96.2

- 9.20 In total these sites could deliver about 230 ha of potential employment land allocations. However, it should be noted that these are based on gross site areas which do not define the net developable area of each site, for example to allow for new infrastructure or road access. In reality therefore, the potential development yield from these sites will be considerable less than is implied by the 'headline' site areas, and in some cases employment development is likely form part of wider mixed-use development of other uses.
- 9.21 In assembling a new portfolio of sites, a cautious approach is required to managing the competing pressures on potential employment sites within Bassetlaw, balancing the aspirations for mixed-use development on some sites with the need to encourage renewal and intensification of the older industrial estates and former colliery sites.

- 7. Alongside making new allocations, the Council should adopt a proactive approach to managing and improving the existing portfolio of employment sites to facilitate future growth.
- 9.22 Review of existing allocated employment sites is beyond the scope of this study, but previous studies for the Council have highlighted the extent to which existing allocations will contribute to meeting future needs. Renewal and intensification on older sites should be encouraged to ensure that they contribute positively to meeting some of Bassetlaw's employment land requirements, but taking account of the particular constraints that apply on individual sites.
- 9.23 Where mixed-use development or potential release of an employment site to other uses is contemplated, this should have regard to the availability of alternative sites to accommodate the relocation of firms.

## Appendix 1: List of Consultees

## **List of Consultees**

#### **County/Sub-Regional Bodies**

- 1 Nottinghamshire County Council
- 2 Nottinghamshire Alliance

#### **Education Organisations**

- 3 Learning and Skills Council
- 4 North Nottinghamshire College

#### **Commercial Property Agents**

5	Shuldham Calvery
6	Lambert Smith Hampton
7	M3
8	Knight Frank

## Developers

- 9 Commercial Estates Group
- 10 Doncaster Robin Hood Airport

## Appendix 2: Reference Documents

Employment Land Reviews Guidance Note, ODPM, 2004

East Midlands Regional Plan (Regional Spatial Strategy), March 2009

'A Flourishing Region' - Regional Economic Strategy for the East Midlands 2006 – 2020

Nottingham and Nottinghamshire Adopted Joint Structure Plan, 2006

Bassetlaw Adopted Local Plan, 2001

East Midlands Northern Sub-Region Employment Land Review, Arup for Nottinghamshire County Council, 2008

Bassetlaw Employment Land Study, Atkins for Bassetlaw District Council, 2006

Spatial Requirements of Key Sectors in the South East, Atkins for SEEDA, 2004

Future Development Scoping Study for Harworth Bircotes, Nathaniel Lichfield and Partners, 2009

Appendix 3: Summary of Planning / Economic Policy Aims This appendix summarises key planning and economic policy aims relevant to the future economic strategy and employment land needs of Bassetlaw District.

### East Midlands Regional Plan (Regional Spatial Strategy), March 2009

As part of its Regional Core Objectives (Policy 1), the Plan maintains the policy thrust of the statutory RSS by promoting economic prosperity, employment opportunities and regional competitiveness.

Bassetlaw District lies within the Northern Sub-area of the region, where Policy 7 applies. This states that economic, social and environmental regeneration of the Sub-area will be a regional priority. Key aims of relevance include:

- significantly strengthening the Sub-Regional Centres of Mansfield-Ashfield, Chesterfield, and Worksop by providing new jobs, houses, services and facilities in and around their urban areas;
- providing jobs and services in and around other settlements that are accessible to a wider area or service particular concentrations of need;
- improving the social infrastructure of the sub-area;
- establishing a sustainable relationship with the Nottingham-Derby and Sheffield-Doncaster-Rotherham areas, in particular to manage the pressures for development unrelated to the Sub-area's needs; and
- promoting environmental enhancement as a fundamental part of the regeneration of the Sub-area.

Sub-Regional economic regeneration priorities are set out in policy SRS 3. This states that to assist growth and regeneration objectives, consideration should be given to areas north of Worksop towards Robin Hood Airport Doncaster Sheffield, concentrating on the former mining communities and mining operations.

Other emerging regional policies of relevance to the Employment Land Capacity Study include:

- Policy 18 (Regional Priorities for the Economy) states that Local Authorities in all parts of the region should work together with East Midlands Development Agency (EMDA) and other organisations with relevant responsibilities to encourage and foster the regional economy through implementing the Regional Economic Strategy. It identifies the importance of raising skill levels, developing the service sector and high value manufacturing and creating innovative businesses, so that the region is better placed to maintain economic competitiveness.
- Policy 19 (Regional Priorities for Regeneration) states that regeneration activity should be focused on areas of greatest identified need. Those of relevance include:

- the Region's Principal Urban Areas and Sub-Regional Centres that exhibit very high and concentrated levels of deprivation;
- the Northern Sub-area, with its concentration of economic, social and environmental problems linked to the decline of the coal industry; and
- 'economically lagging' rural areas identified by the Government's Rural Strategy, including the districts of East Lindsey, West Lindsey South Holland, Bolsover, High Peak and the more rural parts of Derbyshire Dales, Bassetlaw and Newark and Sherwood.
- Policy 20 (Regional Priorities for Employment Land) requires local authorities, EMDA and sub-regional strategic partnerships to work together in housing market area groupings to undertake and keep up to date employment land reviews to inform the allocation of a range of sites at sustainable locations. These allocations should:
  - be responsive to market needs and the requirements of potential investors, including the needs of small businesses;
  - encourage the development of priority sectors as identified in the Regional Economic Strategy, namely transport equipment, food and drink, healthcare and construction as well as specific sectors which have local economic significance;
  - serve to improve the regeneration of urban areas;
  - ensure the needs of high technology and knowledge based industries are provided for;
  - promote the diversification of the rural economy;
  - assist the development of sites in the Priority Areas for Regeneration; and
  - Be of a scale consistent with the essential policy of urban concentration.

## *A Flourishing Region'* - Regional Economic Strategy (RES) for the East Midlands 2006 – 2020

The vision of the Strategy is that by 2020, the East Midlands will be a flourishing region characterised by growing and innovative businesses, skilled people in good quality jobs, healthy, inclusive communities and thriving and attractive places to live. The vision is underpinned by three main themes:

- i) Raising productivity the Strategy is primarily about economic growth, with productivity at its heart. The main focus is therefore on enabling people and businesses to become more competitive and innovative.
- Ensuring sustainability the Strategy is all about the economic wellbeing of the region, but not at any cost. Ensuring sustainability is seen as key to achieving lasting success, rather than short-term wins. As such, the region is committed to investing in and protecting natural resources, the environment and infrastructure.
- Achieving equality the Strategy recognises that for businesses across the region to succeed they need access to people with the right skills, commitment and motivation. To enable the economy to flourish, EMDA emphasises the importance of helping everyone in the East Midlands to

realise their full potential and working effectively together to enrich lives and strengthen communities.

The RES identifies a range of 'transformational actions' that are needed to tackle barriers and ensure the right conditions exist to achieve the overarching vision. Inward investment, providing quality sites and buildings which support enterprise development are seen as a key in helping to achieve the overall vision. Proposed developments should be linked to RES priority sectors; maximise cluster benefits; improve links between academic institutions and businesses; and encourage sustainable building design.

### East Midlands Northern Sub-Region Employment Land Review (March 2008)

The Employment Land Review (ELR) provides an analysis of employment land demand and supply in the Northern Sub-Region in accordance with the emerging RSS. For Bassetlaw, it identifies the following:

- a net employment land requirement for 79.5 ha 92.5 ha over the period to 2026, although it recommends that the lower part of the range should be used to inform the District's Local Development Framework (LDF);
- the Robin Hood Growth Zone north of Worksop is a long term economic growth opportunity that will become increasingly important towards the end of the plan period;
- new sites in particular should be weighted towards distribution related uses, or small industrial / office based businesses due to current and projected levels of market demand;
- Bassetlaw only has a moderate supply of employment land (114 ha) compared with other Districts in the area, which is considered insufficient to cater for the full 20 year plan period, given that past take up rates in Bassetlaw are the highest in the Sub-Region;
- there is a need to consider sites located in west Bassetlaw to support demand; and
- the disparity between the current level of supply and projected demand is exacerbated by identified constraints on a number of committed sites (e.g. amenity of adjacent occupiers, half of sites have no facilities with a 10-15 minute walk) and could require a comprehensive restructuring of the District's overall employment land portfolio.

In conclusion, the Review recommends that about 20 ha of committed sites should be discounted from the overall portfolio of employment land in Bassetlaw District. This would effectively result in a net forward supply of about 94 ha. Set against the net requirement of between 79.5 ha to 92.5 ha, the Review states that the District would require substantial new allocations of employment land.

With regard to potential locations for future employment allocations, the Review suggests the following:

- opportunities for logistics based companies in the A1 / A57 area including Harworth at junction 34 of the A1(M);
- at the northern part of the district there is an opportunity to make provision for employment land links to the airport that can meet supply, chain and logistics links; and
- Retford and particularly Worksop have high levels of demand that, at the time of the review, outstripped the supply of employment land in these areas.

## Sub-Regional Investment Plan for North Derbyshire and North Nottinghamshire (2006)

The Sub Regional Investment Plan (SRIP) was produced by Alliance SSP; a strategic partnership responsible for allocating funds to deliver economic growth in the North Derbyshire and North Nottinghamshire sub-region.

The Plan establishes key objectives to target funded projects 'to help achieve a vibrant and growing economy which can break out of the low wage-low skills equilibrium over the next 15 years and simultaneously enable greater prosperity to be shared by all' (Mission Statement).

The Plan promotes a structural shift in the economy base towards '*high value-added*' services and manufacturing, requiring higher level skills, to allow the area to compete in both national and international markets; to challenge the top four East Midlands Sub Regions in productivity; to position the Sub Regional Economy so as to minimise the effects of the phasing out of European Structural Funding during 2007-13; and to narrow the productivity gap with London and the South East.

The priorities of the Plan for Single Programme funded projects for 2007/9 - 2009/10 include:

- The sequential development of three '*Growth Zones*' to encourage development for uses which support the 'high value added' service and manufacturing sectors. These comprise:
  - Short term: the Sherwood Growth Zone which runs from Sherwood Park (Annesley) to Sherwood Energy Village (Ollerton) taking in both the Ashfield/Mansfield conurbation and the MARR. A priority in the Growth Zone is the provision of a high quality business park with strong links to Higher Education Institutions and linked to the Nottinghamshire-Derbyshire Innovation Network Property Strategy.
  - Short and Medium Term: the North Derbyshire Growth Zone which runs through Chesterfield and Clay Cross using the A61 as its "spine".
  - Long term: the Robin Hood Airport Growth Zone.

- Concentrating the growth of population and skilled employment in the Sub Region's Principle Towns of Ashfield-Mansfield (The Principal Urban Area of Sutton, Kirby and Mansfield), Chesterfield, Newark and Worksop so that these towns act as the motors of growth for North Derbyshire and North Nottinghamshire.
- To continue to follow a property investment strategy to attract and retain smaller, often innovative, businesses both in their early stages and beyond, when they require 'follow-on space'.

### **Bassetlaw Local Plan (October 2001)**

The consolidated Local Plan, covering the period 1991-2006, does not form part of the Development Plan, as it has not been statutorily adopted. However, the document is afforded material weight due to it completing all the necessary phases of review up to adoption.

The primary aim of the Local Plan is to maximise employment prospects and reduce unemployment within Bassetlaw. This should be achieved by creating a strong local economy containing substantial elements of new technology and skills and a healthy balance between various sectors of the economy such as manufacturing, agriculture, office and business services. This vision is underpinned by three principles for growth of business and employment within the plan period:

- to encourage local business to progress in terms of achieving successful expansion, providing further employment and improving their operation and efficiency;
- ii) to attract to the area new forms of investment, particularly those that will produce new jobs in sectors of the economy at present under-represented; and
- iii) to ensure the continuing availability on land of all types of employment uses, both new and existing, in the plan area.

Within settlement envelopes, Policy 2/1 states that development will be acceptable provided it does not create or aggravate environmental, amenity, safety, or traffic problems and does not adversely affect the character of the surrounding area.

Policy 2/2 explains that development will not normally be granted for development outside the settlement envelopes. Permission will however be granted for small-scale employment creating development which would clearly do no harm to the countryside.

Policy 2/3 identifies 24 sites where planning permission will be granted for employment creating development, excluding retail but including uses within B1,

B2 or B8. In total, about 230 ha of employment land is identified, including about 133 ha of land in West Bassetlaw and 97 ha in East Bassetlaw.

Most of the sites identified were previously allocated for development in the nonstatutory East and West Bassetlaw Local Plans. However, new employment allocations are made at Babworth Road and North Road, Retford, Bevercotes Colliery and at Manton Colliery, Worksop. Existing allocations at Randall Way, Retford and Gamston Airfield are being enlarged. The sites have been specifically selected for their accessibility and attractiveness to potential developers. Most of these are on the edge of built-up areas and many are sufficiently large enough to accommodate a number of separate businesses.

Policies 2/10, 2/11, 2/4B, 2/A, 2/4, 2/4C, 2/5 establish the nature of employment development that should be provided on some of the sites.

In addition to allocated sites, Policy 2/7 recognises that there are nine small or medium sized areas within the countryside which have long been established as employment sites. These are defined as 'Centres of Employment' and should remain in employment use where development, redevelopment or reuse of buildings for employment purposes will normally be accepted.

Policy 2/14 allows for the enlargement or redevelopment of existing business premises or sites where this is required by the development of business on the existing sites, provided that it does not create environmental, amenity, safety or traffic problems or adversely affect the character of the area.

