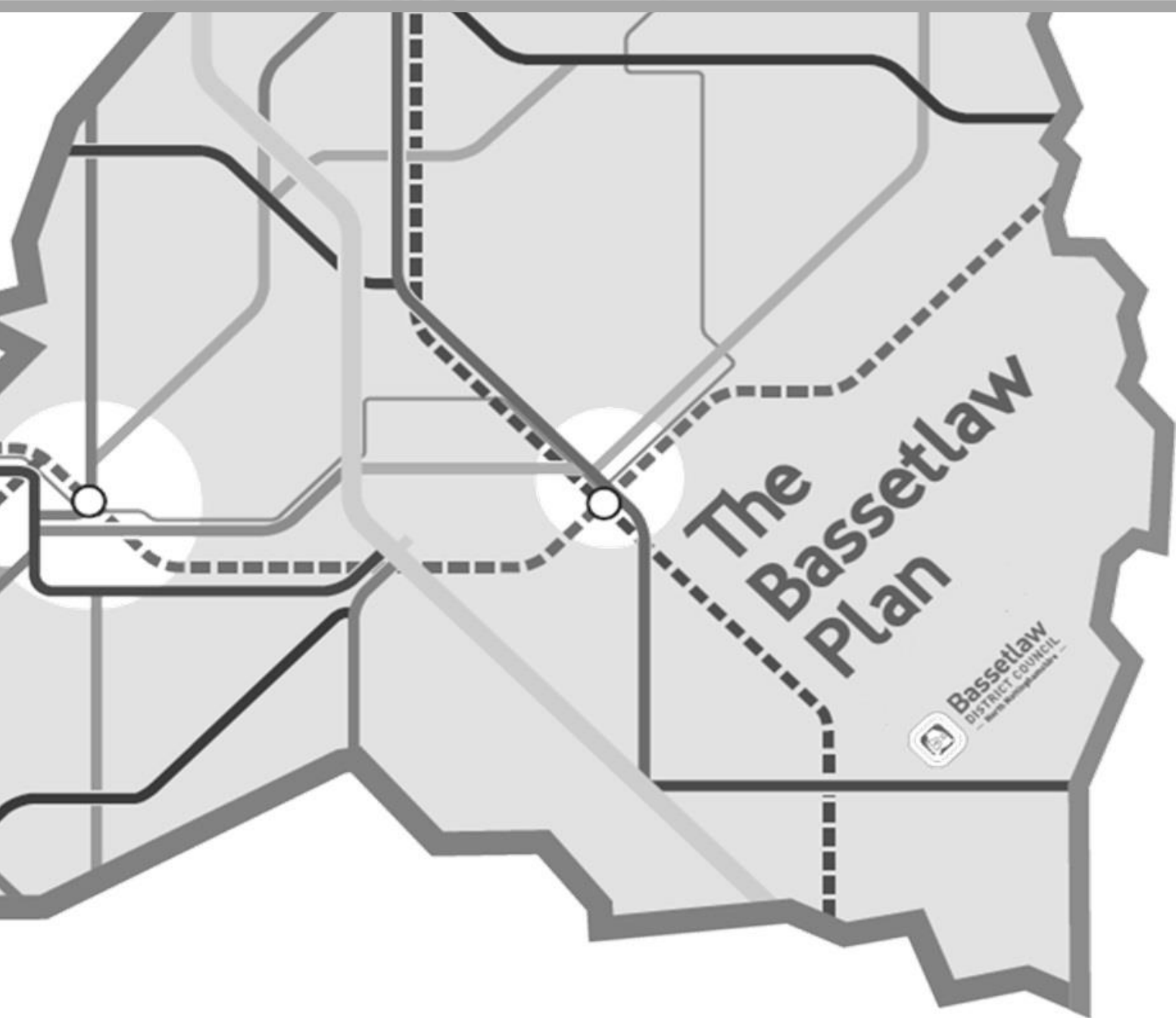


# Bassetlaw Local Plan Site Selection Methodology

Update August 2021



**Bassetlaw**  
DISTRICT COUNCIL  
— North Nottinghamshire —

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## 2 Introduction and Policy Context

- 2.1 Bassetlaw District Council is preparing a new Local Plan to guide development in the District to 2037. This paper provides a review of how the Council has selected potential development sites for inclusion in the Local Plan.
- 2.2 This paper provides an update to earlier work to incorporate our updated evidence base. It also provides a clearer diagrammatical approach to the Site Assessment process and sets out the approach taken to each site within Appendices A and B.
- 2.3 When preparing local plans, the Council should objectively filter and then assess sites that are being considered for allocation for development taking into account a wide range of factors to guide choices over site allocations. This is necessary to provide a robust, transparent and clear methodology for assessing sites to provide a clear audit trail to support the site allocations. This should include reasons why sites were selected or rejected as allocations.
- 2.4 To ensure the Local Plan identifies the most sustainable and deliverable development allocations, which are in conformity with national planning policy, local evidence, and will contribute to the delivery of the plan's vision and objectives, a site selection methodology has been developed. This paper identifies the different stages of this methodology, which informed by the sustainability appraisal site selection criteria.
- 2.5 It should be noted that this paper deals solely with potential housing and economic development land allocations (including mixed-use sites); a separate site selection methodology has been prepared for Gypsy and Traveller Sites and this can be viewed within the Gypsy and Traveller Assessment, 2019 available on the Council's website [www.bassetlaw.gov.uk](http://www.bassetlaw.gov.uk).
- 2.6 Appendix 1 details the full list of sites and at what stage they were either discounted or were taken through as consideration for allocation within the Local Plan. The Appendix uses a **R.A.G** system to distinguish between the classifications for each site.

**R** = Discounted

**A** = Reasonable Alternative

**G** = potential Allocation within the Local Plan

- 2.7 Appendix 2 details the potential allocations and the reasonable alternatives against the Council's Sustainability Appraisal.

### **National Planning Policy Framework (NPPF)**

- 2.8 Local Plans should be prepared in accordance with the NPPF to provide a positive vision for the future to facilitate sustainable development to include an

overarching framework for addressing housing needs and other economic, social and environmental priorities that should align with infrastructure. Within the Local Plan, strategic policies should set out an overall strategy for the pattern, scale and quality of development, which includes making adequate provision for housing and employment.

- 2.9 Further to the publication of the NPPF the Council has extended the plan period to 'look ahead over a minimum 15 year period from adoption' (MCHLG, 2021). Sites will be selected on their ability to help meet objectively assessed needs to 2037.
- 2.10 In support of the government's objective of significantly boosting the supply of homes the NPPF reiterates the importance of identifying a sufficient amount and variety of land that can come forward, to meet local housing needs. It requires that the Council should have a 'clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment' (paragraph 68).
- 2.11 Paragraph 81 of the NPPF also states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 2.12 Local planning authorities should use a robust and up-to-date evidence base to ensure that their Plan meets the identified local housing need for market and affordable housing, using the minimum standard method outlined in Planning Practice Guidance (PPG) as a starting point. Planning policies should identify 'specific, deliverable sites for years 1-5 of the plan period, specific developable sites or broad locations for growth for years 6-10 and, where possible, for years 11-15 of the plan' (NPPF, 2021, paragraph 68).
- 2.13 The NPPF also supports the supply of large numbers of new housing through settlement extensions or new settlements. Paragraph 73 outlines the key considerations to identify well located, sustainable proposals, supported by the necessary infrastructure and services. There is an important role for the Local Plan to ensure delivery of sufficient homes across the District, identifying the most suitable locations whilst considering the key constraints to development, such as environmental and heritage designations.
- 2.14 Additionally, the NPPF introduces the requirement to 'identify through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than 1 hectare' (paragraph 69). This will help ensure that a good mix of small and medium size sites are available to deliver housing over the plan period.
- 2.15 In terms of employment land the NPPF states that the Local Plan 'should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution

operations at a variety of scales and in suitably accessible locations' (paragraph 83).

### **Planning Practice Guidance**

- 2.16 Planning Practice Guidance (PPG) on the Housing and Economic Land Availability Assessment sets out the approach to identify land that is suitable, available and achievable for housing and economic use over the plan period.
- 2.17 The assessment is a key part of the evidence base to inform the site selection process. However, it is important to note that it does not determine whether a site should be allocated for development. Rather it assesses and identifies a catalogue of sites that are potentially suitable for further consideration. In Bassetlaw this document is the Bassetlaw Land Availability Assessment (LAA).
- 2.18 This site selection methodology uses the LAA as a starting point to identify strategic housing and employment sites for allocation in the local plan. As noted in PPG, the Council should be proactive in identifying a wide range of sites and broad locations for development. Therefore, sites submitted via a call for sites and through previous Bassetlaw Local Plan consultations, as well as those on the Brownfield Land Register will also be considered. This report has been produced to explain the process in a detailed and transparent manner.

## **3 How much Growth needs to be planned for?**

- 3.1 To reflect the Council's desire to increase educational attainment, increase real wages and provide for greater training opportunities in the District, thereby maintaining a greater share of jobs for local residents, the spatial strategy plans for a realistic proportion of jobs in the plan period. Planning for fewer jobs could lead to an imbalance with the housing requirement, leading to unplanned housing growth across the District over the plan period.
- 3.2 In order to establish the minimum number of homes needed, a local housing need assessment was undertaken using the Standard Method as required in Planning Practice Guidance. The Standard Methodology calculates a minimum housing need for Bassetlaw of 288 dwellings per annum for the period 2020-2037. The Housing and Economic Development Needs Assessment 2020 demonstrates that pursuing a housing target based purely on the standard methodology minimum figure means that the Plan would not provide a sufficient number of dwellings to support the economic growth objectives in the District given that the District has a strong employment land supply.
- 3.3 The Housing and Economic Development Needs Assessment 2020 states that a housing requirement of 591 dwellings per annum /10,047 dwellings by 2037 be sought to jobs growth 9,735 jobs, meet local housing needs and help support strategic infrastructure.
- 3.4 The settlement hierarchy is summarised through the Key Diagram and table below. The majority of development is distributed to the Main Towns in recognition of their sustainability credentials, accessibility by public transport and to local shops and services and infrastructure capacity.

- 3.5 House building is recognised as a key driver of economic growth and will deliver much needed infrastructure and facilities to support sustainable communities, a key objective of the strategy for growth over the plan period. Policy ST1 prioritises growth in locations where there may be opportunities for infrastructure improvements alongside development.
- 3.6 The approach taken to the spatial strategy is detailed within the Spatial Strategy Background Paper, 2021.

	Completions 2020-21	Extant planning permissions	Made neighbourhood plan allocations without planning permission	Local Plan site allocations	Total growth	% growth
	As at 1 April 2021					
Workshop	171	1228	0	1870	3269	29.7
Retford	136	798	0	1194	2128	19.3
Harworth & Bircotes	82	1676	0	0	1758	16.0
Large Rural Settlements	48	1171	202	75	1496	13.6
Small Rural Settlements	324	1188	261	0	1773	16.1
Other Villages & Countryside	14	56	4	0	74	0.67
Bassettlaw Garden Village	0	0	0	500	500	4.6
<b>TOTAL</b>	<b>775</b>	<b>6117</b>	<b>467</b>	<b>3639</b>	<b>10998</b>	<b>100.00</b>
Windfall	0	1200	0	0	1200	
<b>TOTAL with windfall</b>	<b>775</b>	<b>7317</b>	<b>467</b>	<b>3639</b>	<b>12198</b>	



## 4 The Assessment of Employment Sites

- 4.1 The employment sites were assessed through the Council's Economic Development Needs Assessment (EDNA). The EDNA looked at the Council's existing supply of sites and the potential for any new employment sites. The following key attributes should be considered relevant to identifying a major strategic site in Bassetlaw
- A site in close proximity to key strategic accessibility drivers namely the A1/A57;
  - A site which could provide Eg/B2/B8 employment functions connected with key sectors identified by the D2N2 LEP;
  - A site capable of offering occupier flexibility and investment potential for locally grown businesses or for inward investors if appropriate;
  - A site considered attractive to the market and with a market window;
  - A site accessible by local labour force, and is or has the ability to be accessible by public transport and active travel
  - A site with the ability to deliver regeneration or economic development benefits;
  - A site with the benefit of specific on-site infrastructure which has the ability to attract a specific type of occupier.
- 4.2 All existing employment sites are protected within the emerging Local Plan and they have been identified in Appendix A. Other sites listed within Appendix A were either discounted through the LAA and EDNA or progressed to a strategic allocation within the Local Plan. Similar to housing, the status of all employment sites have been identified by a R.A.G system.

**R** = Discounted through the EDNA

**A** = Protected through the Local Plan as an existing employment site

**G** = Progression to an employment allocation within the Local Plan

## 5 The Assessment of Gypsy and Traveller Sites

- 5.1 The accommodation need for Gypsy and Travellers was assessed through the Bassetlaw Gypsy and Traveller Accommodation Needs Assessment, 2019. The Assessment includes a methodology about how any future sites should be considered. This included:

### Costs

- How do land costs impact on feasibility i.e. is it affordable?
- Implementation of services – is it possible for the new site to connect to nearby mains services e.g. electricity, gas, water or sewerage?
- Can good drainage be ensured on the new site?

## Social

- Does the proposed location of the new site lie within a reasonable distance of school catchment areas?
- Sustainability – is the proposed location close to existing bus routes?
- Proximity of social and leisure services – is the proposed location close to leisure
- Facilities such as sports centres, cinemas etc. or welfare services such as health and social services etc.

## Availability

- Who owns the land and are they willing to sell?
- Is access easy or will easements across other land be needed both for residents.

## Services/utilities

- Are utilities close enough to service the site at realistic prices?

## Deliverability

- Does the proposed location meet existing general planning policy in terms of
- Residential use?
- Are there likely to be objections to the location of the proposed site?
- Can the owner sell the land easily and quickly?
- Can utilities connect to the proposed site?
- Can highways connect to the proposed site?