### Appendix 4: Economic Statistics

Area	Employment size band								
	0-4	5-9	10-19	20-49	50-99	100-249	250-499	500-999	1000+
Bassetlaw	2,995	700	380	235	80	30	10	5	5
	67%	15.8%	9.6%	5.3%	1.8%	0.07%	0.02%	0.01%	0.01%
East	123,630	25,720	15,280	10,450	3,430	1,905	550	185	70
Midlands	68%	14%	8.4%	5.8%	2%	1%	0.03%	0.01%	0.003 %
GB	1,757,280	363,555	211,625	138,855	47,345	25,910	7,630	2,780	1,265
	68.7%	14.2%	8.3%	5.4%	1.9%	1.0%	0.3%	0.11%	0.05%

 Table A1:
 Firms by Employment Size, 2007 (% of Total Firms)
 Source:

UK Business Activity, 2008, ONS

Borough	1998	2007	% Change
Bassetlaw	45,389	42,638	-6.1
Bolsover	17,183	23,774	38.4
Mansfield	35,879	39,546	10.2
Newark and Sherwood	35,432	44,673	26.1
North Kesteven	28,817	32,820	13.9
West Lindsey	22,153	25,368	14.5
Doncaster	105,676	115,179	9
North Lincolnshire	69,479	70,710	1.8
Rotherham	81,093	104,442	28.8
East Midlands	1,752,400	1,913,200	9.2
Great Britain	24,355,000	26,599,200	9.2

Table A2: Change in Employment by Borough 1998-2007

Source:

Annual Business Inquiry

Sector	Bassetlaw (%)		East Midlands (%)	Great Britain (%)	
	1998	2007	2007	1998	2007
Agriculture	2.2	2.3	1.2	1.1	0.9
Energy & Water	4.1	4.1	0.9	0.8	0.7
Manufacturing	25.2	17.6	15.2	16.6	10.6
Construction	5	5.4	5.6	4.5	4.9
Distribution, Hotels & Catering	21	25.8	23	24.3	23.3
Transport & Communications	3.4	5.8	5.6	5.8	5.9
Banking, finance & insurance	11	10.4	17.8	18.6	21.6
Public Administration, education, health	25.6	25.3	26.2	23.6	26.9
Other Services	3.1	3.4	4.4	4.7	5.2
All Sectors	100.0	100.0	100.0	100.0	100.0

Table A3: Employment by Industrial Sector (%)

Source: Annual Business Inquiry

Sector		Bassetlaw	,	East Midlands	Great Britain
	1998	2007	change	1998 – 2007	1998 – 2007
				(change)	(change)
Agriculture	1004	997	-0.7%	-12.7%	-10.8%
Energy & Water	1,875	1,730	-7.7%	0.1%	-15.8%
Manufacturing	11,454	7,484	-34.7%	-30.5%	-30.2%
Construction	2,252	2,313	2.7%	19.8%	16.5%
Distribution, Hotels & Catering	9,577	10,985	14.7%	8.3%	5.0%
Transport and Communications	1,521	2,475	62.7%	29.5%	10.3%
Banking, finance and insurance	5,145	4,442	-13.7%	41.8%	27.5%
Public Admin education, health	11,158	10,773	-3.5%	23.3%	24.6%
Other Services	1,403	1,439	2.6%	32.5%	21.7%
Total	45,389	42,638	<b>-6.1</b> %	9.2%	9.2%

 Table A4:
 Change in Employment Structure in Bassetlaw

Source:

Annual Business Inquiry

Area	1994	2007	<b>1994-2008</b> (%)
Bassetlaw	2,695	3,285	21.9%
Nottinghamshire	16,770	21,220	26.5%
East Midlands	111,370	139,145	24.9%
Great Britain	1,566,635	1,964,920	25.4%

Table A5: Change in Number of VAT Registered Firms. Numbers are start of year stock

Source: BERR, Enterprise Directorate, 2008

Area	VAT Registrations per 10,000 population
Bassetlaw	31
Nottinghamshire	32
East Midlands	37
Great Britain	42

Table A6: VAT Registrations per 10,000 Population (16+), 2007

Source: BERR, Enterprise Directorate, 2008

Area	No. of Claimant Unemployed	Unemployment Rate (%)	Long Term Unemployment Rate (%) **
Bassetlaw	2,355	3.5	5.9
Nottinghamshire	16,455	3.5	7.1
East Midlands	110,941	4.1	8.6
Great Britain	1,521,709	4.1	9.1

 Table A7:
 Unemployment Rates
 Source:
 NOMIS, ONS July 2009

\*\*over 12 months as % of claimant unemployed

Area	Notified Vacancies	No. of Claimant Unemployed	Unemployed/ Vacancy Ratio
Bassetlaw	638	2,355	3.7
Nottinghamshire	3,506	16,455	4.7
East Midlands	21,068	110,941	5.3
Great Britain	266,068	1,521,709	5.7

 Table A8:
 Job Vacancies and Unemployment Indicators

Source: NOMIS, July 2009

Area	Economic Activity rate (%)	Benefit claimants * (%)
Bassetlaw	77.2	15.9
Nottinghamshire	79.8	13.7
East Midlands	80.3	13.3
Great Britain	78.8	14.2

Table A9: Economic Activity & Income Support

Source: Annual Population Survey (12 months to June 2008); DWP Benefit Claimants August 2008

\* Note: includes job seeker, incapacity, lone parent and other benefits

Occupational Group	Bassetlaw (%)	Nottinghamshire (%)	East Midlands (%)	GB (%)
Managers/senior officials	20.2	15.9	15.4	15.4
Professional occupations	9.9	12.6	11.3	12.9
Associate professional & technical	12.5	11.9	12.1	14.6
Administrative & secretarial	8.4	9.4	10.8	11.6
Skilled trades	13.5	13.9	11.9	10.8
Personal service occupations	6.7	7.2	8.4	8.1
Sales & customer service occupations	9.2	8.3	7.5	7.6
Process plant & machine operatives	7.7	7.4	8.9	7.2
Elementary occupations	12.0	12.8	13.4	11.5

Table A10: Occupational Breakdown of Labour Force

Source: Annual Population Survey (12 months to June 2008)

Area	% of Residents with no Qualifications *	% of Residents with Degree or Higher Qualification *
Bassetlaw	14.7	25.4
Nottinghamshire	12.8	27.2
East Midlands	13.5	25.5
GB	13.1	28.6

Table A11: Qualifications of Working Age Residents

Source: Annual Population Survey, March 2008 \* Persons aged 17 - 64

Sought Occupation	Bassetlaw (%)	East Midlands (%)	GB (%)
Managers / Senior Officials	4	1	5
Professional Occupations	2	5	3
Associate Prof./ Technical	3	3	6
Administrative / Secretarial	8	5	10
Skilled Trades Occupations	13	10	13
Personal Service Occupations	6	13	4
Sales and Customer Service Occupations	15	4	15
Process Plant/Machine Operatives	14	13	12
Elementary Occupations	35	13	32
Occupation Unknown	0	34	0
Total	100.0	100.0	100.0

 Table A12:
 Sought Occupation of Claimant Unemployed Workers
 Source:

ONS, NOMIS, January 2009

Area	Resident Base	ed Earnings Workplace Based Earnings		
	Median Weekly	As a % of	As a % of Median Weekly	
	Earnings (£)	GB Average	Earnings (£)	GB Average
GB	479.3	100	479.1	100
East Midlands	449.6	94	442.8	92
Nottinghamshire	460.7	96	429.9	90
Bassetlaw	446.5	93	403.7	84

Table A13: Median Gross Weekly Earnings of Full Time Employees

Source: Annual Survey of Hours and Earnings, 2008

District/Borough	Rank of average score (out of 354 Districts)
Bassetlaw	94
Bolsover	55
Mansfield	34
Newark and Sherwood	163
North Kesteven	297
West Lindsey	185
Doncaster	14
North Lincolnshire	132
Rotherham	68

Table A14: Deprivation Indices for Bassetlaw and surrounding districts

Source: English Indices of Deprivation, 2007

Size/type of premises sought (sq m)	Retail	Offices	Industrial	Storage and Distribution	Mix of Uses	Not Specified	Total
Count	19	18	50	10	39	34	170
%	11	11	29	6	23	20	100

Table A15: Investment Enquiries in Bassetlaw by Type and Size

Source: North Nottinghamshire Property Enquiries (April 2007 to March 2008)

2001	Live in Bassetlaw:		
2001			%
	Total	45,942	100.0
Work in:	Bassetlaw	32,812	71.4
	Doncaster	2,250	4.9
	Sheffield	1,792	3.9
	Rotherham	1,481	3.2
	Newark and Sherwood	1,249	2.7
	West Lindsey	837	1.8
	Mansfield	583	1.3
	Nottingham UA	460	1
	Bolsover	404	0.8
2001	Work in Bassetlaw:		
			%
	Total	45,942	100.0
Live in:	Bassetlaw	32,812	71.4
	Bolsover	2,125	4.6
	Rotherham	2,086	4.5
	Doncaster	1,788	3.9
	Newark and Sherwood	1,609	3.5
	Mansfield	1,050	2.3
	Sheffield	906	2
	West Lindsey	728	1.6
	Ashfield	422	0.9

Table A16: Commuting Patterns in Bassetlaw, 2001

Source:

2001 Census

Borough	% of Residents Working in own Borough
Bassetlaw	71.4%
Bolsover	38.5
Mansfield	54.9
Newark and Sherwood	59.5
North Kesteven	57.3
West Lindsey	53.2
Doncaster	75.8
North Lincolnshire	82.9
Rotherham	61.4

Table A17:	Self-containment Rates	Source:	2001 Census Workplace Data
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	Commercial Offices		Factories		Warehouses		Total	
	ʻ000 m2	m2 per capita	ʻ000 m2	m2 per capita	ʻ000 m2	m2 per capita	ʻ000 m2	m2 per
			0.10				1.107	capita
Bassetlaw	58	0.5	642	6	707	6	1407	12.6
West Lindsey	44	0.5	388	4.4	238	2.7	670	7.6
North Kesteven	64	0.5	357	3.4	273	2.6	694	6.6
North Lincolnshire	95	0.6	2141	13.4	787	4.9	3023	19.0
Newark and Sherwood	74	0.7	519	4.6	392	3.4	985	8.7
Bolsover	44	0.6	398	5.4	333	4.4	775	10.4
Mansfield	82	0.8	443	4.4	210	2	735	7.3
Rotherham	185	0.7	1674	6.6	676	2.6	2535	10.0
Doncaster	207	0.7	1234	4.2	1269	4.4	2710	9.3

Table A18: B-Class Employment Floorspace, 2007

Source: N

Nomis/VOA, 2007:

Note: Per Capita figures are based on the 2007 resident population; 'Commercial Offices' includes purpose built and converted offices including central Government but not local government offices

District	Total Land (ha)	B1	B2	B8	Mixed B
Bassetlaw	99.04	10	0	0	89.05
West Lindsey	50.67	7.8	0	0	42.87
North Kesteven	156.7	25.2	00	0	131.5
North Lincolnshire	995.2	362.7	290	342.5	-
Newark and Sherwood	133.59	34.96	9.28	1.83	87.52
Bolsover	54.05	-	-	-	54.05
Mansfield	98.07	26.96	30.00*	0	41.11
Rotherham	249	-	-	-	249
Doncaster	298.12	38.44	0	11.43	216.57

 Table A19:
 Total amount of employment land available for industrial/commercial use.

Source: 2007/8 Annual Monitoring Report and Calderdale Annual Monitoring Report 2007/8

Note: only includes sites over 0.4 ha in size \*Includes B1 / B2 uses

Appendix 6: Site Assessments

#### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	· · · · · ·
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

#### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

#### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Building Products	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

18

#### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	3
Market Attractiveness	Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	2
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

### Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market AttractivenessLow profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	
Market Attractiveness Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.		4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	·
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations	3
ιαιιοις	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	нз	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

## Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference	Area
M2	5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)	
MM1	12.25	



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services		
Compatibility of adjoining uses	Surrounded by open countryside.	
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	
<i>Market Attractiveness</i> Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.		2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	
Market AttractivenessRelatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) **30.61** 



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	B2
Existing Vacancy Levels	100% occupied but looking to vacate
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor
Amount of Development Land Available	Under 10%
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site
Existing Occupiers	Icon Polymers

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	BC	27.27
EXTENSION OF EXISTING, RETFORD	R6	27.27



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>	
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4	
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	
Condition of Existing Premises	Very good - all new build	
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.	
Potential for Alternative Employment Use	No	
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.	

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Reference		Area (ha)	
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20% vacancy levels
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present
Condition of Existing Premises	Average to good
Amount of Development Land Available	Under 10% of vacant land remaining
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.

## Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

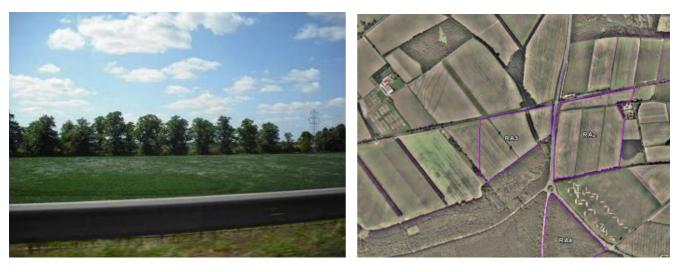
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

#### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

## Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

12	

Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market AttractivenessAccess to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industria estate to the south east. Although well related to the A1, Tuxford is generally considered difficul to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

24

Potential New Site:	Reference
OLLERTON ROAD WEST OF TUXFORD	Т6



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)	
T02	4.21	
	Tot 1	
	1 10 000	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

# Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)	
W2	4.57	





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

# Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

# Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)	
W6	17.73	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

#### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	4
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints	Mature hedging across site; gentle slope.	3
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

# Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving
Employment Use	signage to the estate. Significant occupiers on the site.
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.

TOTAL SCORE:

# Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

#### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	· · · · · ·
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

#### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market AttractivenessSite not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.		2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

#### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Bui Products	lding
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

#### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	3
Market Attractiveness	Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	2
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

# Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness	Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness	Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	н3	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

# Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference	nce Are	
M2		5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)
MM1	12.25



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	
Market Attractiveness Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) **30.61** 



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	1
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES	FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2		
Existing Vacancy Levels	100% occupied but looking to vacate		
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970		
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor		
Amount of Development Land Available	Under 10%		
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site		
Existing Occupiers	Icon Polymers		

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	BC	27.27
EXTENSION OF EXISTING, RETFORD	R6	27.27



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20%
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000
Condition of Existing Premises	Very good - all new build
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.
Potential for Alternative Employment Use	No
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Reference		Area (ha)	
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use Existing Industrial Estate		
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE				
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8			
Existing Vacancy Levels	20% vacancy levels			
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present			
Condition of Existing Premises	Average to good			
Amount of Development Land Available	Under 10% of vacant land remaining			
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.			
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.			

# Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)	
RA1	16.59	





Criteria Comment		Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

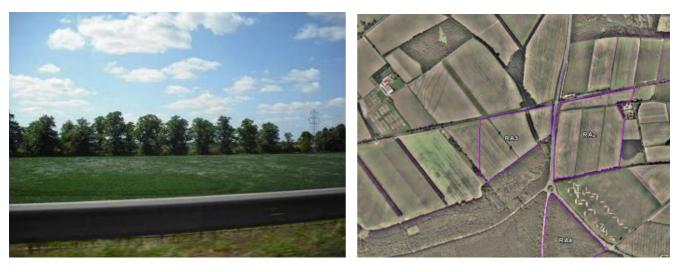
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

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ALL AND	

Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference
OLLERTON ROAD WEST OF TUXFORD	Т6



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)	
T02	4.21	
	Tot 1	
	1 10 000	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

## Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

## Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

## Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)
W6	17.73





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints		
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

# Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving
Employment Use	signage to the estate. Significant occupiers on the site.
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.

TOTAL SCORE:

# Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

#### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	· · · · · ·
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

#### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

#### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Building Products	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

18

#### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	3
Market Attractiveness	Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilities on the western half of the site.	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	2
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

#### Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness	Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	5
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness	Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	н3	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

#### Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference	Area
M2	5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)
MM1	12.25



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	5
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	5
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	3
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) **30.61** 



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	4
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	1
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES	FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2		
Existing Vacancy Levels	100% occupied but looking to vacate		
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970		
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor		
Amount of Development Land Available	Under 10%		
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site		
Existing Occupiers	Icon Polymers		

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	R6 2	
EXTENSION OF EXISTING, RETFORD		



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>	
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4	
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	
Condition of Existing Premises	Very good - all new build	
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.	
Potential for Alternative Employment Use	No	
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.	

### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Referen	се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	20% vacancy levels	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present	
Condition of Existing Premises	Average to good	
Amount of Development Land Available	Under 10% of vacant land remaining	
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.	
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.	

## Potential New Site: SOUTH WEST OF RANBY OFF A1

ReferenceArea (ha)	
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

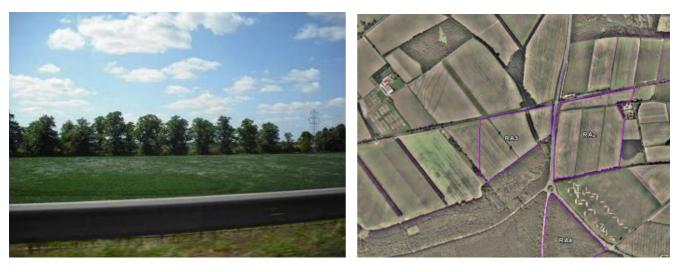
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

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Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

24

Potential New Site:	Reference
OLLERTON ROAD WEST OF TUXFORD	Т6



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)
T02	4.21
	Tot 1
	1 10 000





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

## Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

## Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

## Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)
W6	17.73





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

26

### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	4
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints	Mature hedging across site; gentle slope.	3
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

26

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

#### Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference		Area (ha)	
	W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

26

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage	
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving	
Employment Use	signage to the estate. Significant occupiers on the site.	
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful	
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.	

TOTAL SCORE:

26

### Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

#### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	· · · · · ·
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

#### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)	
BE2	15.12	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

#### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Building Products	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

18

#### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)	
C4	15.94	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	3
Market Attractiveness	Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	2
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

#### Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	5
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.		4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.		4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	нз	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

#### Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference	Area
M2	5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)	
MM1	12.25	



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	5
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	5
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	3
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) **30.61** 



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	4
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	1
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	B2
Existing Vacancy Levels	100% occupied but looking to vacate
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor
Amount of Development Land Available	Under 10%
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site
Existing Occupiers	Icon Polymers

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	BC	27.27
EXTENSION OF EXISTING, RETFORD	R6	27.27



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20%
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000
Condition of Existing Premises	Very good - all new build
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.
Potential for Alternative Employment Use	No
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site: Reference		се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20% vacancy levels
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present
Condition of Existing Premises	Average to good
Amount of Development Land Available	Under 10% of vacant land remaining
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.

#### Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

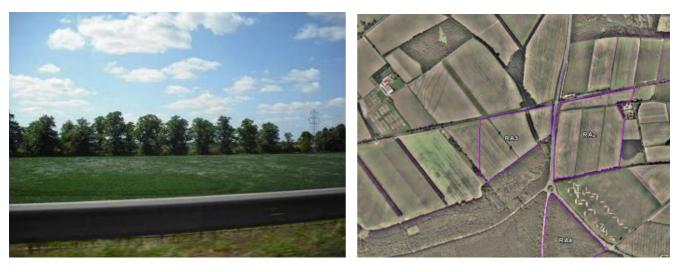
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

#### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	<ul> <li>and and aints</li> <li>The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside.</li> <li>Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.</li> </ul>	
Market AttractivenessThe site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

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Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield land to the west	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

24

Potential New Site:	Reference	
OLLERTON ROAD WEST OF TUXFORD	Т6	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: TORWORTH GRANGE

	Reference	Area (ha)	
	T02	4.21	
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Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

#### Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	• - <u>-</u>
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)	
W2	4.57	





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

# Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

# Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)	
W6	17.73	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

26

# Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	4
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints	Mature hedging across site; gentle slope.	3
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

26

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

# Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

26

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving
Employment Use	signage to the estate. Significant occupiers on the site.
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.

TOTAL SCORE:

26

# Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

# Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

# Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market AttractivenessSite not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.		2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

# Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Bui Products	lding
Strategic Access	Site over 8km away from the nearest junction with the A1	
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

18

# Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness		
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses		
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	3
Market Attractiveness Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

# Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)	
C6	1.92	





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

# Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness	Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	5
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness	Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	нз	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

## Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference	Area
M2	5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)	
M3	8.33	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)
MM1	12.25



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	5
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	5
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	3
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) **30.61** 



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	4
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	1
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES	FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2		
Existing Vacancy Levels	100% occupied but looking to vacate		
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970		
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor		
Amount of Development Land Available	Under 10%		
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site		
Existing Occupiers	Icon Polymers		

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	R6 2	
EXTENSION OF EXISTING, RETFORD		



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>	
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4	
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	
Condition of Existing Premises	Very good - all new build	
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.	
Potential for Alternative Employment Use	No	
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.	

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Referen	се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	20% vacancy levels	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present	
Condition of Existing Premises	Average to good	
Amount of Development Land Available	Under 10% of vacant land remaining	
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.	
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.	

## Potential New Site: SOUTH WEST OF RANBY OFF A1

ReferenceArea (ha)	
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

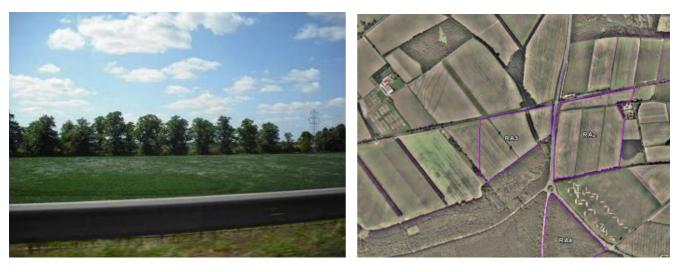
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

#### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	5

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

## Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

1 BER	
TR	-
ALL AND	

Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference
OLLERTON ROAD WEST OF TUXFORD	Т6



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

## Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)	
T02	4.21	
	Tot 1	
	1 10 000	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

#### Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

## Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

#### Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

#### Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)
W6	17.73





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

#### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints		
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

## Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage	
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving	
Employment Use	signage to the estate. Significant occupiers on the site.	
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful	
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.	

TOTAL SCORE:

# Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

#### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

#### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

ReferenceArea (ha)	
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Bui Products	lding
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

18

### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	
Market AttractivenessModerately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	2
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

## Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness	Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	5
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness	Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	н3	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

## Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference		Area
M2		5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)
MM1	12.25



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	5
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	5
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	3
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) 30.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	4
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	1
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2	
Existing Vacancy Levels	100% occupied but looking to vacate	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970	
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor	
Amount of Development Land Available	Under 10%	
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site	
Existing Occupiers	Icon Polymers	

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)	
TRINITY PARK INDUSTRIAL ESTATE -	BC	DC 07.07	
EXTENSION OF EXISTING, RETFORD	R6	27.27	



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to	
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4	
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	
Condition of Existing Premises	Very good - all new build	
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.	
Potential for Alternative Employment Use	No	
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.	

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Referen	се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20% vacancy levels
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present
Condition of Existing Premises	Average to good
Amount of Development Land Available	Under 10% of vacant land remaining
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.

### Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

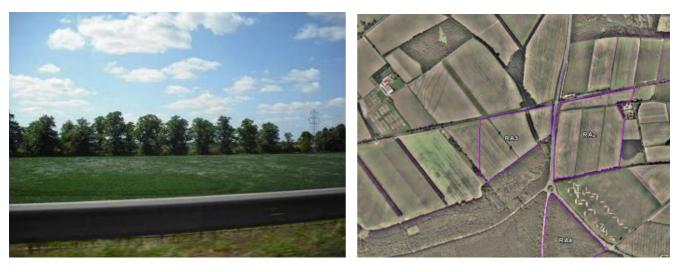
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

#### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market AttractivenessThe site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:		
LAND NORTH OF LODGE LANE, TUXFORD		

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TR	-
ALL AND	

Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	
Market AttractivenessThe site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.		4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

24

Potential New Site:	Reference	
OLLERTON ROAD WEST OF TUXFORD	Т6	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	· · · · · · · · · · · · · · · · · · ·	
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)	
T02	4.21	
	Tot 1	
	1 10 000	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	
Site characteristics and development constraints	Large flat site with no visible constraints.	
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

### Potential New Site: LAND AT RANSKILL

Reference	Area (ha)	
T04	2.23	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market AttractivenessPotentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.		5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

### Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

### Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)	
W6	17.73	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

26

#### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	4
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints	Mature hedging across site; gentle slope.	3
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)	
W10	12.22	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

26

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

# Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference		Area (ha)	
	W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

26

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving
Employment Use	signage to the estate. Significant occupiers on the site.
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.

TOTAL SCORE:

26

### Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

#### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	· · · · · ·
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses		
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

#### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

#### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Bui Products	lding
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

18

#### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	3
Market Attractiveness	Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	2
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

#### Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness	Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	5
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness	Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	н3	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

#### Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

#### Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: FOX COVERT LANE, MISTERTON

Reference	Area
M2	5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)
MM1	12.25



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)	
01	3.52	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	5
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	5
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	3
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) 30.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	4
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	B2
Existing Vacancy Levels	100% occupied but looking to vacate
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor
Amount of Development Land Available	Under 10%
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site
Existing Occupiers	Icon Polymers

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	BC	27.27
EXTENSION OF EXISTING, RETFORD	R6	27.27



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20%
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000
Condition of Existing Premises	Very good - all new build
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.
Potential for Alternative Employment Use	No
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.

### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Referen	се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	FOR EXISTING SITE		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8		
Existing Vacancy Levels	20% vacancy levels		
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present		
Condition of Existing Premises	Average to good		
Amount of Development Land Available	Under 10% of vacant land remaining		
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.		
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.		

## Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

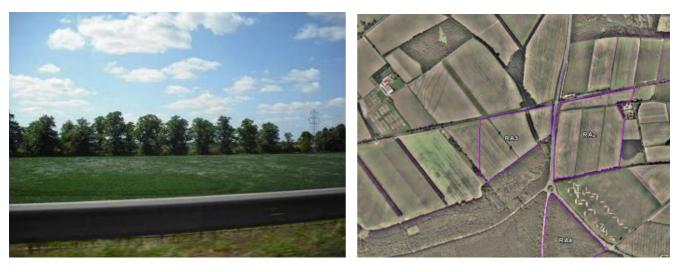
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

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Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

24

Potential New Site:	Reference
OLLERTON ROAD WEST OF TUXFORD	Т6



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)	
T02	4.21	
	Tot 1	
	1 10 000	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

## Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

## Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

## Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)
W6	17.73





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)	
W8	27.46	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	4
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints	Mature hedging across site; gentle slope.	3
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)	
W10	12.22	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

### Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving
Employment Use	signage to the estate. Significant occupiers on the site.
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.

TOTAL SCORE:

### Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	· · · · · ·
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development	
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc	
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.	

### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Building Products	
Strategic Access	Site over 8km away from the nearest junction with the A1 :	
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	
Market Attractiveness Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

### Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness	Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	5
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness	Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	нз	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

#### Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference	Area
M2	5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)
MM1	12.25



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	5
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	5
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	3
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) 30.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	4
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	1
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2	
Existing Vacancy Levels	100% occupied but looking to vacate	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970	
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor	
Amount of Development Land Available	Under 10%	
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site	
Existing Occupiers	Icon Polymers	

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	BC	27.27
EXTENSION OF EXISTING, RETFORD	R6	27.27



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20%
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000
Condition of Existing Premises	Very good - all new build
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.
Potential for Alternative Employment Use	No
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Referen	се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20% vacancy levels
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present
Condition of Existing Premises	Average to good
Amount of Development Land Available	Under 10% of vacant land remaining
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.

#### Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

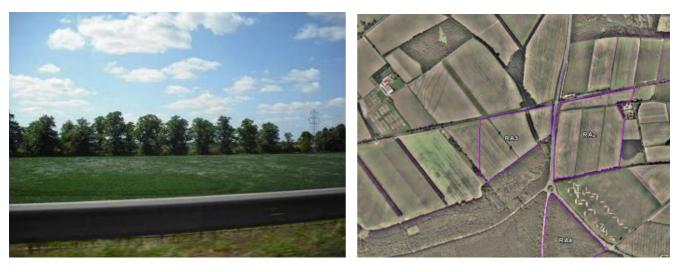
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

#### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

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Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

24

Potential New Site:	Reference
OLLERTON ROAD WEST OF TUXFORD	Т6



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)	
T02	4.21	
	Tot 1	
	1 10 000	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

# Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

# Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

# Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)
W6	17.73





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints		
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

# Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage	
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving	
Employment Use	signage to the estate. Significant occupiers on the site.	
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful	
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.	

TOTAL SCORE:

# Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

# Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

# Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Building Products	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

# Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	3
Market Attractiveness	Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	2
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

# Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	5
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.		4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.		4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	н3	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

# Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference	Area
M2	5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)	
MM1	12.25	



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	5
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	5
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	3
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) 30.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	4
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	1
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	B2
Existing Vacancy Levels	100% occupied but looking to vacate
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor
Amount of Development Land Available	Under 10%
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site
Existing Occupiers	Icon Polymers

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	BC	27.27
EXTENSION OF EXISTING, RETFORD	R6	27.27



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20%
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000
Condition of Existing Premises	Very good - all new build
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.
Potential for Alternative Employment Use	No
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site: Reference		се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20% vacancy levels
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present
Condition of Existing Premises	Average to good
Amount of Development Land Available	Under 10% of vacant land remaining
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.

# Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

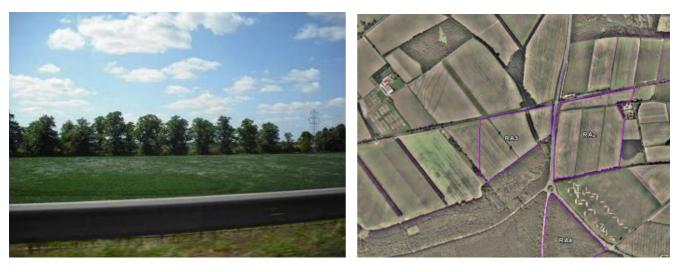
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

1 BER	
TR	-
ALL AND	

Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference
OLLERTON ROAD WEST OF TUXFORD	Т6



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)	
T02	4.21	
	Tot 1	
	1 10 000	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

## Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

## Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

## Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)	
W6	17.73	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	4
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints	Mature hedging across site; gentle slope.	3
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference Area (ha)	
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

# Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference Area (h	
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving
Employment Use	signage to the estate. Significant occupiers on the site.
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.

TOTAL SCORE:

# Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	· · · · · ·
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

#### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.

#### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Bui Products	lding
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

18

#### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	5
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	3
Market Attractiveness	Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	2
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

# Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness	Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness	Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	н3	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

# Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

# Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: FOX COVERT LANE, MISTERTON

Reference	nce Are	
M2		5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)
MM1	12.25



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	3
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	
Market Attractiveness Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) **30.61** 



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	2
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	1
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2	
Existing Vacancy Levels	100% occupied but looking to vacate	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970	
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor	
Amount of Development Land Available	Under 10%	
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site	
Existing Occupiers	Icon Polymers	

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	3
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	BC	27.27
EXTENSION OF EXISTING, RETFORD	R6	27.27



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20%
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000
Condition of Existing Premises	Very good - all new build
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.
Potential for Alternative Employment Use	No
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria Comment		Score (out of 5)	
Current Use	Currently used as a willow coppice - greenfield site		
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2	
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5	
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3	
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5	
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2	
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4	
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2	

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Referen	се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria Comment		Score (out of 5)	
Current Use	Existing Industrial Estate		
Strategic Access	Site located approximately 8km to the east of the A1.	2	
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3	
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4	
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3	
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5	
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4	
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3	

FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20% vacancy levels
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present
Condition of Existing Premises	Average to good
Amount of Development Land Available	Under 10% of vacant land remaining
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.

### Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

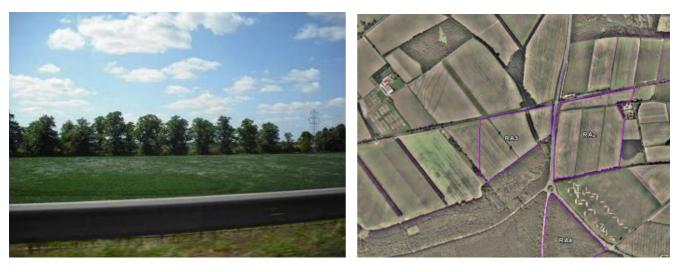
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

#### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

1 BER	
TR	-
ALL AND	

Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles entering Tuxford from the south (via the main access from the A1). The site is gently sloping and features a number of mature trees and hedging on the boundaries.	4
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

24

Potential New Site:	Reference
OLLERTON ROAD WEST OF TUXFORD	Т6



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)
T01	1.83



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	2
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	5
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)
T02	4.21
	Tot 1
	1 10 000





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	4
Site characteristics and development constraints	Large flat site with no visible constraints.	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

### Potential New Site: LAND AT RANSKILL

Reference	Area (ha)	
T04	2.23	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

### Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

### Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)	
W6	17.73	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)	
W7	39.46	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Norksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

26

#### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints	Mature hedging across site; gentle slope.	3
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

26

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

# Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

26

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving
Employment Use	signage to the estate. Significant occupiers on the site.
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.

TOTAL SCORE:

26

# Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors.
	Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).