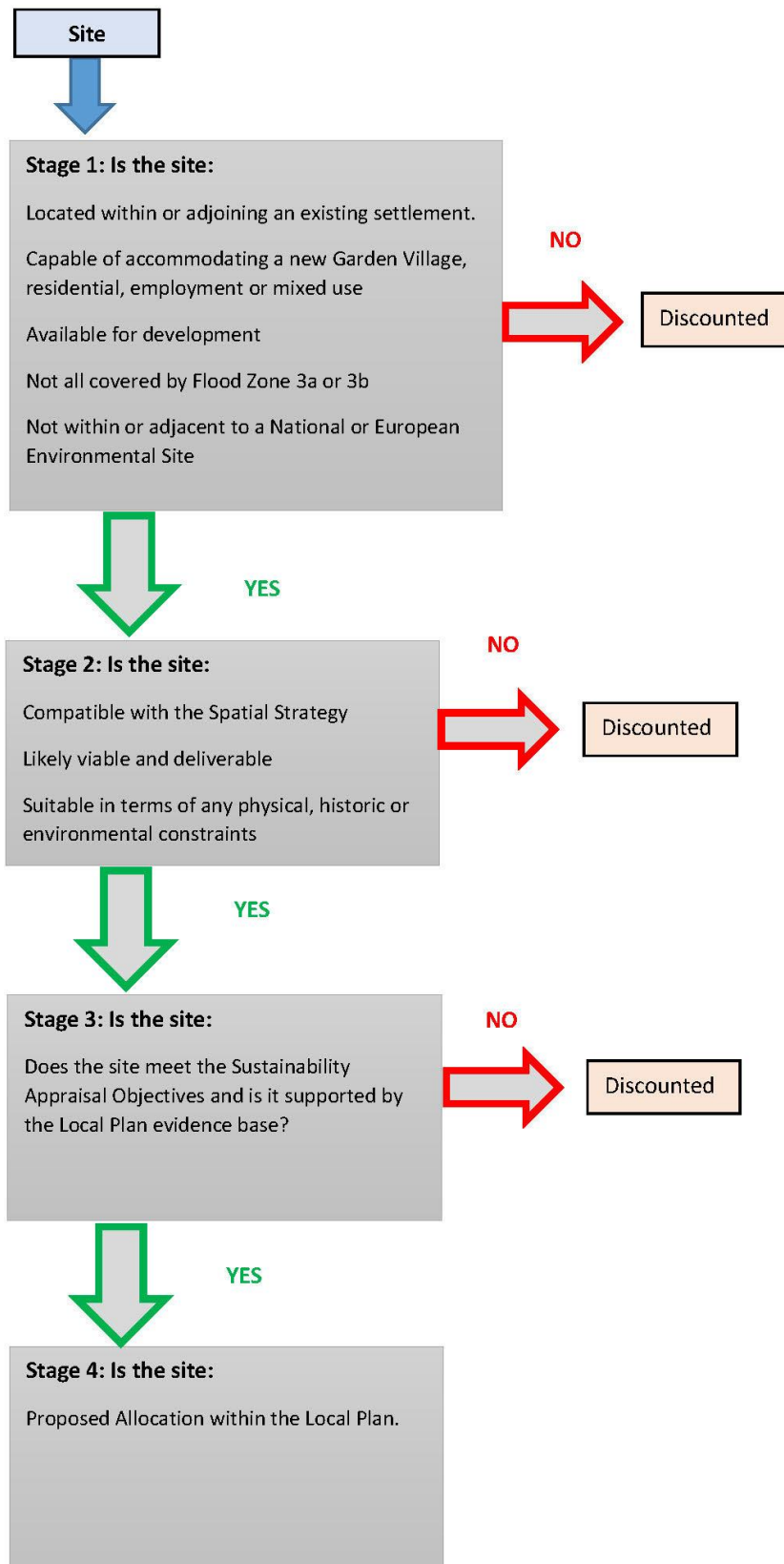
- 5.2 Any future sites for Gypsy and Traveller accommodation will be assessed through the review of the Gypsy and Traveller Accommodation Needs Assessment.

## **6 Site Selection Methodology – Overview**

- 6.1 Figure 1 sets out an overview of how the Council has assessed potential housing and employment development site options to ensure that the ones identified as appropriate for allocation meet the Plan's vision and objectives and deliver sustainable development in line with national planning policy. The approach must also be clear and transparent, indicating why a site has been supported, but also why reasonable alternatives have not been taken forward. This report, read in conjunction with the Publication version of the Sustainability Appraisal Report (August 2021) and wider Local Plan evidence base documents, demonstrates that the Local Plan process has given full and proper consideration of sites before coming to such a conclusion. Further information on each of the various stages 1-4 of the methodology is set out within the LAA, the Sustainability Appraisal and Appendix 1 and 2 of this report.



## 7 Site Selection Methodology Flowchart



## **8 Stage 1 – ‘Call for Land’ and Initial Sift of Sites**

- 8.1 As part of the early engagement stage of the Local Plan, a 'call for sites' was undertaken for a period of eight weeks between October and December 2016 to establish which sites landowners and developers wish to see considered for development through the new Local Plan. Everybody on the Local Plan contacts database was notified of this exercise and asked to complete a questionnaire to ascertain their intentions for the land as well as submit a supporting location plan. The questionnaire also asked for information in respect to the scale of development being sought and any constraints to development. The stage was also publicised wider, for example through the use of social media, press releases, and events.
- 8.2 At this stage all 484 sites submitted through the call for land consultation were added to the Council's Land Availability Assessment – which is a database for collecting all the relevant information needed to undertake assessments of the sites. Any additional sites that were submitted via subsequent public consultations were also assessed.
- 8.3 All sites were ranked into their potential land use categories:
1. Residential
  2. Employment
  3. Mixed use/regeneration
- 8.4 The LAA also identified all the known planning physical/environmental and heritage constraints for each site.
- 8.5 To provide an initial sift of sites, it was agreed that sites should be discounted at stage 1 if:
- Located away from an existing settlement or within open countryside
  - Extant planning permission – whether it is a committed site already;
  - Size (site must be capable of accommodating 5 or more dwellings or for non-residential development 0.25ha or capable of accommodating 1000sqm floor space);
  - Availability (whether the land is available for development within the plan period);
  - Suitability (in terms of whether any identified constraints would conflict with National Planning Policy such as:
    - Whole site is in Flood Zone 3;
    - The site is within an internationally or nationally designated site, such as a Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Special Protection Area (SPA), or Ramsar site
    - The site is within Ancient Woodland
    - The site contains a Scheduled Ancient Monument
    - The site is located within a Registered Park or Garden
    - The site is within a HSE Consultation Zone inner zone

- 8.6 Those sites that were deemed not compatible with the above were discounted at Stage 1. A full list of these are identified in Appendix 1.

## **9 Stage 2 – Land Availability Assessment & Second Sift of Sites**

- 9.1 After the first sift of sites, the remaining sites were assessed further. The criteria focussed on more specific issues that link with the Local Plan's vision, objectives and delivering the spatial strategy. Sites would be discounted at stage 2 if:
- the location does not conform to the proposed Spatial Strategy;
  - It identified planning constraints that cannot be overcome as a result of feedback from statutory stakeholders and other organisations;
  - the benefits of development or regeneration do not outweigh the likely harm caused to the natural and historic environment;
  - the development of the site would likely result in deliverability issues.
  - the development of the site would likely result in infrastructure issues that cannot be mitigated to the satisfaction of the relevant infrastructure provider(s).

### **Location of the site in relation to the proposed Spatial Strategy**

- 9.2 At the heart of the spatial strategy is the need to use sustainable development as the framework for growth and change in Bassetlaw. On that basis, this Plan is in accordance with the national policy presumption in favour of sustainable development and seeks to fully meet the demands for new homes, jobs and services in the District in the most sustainable manner.
- 9.3 This means that the growth will be distributed according to the settlement hierarchy. Each level of the hierarchy reflects the settlement/area's role, the range of services present, their accessibility by public transport, their infrastructure capacity and their ability to expand to accommodate the needs generated by new development. In selecting the scale of housing to be provided in each settlement, account has been taken of constraints on development, such as flood risk, heritage, ecology and landscape, and the supply of potential development sites in the Land Availability Assessment. The Sustainability Appraisal identified potential sensitivities which were taken into account.
- 9.4 Due to existing commitments or through Neighbourhood Plans, there is no need to allocate any additional growth within Rural Bassetlaw (with the exception of Tuxford, so all rural LAA sites were either discounted through the site selection process at stage 1 or stage 2). These sites are not identified within Appendix 1 (other than Tuxford), but they are available to view within the LAA.

**Planning constraints cannot be overcome as a result of feedback from statutory stakeholders and other organisations**

9.5 The Council undertook a stakeholder consultation on the identified planning constraints for each site. This feedback provided the necessary information to identify whether the identified constraints were able to be mitigated through development or not. Where a severe impact was identified, this informed the site selection process at stage 2.

9.6 The constraints largely included:

- Impacts to wildlife and biodiversity
- Contaminated Land
- Pollution and Air Quality
- Heritage and archaeology
- Built Character
- Landscape Character
- Flood Risk and Drainage
- Strategic Transport Infrastructure
- Local Transport Infrastructure

9.7 This information was fed into the Council's LAA and the individual site profiles.

**Benefits of development or regeneration do not outweigh the likely harm caused to the natural and historic environment**

9.8 In relation to brownfield land – where the regeneration of an existing site would lead to more harm to the built or natural environment than benefits to sustainability, then this informed the decision at stage 2. This included urban and rural brownfield sites.

**The site would likely result in deliverability issues**

9.9 For a site to be considered deliverable, there should be confidence that the site is attractive to the open market and can deliver the development to a profit with agreed contributions towards infrastructure within the timeframe identified by the housing trajectory in the case of housing, and within the plan period for employment sites.

9.10 Where the development of the site is uncertain, or where information is made available about the potential viability of a scheme, then this informed the decision at stage 2.

**The site would likely result in infrastructure issues that cannot be mitigated to the satisfaction of the relevant infrastructure provider(s).**

9.11 Where the potential development of a site would lead to an unacceptable impact on existing infrastructure that could not be mitigated through improvements to the network, on site provision, off site works or financial contributions, then this informed the decision at stage 2. The evidence for this decision came directly from infrastructure partners, as the technical specialists in their respective field.

## 10. Stage 3: Site Assessments of Reasonable Alternative Sites

10.1 All remaining sites are considered 'reasonable alternatives' and will be assessed further for their suitability and deliverability through the Sustainability Appraisal 2021, Habitat Regulations Assessment 2021, Whole Plan Viability Assessment 2021 and other evidence base documents.

10.2 Other evidence includes:

- Bassetlaw Green Gap Study 2020;
- Bassetlaw Landscape Assessment 2009 and Site Allocation Landscape Assessment 2019 and addendum 2021;
- Strategic Flood Risk Assessment Level 1 2020 and Level 2 2021;
- Sequential Test (Flood Risk) 2021;
- Bassetlaw Transport Assessment 2021;
- Land Availability Assessment 2021;
- Housing and Economic Development Needs Assessment 2020.
- Heritage Methodology paper 2021

10.3 The Sustainability Appraisal (SA) process itself does not allocate sites; rather it is another part of the evidence to inform the overall site selection process. The Scoping Report identifies a Framework for assessing the likely significant effects of the plan based on 14 sustainability objectives and a number of guide questions for how the objective will be achieved. In order to assess the likely significant effects of potential development sites on these objectives a number of site selection criteria have been identified which have been used to appraise the sustainability of site options using a slightly simplified matrix of symbols compared to the ones set out in the Scoping Report. The Sustainability Appraisal's 'Sustainability Objectives and the Criteria' as identified below:

++	Significant positive effect likely
++/-	Mixed significant positive and minor negative effects likely
+	Minor positive effect likely
+/- or +/-	Mixed minor or significant effects likely
-	Minor negative effect likely
--/+	Mixed significant negative and minor positive effects likely
--	Significant negative effect likely

0	Negligible effect likely
?	Likely effect uncertain

1. **Biodiversity:** To conserve and enhance biodiversity and geodiversity and promote improvements to the District's green infrastructure network;
  2. **Housing:** To ensure that the District's housing needs are met;
  3. **Economy and Skills:** To promote a strong economy which offers high quality local employment opportunities;
  4. **Regeneration and Social Inclusion:** To promote regeneration, tackle deprivation and ensure accessibility for all;
  5. **Health and Wellbeing:** To improve health and reduce health inequalities;
  6. **Transport:** To reduce the need to travel, promote sustainable modes of transport and align investment in infrastructure with growth;
  7. **Land Use and Soils:** To encourage the efficient use of land and conserve and enhance soils;
  8. **Water:** To conserve and enhance water quality and resources
  9. **Flood Risk:** To minimise flood risk and reduce the impact of flooding to people and property in the District, taking into account the effects of climate change;
  10. **Air Quality:** To improve air quality
  11. **Climate Change:** To minimise greenhouse gas emissions and adapt to the effects of climate change.
  12. **Resource Use and Waste:** To encourage sustainable resource use and promote the waste hierarchy (reduce, reuse, recycle, recover).
  13. **Cultural Heritage:** To conserve and enhance the District's historic environment, cultural heritage, character and setting.
  14. **Landscape and Townscape:** To conserve and enhance the District's landscape character and townscapes.
- 10.4 In addition, each site was subject to further engagement with relevant specialist Council officers, those at Nottinghamshire County Council and from each of the statutory infrastructure providers relating to matters such as highways, environmental health and the environment. This included a strategic assessment of whether any constraints identified could be mitigated, for example through on site infrastructure provision or use of planning obligations.
- 10.5 An important part of the process involved analysis of landscape impact and the cumulative impact of traffic through the Transport Strategy i.e. in terms of the capacity of the public highway. A detailed Landscape Strategy was undertaken of sites taken forward for further consideration. This identified areas of highest landscape quality. On a strategic level, a detailed analysis of important green gaps was undertaken. Sites located in areas of strategic landscape importance are considered unsuitable and are not proposed for allocation.
- 10.6 The achievability of the sites has also been assessed. This involved a high level assessment of whether development would be economically viable. This was informed by the Council's Interim Whole Plan & CIL Viability Assessment.

This indicates whether there is a reasonable prospect of a site being delivered and when, a key requirement of national planning policy. For employment land the Housing and Economic Development Needs Assessment 2020 involved discussions with site promoters/developers to determine the market interest and the approach being taken to delivery.

- 10.7 All sites have been assessed using the baseline information which does not take into account how a sites performance could be improved through provision of new infrastructure, services and mitigation. To address this, as part of reviewing and updating the SA of sites since the November 2020 consultation, site survey and assessment evidence provided by landowners/developers and their agents has informed discussions with infrastructure providers and where considered appropriate informed the process. In these cases the SA has been revised appropriately. More generic mitigation and requirements through policies such as those relating to section 106 contributions (e.g. providing affordable housing, new open spaces, and contributions to school capacity or public transport/highway improvements) will be expected for most sites. This means all sites are likely to have an improved score if policy requirements were taken into account through the SA which makes these factors less influential overall (as all sites scores will be improved) compared to areas such as on site archaeological surveys, agricultural land classification, and ecology or landscape assessment. The SA Report (August 2021) sets out where the the SA baseline score for a site has been revised to reflect a site assessment as submitted through Representations to the Local Plan to date; the findings included are inclusive of 'post mitigation' scores for site criteria.
- 10.8 There are some sites where the Sustainability Appraisal identifies potential negative effects. Where it may be possible to mitigate the effects, then appropriate measures will need to be identified. Where a site with any negative effects has been taken forward as an allocation then these measures also form the basis of the site-specific development requirements and mitigation measures that will inform the future design and scale of the development within the Publication Local Plan. All sites discounted at this stage are identified in Appendix 2.