#### Potential New Site: SPITAL ROAD, BLYTH

Reference	Area (ha)
B1	34.56





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture	
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site separated by A634 Spital Road and the A1, with the former providing direct access to the site.	3
Proximity to urban areas, and access to labour & services	Site comprises located beyond the southern boundary of Blyth village, some 600 metres away from local services. Site located on a public transport corridor along the A634, although no bus stops immediately adjoin the site.	3
Compatibility of adjoining uses	Residential to the north; farm buildings to the south; open countryside beyond.	3
Site characteristics and development constraints	Open, flat land severed by the A1 and A634. Unlikely that all of the site could come forward for development.	4
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1, although its size and severance issues would ensure that the site would not come forward in its entirety.	3
	Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
LAND NORTH EAST OF BLYTH	B2	7.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	· · · · · ·
Strategic Access	Site approximately 1.5km away from nearest A1 junction	4
Local Road Access	Site accessed via the B6045 Bawtry Road to the west.	3
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Blyth village, some 250 metres to the north of local services. On a bus route, although no stops adjoin the site.	3
Compatibility of adjoining uses	The site is surrounded by residential development to the south and west, with open countryside and the A1 to the north and east.	3
Site characteristics and development constraints	Site gently sloping. Electricity pylons and a sewer cross the site. No ground contamination issues. Owner states that the site could be available for economic development within the next 5 years.	3
Market Attractiveness	Site represents a potentially attractive site in the established settlement of Blyth. It would be relatively prominent from the A1 and has excellent proximity to the trunk road network further north. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

Potential New Site:	Reference	Area (ha)
GRINGLEY ROAD, BECKINGHAM	BE1	32.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very good local access - direct access on either side to the A161 and, via the roundabout, the A631.	5
Proximity to urban areas, and access to labour & services	The eastern half of this split site adjoins the westernmost boundary of Beckingham. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential uses to the east and south; countryside beyond.	4
Site characteristics and development constraints	The western site is gently sloping, whilst the eastern suite is surrounded by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

#### Potential New Site: THE FLOOD ROAD EAST OF BECKINGHAM

Reference	Area (ha)
BE2	15.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for grazing and horse riding.	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Excellent local access via the A631 (Flood Road) to the south, Station Road to the west and Old Trent Road to the north.	5
Proximity to urban areas, and access to labour & services	Some 400m to the south of Beckingham village centre; located beyond the easternmost settlement boundary. No bus stops in the immediate vicinity of the site, although it is a known bus route providing services linking Misterton and Beckingham with Retford, Gainsborough and Doncaster beyond.	3
Compatibility of adjoining uses	Residential to the west; open countryside elsewhere	4
Site characteristics and development constraints	The site is flat, but surrounded and crossed by mature hedging.	3
Market Attractiveness	The site has a good profile and potentially has good access links; the site is also in an attractive rural setting. However, it is generally located in an area of weak demand. Good access to Gainsborough to the east and Harworth to the west. There is some potential to accommodate industrial overspill from Gainsborough market. Attractive location, although still remote from trunk road network and sub-regional centres.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)NORTH OF LONG LANE, CARLTON IN LINDRICKC117.61





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Subject to new access	3
Proximity to urban areas, and access to labour & services	Site located beyond the western boundary of Carlton-in-Lindrick. On an established public transport route along Rotherham Baulk to the north and Long Lane to the south, although there are no bus stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Industrial estate located to the north east; open countryside to the west. Residential to the east and south.	2
Site characteristics and development constraints	Large, flat site with a few semi-mature trees on the field boundaries crossing the site. The southernmost part of the site, beside the Lodge on Long Lane, has been put forward for economic development by the owners. No constraints visually apparent.	5
Market Attractiveness	Site not particularly commercially attractive due to its low visibility from the strategic highways network. Northernmost part of the site could form an expansion of the Lawn Road Industrial Estate in future, although this would require an extension of the settlement boundary into the open countryside. Carlton in Lindrick is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site:ReferenceArea (ha)LAWN ROAD INDUSTRIAL ESTATE, CARLTONC211.56IN LINDRICK



Criteria	Comment	Score (out of 5)
Current Use	Existing	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	A60 accessed off Lawn Road to the east of the Industrial Estate.	3
Proximity to urban areas, and access to labour & services	Site is located on the north-eastern side of Carlton-in-Lindrick, on the edge of the settlement boundary, approximately 1km to the village's central facilities and services. Regular bus services run through the Industrial estate, with a bus stop located at the north-eastern end.	4
Compatibility of adjoining uses	The site is an established Industrial Estate surrounded by open countryside to the west; a former colliery site to the north; and residential to the east and south.	3
Site characteristics and development constraints	The site is an established industrial estate with limited expansion land.	5
Market Attractiveness	The site is an established industrial estate with limited expansion land. It comprises the main industrial estate in Carlton-in-Lindrick and has attracted some good occupiers and clearly fills an important local role. An established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	4
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	3 vacant units, c. 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990s	
Condition of Existing Premises	Average-to-good condition	

Amount of Development Land Available	10% land available for development	
Potential for Alternative Employment Use	Limited scope for upgrading, signage etc	
	Occupiers include CPL, Robinson Healthcare, Pepper's Warehousing, Charlton Aldred, ProMap, Haith Industrial (which is on the market To Let with Fearney Greaves 0114 244 9121). On the opposite side of the road there is the Co Vision/McKenna Group Precision Castings (32,000 sq ft To Let on the market with LSH 0114 275 3752). ECF Special Alloys, Biovision Excellence in Biotechnology (part of the McKenna Group), Blyth, DJB Fabrications, SHL, Markham (Sheffield) Limited, Fenhams, Lambert Electrical, Firbec Construction Limited and L&H Engineering Limited.	

#### Potential New Site: FORMER FIRBECK COLLIERY SITE, CARLTON IN LINDRICK

Reference	Area (ha)
C3	13.40





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site (former colliery site) now used by Costhorpe Building Products	
Strategic Access	Site over 8km away from the nearest junction with the A1 :	
Local Road Access	Poor access road to the A60 via an unmarked gravel path - potential to improve, however.	2
Proximity to urban areas, and access to labour & services	Site located on the edge of the urban area. Services located 1km to the south of the site. Regular bus services into Worksop along A60 Doncaster Road to the east of the site.	3
Compatibility of adjoining uses	Industrial estate to the south; residential to the east; open countryside to the west and north.	4
Site characteristics and development constraints	Site exhibiting signs of contamination; likely remediation required. Levels issues. Poor quality existing buildings would require removal.	1
Market Attractiveness	Site not immediately visible from the A60 to the east, although it is near an established industrial location to the south. Substantial public sector site remediation would need to be required to make this an attractive commercial site. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	Protected Employment Land Flood Zone1 Within village envelope	5
FOR EXISTING SITES Type of Existing Use		
(B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	50%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war	
Condition of Existing Premises	Very poor, derelict buildings alongside an existing large unit in use with a windows smashed in - used primarily for storage of robust materials	number of

Amount of Development Land Available	Substantial - over 50% of land undeveloped/vacant
Potential for Alternative Employment Use	Good for bad neighbour/niche uses.
Existing Occupiers	Costhorpe Building Products Ltd

TOTAL SCORE:

18

#### Potential New Site: SITE EAST OF DONCASTER ROAD, CARLTON IN LINDRICK

Reference	Area (ha)
C4	15.94



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 8.5km drive to nearest junction with the A1.	1
Local Road Access	Adjacent to the A60 Doncaster Road. Evidence of congestion at peak times. No existing access point.	4
Proximity to urban areas, and access to labour & services	On the eastern boundary of Carlton in Lindrick. Shops and services located opposite the site. On a regular bus route with a bus stop adjacent to the site.	4
Compatibility of adjoining uses	A mix of retail and residential uses surround the site to the west and south; agriculture to the north and east.	3
Site characteristics and development constraints	Large flat, gently undulating site	
Market Attractiveness	A prominent site off the A60; however, it is located in an area of relatively weak demand, with no comparable industrial uses in the immediate vicinity. Carlton in Lindrick itself is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village settlement	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST LANGOLD	C5	10.12



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site, used for arable farming	
Strategic Access	Site over 7.5km away from the nearest junction with the A1	1
Local Road Access	Potential access of A60 to the east / farm access to the north.	3
Proximity to urban areas, and access to labour & services	On the easternmost edge of Langold, beyond the settlement boundary. Close by local facilities. Bus stop adjoins the site along A60 - two buses per hour to Doncaster and Worksop.	4
Compatibility of adjoining uses	Residential to the west; countryside beyond.	3
Site characteristics and development constraints	Large, flat site with substantial mature hedging on western boundary and across site.	
Market Attractiveness Moderately attractive site with a prominent frontage on the A60. Lacks established surrounding commercial uses however and limited demand other than for very localised needs. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.		3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope	3

#### Potential New Site: HARRISON DRIVE WORKSHOPS, LANGOLD

Reference	Area (ha)
C6	1.92





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops to the east; sports playing fields and changing facilitie western half of the site.	s on the
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Poor access to the site via the narrow single carriageway Harrison Drive. This would need to be improved before a major extension could take place.	
Proximity to urban areas, and access to labour & services	Site is within Langold's urban area, with local services some 500m to the south of the site. Bus route along A60 - two buses per hour to Doncaster and Worksop.	3
Compatibility of adjoining uses	Residential to the north and south; allotment to the west; vacant pub to the east.	2
Site characteristics and development constraints	Undulating, uneven land adjoins the existing workshops suggesting questionable ground conditions and potential contamination.	2
Market Attractiveness	The small workshop units have low rates of vacancy and appear modern and well maintained. The occupiers appear to be relatively high quality given the small scale of the development. However, access to the site is poor, it is relatively low prominence of the A60 and ground conditions appear questionable. Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	3
Planning / Sustainability Factors	Allocated Employment Land (B1 uses) Flood Zone1 Within village envelope. Would involve the loss of playing fields and Langold Juniors football club	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 uses	
Existing Vacancy Levels	2 out of 10 units vacant, 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Modern units post 2000	

Condition of Existing Premises	Very good
Amount of Development Land Available	50%, incorporating adjoining Langold Juniors football ground - questionable ground constraints however
Potential for Alternative Employment Use	Minimal
Existing Occupiers	MG Independent Specialists, Langold Memorials, Gate Creations, Road Runner Racing

#### Potential New Site: REAR OF CHESTNUT DRIVE, LANGOLD

Reference	
C7	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 8km away from the nearest junction with the A1	1
Local Road Access	Site would need to be accessed through the existing allotments or via the residential development on Chestnut Road, or across the existing sports pitches to the south.	2
Proximity to urban areas, and access to labour & services	Site is located beyond the northern edge of Langold's urban area, some 500 metres to the north east of local services. Bus route along A60 - two buses per hour to Doncaster and Worksop. However, the A60 is 330 metres to the east of the site.	3
Compatibility of adjoining uses	Adjoins residential properties to the east; a sports field and allotment to the south, and open countryside to the north and west.	3
Site characteristics and development constraints	The site has relatively low prominence, although it is large and has even topography. No constraints visually apparent.	3
Market Attractiveness	Low profile site, difficult access issues, more suited to a residential extension in the short to medium term unless adjoining sites to the south come forward for employment use Langold is an established, well serviced, settlement with several small industrial units and workspaces; scope for expansion and consolidation of some businesses. Demand is likely to be relatively localised however.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith village envelope Adjacent to SSSI	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
MANOR FARM, CHURCH LANEHAM	CL1	2.0





Criteria	Comment	Score (out of 5)
Current Use	Former farm, with existing dwelling and out-buildings	
Strategic Access	Site located approximately 3km A57 via Laneham Road	3
Local Road Access	Limited access via local roads in Laneham village; lorry weight restrictions apply on a number of routes. Two access points to site, one close to bend with restricted visibility and turning space	2
Proximity to urban areas, and access to labour & services	On the south-eastern edge of Church Laneham village, and 0.5 km from Laneham village to the west. Limited local village services and residential dwellings.	2
Compatibility of adjoining uses	Surrounded by open countryside, with small number of residential dwellings immediately to the north.	5
Site characteristics and development constraints	Generally level and regular in shape. Within area of identified flood risk from River Trent with no defences; no other obvious constraints	3
Market Attractiveness	Low profile location, remote from established employment locations; potential to meet localised rural employment needs, possibly through re- use or conversion of existing agricultural buildings. Existing buildings currently being marketed for commercial use.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations; adjoins Site of Special Scientific Interest (SSSI) immediately to east. Outside settlement envelope	2

Potential New Site:	Reference	Area (ha)	
LAND ADJACENT TO GAMSTON AIRPORT, A1	E1	11.87	]



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	•
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by	5
Local Road Access	Access from the A1 via Dover Bottom (B6387)	5
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. There are no bus stops in the immediate vicinity of the site. Bus route along B6387 connecting with Ollerton and Gamston.	1
Compatibility of adjoining uses	Located beside Elkesley private airfield to the north, open countryside to the east, industrial uses to the west and the A1 to the south.	5
Site characteristics and development constraints	Site has a frontage onto the A1. It is a flat site with mature hedging across the middle. Ecological surveys would need to be undertaken on the site.	4
Market Attractiveness	Potentially a high profile accessible site off the A1, although it is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations, adjacent to a designated centre of employment. Flood Zone 1. Outside settlement envelope	3

Potential New Site:	Reference	Area (ha)
ELKESLEY PARK - LAND TO NORTH OF A1	E2	33.61



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1/A57, with direct north/southbound access close by.	5
Local Road Access	Limited access from A1 - major road and junction improvements would be required, potentially off Jockey Lane.	2
Proximity to urban areas, and access to labour & services	The nearest village, Elkesley, is difficult to access due to the severance posed by the A1 to the south. No bus stops or routes in the immediate vicinity of the site.	1
Compatibility of adjoining uses	Located beside Gamston private airfield to the north, open countryside, industrial uses to the west and east, with the A1 to the south.	5
Site characteristics and development constraints	Level site, featuring hedges and drainage ditches	5
Market Attractiveness	Potentially a high profile accessible site off the A1, although it has road infrastructure constraints and is relatively remote from the main centres of population and for local services. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Easternmost part of the site located within an existing allocated employment site.	4

Potential New Site:	Reference	Area (ha)
SITE ADJOINING A57, EAST MARKHAM	EM1	15.10



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site	
Strategic Access	Adjoins A57 - new access would be required, however.	5
Local Road Access	Site would need to be accessed directly off the A57 to the north of the site. A new access would need to be created off the trunk road, or, potentially, off Top Cart Gaps on the eastern edge of the site.	4
Proximity to urban areas, and access to labour & services	Site is on the northern edge of East Markham and is within 150 metres of the limited services and facilities in the village. An hourly bus service ruins along the A57 beside the site.	3
Compatibility of adjoining uses	Although some employment uses are located on the north eastern corner of the site, residential dwellings are located to the south, and a school to the south east. Open countryside to the east and north, beyond the A57.	2
Site characteristics and development constraints	Large, flat site with no visually apparent constraints to development.	5
Market Attractiveness	Picturesque village / semi-rural location in a potentially prominent position on the A57. However, it is distant to the major centres of employment and services and would require the removal of a number of mature trees and hedging to increase its visual prominence. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	Westernmost part of site within a Conservation area. Flood Zone 1. Outside village envelope	2

TOTAL SCORE:

25

# Potential New Site:ReferenceArea (ha)PLUMTREE FARM ESTATE EXPANSION LAND,<br/>HARWORTHH121.18



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5km away from the nearest A1 junction.	3
Local Road Access	New access needed off A631, or through Plumtree Lane Industrial Estate as appropriate	4
Proximity to urban areas, and access to labour & services	Site some 2.25km to the east of Harworth town centre, beyond the edge of the settlement boundary, on the edge of an established industrial estate. No bus stops in the immediate vicinity of the site, but on a regular bus route linking Harworth/Bircotes with Bawtry to the east.	2
Compatibility of adjoining uses	Plumtree Industrial Estate to the west; residential to the south and open countryside elsewhere.	3
Site characteristics and development constraints	Large, flat site with no constraints visually apparent.	5
Market Attractiveness	Good access to local road network. Would provide a useful extension to an existing and well established industrial estate to the west, with low vacancy rates. An area of solid local commercial demand with an established skilled workforce nearby. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	4
Planning / Sustainability	No restrictive policy or landscape designations	3
Factors	Flood Zone 1 Outside village envelope	

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: COLLIERY SITE, HARWORTH

Reference	Area (ha)
H2	22.97





Criteria	Comment	Score (out of 5)
Current Use	Brownfield site - former Harworth Colliery	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Existing access onto Blyth Road to the west, from which the strategic trunk road network can be accessed. A secondary/emergency access exists to the north of the site from Scrooby Road.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 200 metres from the town's high street. Bus services run along Blyth Road and Scrooby Road There are a number of bus stops along Scrooby Road	4
Compatibility of adjoining uses	The site is set within an established industrial setting, and is heavily screened from residential uses further north.	5
Site characteristics and development constraints	The former nature of the land means that ground conditions are in a variety of uses across the site. According to the owners, UK Coal, ground investigations have been undertaken where possible on the actual colliery site and these have shown minimal contamination. UK Land state that where contamination is present, this can be satisfactorily be remediated. The site has access to utilities.	3
Market Attractiveness	UK Coal have tested options for the wider development of the site and are currently working up proposals for residential, retail and employment. UK Coal state that the site could be available for an employment hub within 5 years if the colliery does not re-open, or beyond 20 years if coal mining begins once more.	4
	The site is potentially attractive due to the proximity of the M1 and the skilled local workforce. An established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Within village envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	Sui generis
Existing Vacancy Levels	Mothballed former colliery site
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	n/a
Condition of Existing Premises	n/a
Amount of Development Land Available	100% of site
Potential for Alternative Employment Use	UK Coal states that a total of 76,645sqm of commercial floor space could be accommodated on the site, featuring 5 units at 2,323sqm; 1 unit at 9,290sqm, 1 low bay warehouse at 27,871sqm and 1 high bay warehouse at 27,871sqm.
Existing Occupiers	UK Coal

TOTAL SCORE:

28

Potential New Site:	Reference	Area (ha)
PIT HEAD AND ASSOCIATED BUILDINGS,	нз	11.00
HARWORTH	H3	11.89





Criteria	Comment	Score (out of 5)
Current Use	Existing Colliery Pit Head	
Strategic Access	Site located approximately 4km away from the nearest junction with the A1	3
Local Road Access	Current access via Snape Lane and onto Blyth Road to the west.	4
Proximity to urban areas, and access to labour & services	The site is located on the edge of Harworth, some 1km from the town's high street. Bus services run along Blyth Road, although no bus stops are provided immediately adjacent to the site.	3
Compatibility of adjoining uses	The site is set within an established industrial setting, with surrounding countryside.	5
Site characteristics and development constraints	Former pit head - likely to be extensive contamination and remediation required. Ground conditions also likely to be a significant issue.	1
Market Attractiveness	Established employment use, but likely to be difficult to bring forward without substantial public funding and remediation works. Harworth in general is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Adjacent to employment allocation Flood Zone 1 Outside village envelope	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	Sui Generis -coal mine	
Existing Vacancy Levels	100% vacant (site mothballed)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1941-present	

Condition of Existing Premises	Condition poor
Amount of Development Land Available	50% development land available
Potential for Alternative Employment Use	Scope to demolish and rebuild
Existing Occupiers	UK Coal

#### Potential New Site: BAWTRY ROAD SITE, HARWORTH

Reference	Area (ha)
H4	96.15





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site adjoins A1 junction at its southern end.	5
Local Road Access	Subject to a new access being provided, the site fronts directly onto Blyth Road to the west and A614 Bawtry Road to the east	5
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.5km from the town's high street at its northernmost point. Bus route along Bawtry Road and Blyth Road, although no stops visible.	2
Compatibility of adjoining uses	Heavy industry/former colliery to north and west, with countryside to east; some residential dwellings at the southern end of the site.	4
Site characteristics and development constraints	Very large site with a number of field boundaries, roads and footpaths crossing the site. Undulating topography.	3
Market Attractiveness	The southernmost point of the site is likely to be attractive to the market due to its excellent transport links and proximity to the A1; market interest is likely to be less intense the further north one goes into the site.	4
	Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
NORTH OF SNAPE LANE, HARWORTH	H5	122.06



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 3km away from the nearest junction with the A1	3
Local Road Access	Subject to access point, the site fronts onto Snape Lane to the south, and Bawtry Lane (A614) to the east	4
Proximity to urban areas, and access to labour & services	Site located well beyond the southernmost edge of Harworth, some 1.75km from the town's high street at its northernmost point. No facilities in the immediate vicinity of the site. Bus route along Bawtry Road, although no stops visible.	3
Compatibility of adjoining uses	Site adjoins existing colliery site to the east; residential to the far north; and countryside elsewhere.	4
Site characteristics and development constraints	The site is currently used for a mix of arable farming and old slag heaps, with mature trees, woodland and hedging around the perimeter	3
Market Attractiveness	Site is readily accessed from the A614, but is less prominent than the other sites south of Harworth and would be less attractive to the market as a result. Harworth is an established employment destination with a skilled workforce and high prominence from the A1. Harworth is readily accessible to the M1/M18 and the major conurbations to the north and west, as well as Robin Hood Airport, and is more attractive to inwards investment than other towns in the District as a result. There may be some limited Business Park and small office accommodation, although need is strongest for larger distribution sites and industrial units in the area.	3
Planning / Sustainability Factors	No restrictive policy designations with southern part of site designated Geological Site of Importance for Nature Conservation Flood Zone 1 Outside village envelope	2

## Potential New Site: STATION STREET, MISTERTON

Reference	Area (ha)
M1	1.79



Criteria	Comment	Score (out of 5)
Current Use	Greenfield extension to an existing employment use	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Very narrow access to the site off Station Road - one way, problematic for deliveries	1
Proximity to urban areas, and access to labour & services	Site is located within and on the edge of Misterton and the services and facilities the village provides. Station Road has a regular bus service	3
Compatibility of adjoining uses	The site to the south features a number of small offices. The site is otherwise surrounded by housing and open countryside	3
Site characteristics and development constraints	The site comprises an irregular, narrow, shape with mature hedging and ditches. The owner has not highlighted any ownership constraints or ground contamination issues.	3
Market Attractiveness	The attractiveness of this site is limited due to its poor shape and very poor access. It could represent a small extension to the existing small office businesses, although demand would be very localised. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. Virtually no office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside village envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: FOX COVERT LANE, MISTERTON

Reference	Area
M2	5







Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Fox Covert Lane, with a narrow, low rail bridge (3.2m) immediately to the east	1
Proximity to urban areas, and access to labour & services	The site is located on the edge of Misterton approximately 1.5km from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential properties to the west; open countryside to the north and south; Millennium House business premises (on the market with DTZ for a variety of uses, subject to planning) to the east.	4
Site characteristics and development constraints	The site comprises flat grazing land bordered by mature hedging. No site constraints are highlighted in the representations made by the owner of the site.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Although it adjoins an existing employment site, this is currently being marketed for alternative uses which may indicate weak commercial demand for units in the area. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Small part to east of site has no restrictive policy or landscape designations. Remainder designated mature landscape area. Eastern part of site Flood Zone 3; remainder of site Flood Zone 1. Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: GROVE WOOD ROAD, MISTERTON

Reference	Area (ha)
M3	8.33





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site currently used for agriculture (grazing)	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Poor - direct access onto Grove Wood Road, with a narrow, low rail bridge (3.2m) further east via Fox Covert Lane.	1
Proximity to urban areas, and access to labour & services	The site is located beyond Misterton's settlement boundary approximately 750 metres from the village centre, although no services in the immediate vicinity of the site. Whilst there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	3
Compatibility of adjoining uses	Residential uses to the north and east; open countryside to the west and a community facility to the south.	2
Site characteristics and development constraints	Flat arable land - no development constraints visually apparent.	5
Market Attractiveness	The site is constrained by a relatively poor local access road and is not visible from the main highway into Misterton. Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	2
Planning / Sustainability Factors	Designated mature landscape area. Flood Zone 1 Outside village envelope	2

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
WEST STOCKWITH PARK, MISTERTON	M4	5.84





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site over 12km to the east of the A1 and 15km to the south of the M180	1
Local Road Access	Direct access onto Stockwith Road and onto the A161 further west. Rail bridges to the east constrain the height of vehicles accessing the estate from the west.	3
Proximity to urban areas, and access to labour & services	Beyond the edge of the built up area of Misterton. Over 2km to the village centre, with no facilities in the immediate vicinity. Although there are no bus stops near the site, it is near a bus route providing regular services (28 a day Monday to Saturday) to/from Worksop, Retford and Gainsborough.	2
Compatibility of adjoining uses	Dispersed residential uses on the opposite side of Stockwith Road; River to east and open countryside beyond.	4
Site characteristics and development constraints	Gentle slope on available development land within the existing estate.	4
Market Attractiveness	Other than Fox Covert Lane, this comprises the only Industrial Estate within Misterton and hence there is likely to be a consistent level of local demand for units on this established estate. The site is not particularly prominent from the main through route and the condition of many of the existing units is considered to be relatively poor. The estate has high vacancy levels indicating weak demand.	2
	Limited commercial demand due to remoteness from main service centres; poor and convoluted access routes; and low industrial presence. No office market; industrial demand restricted to very localised indigenous uses.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2,B8) Flood Zone 3	3
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2	
Existing Vacancy Levels	50% vacancy	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990
Condition of Existing Premises	Poor condition generally
Amount of Development Land Available	50% available
Potential for Alternative Employment Use	Opportunities to upgrade and enhance the site for existing employment use.
Existing Occupiers	Kingfisher Print, AMT systems, Westwood Marine, Ashley Markham, Anchor Marine Engineering, Allweights, SNA Associates, AMT Systems, RB Stainless Steel.

#### Potential New Site: NORTH OF MARKHAM MOOR INTERCHANGE

Reference	Area (ha)
MM1	12.25



Criteria	Comment	Score (out of 5)
Current Use	Vacant greenfield site	
Strategic Access	On A57/A1/A638 junction	5
Local Road Access	Located in close proximity to the grade separated road interchange at Markham Moor. A new access would need to be installed, potentially to the north off the A638.	5
Proximity to urban areas, and access to labour & services	On the eastern edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network.	2
	Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	
Compatibility of adjoining uses	Surrounded by open countryside to the north, the road infrastructure to the south, and employment generators to the south and west.	5
Site characteristics and development constraints	A large site generally flat in appearance. No constraints were visually apparent.	5
Market Attractiveness	The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to existing employment area	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF A57/A1 MARKHAM MOOR

Reference	Area (ha)
MM2	16.69





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	, , , , , , , , , , , , , , , , , , ,
Strategic Access	Site in close proximity to the A57/A1 junction	5
Local Road Access	The site is accessed via the A1/B1164/Main Street roundabout.	5
Proximity to urban areas, and access to labour & services	On the western edge of Markham Moor, a very small village. Some 2.5km to the west of East Markham. A number of services have built up around the road junction nearby to serve the needs of long distance travellers on the arterial road network. Bus stops are located on the A638 to the north of the site, outside Markham Moor Inn. Service 37 runs every 70 minutes Mondays-Saturdays between Retford-Tuxford-Newark.	2
Compatibility of adjoining uses	Surrounded by open countryside to the west and south, the road infrastructure to the east, and employment generators to the north.	5
Site characteristics and development constraints	The site exhibits a slight slope. An ecological survey of the site in February 2009 concluded that ecological issues do not present a constraint to development. Electricity, water and telecom supply infrastructure in the vicinity of the site; however, a gas supply is not present. Disposal of foul water to the nearby public vacuum sewer system should be feasible. The land is within single ownership keen to develop for employment use. No restrictive covenants are present.	5
Market Attractiveness	The site is proposed for general industrial and storage and distribution uses (45,785sqm) with ancillary office space (2,350sqm). The developer states that they have the resources and experience capable of delivering the proposed development, which could come forward within 5 years. The site is located a considerable distance away from local workforces and services, and is not as visually prominent from the A1 as alternative sites. Nevertheless, it is a highly accessible site that could be attractive to hauliers and more footloose smaller office occupiers.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Adjacent to designated Centre of Employment. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: MANOR FARM, OLDCOTES

Reference	Area (ha)
01	3.52





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 5.8km to the west of the A1 junction	2
Local Road Access	Located directly alongside the A60	5
Proximity to urban areas, and access to labour & services	Approximately 900 metres to the north of the small village of Oldcotes, although no services in the immediate vicinity of the site. Bus route between Worksop and Tickhill, although no stops in the vicinity of the site. Routes include the no.22 Doncaster to Langold; and no.30 Worksop to Robin Hood Airport.	2
Compatibility of adjoining uses	Surrounded by open countryside.	5
Site characteristics and development constraints	No constraints according to representations. The land is not contaminated.	5
Market Attractiveness	Prominent site off the A60. However, it is very poorly related to the existing service centres. Although access to the strategic road network is in general relatively poor, the sites are closer to the sub-regional centres and hence are more attractive to small indigenous companies looking to remain in the District.	2
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outside settlement envelope	3

[**Scoring:** 5 = best, 1 = worst]

## Potential New Site: LAND TO SOUTH OF WHITEHOUSES ROAD, RETFORD

	Reference	Area (ha)
ND, RETFORD	R1	7.59



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6.5km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access to A638 adjoining to the east; Whitehouses Road to the north. A638 narrows as it goes over the railway 120m to the north.	3
Proximity to urban areas, and access to labour & services	On the edge of Retford's southernmost development boundary. On a bus route linking Retford with the villages of Gamston, Eaton West Drayton and Markham Moor to the south, although no bus stop in the immediate vicinity of the site.	3
Compatibility of adjoining uses	Countryside to the west and north; residential to the east and west.	
Site characteristics and development constraints	Flat site, although proximity to river could result in flood risk. Mature trees and hedging on the boundary of the site. Evidence of footpaths across the site.	3
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations with River Valley Corridor running through site. Flood Zone 3. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LAND EITHER SIDE OF OLLERTON ROAD, RETFORD

Reference	
R2	

Area (ha) **30.61** 



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 6km to the south-east of the Ranby A1 grade separated junction.	2
Local Road Access	Direct access onto Ollerton Road. No constraints/heavy congestion apparent.	4
Proximity to urban areas, and access to labour & services	The site is located beyond the southernmost edge of Retford. It is approximately 750 metres to the south of the nearest services and facilities, although no services in the immediate vicinity of the site. On a bus route into Retford, although no bus stops in immediate vicinity of the site.	
Compatibility of adjoining uses	The residential area of Ordsall comprises the northern boundary of the site. Open countryside to the south, east and west of the site	3
Site characteristics and development constraints	Large flat site either side of Ollerton Road. No constrains visually apparent.	4
Market Attractiveness	Relatively low attractiveness of the site due to location away from the strategic road network. The site is not an established employment area. The site may be more appropriate for residential use more in keeping with its surroundings. Although there are significant capacity issues on the local road network in Retford town, this is generally an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope Adjacent to allocated residential land	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: ICON POLYMERS SITE, RETFORD

Reference	Area (ha)
R3	2.41





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site currently occupied by Icon Polymer Group.	
Strategic Access	Site located over 7km to the east of the Ranby A1 grade separated junction.	
Local Road Access	Poor - via a dense residential area and next to a level crossing	2
Proximity to urban areas, and access to labour & services	Around 300 metres to the south of Retford town centre and all the facilities and services therein. On an existing bus route with regular services; close to the east coast main line station.	5
Compatibility of adjoining uses	Established B2 industrial uses set within a wider residential setting.	2
Site characteristics and development constraints	Virtually 100% site cover - building recently demolished to provide additional (limited) car parking. Development constraints relate to access issues and adjoining residential uses. Limited room for future expansion.	
Market Attractiveness	The site is owned freehold by Coast properties and Finance. It is understood that representations seek the de-allocation of the site for 100% employment use and its allocation for either residential development or mixed use residential/employment development.	3
	The site is relatively unattractive as a business location. The existing buildings are generally outdated and of a poor quality, whilst the adverse access issues and proximity of dense residential dwellings limits its expansion potential.	
	Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	Existing Employment Allocation (B1,B2 & B8 uses). Flood Zone 1. Within town envelope	5