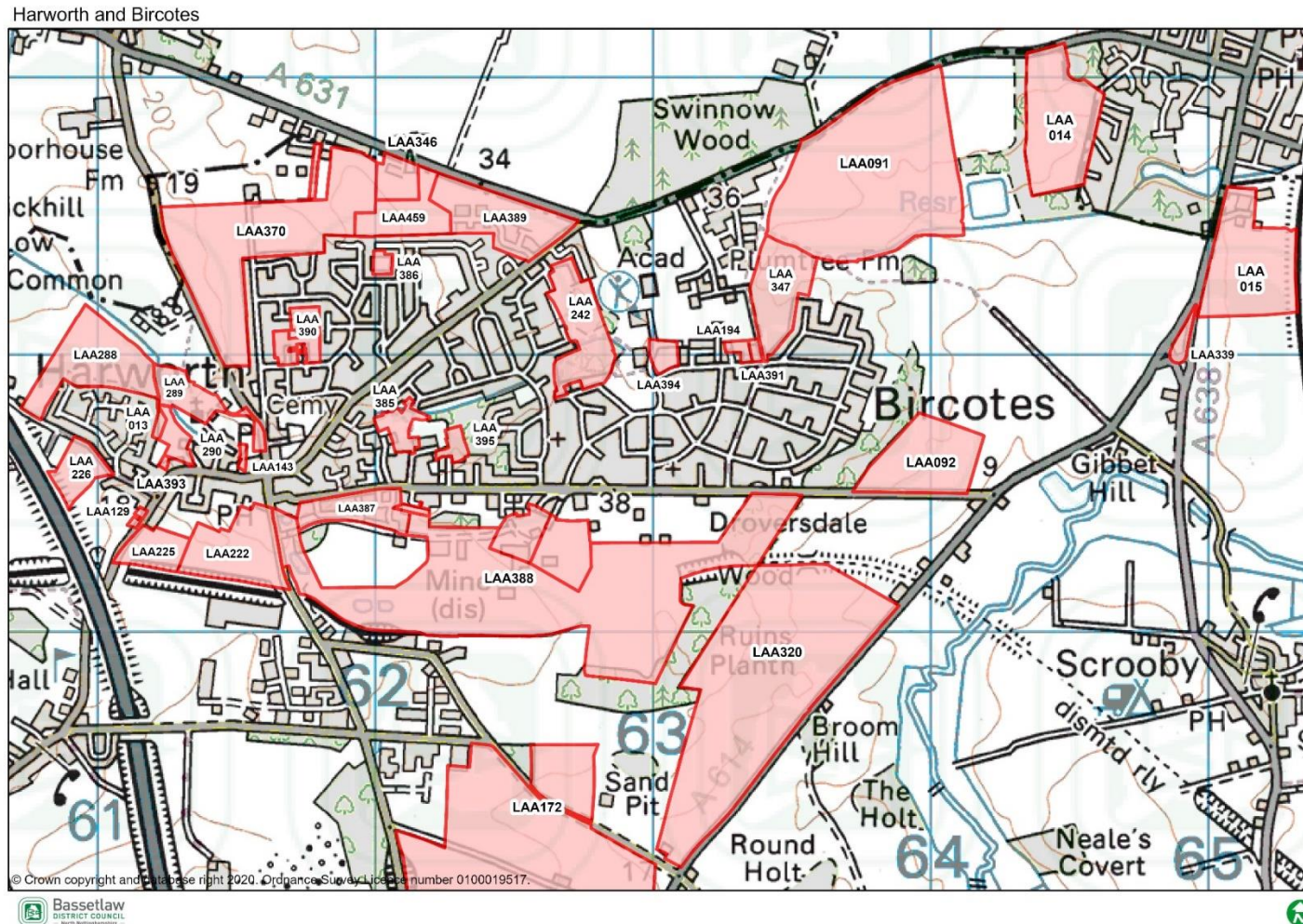
## **11 Stage 4: Identification of Preferred Sites**

- 11.1 The Sustainability Appraisal, Habitats Regulation Assessment and other evidence base findings have informed the site selection process at this stage. Results from the SA on each site of the reasonable alternatives have been summarised in the table in Appendix 2. Infrastructure capacity has also been taken into consideration in the site selection process. Sites taken forward must be capable of being accommodated within the existing infrastructure network, or with suitable mitigation (as evidenced by infrastructure partners). Taking all the evidence into consideration, each site has been considered on its own merits with regard to how it can meet the strategic objectives of the Bassetlaw Plan. A site that has been assessed as having a number of constraints is not necessarily unsuitable; it may mean that mitigation will be required. In some cases this may have an impact on viability and therefore

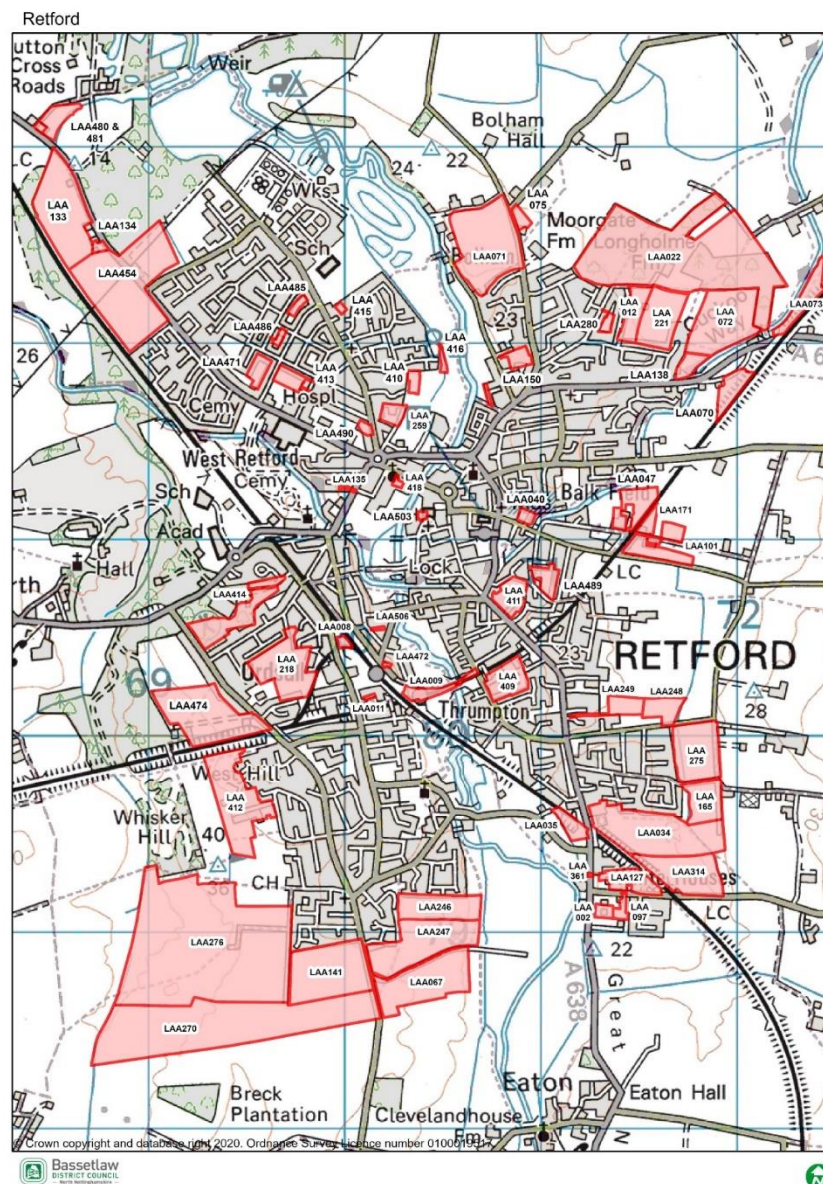
deliverability of development. An explanation of the reasons sites were taken forward for allocation and why sites were not taken forward is included in Appendix 2.



## Harworth & Bircotes: LAA sites & assessed through the Site Selection Methodology



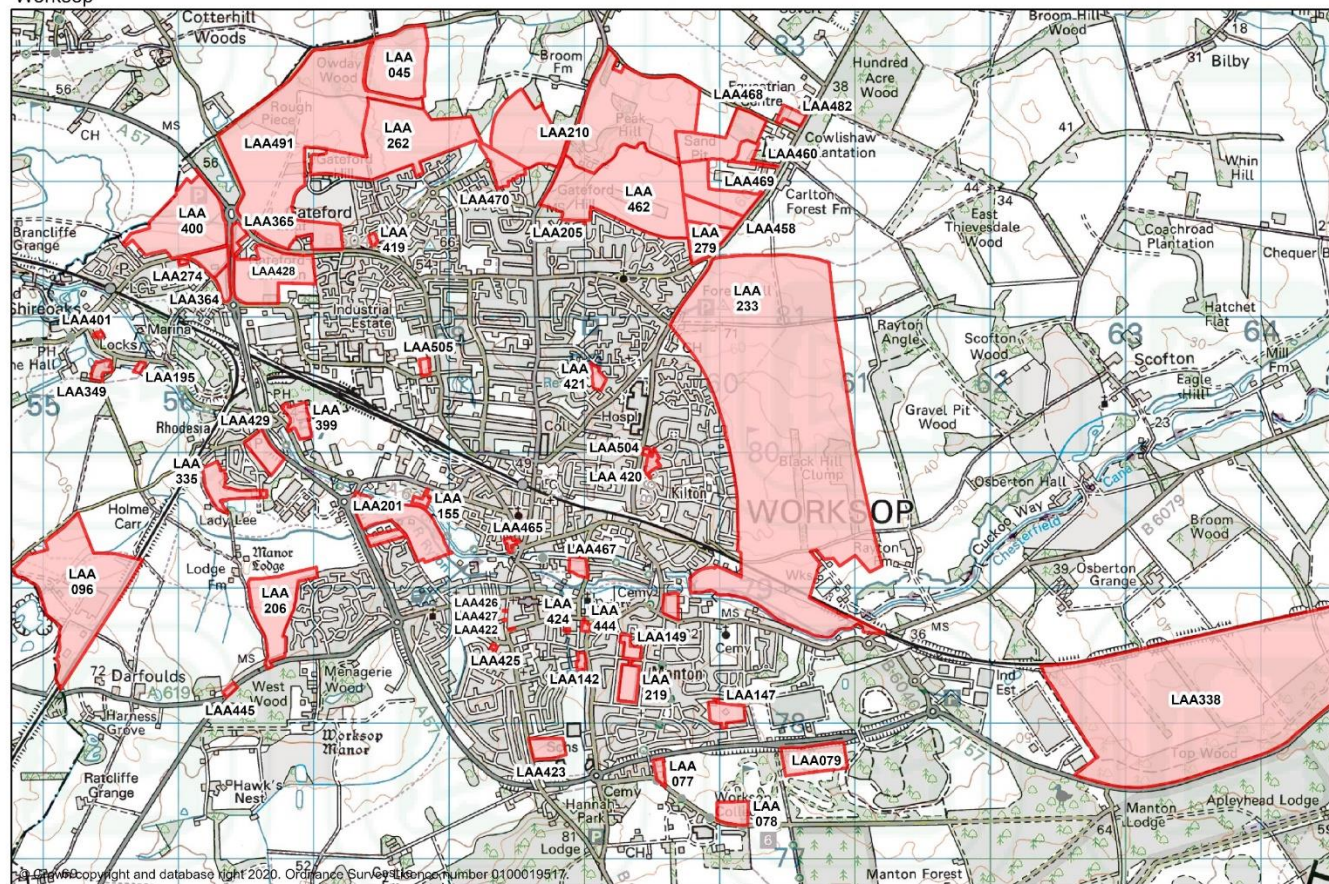
### Retford: sites identified in the LAA and assessed through the Site Selection Methodology





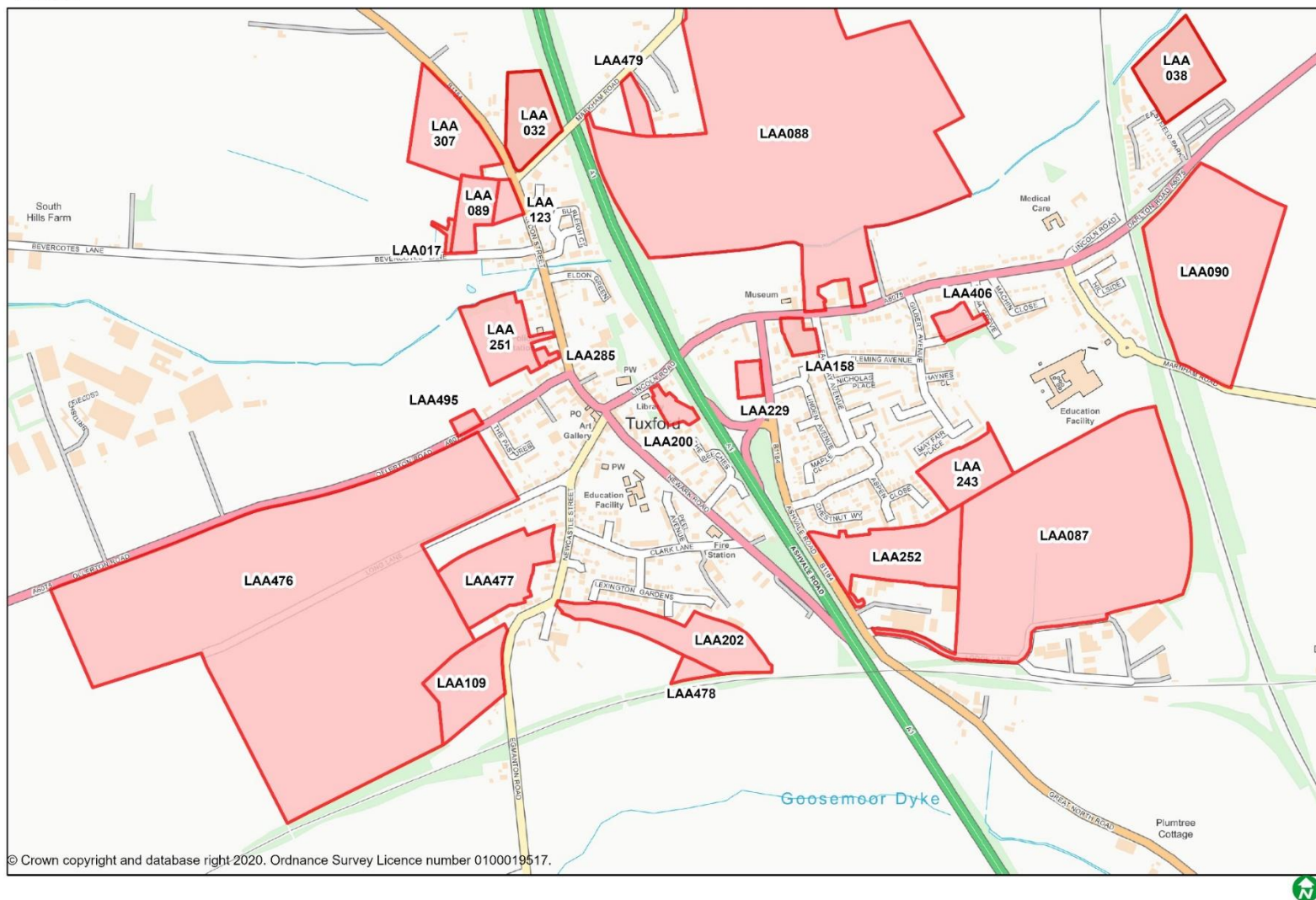
## Workshop: LAA sites and assessed through the Site Selection Methodology