FOR EXISTING SITES	
Type of Existing Use (B1/B2/B8 other)	B2
Existing Vacancy Levels	100% occupied but looking to vacate
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-1970
Condition of Existing Premises	Condition of the existing properties is considered to be relatively poor
Amount of Development Land Available	Under 10%
Potential for Alternative Employment Use	It is understood from representations received from LSH that the current occupiers of the site (Icon Polymers) are seeking alternative accommodation as the site no longer fits their requirements. There is scope for mixed use development, and specifically residential uses, on the site
Existing Occupiers	Icon Polymers

Potential New Site:	Reference	Area (ha)
BABWORTH, GREAT MORTON, RETFORD	R4	4.02



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford, although it is noted that this road can become congested at peak times.	4
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford. Site is approximately 2km to the south west of Retford Town Centre, although no services in the immediate vicinity of the site. Located beyond the edge of the built up area. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Babworth Woods on the eastern boundary of the site; arable land and farm building to west, countryside to south and north.	
Site characteristics and development constraints	Gently undulating site, with a small stream running across - potential flooding issues. Wildlife / ecological constraints may be an issue given adjoining woods.	4
Market Attractiveness	Site currently being auctioned by agents for agricultural use. One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. Site currently being marketed for agricultural use. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	Western part has no restrictive policy or landscape designations. East part designated mature landscape area. Small part of site Flood Zone 3; remainder Flood Zone 1 Outside town envelope.	2

Potential New Site:
BABWORTH MANSFIELD ROAD SITE, RETFORD

Reference	Area (ha)
R5	8.32





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located approximately 4km to the east of the Ranby A1 grade separated junction.	3
Local Road Access	Direct access onto the A620 Babworth Road into Retford via B6420, although it is noted that this road can become congested at peak times.	
Proximity to urban areas, and access to labour & services	Site located on the fringe of Retford approximately 2km to the south west of the Town Centre. Located beyond the edge of the built up area; no services in the immediate vicinity of the site. On the bus route into Retford; however, no bus stops in immediate vicinity of the site.	3
Compatibility of adjoining uses	Surrounded by open countryside and farmland, with farm buildings on the eastern side.	4
Site characteristics and development constraints	Flat, regularly shaped site.	5
Market Attractiveness	One of very few potential development sites on the edge of Retford. A prominent site on the western gateway to the town. In agricultural use and may remain so, however. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outside town envelope	2

TOTAL SCORE:

25

Potential New Site:	Reference	Area (ha)
TRINITY PARK INDUSTRIAL ESTATE -	BC	27.27
EXTENSION OF EXISTING, RETFORD	R6	27.27



Criteria	Comment	Score (out of 5)
Current Use	Agricultural - greenfield extension to existing Business Park	
Strategic Access	Site located approximately 8km to the east of the nearest A1 junction.	2
Local Road Access	The site is well related to the A638 North Road, which splits the site. The land would be accessed from North Road and it is likely that a new access and potentially a roundabout may be proposed. The representations anticipate that the proposed access road from north Road would link into the existing employment area to the east of the site at Randall Park Way.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2km to the northwest of Retford Town Centre, and is located on the edge of the built up area, although no services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	Residential uses are being promoted for the greenfield site immediately to the south of the extension; Trinity Park is located to the east, residential to the south and open countryside to the north.	3
Site characteristics and development constraints	The representations indicate that there are no nature conservation or ground contamination issues relating to the site. The HV power lines crossing the site are a constraint and therefore a buffer zone would need to be identified beneath their zone of influence. The site has access to utility services in the adjoining development.	4
Market Attractiveness	The site is owned by the Master and Governor and Brethren of the hospital of the Holy and Undivided Trinity. This parcel of land is being promoted as a mixed use development consisting of B1/B8 uses as part of a mixed use scheme with land to the west of North Road/North of Brewster's Way. It is anticipated that the site could deliver a minimum of 8,000 sqm of commercial floorspace.	5
	The site is split into a 5.67ha parcel of land immediately adjoining Trinity Park, and a 14.5ha site opposite on the western side of North	

	<ul> <li>Road. The existing Business Park has some high quality occupiers, and an extension to the Park would provide a high quality business use in an area of demand; however, Phase 2, which is currently underway, has a considerable number of vacant plots and it is questionable whether the current market could sustain the whole site coming forward for employment use. Careful phasing of development would need to be required.</li> <li>Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to</li> </ul>	
	be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	
Planning / Sustainability Factors	No restrictive policy or landscape designations. Easternmost part of the site is an employment allocation.4Northern part of site Flood Zone 3; remainder of site Flood Zone 1 Outside town envelope4	
FOR EXISTING SITES - TH	E EXISTING TRINITY PARK TO THE EAST OF THE EXPANSION LAND.	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	
Condition of Existing Premises	Very good - all new build	
Amount of Development Land Available	Phase 2 currently underway. A considerable number of vacant plots, plus the expansion land further north.	
Potential for Alternative Employment Use	No	
Existing Occupiers	Occupiers include Translift, G Williams & Co Seed Merchants, Design Bubble, CPS Payroll Services, Transdeck Double Deck Specialists, NHS Bassetlaw Primary Care Trust, Snap Plc, Apex Manufacturing International, MKM Building Suppliers.	

#### Potential New Site: WILLOW FIELD, RETFORD

Reference	Area (ha)
R7	9.44





Criteria	Comment	Score (out of 5)
Current Use	Currently used as a willow coppice - greenfield site	
Strategic Access	Site located approximately 7.75km to the south-east of the nearest A1 junction.	2
Local Road Access	Adjoins the A638 to the west. Access would be via the existing adjoining access road linking to Bellmoor employment area to the north.	5
Proximity to urban areas, and access to labour & services	The site is approximately 2.5km to the northwest of Retford Town Centre, and is located beyond the edge of the built up area. No services in the immediate vicinity of the site. Several bus services currently operate along North Road and Randall Way which connect Retford to the surrounding towns including Bawtry, Doncaster and Robin Hood Airport. These services (27 / 27A / X29 / 47 / 47A) cumulatively provide 2-3 services an hour into Retford. Bus stops adjoin the site.	3
Compatibility of adjoining uses	The site has the Bellmoor employment area to the north; willow coppice to the east; Trinity Park and countryside to the south and open countryside to the west.	5
Site characteristics and development constraints	The site currently comprises a heavily wooded willow coppice site.	2
Market Attractiveness	All trees would need to be removed. The site is located in an attractive part of the District in an area of demand. It is sandwiched between two established employment areas and could represent a long term extension to these employment areas; however, other sites to the south may have greater commercial potential in the short to medium term. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the Bassetlaw context and benefits from access to two main roads and is close to the A1/A57.	4
Planning / Sustainability Factors	Existing Employment allocation (B1, B2, B8) immediately to the north. Part of site Flood Zone 3; remainder of site Flood Zone 1. Outside town envelope	2

[**Scoring:** 5 = best, 1 = worst]

Existing Site:	Referen	се	Area (ha	)
HALLCROFT INDUSTRIAL ESTATE, RETFORD		R8		7.42



Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Site located approximately 8km to the east of the A1.	2
Local Road Access	Site fronts onto Hallcroft Road to the west. The A638 can be accessed via Randall Way to the west; however, there would be a difficult right turn out of the estate onto Hallcroft Road for vehicles heading northwards.	3
Proximity to urban areas, and access to labour & services	Approximately 1.6km to the north west of Retford town centre. Comprises an established industrial estate on the edge of the built up area. Numerous bus stops on Hallcroft Road adjoining site providing regular services into Retford and beyond.	4
Compatibility of adjoining uses	Sewage treatment works to the north; residential to the south and east, community facility to the south; recreational facilities to the east.	3
Site characteristics and development constraints	The site is an existing developed out industrial estate with little remaining developable land.	5
Market Attractiveness	The site is an attractive, established industrial estate with several relatively high profile occupiers. Approximately 85% of the businesses are B2/B8, although the site is relatively remote from the wider strategic road network and is peripheral to a residential area. Although there are significant capacity issues on the local road network in Retford town, this is an area of robust localised demand, particularly for industrial uses. Demand for sites from major occupiers is likely to be limited; however, Retford is a reasonably sized town in the	4
Planning / Sustainability Factors	Bassetlaw context and benefits from access to two main roads and is close to the A1/A57. No restrictive policy or landscape designations. North East corner of site may be in Flood Zone 2 & 3; remainder of site Flood Zone 1 Outside town envelope	3

FOR EXISTING SITE	
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8
Existing Vacancy Levels	20% vacancy levels
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of buildings: 1970-present
Condition of Existing Premises	Average to good
Amount of Development Land Available	Under 10% of vacant land remaining
Potential for Alternative Employment Use	Potential to upgrade frontage to increase attractiveness of estate to future occupiers.
Existing Occupiers	Occupiers include City Electrical Factors, Travis Perkins, Retford Glass, Royal Mail, Mudford Marquees, Singer Sells Scaffolding, Dunfen Mechanical fabrications, Bullock Construction, THULF, Barlow Joinery, Rope Assemblies, Jones Electrical Supplies, BB Conveyors.

## Potential New Site: SOUTH WEST OF RANBY OFF A1

Reference	Area (ha)
RA1	16.59





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to grade separated junction on the A1	5
Local Road Access	Direct access from B6079 via A1. Wide, lightly trafficked road with no constraints apparent.	5
Proximity to urban areas, and access to labour & services	Some 750mto the south-west of the small village of Ranby (although no services in the immediate vicinity of the site). No bus stops close by the site, but on the main bus route linking Ranby with Worksop.	2
Compatibility of adjoining uses	Surrounded by open countryside with the A1 to the east.	5
Site characteristics and development constraints	Large flat site surrounded by mature hedging and drainage ditches.	5
Market Attractiveness	Site is currently screened from the A1 to the east, but potentially could be made more prominent and benefits from an access, via the B6079, onto the strategic trunk road network. Site is not, however, well related to existing centres of population. Highly accessible area, although away from the main centres of population in the District. Attractive to hauliers and more footloose smaller office occupiers.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement envelope.	3

[**Scoring:** 5 = best, 1 = worst]

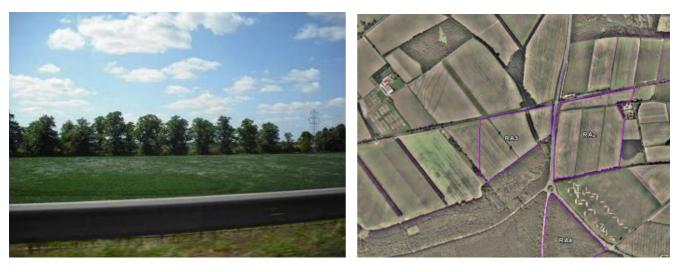
Potential New Site:	Reference	Area (ha)
LAND TO EAST OF A1/A57 JUNCTION	RA2	37.16





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north. Any access from B6420 to the south would require major transport infrastructure improvements.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the B6420, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the west; open countryside elsewhere.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary. Planning permission granted for the erection of storage containers 53/08/00001.	4

Potential New Site:	Reference	Area (ha)
LAND TO WEST OF A1/A57 JUNCTION	RA3	24.93



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57, although major access works required.	4
Local Road Access	No local road access except via a small single track road to the north, Green Drive. Any access from A57 would require major works through a heavily wooded area to the south. Major transport infrastructure improvements required.	1
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Surrounded by open countryside; A1 to the east; wooded area to south with A57 beyond this.	5
Site characteristics and development constraints	Large, flat site.	5
Market Attractiveness Potentially high profile site off the A1 within a rural location. Site less attractive than others nearer to Worksop, and lacks necessary transport infrastructure. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would be well suited to distribution hubs, and potentially a Business Park.		4
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside settlement boundary	3

#### Potential New Site: LODGE BRAKE PLANTATION

Reference	Area (ha)
RA4	20.36



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located in close proximity to the A1/A57.	5
Local Road Access	Permission granted for the construction of a new access onto the existing carriageway (slip road of the A1).	5
Proximity to urban areas, and access to labour & services	No services / amenities in close proximity to the site. Bus services available on the A57, but no way to access these at present from the site.	1
Compatibility of adjoining uses	Site is currently a plantation and is heavily wooded. Woodland/open countryside and the A1/A614 Aspley Head Junction surrounds the site.	5
Site characteristics and development constraints	Large, flat site. Agent confirms that an important element of the planning consent for the hotel scheme (see below) was the woodland management scheme. The agent confirms there are no other constraints in respect of the site although the position in respect of the connection of statutory services would need to be investigated.	2
Market Attractiveness	Potentially high profile site off the A1 within a rural location. Site has extant planning permission (ref. $1/4/97/3$ ) for the erection of a 150 bed hotel, restaurant, conference and leisure facilities, together with the construction of a new access. However, the owner is now exploring alternative development options for the site.	4
	Site less attractive than others nearer to Worksop, and has potential issues with regards the woodland management scheme described above. Excellent proximity to strategic trunk road network, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone to the west; now an established and recognised commercial location. The site would potentially be suited to a Business Park.	
Planning / Sustainability Factors	Site located within a designated Special Landscape Area. Flood Zone 1. Site has extant planning permission for (non-employment) commercial and leisure uses. Outside settlement boundary.	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
ASHVALE ROAD, TUXFORD	T1	1.21



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road;	4
	around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to a range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins A1 to the west, and residential areas to south and east, with open countryside beyond.	3
Site characteristics and development constraints	Medium sized, flat site, irregular in shape, no significant other constraints on development apparent. Surrounding hedgerows would be retained. Agents are unaware of any site contamination/adverse ground conditions. Agents confirm that noise from the A1 would be designed out, which would also protect existing residents on the eastern side of the B1164 from noise. Agents note that the site has access to utility services.	4
	Agents confirm there are no land ownership constraints to develop.	
Market Attractiveness	Site put forward for office, light industry and/or service/trade workshops by Mr Howard Peel and Mr Charles Daybell, local agents. The site has a pleasant outlook; good visibility from the A1, in an attractive setting. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability	No restrictive policy or landscape designations. In Flood Zone 1.	3
Factors	Outside the village envelope.	0

Potential New Site:	Reference	Area (ha)
NORTH OF NORTH ROAD, TUXFORD	T2	12.05



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural land.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Fronts directly onto Ashvale Road, existing access to field would be used.	4
Proximity to urban areas, and access to labour & services	On the edge of Tuxford, close to range of local services and facilities; few facilities in immediate vicinity. Adjacent to an existing bus stop with hourly services each way to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	3
Compatibility of adjoining uses	Adjoins rail line to east, and residential areas to south and west; Lodge Lane Industrial estate to the north with open countryside beyond.	3
Site characteristics and development constraints	The site slopes to the north and comprises a field in the open countryside. Site has a good road profile, but mature hedges. The site does not have direct access to utility services, although water and electricity runs alongside. Site put forward by former owners with a retained financial interest in the site. They are keen for the site to be allocated for general industrial use, or potentially for an office/Research campus if demand warranted. Agreement would need to be given by current landowners.	3
Market Attractiveness	The site is pleasantly located off the Great North Road; however, it is heavily screened by mature hedging and has a poor profile at present. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future. The site has not yet been marketed and current owners are not known to be pushing the development of the site.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside the village envelope.	3

# Potential New Site: LODGE LANE INDUSTRIAL ESTATE, TUXFORD

Reference	Area (ha)
Т3	7.35





Criteria	Comment	Score (out of 5)
Current Use	Existing Industrial Estate	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.5km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly services each way to Tuxford and Retford between 6.30 and 18.10.	3
Compatibility of adjoining uses	The site is predominantly surrounded by arable farmland, with a rail line forming the eastern boundary.	5
Site characteristics and development constraints	The site is generally level with good opportunities for expansion.	4
Market Attractiveness	This is a relatively low profile but well established industrial estate comprising a mixture of 1930's and new build accommodation. Units comprise a mix of brick elevations beneath crinkly tin roofs, and steel portal frame construction, brick block elevations and corrugated sheet steel roofs and elevations. Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site is adjacent to the railway although there is no rail link. Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	Designated Centre of Employment. Flood Zone 1. Outside Tuxford's village envelope.	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	Low - below 10%	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of pre-war units and more recent new build accommodation.
Condition of Existing Premises	Average
Amount of Development Land Available	30% of land available, used as open storage.
Potential for Alternative Employment Use	Good for bad neighbour or niche uses. Scope for consolidation and extension of the site if necessary.
Existing Occupiers	Occupiers include Renault Vans, Riggotts Facilities Maintenance, Truck and Trailer Care, T&S Electrical Contractors and Roy Waring South Ltd. There are substantial areas of open storage and a Waste Recycling Centre to the east.

Potential New Site:	
LAND NORTH OF LODGE LANE, TUXFORD	

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Reference T4 Area (ha)

22.98

Criteria	Comment	Score (out of 5)
Current Use	Predominantly greenfield site used for arable farming; industrial brownfield west	d land to the
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Reasonable road access via Lodge Lane and Ash Vale Road.	3
Proximity to urban areas, and access to labour & services	The site is located on the south-eastern edge of Tuxford, approximately 1.4km to the village centre and the facilities and services therein (although no services in the immediate vicinity of the site). No bus services along Lodge Lane, although approx. 200m walking distance to bus services on Ash Vale Road. These comprise hourly	3
Compatibility of adjoining uses	services each way to Tuxford and Retford between 6.30 and 18.10. Residential dwellings are located at the far end of the site, with more compatible industrial uses to the south and west.	4
Site characteristics and development constraints	Slightly undulating site, with established hedgerows along the boundary.	4
Market Attractiveness	Access to the A1 is reasonable via Ash Vale Road. However, the site has generally poor prominence in an area with very localised demand. The site itself would be reasonably attractive to developers and could form part of a long term expansion plan for the Lodge Lane Industrial estate to the south east. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1. Outside village envelope. Part of westernmost area of the site is an employment allocation.	4

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: LINCOLN ROAD, TUXFORD

Reference	Area (ha)
Т5	0.86



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site currently used for sheep grazing.	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	4
Local Road Access	Direct access onto A6075 Lincoln Road, but close to a busy T-junction and must be accessed underneath the A1 bridge.	3
Proximity to urban areas, and access to labour & services	Site less than 350m to the east of Tuxford village centre; small local shop 50 metres to the east of the site. Bus stop approx. 100m to east of site on A6075, providing regular services to Tuxford and Retford between 6.30 and 18.10. Approximately 15 services in total.	4
Compatibility of adjoining uses	Mixture of residential dwellings opposite the site, with B1 light industrial and office adjoining other service uses alongside.	3
Site characteristics and development constraints	Good frontage onto Lincoln Road and high profile for vehicles enteringTuxford from the south (via the main access from the A1).The site is gently sloping and features a number of mature trees andhedging on the boundaries.	
Market Attractiveness	The site benefits from a good profile on the A6075, highly visible location at a key gateway to Tuxford from the A1. Close to village centre. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and Tuxford is unlikely to be a significant commercial destination in the future.	4
Planning / Sustainability Factors	Part of site located within Flood Zone 3. Partly within and partly outside Village Envelope. Partly within and partly outside Conservation Area.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

24

Potential New Site:	Reference	
OLLERTON ROAD WEST OF TUXFORD	Т6	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield Site used for arable farming (oil seed rape).	
Strategic Access	Less than 1km to southbound junction of A1, access via Ashvale Road; around 4km to northbound junction via local roads at Markham Moor.	
Local Road Access	Direct access onto A6075 Ollerton Road, the main easterly approach to Tuxford.	4
Proximity to urban areas, and access to labour & services	Outwith the village envelope, on the edge of Tuxford's built up area. Less than 350 metres to Tuxford village centre to the east. On a regular bus route, although no bus stops in the immediate vicinity of the site.	
Compatibility of adjoining uses	Compatible industrial uses on British fields Industrial Estate immediately to the west; residential dwellings to the east with arable farmland beyond.	4
Site characteristics and development constraints	Site slopes steeply downwards away from the road. Presence of telegraph wires diagonally across the site. No other development constraints visually apparent.	3
Market Attractiveness	Located on the western outskirts of Tuxford on Ollerton Road. Adjoins existing British Fields Industrial Estate to west, which features a number of established industries including Ballards Removals, Hollybank Engineering and Bluefin Garage Equipment supplies. Prominent site with an attractive setting on the main approach to Tuxford from the west. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Outside Village Envelope. Flood Zone 1	3

TOTAL SCORE: 24

Area (ha) 18.11

# Potential New Site: HIGH CROFT, RETFORD ROAD, TUXFORD

Reference	Area(ha)
T7	2.72





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site (previously used for brick production)	
Strategic Access	Just over 2km to the grade separated junction of the A1 at Markham Vale	3
Local Road Access	Direct access onto B1164.	4
Proximity to urban areas, and access to labour & services	The site is located some 600m to the north of Tuxford along the Retford Road. A wide footpath links the site to the services and facilities offered by the village. An hourly bus service runs adjacent to the site	4
Compatibility of adjoining uses	The site is partially occupied by a farm building and is located opposite residential dwellings and a windmill with a coffee shop and visitor attractions. Open countryside beyond.	3
Site characteristics and development constraints	Gently undulating topography. According to the agent promoting the site, there are no site contamination or adverse ground conditions at the site. There are no other known site constraints to development. The site has access to utilities infrastructure.	5
Market Attractiveness	Owner putting forward the site for mixed use development. This would be residential led but with an employment component. According to the agent, it is understood that the owners of the two parcels of land to the south of this site are also keen for their land to be considered for development. Together these parcels of land would form an extension to Tuxford from Bevercotes Road back to Retford Road.	3
	The site is not prominent from the strategic road network to the east, although it is relatively accessible. The site is beyond the settlement boundary and adjoins residential. It is unlikely that a wholly employment-led development could be supported at this location, although a mixed use scheme led by residential uses with a smaller employment component could be viable. Although well related to the A1, Tuxford is generally considered difficult to get to and is an area of weaker demand in the District. Its role is primarily to serve local indigenous businesses and is unlikely to be a significant commercial destination in the future.	
Planning / Sustainability Factors	No restrictive policy or landscape designations, although outside village envelope. Located within Flood Zone 1	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: DANESHILL ROAD, TORWORTH

Reference	Area (ha)	
T01	1.83	



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site over 6km away from nearest A1 junction	2
Local Road Access	Poor - via a level crossing to the east	2
Proximity to urban areas, and access to labour & services	Some 900m to the south east of the small village centre of Torworth, although no facilities in the immediate vicinity of the site. Nearest bus route along the A638 some 550 metres to the west providing hourly services between Worksop and Retford.	
Compatibility of adjoining uses	Surrounded by open countryside and woodland, with a rail line forming the eastern boundary to the site.	
Site characteristics and development constraints	Triangular shaped, flat, site with mature planting on the western boundary.	3
Market Attractiveness	It is not prominent from the main highway, has poor access and does not relate well to established population centres. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	1
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: TORWORTH GRANGE

Reference	Area (ha)	
T02	4.21	
	Tot 1	
	1 10 000	





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site over 6.5km away from nearest A1 junction	2
Local Road Access	Good - direct access onto A638 to the east	5
Proximity to urban areas, and access to labour & services	750 metres to the south of Torworth village centre. Generally remote from sub-regional centres of population. Bus stop near site on A638, providing hourly services between Doncaster and Retford	2
Compatibility of adjoining uses	Residential development to the south; surrounded by open countryside beyond.	
Site characteristics and development constraints	Large flat site with no visible constraints.	
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith village envelope	3

[**Scoring:** 5 = best, 1 = worst]

Potential New Site:	Reference	Area (ha)
EAST OF A634, TORWORTH	Т03	13.44



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site used for agriculture	
Strategic Access	Site approximately 4km away from nearest A1 junction	3
Local Road Access	Good - direct access onto A634 to the west	5
Proximity to urban areas, and access to labour & services	Over 2km from nearest settlement, at Blyth to the north west, with no facilities in the immediate vicinity of the site. On a direct bus route along the A638, although no stops in the immediate vicinity of the site.	2
Compatibility of adjoining uses	Surrounded by open countryside, with a farm to the west of the site.	4
Site characteristics and development constraints	Large site divided by mature hedging. No obvious visual constraints	4
Market Attractiveness	It is, however, prominent from the main highway, although it does not relate well to established population centres.	1
	Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone 1 Outwith settlement envelope	3

## Potential New Site: LAND AT RANSKILL

Reference	Area (ha)
T04	2.23



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	• - <u>-</u>
Strategic Access	Site over 5km away from nearest A1 junction	3
Local Road Access	Narrow road with a level crossing over a rail line to the west of the site.	2
Proximity to urban areas, and access to labour & services	Ranskill village centre some 525 metres to the west of the site with a small number of local services and facilities. Bus routes run through Ranskill village centre to the west of the site.	2
Compatibility of adjoining uses	Residential and small employment site to the west; timber yard and agricultural land to the east; countryside to the north and south of the site.	4
Site characteristics and development constraints	Slightly undulating site; no major constraints visible from site visit.	5
Market Attractiveness	Site could be attractive for small infill workshops or as an extension to the timber yard to the east. Any demand would be very localised, as there are access issues and the site lacks prominence. Access to the strategic road network is poor, the areas are remote from the sub-regional centres and there is in general very weak market demand. Although there may be some very limited demand for small indigenous companies to locate to the area, in general the commercial market is extremely limited.	2
Planning / Sustainability Factors	Ranskill Centre of Employment Flood Zone 1 Outwith settlement envelope	4

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND SOUTH OF MANTON WOOD, WORKSOP

Reference	Area (ha)
W1	24.47



Criteria	Comment	Score (out of 5)
Current Use	Brownfield site	
Strategic Access	Adjoins A57 with direct access in both directions.	5
Local Road Access	Immediately adjoining the A57. Potential for a new access to be put in off the A57/B6040 roundabout.	5
Proximity to urban areas, and access to labour & services	Although site is located on the edge of the Manton Wood Enterprise Zone, it is approximately 1.5km to the east of the Manton residential area on the south-eastern edge of Worksop. No facilities in the immediate vicinity of the site. Regular bus services along the A57 and B6040, although no bus stop currently adjoins the site on the westbound carriageway of the A57.	3
Compatibility of adjoining uses	Manton Wood Enterprise Zone to the north; Manton plantation to the east, road infrastructure adjoining site, plantations to south and west.	5
Site characteristics and development constraints	Major remediation work already underway, although there may be ground condition issues to be overcome given former use of the site. Topographical constraints to be overcome.	3
Market Attractiveness	Potentially excellent location given proximity to the arterial road network, its prominence and relative position to the highly successful Manton Wood Enterprise Zone. Excellent road links, well located between Retford and Worksop. General area has been highly successful in attracting major inward investment due to the operation of the former Enterprise Zone. It is now an established and recognised commercial location home to the likes of B&Q and Wilkinsons. Site would be well suited to distribution hubs, and potentially a Business Park.	5
Planning / Sustainability Factors	Special Landscape and Heritage Area. Flood Zone 1. Adjacent to existing employment area. Applications have been granted in vicinity for Bannatynes Health and Fitness club and distribution depot.	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

28

# Potential New Site: DORMER TOOLS SITE, SHIREOAKS RD, WORKSOP

Reference	Area (ha)
W2	4.57





Criteria	Comment	Score (out of 5)
Current Use	Existing employment site - formerly occupied by Dormer Tools	
Strategic Access	Site located 1.1km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Shireoaks Road and Sandy Lane, from which the A60 and A57 can be readily accessed.	5
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bus stop directly beside the site, providing bi-hourly services Monday to Saturday between Worksop and Shireoaks.	4
Compatibility of adjoining uses	Residential to west; woodlands to north and east, employment to south.	4
Site characteristics and development constraints	Currently occupied by vacant industrial buildings. Cricket ground to the south, with woodland to the east and west of this facility. Utilities in place. No obvious constraints from visual inspection.	4
Market Attractiveness	The site is well related to the strategic and local road network. It is in an area of Worksop that is likely to be in demand in years to come, and is near by an established industrial area. Site owned by Mr Richard Walker. Dormer Tools have ceased to operate from the premises having moved their business premises elsewhere. Owner now keen to obtain planning permission for the change of use to residential on the grounds that there is no current prospect that the site will be available for future employment development. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors	Protected Employment Land Flood Zone 1	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1 B2 B8	
Existing Vacancy Levels	100% vacant	

Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980's
Condition of Existing	Average
Premises	
Amount of Development	100%
Land Available	
Potential for Alternative	Scope to redevelop/upgrade for new employment use. Potential for mixed use on the
Employment Use	site.
Existing Occupiers	Formerly occupied by Dormer Tools; now vacant.

### Potential New Site: STEETLEY COLLIERY, WORKSOP

Reference	Area (ha)
W3	29.67



Criteria	Comment	Score (out of 5)
Current Use	Former colliery / brickworks site now being redeveloped for industrial use	
Strategic Access	Site approximately 4km to the west of the A57. 9km to the M1 further west.	3
Local Road Access	A new access road is to be constructed from the site to the A619, as the existing access along Steetley Lane, whilst used historically, is not a suitable access. Low rail bridge on A619 to the east.	3
Proximity to urban areas, and access to labour & services	Site 3km to the west of the outskirts of Worksop, and around 5.5km to the town centre itself; no facilities in the immediate vicinity of the site. Buses into Worksop / Barlborough / Whitwell along A619, although no stops adjacent to the site.	1
Compatibility of adjoining uses	Set within open countryside and remediated former colliery / brickworks land.	5
Site characteristics and development constraints	Substantial site currently undergoing significant remediation works. A 270,000 sqft manufacturing plant and 54,000 sqft ancillary units are currently being constructed on the site, along with associated road access and landscaping. It is understood that the factory will produce pre-cast concrete components for the construction business. Although the site was heavily contaminated, much of the former brickworks area of the site has been remediated.	3
Market Attractiveness	Steetley Investments, working with Laing O'Rourke, purchased the site in 2006. Along with the construction of the manufacturing plant, it is understood that the developer is masterplanning the remainder of the site, and that a combination of industrial development and returning land to its natural condition is likely. This is not an area of the Borough with particularly high demand due to the lack of prominence and distance to the trunk road network; however, the recent developer investment and site remediation has attracted a significant end-user. Given the size of the site it is unlikely that all of it is likely to come forward for employment use in the future;	3
	much of the remainder of the site may be returned to its natural condition. Although access to the strategic road network in rural Bassetlaw is in general relatively poor, the access improvements currently under	

	construction at the site and the proximity to the sub-regional centre of Worksop have proved attractive to inward investors. Further industrial development for manufacturing would be preferable to distribution activities given the distance to the trunk road network.	
Planning / Sustainability Factors	No restrictive policy or landscape designations to the north of the site; SSSI and protected Ancient Woodland to the south. Beyond settlement boundary. Half the greater Colliery site falls within Bolsover District. Brownfield site in need of remediation, but poorly related to settlements.	3