## Workshop

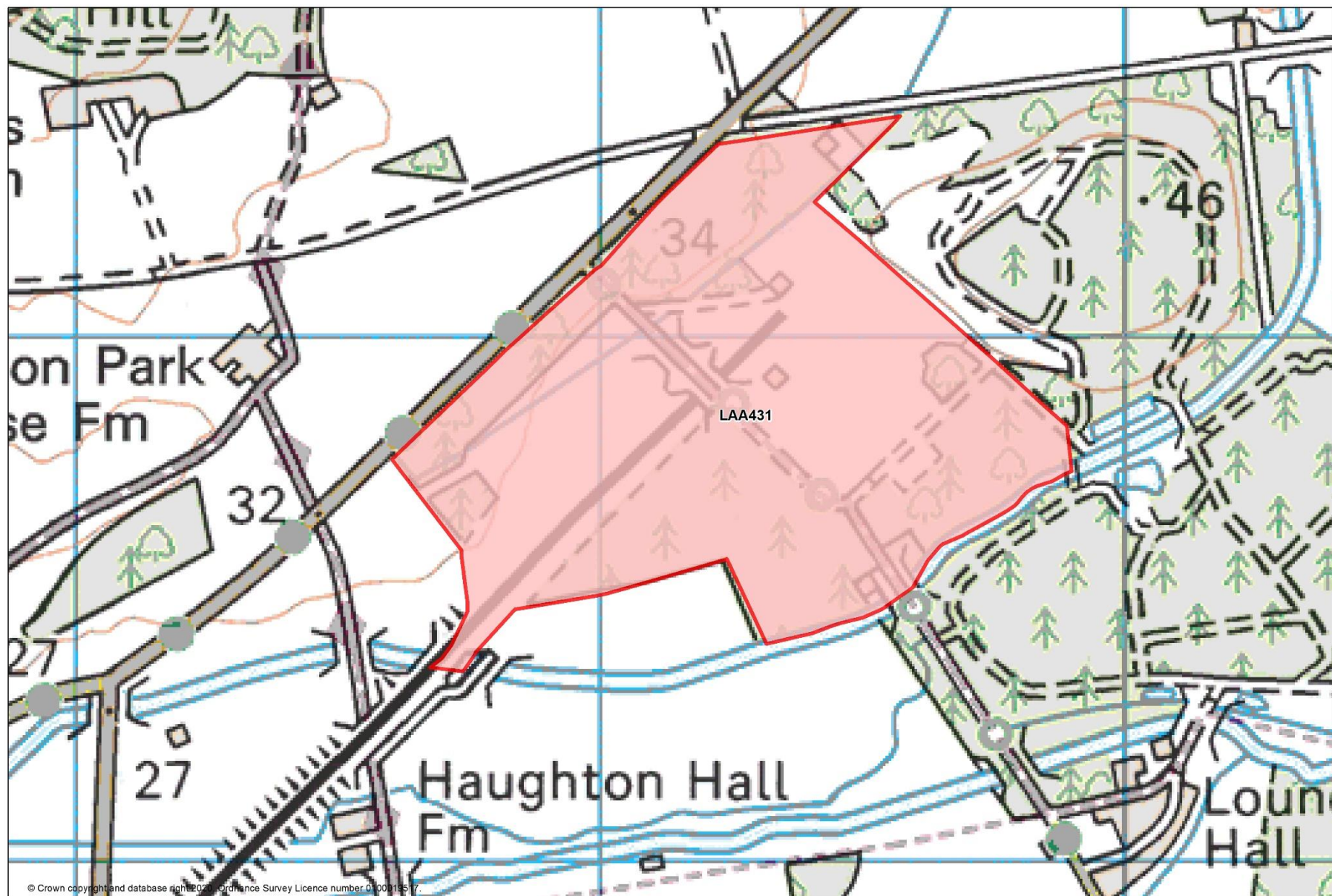


## Tuxford: LAA sites and assessed through the Site Selection Methodology

Tuxford





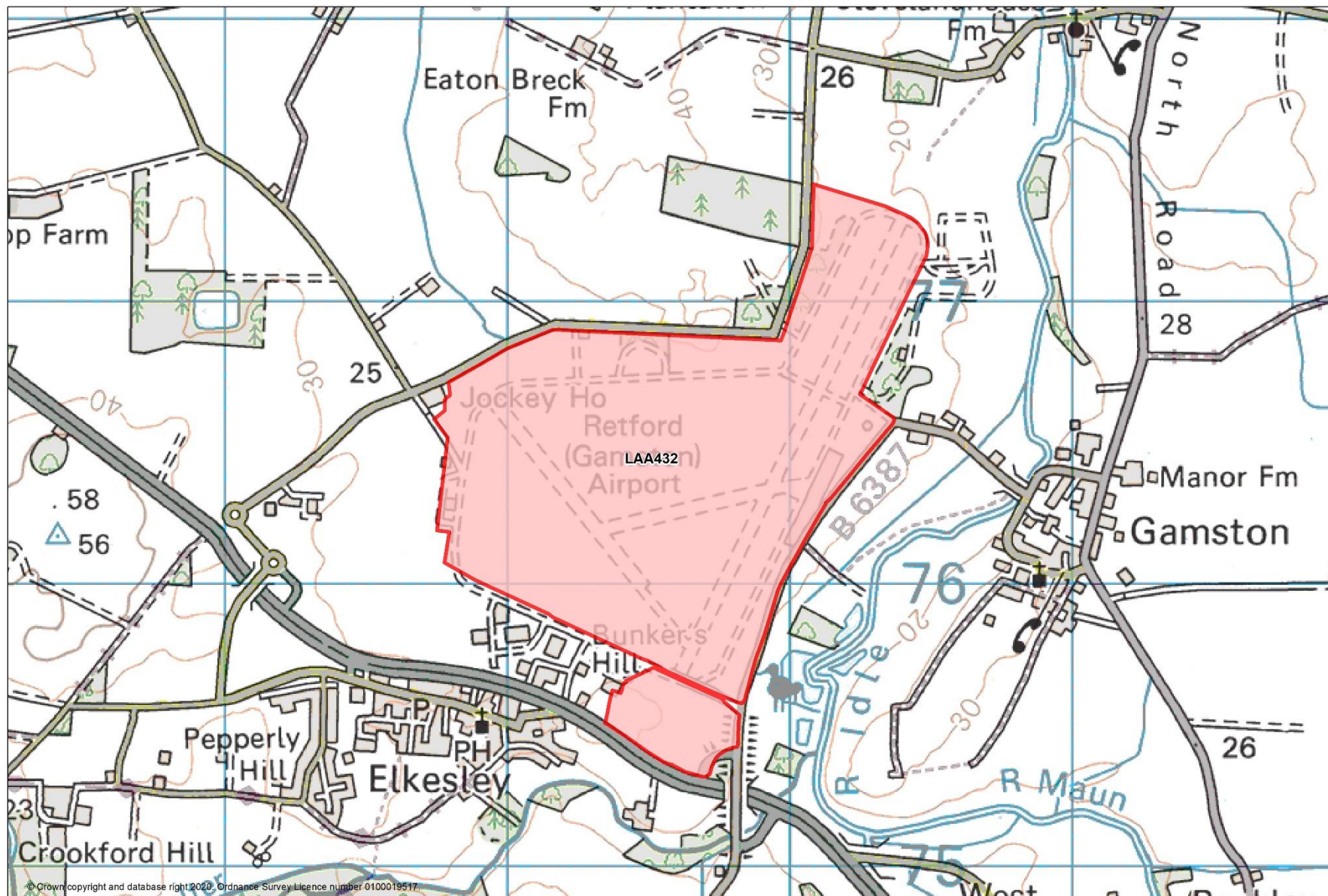


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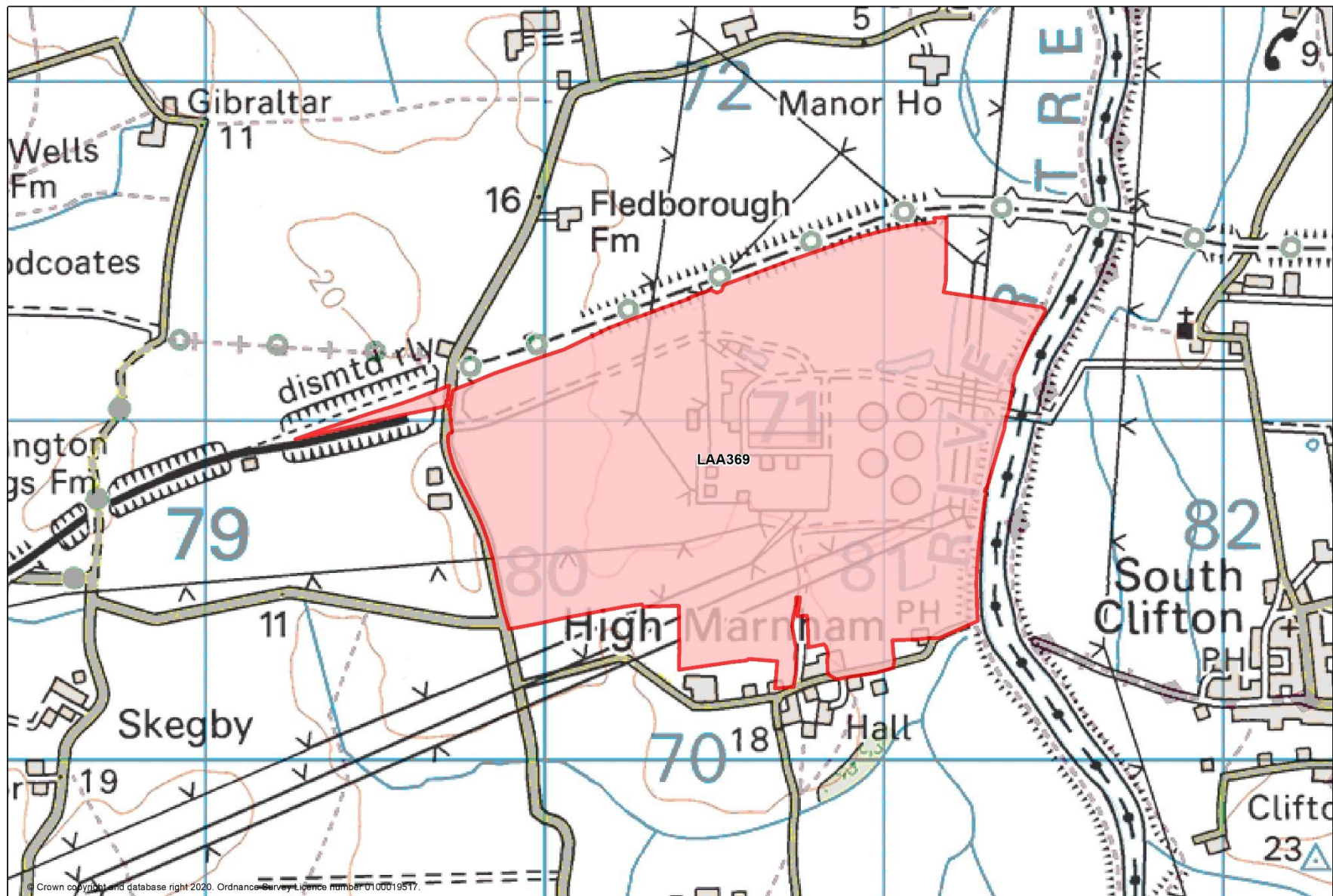


Gamston Airport



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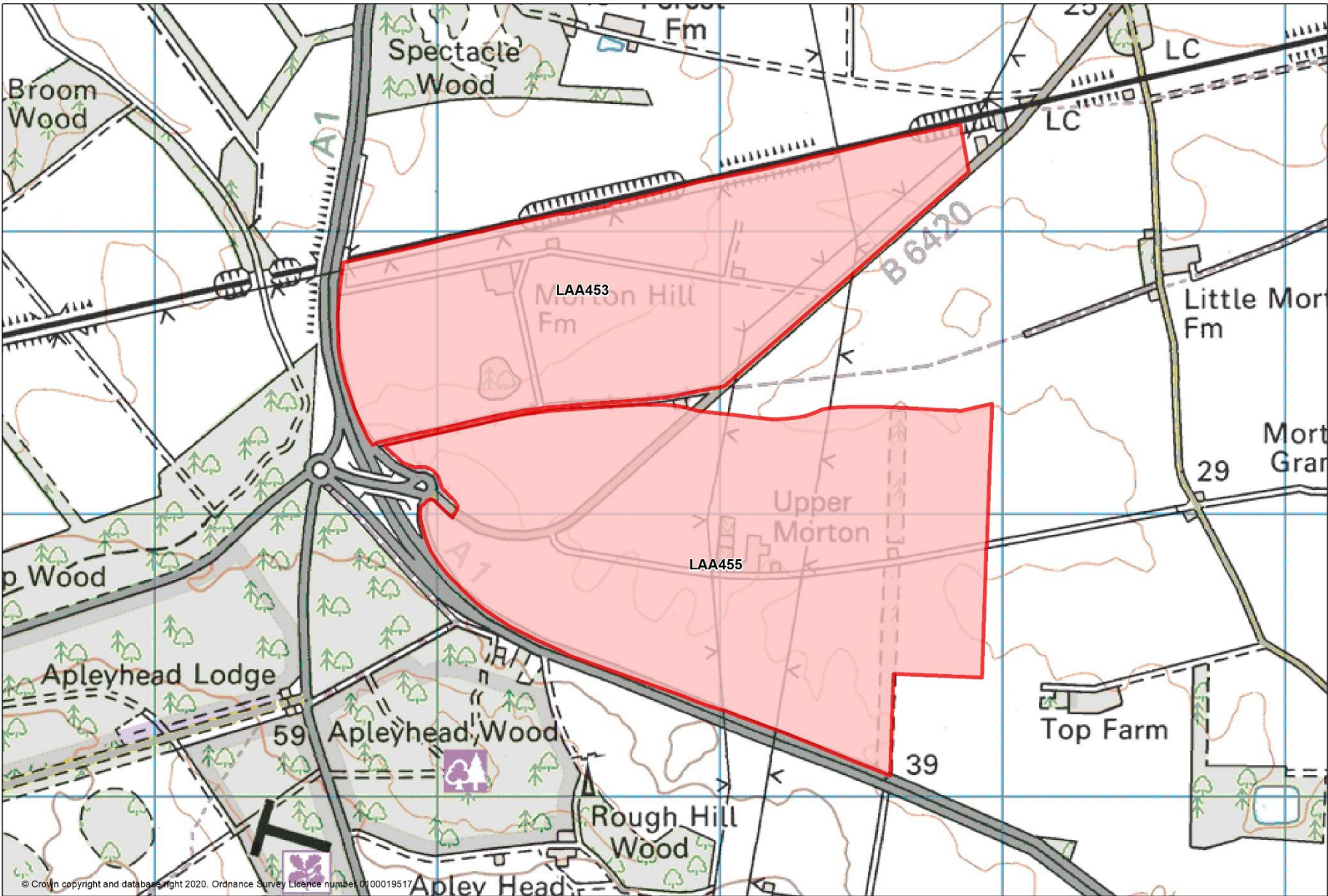
High Marnham



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Morton




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Appendix 1: LAA Site Profiles and Site Selection R.A.G Classification


Harworth LAA Sites


LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology <div>RAG</div>	Reasoned justification
LAA013	Land Adjacent and to the east of Holly Court and Briar Court	0.32	10	Agriculture	No access from the public highway. Despite initial concern from Highways the owner has indicated that the site can be accessible from the neighbouring parcel of land which is also in their ownership	No significant constraints identified (no designations)	Contrary to policy regarding adverse impact on the setting of a heritage asset.	Not suitable due to adverse impact on the setting of heritage assets.	Popular residential area	Greenfield	Listed buildings to the south and the east of the site (Church of All Saints-grade II ref: 1/62, Syringa House-grade II ref:1/67 and barn at Syringa House grade II ref: 1/68); medium-high chance of archaeological remains. Potential for Medieval remains. Strong conservation concerns about potential impacts on the setting of heritage assets	Available	Not suitable due to adverse impact on the setting of heritage assets.	Discounted at Stage 2	LAA conclusion.
LAA014	Land, Tickhill Road, Bawtry	11.3	237	Agriculture	Power line along site entrance boundary. The site lies on the County boundary. The junction would be in Doncaster so it would be Doncaster Metropolitan Borough Council who would have the most interest in this proposal, particularly the highway implications in Bawtry. However, Nottinghamshire County Council as Highway Authority would need to be consulted with respect the internal road layout and any traffic implications for nearby Harworth. - A Transport Assessment would likely be required prepared in accordance with Planning Practice Guidance.	No significant environmental constraints identified (no designations). A hedgerow bounds the entrance to the site. A tree survey and ecological survey would be required at a later stage if taken forward.	Potentially policy compliant subject to highway standards being met and landscape impact/design.	Potentially policy compliant subject to highway standards being met and landscape impact/design.	Popular residential area	Greenfield	Potential for archaeology	Available	Potentially suitable subject to highway standards and design/landscape impact. However, the site does not adjoin the settlement boundary of Harworth & Bircotes.	Discounted at Stage 2	Allocation of the site would not accord with the spatial strategy of allocating sites in and adjoining the main settlements and Large Rural Villages


LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology  R A G	Reasoned justification
LAA015	Parting Shires Farm, Great North Road, Bawtry	11.69	245	Agriculture	The site appears to only have access to the A638 Great North Road which is derestricted at this point. The Highway Authority is likely to require the Bawtry village speed limit extending southwards to encompass this site with associated gateway features to calm traffic. Two junctions are likely to be required of a high standard to connect a bus route through the site. - A Transport Assessment will be required prepared in accordance with Planning Practice Guidance. The views of Doncaster Metropolitan Borough Council should also be sought as the site lies adjacent the County boundary.	Part of the site is in flood zone 2.	Contrary to NPPF regarding the creation of healthy, inclusive and safe Detached from the settlement boundary. Forms part of the setting of listed buildings.	The site is detached from the settlement and is unsuitable	Popular residential area	Greenfield	Potential for archaeology. The site forms part of the setting of Bawtry Hall, Bawtry War Memorial, and Bawtry South Parade	Available	The site is detached from the settlement and is unsuitable. Development would also adversely impact on the setting of Bawtry Hall and Bawtry War Memorial.	Discounted at Stage 1	LAA conclusion.
LAA092	Land between Scrooby Road and A614	8.84	212	Agriculture	No significant physical constraints identified	Site adjoins a Local Wildlife Site (Ref. 2/570) Whitehouse Plantation	Contrary to NPPF regarding the creation of healthy, inclusive and safe Detached from the settlement boundary.	The site is detached from the settlement and is unsuitable	Inappropriate	Greenfield	No identified constraints regarding heritage. Site adjoins a local wildlife site. The site is not contained. Development would have an adverse impact on the Landscape.	Available	Not suitable due to the site's detachment from the settlement and the lack of containment which would result in an impact on the landscape.	Discounted at Stage 1	LAA conclusion.
LAA129	Styrrup Road	0.24	7	Vacant land. Cemetery entrance.	The Highway Authority would expect access to be achieved via the existing access in the middle of the site. This access serves the cemetery and is owned by the Town Council. No permission has been granted to the landowner (see appeal statement for BDC planning application 17/00845/OUT which was refused and dismissed at appeal)	No significant constraints identified.	Site is located close to the summit of the hill and therefore is in a prominent position. The relatively dense housing of the proposal and the location would result in the introduction of an incongruous and dominant built form into the area. The scheme would detrimentally erode the existing transition from town to countryside and result in an unacceptably abrupt	Not suitable - refused planning permission due to impact on character of area and amenity of neighbouring property.	Inappropriate	Greenfield	A medium-high chance of archaeological remains. Crop marks, Roman finds. High potential for archaeology across the site	Site is available but access is unavailable	Planning permission refused. Unsuitable due to impact on the character of the area and constrained access.	Discounted at Stage 1.	LAA conclusion/ planning history




LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology  R A G	Reasoned justification
							boundary to the settlement. Therefore the proposal would be contrary to policies CS9, DM4 and DM9 of the Core Strategy and policies 1 and 8 of Harworth NP.								
LAA143	Orchard Cottage, Main Street	0.22	7	Residential garden	No suitable access into the site.	No significant constraints identified.	Contrary to policy regarding heritage impact.	Unsuitable due to adverse impact on a heritage asset (Harworth War Memorial). Access route would be required adjacent to the War Memorial.	Inappropriate	Greenfield	Unsuitable due to adverse impact on a heritage asset (Harworth War Memorial). Access route would be required adjacent to the War Memorial.	Available	Unsuitable due to adverse impact on a heritage asset (Harworth War Memorial). Access route would be required adjacent to the War Memorial.	Discounted at stage 2	LAA conclusion
LAA148	Land off Bawtry Road	1.92	52	Agriculture	Private drive width of 4.8m with poor visibility onto the junction with Bawtry Road. Not supported by Highways, at present, but potential to use the adjacent land.	No significant constraints identified.	Contrary to NPPF regarding the creation of healthy, inclusive and safe Detached from the settlement boundary and bad neighbouring use - industrial estate.	Unsuitable due to separation from the settlement boundary and highway constraints.	Inappropriate	Greenfield			Unsuitable due to separation from the settlement boundary and highway constraints.	Discounted at stage 1	LAA conclusion
LAA194	Land at: White House Road	0.5	15	Paddock	NCC Highways: No objection in principle, provided that the relevant layout, access and parking arrangements are used	No significant constraints identified	Potentially policy compliant subject to design/affect on amenity.	Potentially suitable subject to design/affect on amenity.	Popular residential area.	Greenfield	No significant constraints	Available	Potentially suitable subject to design/affect on amenity.	Discounted at stage 2	LAA conclusion
LAA222	Land Off Blyth Road, Harworth	7.4	178	Agriculture	No significant physical constraints.	Tree preservation orders on site.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Refused outline pp for 199 dwellings, dismissed on appeal in Feb 2020 (19/00034/S36) – contrary	Currently unsuitable. Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Reasonably attractive housing market.	Greenfield	No significant constraints regarding landscape or nature conservation. Planning permission refused due to impact on the setting of listed buildings on Main Street to the north of the site.	Available	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Discounted at stage 2.	The Harworth & Bircotes NP is due to be reviewed. Potential for a smaller area of the site to be suitable

LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology  R A G	Reasoned justification
							to Bassetlaw Core Strategy Policies CS1 and CS4.	Contrary to policy with regard to heritage setting (properties adjoining the site on Main Road are listed).					Contrary to policy regarding adverse impact on heritage setting. Potential for part of the site to become suitable subject to a review of Harworth & Bircotes NP.		
LAA225	Land to the East of Styrrup Road	2.8	76		NCC Highways: The Highway Authority is likely to require a safeguarded route through to the adjacent land LAA222 to the east such that a bus route can be achieved through to Styrrup Road. A Transport Assessment/Statement would be required prepared in accordance with Planning Practice Guidance. Overhead powerlines may restrict the amount of development that could be delivered unless they could be rerouted/moved underground.	No significant constraints identified.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Currently unsuitable. Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Reasonably attractive housing market.	Greenfield	The site is well related to the existing settlement and screened by planting alongside the former railway line. The presence of power lines close to that boundary, and adjoining 45 Styrrup Road, would need to be taken into account in any residential layout, but is not a fundamental constraint to development.	Available	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Potential for the site to become suitable subject to a review of Harworth & Bircotes NP.	Discounted at stage 2.	The Harworth & Bircotes NP is due to be reviewed.
LAA226	Land to the South of Common Lane	2.9	78		NCC Highways comments suggest a suitable highway solution could be achieved. Extensive offsite drainage infrastructure may be required. The A1 poses a very considerable constraint, with significant visual and noise impacts. In terms of landscape, this may be manageable with appropriate design, but the opportunity will need to be considered alongside noise and air pollution and other amenity issues.	No significant constraints identified.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Currently unsuitable. Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Popular residential area.	Greenfield	Medium-high chance of archaeological remains. Landscape constraints are not insurmountable, but with other non-landscape issues (noise / impact of the A1) the residential environment of this site, or a substantial part of it may be prejudiced.	Available	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Potential for the site to become	Discounted at stage 2.	The Harworth & Bircotes NP is due to be reviewed


LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
													suitable subject to a review of Harworth & Bircotes NP. Additionally, the A1 poses a very considerable constraint, with significant visual and noise impacts.		
LAA227	Land to the rear of Corner Farm /to the west of Tickhill Road	0.4	12	Paddock	No objection in principle, provided that the issue over visibility splays can be addressed. The site may well be better developed comprehensively with LAA289, LAA013, LAA288 in order to provide connectivity. Sewage: It should be noted there is an existing foul rising main crossing the site which will require easements and is likely to restrict development	No significant constraints identified.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Popular residential area.	Greenfield	Medium-high chance of archaeological remains. Little known from area but potential high- likely that alluvium covering archaeology; Grade II Listed Church to the south of the site (ref: 1/62).Comments from conservation suggest that the design of any scheme on the site would have to be sensitive to the Listed Buildings nearby	Available	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Discounted at stage 2.	The Harworth & Bircotes NP is due to be reviewed
LAA242	Land off Brookside Walk, Thoresby Close & Dorchester Rd	3.9	105	Informal open space	NCC Highways: The site should link Brookside Walk with Thoresby Close to maximise connectivity and to improve the distribution of traffic. A Transport Assessment would be required prepared in accordance with Planning Practice Guidance. A through route should be safeguarded towards Tickhill Road in anticipation of further development	Two thirds of the site form part of a Local Wildlife Site (Ref. 5/2279 Snipe Park Wood).	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.Developme nt of part of the site (the LWS) would be contrary to Policy (NPPF, para. 170) regarding protection of a Local Wildlife Site.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Popular residential area.	Greenfield	Development of part of the site (the LWS) would be contrary to Policy (NPPF, para. 170) regarding protection of a Local Wildlife Site. No impact on heritage assets. Minor impact on landscape (within an urban setting).	Available	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Development of part of the site would be contrary to policy regarding the protection of	Discounted at stage 2.	The Harworth & Bircotes NP is due to be reviewed

LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
													biodiversity (NPPF Para 170).		
LAA288	Land off Thornhill Road	8.7	209	Agriculture	The junction of Common Lane with Thornhill Road would need to be amended such that Common Road would meet Thornhill Road closer to 90 degrees. A Transport Assessment/Statement would be required prepared in accordance with Planning Practice Guidance. A Transport Assessment/ Statement would be required prepared in accordance with Planning Practice Guidance. There is potential for highway capacity and safety concerns at the Common Lane junction with Main Street some of which may be alleviated if a second and third point of access is provided as part of other development (LAA289, LAA290).	The north eastern boundary of the site is in Floodzone 3	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Junction requirements would impact on the viability of development.	Popular residential area.	Greenfield	Medium-high chance of archaeological remains. Crop marks on site.	Available	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Development of part of the site would be contrary to policy regarding the protection of biodiversity (NPPF Para 170).	Discounted at stage 2.	The Harworth & Bircotes NP is due to be reviewed
LAA289	Land west of Tickhill Road	3.79	102	Agriculture	It is unclear as to whether the gap between the Vicarage and the land to the north is sufficiently wide to accommodate a road from Tickhill Road to the main part of the site. The site could then only be developed fully through adjacent land (LAA288, LAA290. This may give rise to highway capacity and safety concerns at the Common Lane junction with Main Street. A second and third through route is therefore likely to be required. A Transport Assessment would be required prepared in accordance with Planning Practice Guidance.	The western boundary of the site is in Floodzone 3	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Highway improvements would impact on the viability of development.	Popular residential area.	Greenfield	Medium-high chance of archaeological remains. Little known from area but potential high- likely that alluvium covering archaeology; Grade II Listed Church to the south of the site (ref: 1/62); Strong conservation concerns about potential impacts on the setting of heritage assets	Available	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. Strong conservation concerns about potential impacts on the setting of heritage assets. This site is outside the settlement boundary in countryside. Development of part of the site would be	Discounted at stage 2.	Adverse impact on heritage setting




LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
													contrary to policy regarding the protection of biodiversity (NPPF Para 170).		
LAA290	Land off Church Walk	1.68	45		No significant physical constraints identified.	Northern part of the site is in Floodzones 2 and 3. A sequential and exceptions test would need to demonstrate that the site is suitable if taken forward.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Contrary to policy (NPPF Para. 192) regarding impact on setting of a heritage asset. Part of the site is in Floodzone 3. Contrary to policy regarding flood risk (NPPF para. 155).	Unsuitable for the following reasons: 1. Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. 2. Part of the site is in Floodzone 3. 3. Development would impact on the setting of heritage assets.	Zoopla statistics indicate a steady rise in house prices in Harowrth & Bircotes over the past five years. This suggests Harworth & Bircotes is a popular residential area with a bouyant housing market.	Greenfield	Listed buildings to the south and the north of the site (Church of All Saints-grade II ref: 1/62, Syringa House-grade II ref:1/67 and barn at Syringa House grade II ref: 1/68); medium-high chance of archaeological remains. Potential for Medieval remains; Strong conservation concerns about potential impacts on the setting of heritage assets	Available	Unsuitable for the following reasons: Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is outside the settlement boundary in countryside. Development would impact on the setting of heritage assets. Also, it is unknown if development would be viable due to the necessary highway improvements. Additionally, the site is partly within Floodzone 3. A sequential test and, if necessary and exceptions test would be required to demonstrate the suitability of the site for development.	Discounted at stage 2.	See LAA conclusion.





LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology  R A G	Reasoned justification
LAA320	Land off Bawtry Road	36.47	766	Agriculture	No significant constraints identified	Adjoins a Local Wildlife Site.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is separated from the settlement.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is separated from the settlement. Development would be contrary to policy - NPPF para. 91 - policies and decisions should aim to achieve healthy, inclusive and safe places.	Inappropriate - the site is located in open countryside.	Greenfield	The site is open in character. Development would have an adverse landscape impact	Available	Not suitable. Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is separated from the settlement. Development would be contrary to policy - NPPF para. 91 - policies and decisions should aim to achieve healthy, inclusive and safe places.	Discounted at stage 1.	Inappropriate - the site is separated from the settlement.
LAA346	North View Farm, Bawtry Road	2.21	75	Agriculture	No significant constraints identified	No significant constraints identified	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is separated from the settlement.	Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary. This site is separated from the settlement.	Inappropriate - the site is located in open countryside.	Greenfield	Currently open in character. Potentially suitable once the adjoining site has been developed as the site will be contained.	Available	Not suitable. Contrary to Harworth Neighbourhood Plan Policy 6 which supports the redevelopment of Harworth Colliery and sites within the settlement boundary.	Discounted at stage 1.	Inappropriate - the site is separated from the settlement.
LAA385	Land off Beverley Road	2.36	85	Vacant/ semi natural open space	NCC Highways has concerns about site capcity due to on street parking. The design of any future scheme would need to address this.	BDC Tree Officer has concerns regarding the loss of 8 trees. The site forms a potential habitat for wildlife. It also connects to Well Hill Local Wildlife Site via a stream. There is potential for development to have an adverse effect on protected species.	It is currently unknown if development would be policy compliant. This would depend on the impact development would have on biodiversity, trees and the highway.	The suitability of development is dependent on the impact it would have on ecology/biodiversity, trees, and the public highway.	Zoopla statistics indicate a steady rise in house prices in Harworth & Bircotes over the past five years. This suggests Harworth & Bircotes is a popular residential area with a bouyant housing market.	Greenfield	The suitability of development is dependent on the impact it would have on ecology/biodiversity and trees.	The site was granted planning consent in 2010. Development has not commenced. As such, there is uncertainty with	Suitability and achievability unknown. Potential for development to adversely impact on a Local Wildlife Site, trees, and the public highway.	Discounted at stage 2.	See LAA conclusion.

LAA Ref	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology <div><div></div><div>R</div><div>A</div><div>G</div></div>	Reasoned justification
												regard to the achieveability of development.			


Appendix A: Retford LAA Sites


LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status ofthe site through the Site Slection Methodology 	Reasoned Justification
LAA002	Retford	Montagu House, London Road	0.59	18	Residential	The Highway Authority will be seeking improvements to access and amendments to the London Road white lining to provide a right turn harbourage. The site may be more easily and safer served via site LAA097 from Grove Road	No significant constraints identified	Located with Retford South CA. Demolition of the property would not be supported by BDC Conservation. Conversion of Montagu House would be supported where it would not harm that significance of the heritage asset.	Potentially suitable subject to a satisfactory highway solution and demonstration of the conservation of the heritage asset.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Brownfield site	The site is located within Retford South Conservation Area and, in particular, the Council’s heritage officer has identified Montagu House as a positive building within the site. Demolition or redevelopment of Montagu House would therefore harm its significance to the site and the Conservation Area’s setting.	Available	Potentially suitable subject to a satisfactory highway solution and demonstration of the conservation of the heritage asset.	Reasinable Alternative. Discounted at stage 3.	See Appendix B.
LAA008	Retford	Land opposite 87 West Carr Road	0.33	12	Vacant Land	No objection to PA subject to conditions relating to gradient, visibility splays, road drainage and parking/turning area surfacing	No significant constraints identified	Policy compliant - Principle of residential development considered acceptable	Suitable in principle	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Medium sized site within settlement boundary. Potential to improve streetscene.	Potential to have a positive effect on the streetscene.	Unknown	PP expired. Availability and achieveability uncertain.	Discounted at stage 1.	Availability and deliverability uncertain
LAA009	Retford	Land adj to Retford Railway Station	1.21	20	Vacant land	Access road along the station frontage is not considered to be public adopted highway	Majority of the site is located within Floodzone 2. A small area is in FZ 3	Contrary to NPPF and BDC Core Strategy regarding development in a high risk flood area.	Unsuitable due to flood risk and poor access.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site. Opportunity to enhance railway station and Conservation Area.	Adjoins a Conservation Area. Opportunity to enhance the CA.	Submitted by landowner.	Unsuitable due to poor access and high risk of flooding.	Discounted at stage 2.	See LAA assessment
LAA011	Retford	Unit 3 Rossington Park, West Carr Road	2.16	78	Industrial	Not considered acceptable for residential development without improvement to access, footways and pedestrian connections from within the site	Potential noise implications from the adjoining industrial unit.	Predominantly industrial area. Affect on residential amenity considered unacceptable.	Unsuitable due to affect on residential amenity	Considered inappropriate for residential development	Potential to have a positive affect if developed as part of the wider industrial area,	Potential to improve townscape if developed as part of a larger scheme.	Available	Not suitable. Located within an industrial area.	Discounted at stage 2	LAA assessment


LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA012	Retford	Land to East of The Drive	2.59	70	Agriculture	The Highway Authority will require a development of this scale to be supported by a Transport Assessment and Travel Plan prepared in accordance with Planning Practice Guidance. As well as considering the availability of public and sustainable transport facilities in the area, the capacity of the Longholme Road and Tiln Lane junctions with the A620 will need to be assessed and possibly beyond. - Due to the narrow footway width and the awkward junction arrangement that would be created at the end of the existing Longholme Road, it will be necessary to provide additional points of access of a better standard such that traffic is not focused on this point. The most obvious second point of access to serve the next phase would be from an improved “The Drive” from Park Lane or Bigsby Road. The layout of the	Partly in Floodzone 2. A sequential and exceptions test would need to demonstrate that the site is suitable if taken forward.	Potentially policy compliant subject to satisfactory outcomes regarding highways, nature conservation, and drainage (where necessary)	Potentially suitable subject to a satisfactory highway and drainage solution	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site.	Development has the potential to have adverse impact on the landscape. Potential for archaeological earthworks on the site. Further information would be required to evaluate the archaeological potential of the site in order to determine an appropriate mitigation strategy.	Available	Potentially suitable subject to a satisfactory highway and drainage solution, and the outcome of a landscape assessment. Suitability would also be dependent on the outcome of a sequential test and, if necessary an exceptions test.	Reasonable Alternative. Discounted at Stage 3.	See Appendix B.

LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
						development will need to facilitate these connections if built out in phases. - The development should be laid out in a manner that allows connectivity and integration with adjacent sites reference LAA221, LAA022, LAA072, LAA138.										
LAA022	Retford	Land at Bigsby Road	34.11	612	Agriculture	The Highway Authority will require a development of this scale to be supported by a Transport Assessment and Travel Plan prepared in accordance with Planning Practice Guidance. As well as considering the availability of public and sustainable transport facilities in the area, the capacity of the Longholme Road and Tiln Lane junctions with the A620 will need to be assessed and possibly beyond. - The development should be integrated with site reference LAA012, LAA221, LAA072, LAA038 and include multiple points of access to evenly distribute traffic including an	Adjoins a LWS. Partly within FZ2. A sequential and exceptions test would need to demonstrate that the site is suitable if taken forward.	Contrary to NPPF and BDC Core Strategy regarding development in a high risk flood area.	Parts of the site are potentially suitable subject to an appropriate scheme which would address landscape impact, highway constraints, and flood risk/drainage.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site	Development has the potential to have adverse impact on the landscape. The site is located in the setting of two Grade II listed buildings; Moorgate House to the west and Whitsunday Pie Lock to the east. In addition, further information is required to evaluate the archaeological potential of the site in order to determine an appropriate mitigation strategy.	Available	Suitability is dependent on the outcome of a landscape assessment and impact on heritage assets. Suitability would also be dependent on the outcome of a sequential test and, if necessary an exceptions test.	Reasonable Alternative. Discounted at Stage 3.	See Appendix B





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						improved "The Drive", Bigsby Road, and Palmer Road.										
LAA034	Retford	Kenilworth, London Road	12.71	150 (remaining area without pp)		No significant physical constraints identified	No	Potentially policy compliant subject to the outcome of a landscape assessment.	The majority of the site has planning consent for residential development. The suitability of the small site which adjoins the larger site with planning consent would depend on the outcome of a landscape assessment.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site	Development has the potential to have an adverse impact on the landscape.		The majority of the site has planning permission. The remaining site may be suitable subject to the outcome of a pending planning application (18/00695/FUL) for 109 dwellings	Reasonable Alternative. Discounted at Stage 3	See Appendix B
LAA035	Retford	Land south of the railway., London Road	1.43	39	Agriculture	The site doesn't appear to have a highway frontage. Access is not ideal off London Road, there is potential access off Goosemoor Lane (this had previously been stopped up and therefore access tights would need looking into). Visibility is acceptable onto Whitehouses Road.	Drainage channel runs through the site.	Potentially policy compliant if access/highway standards can be achieved.	Potentially suitable if highways access can be achieved.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield	Open landscape within a conservation area. The site requires careful consideration due to the views from the London Road over the Idle Valley and Whitehouses Road. Potential for development to cause harm to the character of the CA.	available	Potentially suitable if highway access can be achieved.	Reasonable Alternative. Discounted at Stage 3.	See Appendix B
LAA040	Retford	Kettlewell ltd, Grove Street	0.51	65		No significant highway constraints	Located in Floodzone 2. A sequential and exceptions test would need to demonstrate that the site is suitable if taken forward.	Contrary to NPPF (High risk flood area). However, brownfield site within town centre. Potentially suitable subject to addressing the requirements of the NPPF.	Contrary to policy regarding flood risk. Would need to undertake a sequential test and exceptions test to demonstrate suitability.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Brownfield site	Development would provide an opportunity to enhance the townscape.	Still in use as a coaching business. Unknown availability.	Currently not suitable due to the whole site being within a high risk flood area. Any future application would need to demonstrate suitability by meeting the requirements of national and local	Discounted at Stage 2	LAA assessment


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														policy. Unknown availability.		
LAA047	Retford	Gringley Villa Farm, Blackstope Lane	2.24	60	Agriculture	Separated from the settlement boundary. Blackstope Lane requires upgrading to highway standards.	Located in Floodzone 2 and 3. A sequential and exceptions test would need to demonstrate that the site is suitable if taken forward.	Contrary to NPPF flood policy.	Not suitable. Separated from settlement.	Countryside setting. Inappropriate.	Greenfield site. Contrary to regeneration priorities.	Separated from settlement. Development has the potential to have an adverse impact on the landscape.	Available	Not suitable due to the whole site being within a high risk flood area, separation from settlement boundary, and significant highway constraints.	Discounted at Stage 2.	LAA assessment
LAA067	Retford	Land off Ollerton Road	9.47	227	Agriculture	Site is in a 60mph speed zone and there is no footpath along the site frontage which will need addressing. The Highway Authority will require a development of this scale to be supported by a Transport Assessment and Travel Plan prepared in accordance with Planning Practice Guidance. A development of this scale should include two points of access such that all traffic is not focused on one point and to provide alternative access arrangements during times of essential maintenance or in an emergency. It is assumed that this site will not come forward before the land immediately to the north which would allow access via Lansdown Drive	No major environmental constraints identified.	Separated from settlement boundary - development would be incongruous in the landscape. May be suitable if developed with the adjoining site which adjoins the settlement boundary.	Potentially suitable if developed with the adjoining site.	Countryside setting. Potentially appropriate if developed with adjoining site.	Greenfield	There are undated cropmarks within the site boundary and that further information is required to evaluate the archaeological potential of the site in order to determine an appropriate mitigation strategy. There is potential for development to have an adverse impact on the landscape.	Available	Suitability should be informed by the outcome of a landscape assessment.	Reasonable Alternative. Progressed to stage 4	See Appendix B


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						etc. The three sites LAA246, LAA247, and LAA067 should be connected internally to allow for bus access.										
LAA070	Retford	Land south of Welham Road, Retford	2.14	58	Agriculture	The site is detached from the main conurbation but not to such a degree that would likely make the development unacceptable in highway terms. The A620 40mph speed limit would likely require extending to a point passed the eastern most junction and a footway would be required along the length of the service road to connect with existing facilities to the east and west.	The site adjoins a Local Wildlife Site (Welham Road Marshy Grassland)	Separated from settlement boundary. Development would be incongruous in the landscape. Poor access to services and facilities.	Not suitable. Separated from settlement.	Inappropriate.	Greenfield site	Development would have an adverse impact on the landscape due to the separation of the site from the settlement.	Available	Not suitable due to separation from the settlement. Contrary to NPPF regarding the promotion of healthy, inclusive and safe communities.	Discounted at stage 1.	LAA assessment