Potential New Site:	Reference	Area (ha)
RHODESIA, WORKSOP	W4	4.34



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site located 1.3km to the north west of the nearest junction of the A57	4
Local Road Access	Direct access onto Tylden Road - road bridge to east with narrow / low height	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.75km to the north-west of Worksop town centre, although no services in the immediate vicinity of the site. Bi- hourly bus services on Tylden Road to Worksop and Shirebrook.	4
Compatibility of adjoining uses	Residential to east and north; A57 to west, Sainsbury's to south	3
Site characteristics and development constraints	Flat, regular shape, screened from adjoining uses by hedging and semi- mature woodland	5
Market Attractiveness	Poor access currently, although the site is visible from the A57 to the east despite the levels differences. Access to the strategic road network is via Tylden Road and Shireoaks Road, hence established employment sites along the latter are likely to be more attractive to the market. Worksop is a sub-regional centre, and feeds off its own indigenous businesses to an extent. Sites to the south and east are more favourable to the market due to access issues.	3
Planning / Sustainability Factors [ <b>Scoring:</b> 5 = best, 1 = wo	No restrictive policy or landscape designations Flood Zone 1 Outside town envelope	3

### Potential New Site: LAND AT GATEFORD COMMON, WORKSOP

Reference	Area (ha)
W6	17.73





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site - agricultural grazing land.	
Strategic Access	Site adjoins A57 to the west	5
Local Road Access	Site adjoins A57 to the west, B6041 to the north and Claylands Avenue to the south.	5
Proximity to urban areas, and access to labour & services	Site located on the northern edge of Worksop, approximately 2km to the sub-regional centre to the south east. On a bus route along B6041 and Rail to Shireoaks	4
Compatibility of adjoining uses	Industrial uses to the south; residential to the east; open countryside to the north and west.	4
Site characteristics and development constraints	No site constraints identified in the site representations made. All mains services are available to the land adjacent to the site.	5
Market Attractiveness	Site representations to put forward the site for employment use submitted by R.G.V Machin on behalf of himself and the other owners. Owners confirm that the site could come forward within five years.	4
	Attractive location on a key gateway site into Worksop. The south- eastern section of the site is likely to be most attractive to the market due to higher degree of prominence from the A57. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	
Planning / Sustainability Factors	Employment Allocation (Prestige Employment Allocation on western part of the site) in the Local Plan. Gateford Common part of the site designated as a prestige employment site or business park. Development to be confined within B1 Use Class with a high standard of design, building materials and landscaping expected.	5

[**Scoring:** 5 = best, 1 = worst]

### Potential New Site: WOODSETTS LANE, WORKSOP

Reference	Area (ha)
W7	39.46





Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site in close proximity to A57	5
Local Road Access	Direct access off Woodsetts Lane to the west; Gateford Road to the south.	4
Proximity to urban areas, and access to labour & services	Beyond the edge of the Worksop settlement boundary; local services at Gateford to the south east; approximately 3km to the north-east of Worksop Town Centre. Hourly bus services between Worksop and Rotherham on A57	3
Compatibility of adjoining uses	Farm at centre of the site; agriculture/woodland predominantly surrounds site interspersed with some residential development.	4
Site characteristics and development constraints	Very large site, with some levels differences and mature woodland.	3
Market Attractiveness	Attractive location; a reasonably prominent site within easy reach of the A57 trunk road west of Worksop. Southern part of the site more attractive than the northern area. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 To east designated mature landscape area To north SSSI To west Geological Site of Importance for Nature Conservation	3

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

#### Potential New Site: SOUTH OF WORKSOP ROAD, WORKSOP

Reference	Area (ha)
W8	27.46



Criteria	Comment	Score (out of 5)
Current Use	Greenfield - agriculture	
Strategic Access	Site adjoins A57	5
Local Road Access	Potential for direct access off the A57	5
Proximity to urban areas, and access to labour & services	Site located to the north of Shireoaks, some 600 metres from the village centre. Hourly bus services between Worksop and Rotherham - bus stop adjoining site.	3
Compatibility of adjoining uses	Residential to the south; small commercial uses to the north, woods and lake to the east.	4
Site characteristics and development constraints	Site is flat and open, with mature hedging along the boundaries.	4
Market Attractiveness	Attractive location on a highly prominent site off the A57 trunk road west of Worksop. Good location between Worksop and major conurbations to the west; well located close by the A57 and within easy reach of the M1 and M18. Could be well suited to distribution uses and perhaps a peripheral Business Park. Open Storage and large industrial uses also attracted to the area.	4
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF BLYTH ROAD, WORKSOP

Reference	Area (ha)
W9	38.52



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Large site with a direct frontage onto the B6045 into Worksop. Existing access point opposite Thievesdale Lane.	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2km to the north east of Worksop town centre, although no services in the immediate vicinity of the site. No visible stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Mix of former playing fields and arable land set within open countryside to the east and north; residential to the west and a golf course to the south.	3
Site characteristics and development constraints	Mature hedging across site; gentle slope.	3
Market Attractiveness	Moderately attractive site on the edge of Worksop. No established employment uses however. Split site. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

#### Potential New Site: LAND OFF BLYTH RD, WORKSOP

Reference	Area (ha)
W10	12.22



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site fronts directly off B6045 into Worksop	5
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible bus stops, although the site is on a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the north; open countryside to the east and west, and residential to the south.	4
Site characteristics and development constraints	Flat, rectangular site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues. Owners state that site is available for economic development within 5 years, and that there has been early tentative interest from a number of specialist 'turn-key' developers.	5
Market Attractiveness	Not a high quality employment location, although there are similar uses to the north with the Carlton Forest Distribution Centre. Although access to the strategic road network is in general relatively poor, the site is close to the sub-regional centre of Worksop and hence is more attractive to small indigenous companies looking to remain in the District.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Outwith town envelope (adjacent to boundary)	3

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
LAND TO REAR OF CARLTON FOREST	W11	5.20
DISTRIBUTION CENTRE, WORKSOP	VV II	5.20



Criteria	Comment	Score (out of 5)
Current Use	Greenfield	
Strategic Access	Site approximately 4.8km to the north of the nearest A57 junction.	3
Local Road Access	Site would need to access the B6045 via the existing Carlton Forest Distribution Centre to the east.	3
Proximity to urban areas, and access to labour & services	Site is outside the settlement boundary, some 2.25km to the north east of Worksop town centre. No visible stops, although the site is near a regular bus route along the B6045 into Worksop.	3
Compatibility of adjoining uses	Site adjoins Carlton Forest Distribution Centre to the east, and would form part of an extension of that site; open countryside to the east and west, and residential to the south.	5
Site characteristics and development constraints	Flat, square site. According to the representations made on the site, there are no nature conservation issues, site contamination or ground condition issues.	5
Market Attractiveness	Site owned by Messers J and M Pepper, who have put forward the site for B8 storage and distribution (additional warehousing as required by the existing Carlton Forest Distribution Centre immediately to the east). Owners state that site is available for economic development within 5 years, and that it would form part of an expansion site for the adjacent Distribution Centre. As expansion land, it could provide valuable support to an existing local	3
	business.	
Planning / Sustainability Factors	No restrictive policy or landscape designations Flood Zone1 Adjacent to Geological Site of Importance for Nature Conservation	3

## Potential New Site:

B6079 TRIANGULAR SITE NORTH OF RAILWAY AND INDUSTRIAL ESTATE, WORKSOP

Reference	Area (ha)
W12	24.63



Criteria	Comment	Score (out of 5)
Current Use	Greenfield site	
Strategic Access	Site 1km to north of A57	4
Local Road Access	Accessed directly off the B6079 to the north.	4
Proximity to urban areas, and access to labour & services	Site located close by the Manton Wood Enterprise Zone. Approximately 600m to the east of the edge of Worksop's residential area, although no services in the immediate vicinity of the site. Buses every hour into Worksop along the B6079 - bus stop directly alongside the site to the north.	3
Compatibility of adjoining uses	Site set in open countryside to the north, west and east, with the rail line and, beyond, Manton Wood Enterprise Zone to the south.	5
Site characteristics and development constraints	Site is large and flat and surrounded by mature hedging. May be constrained by triangular shape of the site.	4
Market Attractiveness	Site lacks the prominence of the other Manton Wood sites to the south. Lacks a frontage onto the A57 and separated from the Enterprise Zone by a rail line. Still a reasonable secondary site to accommodate any overspill from the success of Manton Wood. Good location between Worksop and major conurbations to the west; well located close by the A57.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Flood Zone 1 Outwith town envelope	3

[**Scoring:** 5 = best, 1 = worst]

# Potential New Site: SITE EAST OF A57 (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)	
W13	5.88	





Criteria	Comment	Score (out of 5)
Current Use	Vacant Greenfield site.	
Strategic Access	Site adjoins A57 roundabout	5
Local Road Access	Site could potentially be accessed via the A60/A57 roundabout to the north. Stubbing Lane, which forms the present access is currently a small single carriageway road off the roundabout. Significant junction improvements would be required.	4
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the west of Worksop town centre. Bi-hourly bus services on Sandy Lane to Worksop and Shirebrook	4
Compatibility of adjoining uses	Industrial to the north, open space to the east residential to the south and road infrastructure and Sainsbury's to the west.	4
Site characteristics and development constraints	Flat, regularly-shaped site, could be within a flood risk area	4
Market Attractiveness	Potentially a high profile site just off the A57 / A60 on the main approach to Worksop from the west. Attractive, canalside setting near an established industrial area. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues.	5
Planning / Sustainability Factors	No restrictive policy or landscape designations. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Northern part of site within Flood Zone 1. Southern part of the site within flood zones 2 & 3 Outwith town envelope (although on the boundary)	2

[**Scoring:** 5 = best, 1 = worst]

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
DOCK ROAD OFFICE INFILL (CANAL		1 1 0
CORRIDOR), WORKSOP	W14	1.18



Criteria	Comment	Score (out of 5)
Current Use	Existing derelict buildings	
Strategic Access	Site located 1.8km to the east of the nearest junction of the A57	4
Local Road Access	One way, congested roads adjacent to the site (Dock Road), narrow road leading to the B6040 junction and the town centre.	2
Proximity to urban areas, and access to labour & services	In Worksop Town Centre, close by frequent bus and rail services.	5
Compatibility of adjoining uses	Retail uses to the south, mix of residential and employment uses elsewhere.	4
Site characteristics and development constraints	Regular site size, with 100% site coverage.	4
Market Attractiveness	Centrally located in Worksop Town Centre off a side street; however, the site is not immediately visible or prominent. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	No restrictive policy or landscape designations. Eastern boundary part of the defined Worksop Retail Core. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Within Worksop town envelope. Within Conservation Area Flood Zone 1	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	100% vacant	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	
Condition of Existing Premises	Derelict	

Amount of Development Land Available	100% developable
Potential for Alternative Employment Use	Small workshop/office potential requiring complete redevelopment
Existing Occupiers	n/a

TOTAL SCORE:

Potential New Site:	Reference	Area (ha)
CANAL ROAD WORKSHOPS (CANAL CORRIDOR), WORKSOP	W15	2.20





Criteria	Comment	Score (out of 5)
Current Use	Existing workshops	
Strategic Access	Site located 1.3km to the east of the nearest junction of the A57	4
Local Road Access	Narrow road leading to congested town centre road network	2
Proximity to urban areas, and access to labour & services	No bus route passes by the site, although it is a short walk (c.350m) to Worksop Town Centre and the services therein.	5
Compatibility of adjoining uses	Predominantly surrounded by industrial uses, although there are some residential properties nearby.	4
Site characteristics and development constraints	Regular, flat site; established industrial buildings with historic character that are in need of modernisation. Mature trees fringe the site	3
Market Attractiveness	Low profile site that is in need of modernisation. Site performs a localised function with a number of short term occupiers. The historic character presents an opportunity for investment and upgrading of the site. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 3. Located within Worksop town envelope. Located on boundary (but outside) a Conservation Area)	4
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	Vacancy 40%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war (1900s)	

Condition of Existing Premises	Poor-to-average
Amount of Development Land Available	30%-40% development land available
Potential for Alternative Employment Use	Scope to upgrade for employment use
Existing Occupiers	Jon Speak, Bassetlaw District Council Printing Unit

		Area (ha)
CANAL TERRACE STARTER UNIT SCHEME (CANAL CORRIDOR), WORKSOP	W16	6.76





Criteria	Comment	Score (out of 5)
Current Use	Existing workshop units	
Strategic Access	Site located 1.4km to the east of the nearest junction of the A57	4
Local Road Access	Confined access road with narrow bridge to the south	2
Proximity to urban areas, and access to labour & services	Approximately 550m to the east of Worksop Town Centre. Kilton Road and Eastgate, to the west and north of the site, provide regular bus services to Worksop town centre and beyond.	5
Compatibility of adjoining uses	Industrial units to the east and north; residential elsewhere	3
Site characteristics and development constraints	Flat site featuring existing workshop units; some potential to upgrade.	4
Market Attractiveness	Potential to improve the condition of some of the units to provide 'soft- access' starter units for small, local firms - potentially a financially attractive commercial development with high turnover of firms in an area of solid demand. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	3
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1; within Worksop Town envelope	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8	
Existing Vacancy Levels	30% vacancy	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of Pre-war canal side buildings and new build corrugated sheds (Abbe	y Glenn)
Condition of Existing Premises	Average condition	

Amount of Development Land Available	20% land available, open storage
Potential for Alternative	Recommendation to improve estate by enhancing the existing buildings and improving
Employment Use	signage to the estate. Significant occupiers on the site.
Existing Occupiers	Abbey Glenn Hygiene and Workwear Division, Phoenix Horse Rug Laundry, A Spoonful
	of Sugar, Complete Docking, Quick-FX Sounds, Sparkles Beauty Supplies, P&D Cars.

TOTAL SCORE:

# Potential New Site: WEST OF DUKERIES COURT, RETFORD ROAD (CANAL CORRIDOR), WORKSOP

Reference	Area (ha)
W17	4.91



Criteria	Comment	Score (out of 5)
Current Use	Existing Derelict Industrial Building	
Strategic Access	Site located 2.2km to the east of the nearest junction of the A57	3
Local Road Access	Direct access onto Retford Road; congestion at peak hours	3
Proximity to urban areas, and access to labour & services	Site located approximately 1.5km to the east of Worksop Town Centre. Regular bus services into Worksop Town Centre and beyond along Retford Road.	4
Compatibility of adjoining uses	Mix of residential and B1 office space	3
Site characteristics and development constraints	Flooding likely to be an issue. Otherwise, flat, regularly-sized site in need of redevelopment.	5
Market Attractiveness	Large derelict former industrial site, with Dukeries Business Centre to the south east. The site is a large, established, high profile corner plot. Worksop is a sub-regional centre, feeds off its own indigenous businesses. Sites to the south and east are more favourable to the market due to access issues. Some well established older industrial locations serving a local market.	4
Planning / Sustainability Factors	Protected employment land. Adjacent to Chesterfield Canal - development should not adversely impact upon the canal. Flood Zone 1 (on boundary of flood Zone 2). Within Worksop town envelope.	5
FOR EXISTING SITES		
Type of Existing Use (B1/B2/B8 other)	B2, derelict site	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing	Very poor derelict condition	

Premises	
Amount of Development Land Available	100% land available for redevelopment
Potential for Alternative Employment Use	Recommend demolition existing building and comprehensively redevelop for new employment use.
Existing Occupiers	Dukeries Court to south east:
	S T Performance Limited, Gun Point Limited, Horseman, M & E Services, Marriott Electrical, Melbourne Connoisseur Coffee, Lifetime Education & Play, Barry Roberts Repairs, BIF Decorative Hygienic Floors, Walls & Ceilings, Tommy Tucker Candy Pops, Griffin Freight Services, Brayham House, RAC Signs, TMS Group, City Electrical Factors. Bubble & Squeak Valeting, Pine Essence, Kumho Tyre, Take a Break Café, AFT
	Mechanical Engineering, Parker's (part serviced office centre To Let with Brown & Co).