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LAA071	Retford	Land off Tiln lane	9.32	224	Agriculture	Any future development would be required to meet highway standards with regard to access and footpaths.	No significant constraints identified.	Separated from settlement boundary. Development would be incongruous in the landscape. Poor access to services and facilities.	Not suitable. Conservation would not support the allocation of this site, due to the likely harm caused to the setting of nearby non-designated heritage assets.			Whilst Conservation acknowledges that both Bolham Manor and the pumping station are non-designated heritage assets rather than designated, it is still important to consider the setting of these assets when assessing planning proposals, as required by Paragraph 192 of the Revised NPPF. In this case, the setting of these non-designated heritage assets is very much a rural and open one, the pumping station being deliberately isolated from the town when constructed. Similarly, Bolham Manor was originally associated with the tannery site to the west (now a care home), but has always had the open countryside setting to the east, appearing as a large isolated villa when viewed from the east. In both cases, development on this site would fail to preserve the setting of the non-designated heritage assets, Bolham Manor in particular. Having a balanced view as required by NPPF paragraph 197, BDC Conservation can see no clear and	Available	Part of the site has planning permission for 178 dwellings. The remainder of the site could accommodate approximately 124 dwellings. BDC Conservation do not support the allocation of the site due to the likely harm it would cause to the setting of non-designated heritage assets.	Reasonable Alternative. Discounted at stage 3.	See Appendix B

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												convincing justification as to why development needs to continue northwards from the current planning permission or what public benefits would outweigh the identified harm. The development already approved would encroach into the countryside setting already, and further development would merely exacerbate this, eroding the countryside setting to Bolham Manor even further. With the above in mind, Conservation would not support the allocation of this site, due to the likely harm caused to the setting of nearby non-designated heritage assets.				
LAA072	Retford	Land north of canal, Welham Road	9.09	218		This site has no obvious means of access to the highway. It would therefore likely have to be considered as part of a larger development proposal possibly including LAA138, LAA012 and LA022.	Longholme Pasture LWS 2/633 to west; Chesterfield Canal LWS to SE. Floodzone 2 on part of site.	Contrary to NPPF flood policy. Separated from settlement boundary - harm to landscape/incongruous.	Not suitable. Separated from settlement.	Inappropriate	Greenfield site	The open countryside which the site forms an integral part of is an important feature and development would have an adverse impact on its landscape quality.	Available	Not suitable. No access to the public highway. Development is likely to have an adverse impact on landscape quality. Contrary to NPPF regarding flooding.	Discounted at stage 1.	LAA assessment


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LAA073	Retford	Land west of railway line, Welham Road	2.52	68		There is only one likely point of access to the site as it is bound by the canal and the railway line on two sides. The point of access would be on a derestricted 'A' class road. The Highway Authority has a policy against such access arrangements due to the potential for high severity accidents. A development would also be isolated from the main conurbation and therefore would have poor sustainability credentials.	Part of the site is in Floodzone 2. The site adjoins a SSSI (Chesterfield Canal)	Contrary to policy regarding the promotion of inclusive communities due to the sites separation from the settlement. Potentially contrary to policy regarding highway impact.	Not suitable. Separated from settlement.	Inappropriate	Greenfield site	Development would have an adverse impact on its landscape quality.	Available	Not suitable. Separated from settlement boundary. Significant highway constraints.	Discounted at stage 1	LAA assessment
LAA075	Retford	Land east of Tiln Lane	0.69	19		The Highway Authority would require the existing 30mph speed limited to be extended to a point north of the site, forward visibility would require improvement around the bend, and a footway would be required from the site to connect with the existing footway to the south. The latter is likely to require third party land as it is not likely to be achievable within the current width of the highway	No significant environmental constraints identified.	Contrary to NPPF Part 8 which seeks to ensure developments promote healthy and safe communities, ensuring they are inclusive and accessible. The site is located away from the settlement boundary. Development of the site would result in poor access to services and facilities for pedestrians.	Not suitable. Separated from settlement.	Inappropriate	Greenfield site	Development would have an adverse impact on its landscape quality.	Available	Not suitable. Separated from settlement boundary and highway constraints which require third party land for mitigation.	Discounted at stage 1	LAA assessment


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LAA097	Retford	Land by Montagu Cottage, Grove Road	0.6	18		Within Retford South CA; comments suggest the adjacent building is a late 19th/early 20th century property designed to sit in extensive amenity. Demolition of this building would not be supported. Development to the front would undermine the primacy of the building from London Road. Opportunities for development at the side or rear is extremely limited.	No constraints identified.	Contrary to policy (NPPF and Local policy) regarding heritage impact.	Not suitable. Development would have an adverse impact on the heritage asset.	Inappropriate	Greenfield site	Not suitable. Development would have an adverse impact on the heritage asset.	Available	Not suitable. Development would have an adverse impact on the heritage asset.	Discounted at stage 2	LAA assessment
LAA101	Retford	Grove Lane Farm	3.2	86	Agriculture	Recommend that the Railway Inspectorate and Network Rail are consulted regarding the level crossing. There is likely to be issues with passing traffic, available visibility at junctions, and pedestrian provision. These do not look like they can be addressed at least within the site area.	Floodzone 2 & 3. LWS 5/2276 Blackstope Lane Grassland adjoins the site; 5/2265 Rob's Meadow to the south	Contrary to policy (NPPF and local). High risk flood area (floodzone 2 & 3)	Not suitable due to detachment from settlement and flood risk. Contrary to the NPPF regarding flood risk and the promotion of health, inclusive and safe communities. The whole site is in a high risk flood area (floodzone 2 & 3)	Inappropriate	Greenfield site	Potential to have an adverse impact on the landscape. Suitability should be informed by a landscape assessment.	Available	Not suitable due to detachment from settlement and flood risk. Contrary to the NPPF regarding flood risk and the promotion of health, inclusive and safe communities. The whole site is in a high risk flood area (floodzone 2 & 3)	Discounted at stage 1	LAA assessment

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LAA133	Retford	Trinity Farm, North Road	10.7	233	Agriculture	No significant physical constraints identified	Part of the site is in Floodzones 2 and 3. Suitability would be dependent on the outcome of a sequential test and, if necessary an exceptions test.	Contrary to policy (NPPF and local). High risk flood area (floodzone 2 & 3)	Part of the site is not suitable for housing due to detachment from settlement and flood risk. Contrary to the NPPF regarding flood risk and the promotion of health, inclusive and safe communities. The whole site is in a high risk flood area (floodzone 2 & 3)	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site	Potential to have an adverse impact on the landscape. Suitability should be informed by a landscape assessment.	Available	Part of the site may be suitable for housing (outside floodzones 2 and 3). The adjoining site has planning consent for employment and residential development. There is an opportunity to reconfigure the site to ensure housing is not located in floodzones 2 or 3.	Progression to stage 4	See Appendix B
LAA134	Retford	Trinity Barns Field, North Road	0.38	11	Agriculture	Would need to be integrated with the development site to the southeast. A further Transport Assessment would likely be required prepared in accordance with Planning Practice Guidance	No known environmental constraints. Surveys may be required at a later date.	Potential to be policy compliant if developed with the site to the south. Currently separated from the settlement boundary.	Potentially suitable if developed with the adjoining site.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site.	Potential to have an adverse impact on the landscape. Suitability should be informed by a landscape assessment.	Available	Potentially suitable if developed with the site to the south which adjoins the settlement boundary.	Progression to stage 4	See Appendix B
LAA135	Retford	Trinity Hospital, Hospital Road	0.13	4	Sports club	No major physical constraints	No known environmental constraints. Surveys may be required at a later date.	Contrary to policy (NPPF and Local policy) regarding heritage impact.	Not suitable due to impact on the setting of a Grade II Listed Building.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield	Not suitable. This is in the setting of an important Listed Building and in the Conservation Area. The site forms an important open space and is a key part of the Listed Building's setting.	Available	Not suitable. This is in the setting of an important Listed Building and in the Conservation Area. The site forms an important open space and is a key part of the Listed Building's setting.	Discounted at stage 2	LAA assessment

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LAA138	Retford	Canal Turn, Welham Road	1.24	4	Industrial/employment	The Highway Authority would generally wish to avoid a proliferation of accesses onto the A620. However, this site may provide an additional opportunity to distribute traffic from the proposed adjacent sites, LA012, LA022, LA072 and possibly LA073 if the canal can be bridged. A Transport Assessment will be required that ideally deals with all the sites should they be likely to come forward comprehensively. A combination of sites 12, 22, 70, 71, 72, 73, 75, 130, 138, and 150 is likely to have a significant impact on highway capacity through Retford.	Within Floodzone 2	Contrary to policy (NPPF and local). High risk flood area (floodzone 2). Would be required to undertake a sequential and exceptions test (NPPF).	Located within floodzone 2. Suitability to be informed by sequential and exceptions tests.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site	No significant constraints identified.	Availability unknown. Planning permission expired. Planning permission refused 20/00730/FUL due, amongst other reasons, to the site being located in a high risk flood zone.	A large part of the site is in floodzone 2. Whilst the site has had planning consent which expired in May 2019, development would be contrary to policy regarding flood risk.	Discounted at stage 2	LAA assessment





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LAA141	Retford	Land south of the Common, Ordsall	10.65	192	Agriculture	The Highway Authority will require a development of this scale to be supported by a Transport Assessment and Travel Plan prepared in accordance with Planning Practice Guidance. - The village speed limit will require relocating to the south side of the site and connecting footways will be required back into Ordsall. It is likely that two points of access will be required that are suitable to form a bus route through the development. Access should be safeguarded into surrounding land LAA270 and LAA276 to facilitate future development with good connectivity.	No known environmental constraints	NPPF para 170: Protecting valued landscapes. The prominence of the site, as part of an extensive tract of open countryside mean that development would result in an adverse landscape impact.	Suitability dependant on landscape impact.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site	Potential to have an adverse impact on the landscape.	Available	Suitability to be informed by a landscape assessment.	Progression to stage 4	See Appendix B
LAA150	Retford	Bolham Lane	1.05	38									No longer available. Currently an employment site	Not available	Discounted at stage 1	Not available


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LAA165	Retford	Land south of Grove Coach Road	3.56	96	Agriculture	Grove Coach Road is not of adequate width to provide access and lacks footways. This would need to be significantly improved. A Section 106 or CIL contribution to enable mitigation of the traffic implications is likely to be sought	PROW to north; Drainage assessment undertaken by Arup concludes that the flood risk for the site is low from all forms of flooding including fluvial (river), surface water and groundwater and should not hinder this development. Therefore by making sufficient space for water/drainage, and with an appropriately designed drainage system, Arup are of the opinion that the site could be developed whilst maintaining a suitably low flood risk to properties both on and off site.	Potential for development to be contrary to policy due to having an adverse impact on the landscape. Highway improvements would be required - potential for development to be contrary to policy regarding highway standards.	Potentially suitable if highway standards can be achieved.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site	Potential to have an adverse impact on the landscape.	Available	Suitability to be informed by a landscape assessment.	Reasonable Alternative. Discounted at stage 3	See Appendix B
LAA171	Retford	Land at Blackstope Lane	1.21	33	Agriculture	With regard to highway constraints, there are likely to be issues with the adjoining level crossing, passing traffic, available visibility at junctions, and pedestrian provision. These do not look like they can be addressed at least within the site area.	The site is located in floodzone 2.	Contrary to NPPF - site located in high risk flood area. Contrary to NPPF regarding the promotion of healthy and safe places. The site adjoins a level crossing and has poor access to services due to its distance from Retford.	Not suitable. Located within floodzone 2 and detached from the settlement.	Not suitable. The site is a considerable distance from the settlement boundary and located in floodzone 2.	Greenfield site	Development would be incongrous in the landscape due to the separation of the site from the settlement.	Available	Not suitable. The site is a considerable distance from the settlement boundary and the site is located in floodzone 2.	Discounted at stage 2	LAA assessment



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LAA218	Retford	Land off Manvers Road (Sandhills)	7.04	Capacity: 126	Semi natural open space	In accordance with the County's highway design guide, a cul-de-sac can serve up to 150 dwellings provided it is a minimum of 5.5m wide (50 dwellings at 4.8m). This would allow a development of 120 dwellings to be served from Manvers Road given the number of existing properties. The capacity may be reduced should access be needed to existing allotments or public open space, while capacity may be increased if another access point can be achieved from the existing estate.	No known environmental constraints (no designations)	Potential to be policy compliant if the open space is improved	Potential to be policy compliant if the open space is improved	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site	No significant constraints identified. No conservation designations.	Available	The site is very well contained and has good access to services and facilities in Retford. This is a large open space which provides an important amenity/recreational facility for local residents. Part of the site could potentially be suitable if the open space is replaced or improved.	Reasonable Alternative. Discounted at stage 3	See Appendix B
LAA246	Retford	Land South East of Ollerton Road	5.3	120	Agriculture	Site cannot be accessed unless it is through LAA247. There are no objections in principle subject to satisfactory details of layout access, parking and servicing on this site. The site should be developed comprehensively with sites LA067 and LAA247.	Adjoins a high risk flood area	Potentially to be policy compliant subject to highways, landscape impact, design.	May be suitable dependent on design/impact on landscape, highway, and amenity	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield	Potential to have an adverse impact on the landscape.	Available	May be suitable subject to a satisfactory highway solution and design. Suitability should be informed by a landscape assessment.	Progression to stage 4	See Appendix B


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LAA247	Retford	Land South East of Ollerton Road	9.9	178	Agriculture	Highways: NCC has no objection in principle subject to satisfactory details of layout access, parking and servicing. Site should be developed comprehensively in conjunction with LAA246	Adjoins a high risk flood area	Potentially to be policy compliant subject to highways, landscape impact, design.	May be suitable dependent on design/impact on landscape, highway, and amenity	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield	Potential to have an adverse impact on the landscape.	Available	Suitability should be informed by the outcome of a landscape assessment.	Progression to stage 4	See Appendix B
LAA259	Retford	Allotments off Cricket field Lane	1.2	43		Access would be off a private single width carriageway which is not ideal. Roundabout layout would need assessing as the current layout is not suitable for access to the site. Unfeasible unless accessed through the neighbouring consented development to the east or a new access being created onto Hallcroft Road.	No nature conservation or flooding issues identified (no site designations).	Loss of allotments. Potentially suitable if allotments were replaced within close proximity to the site	Unsuitable unless a satisfactory highway solution was identified and the allotments were relocated.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield	No significant constraints	The site is available but the adjoining land which is required for access is not available.	Not suitable. Unfeasible unless accessed through the neighbouring consented development to the east. This site is not currently available. The loss of allotment land would also be contrary to policy.	Discounted at stage 2	LAA assessment
LAA270	Retford	Land West of Ollerton Road	29.57	621	Agriculture	The Highway Authority would require a development of this scale to be supported by a Transport Assessment and Travel Plan prepared in accordance with Planning Practice Guidance. - The village speed limit would require relocating to the south side of the site and connecting footways will be	No nature conservation or flooding issues identified (no site designations).	Development of the site in isolation would be contrary to policy with regard to paragraph 91 of the NPPF (planning policies and decisions should aim to achieve healthy, inclusive and safe place) because the site is detached from the settlement. It would also have an adverse impact on the landscape (NPPF paragraph 170 seeks to ensure the protection and enhancement of valued landscapes).	Unsuitable in isolation. The site would only be considered potentially suitable if the adjoining site to the north, which adjoins the settlement boundary, was considered suitable.	Separated from the settlement. Residential area to the north is a popular housing market area.	Greenfield	Potential to have an adverse impact on the landscape.	Available	Unsuitable in isolation. The site would only be considered potentially suitable if the adjoining site to the north, which adjoins the settlement boundary, was considered suitable.	Progression to stage 4	See Appendix B


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						required back into Ordsall. It is likely that two points of access would be required that are suitable to form a bus route through the development. Access would need to be safeguarded into surrounding land LAA141 and LAA276 to facilitate future development with good connectivity.										
LAA275	Retford	Land north of Grove Coach Road	10.13	250	Agriculture	Both Bracken Lane and Grove Coach Road (Restricted byway) will require improvement including road widening and the provision of footways fronting the site. The County Council's Rights of Way Officer should be consulted with respect to the latter (if the site is taken forward). The two roads should then be linked either through the site or by way of improvements to Grove Coach Road across the eastern site boundary. - A Transport Assessment will likely be required prepared in accordance with Planning Practice Guidance.	Floodzone 2 along the western boundary.	Potential to be policy compliant if landscape impact, highway standards, and flood risk can be addressed.	Potentially suitable if landscape impact and highway standards can be satisfactorily addressed.	Popular location/bouyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield site	Potential to have an adverse impact on the landscape.	Available	Suitability should be informed by a landscape assessment.	Reasonable Alternative. Discounted at stage 3	See Appendix B


LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA276	Retford	Land to the west of Brecks Road and South of Retford Golf Club	47.6	857	Agriculture	The Highway Authority will require a development of this scale to be supported by a Transport Assessment and Travel Plan prepared in accordance with Planning Practice Guidance. - The village speed limit will require relocating to the south side of the site and connecting footways will be required back into Ordsall. It is likely that two points of access will be required that are suitable to form a bus route through the development. Access should be safeguarded into surrounding land LAA270 and LAA141 to facilitate future development with good connectivity.	Floodzone 2 and 3 along the western boundary.	NPPF para 170: Protecting valued landscapes. The prominence of the site, as part of an extensive tract of open countryside means that development would result in an adverse landscape impact.	The majority of the site is considered unsuitable for housing development due to the adverse effect on the landscape.	Popular location. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield	Potential to have an adverse impact on the landscape.	Available	Suitability should be informed by a landscape assessment.	Partly progressed to stage 4	See Appendix B
LAA314	Retford	Land north of Grove Road, East of ECML	6.65	160	Agriculture	NCC Highways comments: I would strongly recommend that the Railway Inspectorate and Network Rail are consulted. It is presumed that Network Rail would wish to close the level crossing. Furthermore, the site is to the east	No constraints identified	Development of the site in isolation would be contrary to policy with regard to paragraph 91 of the NPPF (planning policies and decisions should aim to achieve healthy, inclusive and safe place) because the site is detached from the settlement.	Unsuitable for residential development due to unresolved access concerns related to the level crossing, and the site's separation from the settlement boundary.	Inappropriate due to proximity of level crossing.	Greenfield	The site is surrounded by open countryside. Development would not form a logical extension to the settlement. No known nature conservation constraints or heritage constraints.	Available	Unsuitable for residential development due to unresolved access concerns related to the level crossing, and the site's separation from the settlement boundary.	Discounted at stage 2	LAA assessment






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LAA413	Retford	Former Elizabethan High School, Leaffield	1.41	44	Vacant/ formerly education	No significant constraints identified	No constraints identified.	Policy compliant - Principle of residential development considered acceptable	Suitable for residential use. PP expired for residential use.	Appropriate, popular location	Brownfield site	No significant constraints. The site is located within a residential area.	Available	Site previously had planning permission for 63 apartments and 30 bungalows. Principle of residential development accepted.	Progressed to stage 4	See Appendix B
LAA436	Retford	Brecks Farm (Land west of Ollerton Road)	23.99	504	Agriculture	Access on to Ollerton Road; concerns about capacity of connecting roads to Eaton and Goosemoor Bridge, along with impacts going north at the Ordsall mini roundabouts	No known constraints	Development of the site in isolation would be contrary to policy with regard to paragraph 91 of the NPPF (planning policies and decisions should aim to achieve healthy, inclusive and safe place) because the site is detached from the settlement.	Not suitable due to detachment from the settlement.	Inappropriate due to detachment from the settlement.	Greenfield.	Potential to have an adverse impact on the landscape.	Available.	Not suitable due to detachment from the settlement.	Discounted at stage 2	The site is separated from the settlement.
LAA461	Retford	Water Lane Allotments	0.7	6	Allotments	Water Lane is a track which serves the allotment site and forms a public byway which is not to adoptable highway standards. As such, it is not currently suitable as an access. The development would be more likely to be feasible if accessed from Water Lane directly rather than the river access, noting the intervening land. Otherwise the byway junction with Water Lane would probably have to be widened and realigned to allow two-way traffic to a point passed the proposed access	A small part of the site is within floodzone 2.	The loss of the allotments would be contrary to policy with regard to the Core Strategy and emerging Bassetlaw Plan. The NPPF indicates that planning policies and decisions should aim to achieve healthy and inclusive places through the provision of allotments (NPPF para. 91). There is no proposal to replace the allotments.	Not suitable due to loss of allotment land (contrary to policy). Potentially suitable if the allotments were replaced. Water Lane is not currently suitable as an access route into the site for residential use and the site boundary does not adjoin the adopted highway. As such, there is uncertainty with regard to highway constraints. The site is also open in character.	Inappropriate due to loss of allotments.	Greenfield site.	Potential to have an adverse impact on the landscape. The site is very open in character.	Available	Not suitable due to loss of the allotments. The site may be suitable if the allotments were replaced in a location within close proximity to the site. There are also highway constraints which would need to be addressed if the site is taken forward for housing development.	Discounted at stage 2	Loss of allotments would be contrary to policy. The landowner has not proposed to replace the allotments.

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						into the site from the byway. That would probably require third party land too and still not offer the best solution. With regard to the Public Right of Way, this would require that the junction and the access to the proposed properties was made up to adoptable standard and comply with the requirements of Nottinghamshire County Council. Also it will need to accommodate safely the existing traffic on this route that is generated by byway users, allotment holders and the properties adjacent to this public right of way.										
LAA471	Retford	Leafield allotments	1.2	30	Allotments	Access would require the demolition of two properties.	No significant constraints	The allotments are fully occupied and in use. The loss of the allotments would be contrary to policy with regard to the Core Strategy and emerging Bassetlaw Plan. The NPPF indicates that planning policies and decisions should aim to achieve healthy and inclusive places through the provision of allotments (NPPF para. 91).	Potentially suitable if the allotments are replaced on another site within close proximity.	Appropriate location and in an area with a bouyant housing market.	Greenfield site	No significant constraints - the site is surrounded by residential properties.	Not available	Not suitable and not available	Reasonable Alternative. Discoutned at stage 3	See Appendix B

LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA472	Retford	Station Road	0.1	5	Car sales	No significant physical constraints identified.	No significant environmental constraints identified.	Policy compliance would depend on the design of the scheme and impact on residential amenity. The site is within a conservation area. Development should conserve or enhance the character of the character of the CA.	The site may be suitable for redevelopment as a housing site. This would depend on the impact it would have on the character of the Conservation Area.	Zoopla statistics indicate a steady rise in house prices in Retford over the past five years. This suggests Retford is a popular residential area with a bouyant housing market.	Could support regeneration of this area.	The site is located within Retford Station and West Fields Conservation Area. Significant negative effects could occur as a result of development, although development could also facilitate improvements to this part of the Conservation Area.	The site is available	The site may be suitable for redevelopment as a housing site. This would depend on the impact it would have on the character of the Conservation Area.	Progression to stage 4	See Appendix B
LAA487	Retford	Blackstope Lane	0.62	19	Factory	The access road does not achieve highway standards.	The site is wholly within Floodzone 3.	Contrary to NPPF and BDC Core Strategy regarding development in a high risk flood area. Contrary to NPPF regarding paragraph 91 (promotion of healthy, inclusive and safe communities) due to the sites separation from the settlement. Compliance with highways policy would depend on satisfactory mitigation.	Unsuitable for housing development. The site is separated from the settlement boundary and is wholly within floodzone 3b.	Zoopla statistics indicate a steady rise in house prices in Retford over the past five years. This suggests Retford is a popular residential area with a bouyant housing market.	Brownfield site. Potential for development to improve the appearance of the site.	The site does not adjoin the settlement and is not well contained. However, there is potential for development to improve the landscape due to the current appearance of the site. No nature conservation or heritage issues identified.	The site is available	The site is not suitable for housing development due to the fact that it is wholly within floodzone 3 and is separated from the settlement. Further to this, the access road does not meet highways standards. It may be suitable for other uses depending on the outcome of a flood risk assessment and mitigation of highway constraints where necessary.	Discounted at stage 1	See LAA conclusion.
LAA490	Retford	Former EPH at St Michaels View, 5-11 Hallcroft Rd, Retford DN22 7NE	0.4	20	No current land use, it used to be an Elderly People's Home	As site is BF site, area may be contaminated (though considering previous usage, this unlikely). Site is also included in the unregistered parks and gardens area of West Retford House. Entrance into site is fairly limited with only one	On the Westerside of the site is woodland and site is within Humberhead Levels character area	Policy compliant as it would be a brownfield regeneration. If site accesibility is improved it would be an infill development.		As site is in a popular location and close to services. Additional cost will be associated with re-development as site is a BF site. As it is next to conservation area, certain design features/ materials might be expected.	Site regeneration would contribute towards the delivery of additional housing in Retford. Development would also align with the Council's ambition of regenerating	Site is bordered by the East Retford conservation area on the Souther and Western sides. It is also in close proximity to West Retford House which is a grade II listed building.	Available	The site is in a very attractive location close to health and leisure facilities. Any development on the site would need address the close proximity to heritage assets. Due to size of the land, development would be ideal for smaller scale housing schemes. Development of the	Progression to stage 4	See Appendix B





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						access point, junction most likely need upgrading.					derelict brownfield sites.			site might be more constly as site is brownfield.		
LAA485	Retford	Allotment site at Milnercroft Retford	0.45	15	Disused allotments	Access to site is very limited. A suitable access solution will be required if the site is taken forward for development.	Given the disused nature of the site there is potential for wildlife on site.	Potential for development of the site to be policy compliant. This would depend on the access arrangement and impact of the loss of vacant allotments.	Potentially suitable if vehicular access is established. Development would only be small scale due to the size of the site.	Site is in a great location and is in close proximity to Retford town centre. Additional cost would be associated with creating an entrance to the site. Site would be suitable for small scale development.	This is a greenfield site which is currently vacant. There is an opportunity to bring the site back into use through development or use as an allotment site.	No impact on heritage or landscape. Potential for impact on nature conservation depending on the outcome of an ecology assessment.	Currently unused/vacant Available.	Site can be viewed as potentially suitable if access issues are resolved. Depending on the access arrangement, the site could be suitable for development of up to 20 dwellings due to it's size and location. The loss of former allotments should be informed by the outcome of the Green Space Assessment.	Progression to stage 4	See Appendix B
LAA486	Retford	Trinity Road Allotments, Retford	0.32	12	Allotments in use	Access to site is very limited.	No known constraints. Possible existng wildlife on site	For site to be compliant to all policy, replacement of allotment provision would be required.	The site is considered to be unsuitable as it is a well used allotment site.	Site is in a great location and is in close proximity to Retford town centre. Additional cost would be associated with creating an entrance to the site. Site would be suitable for small scale development.	This is a well used allotment site. It would not contribute towards regeneration priorities.	None identified	Not available	The site is considered unsuitable. This is a well used allotment site.	Discounted at stage 2	The site is considered unsuitable. This is a well used allotment site.
LAA503	Retford	Former NCC Offices, Chancery Lane	0.19	10	0.19	As site is in Retford Town centre, it already has established entrances. Site is next to a car park on the Easter side. Existing office structure on site. The site is also in the East Retford conservation area.	Site is in Floodzone 2 and 3 which would mean that any future developmen would need to implement flood defence/mitiagtion measures.	Not policy compliant as the site is in Flood Zone 3. As site is a BF site however, and so there is an opportunity for regeneration. The re-use of the site would also comply with town centre regeneration priorities.	Site would only be suitable if flooding concerns were addressed. Site is in great location as well.	Site is in a great location and is within walking distance of Retford town centre. If developed, additional cost would be associated with flood defense/mitigation measures.	Site regeneration would contribute towards the delivery of additional housing in Retford. It would also redevelop a derelict	Site has archeological interest as it is in Retford town centre and site is also in a conservation area.	It is still occupied by NCC but will be available within 1-2 years	Site is a BF site that is in an excellent location regarding proximity to sevicees. Site however is in both FZ2 and FZ3 which would be going against National and Local policy guidance. The idea of development can be pursued	Discounted at stage 2	The site is located within FZ3.

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											brownfield site.			when future development provides adequate flood defence and mitigation measures.		


Tuxford LAA sites


LAA Ref/NP Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status ofthe site through the Site Slection Methodology <div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div></div>	Reasoned justification
LAA017	Tuxford	Land north of Bevercotes Lane	0.21	4	vacant	Countryside on edge of town	Highways constraints - accessed from a narrow lane. Requires upgrading to highways standards to serve the site.	No known constraints	Separate from built form	Not suitable due to adverse impact on the character of the conservation area.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site.	The northern part of the site is very prominent from a number of locations given its elevated topography, including from Markham Road and Eldon Street. In addition, it effectively forms part of the open countryside when viewed from higher ground to the east. Any development here is likely to affect the rural character of this part of the Conservation Area and would not be supported. Therefore, Conservation would not support the allocation of the northern part of the site.	Available	Not suitable due to adverse impact on the character of the conservation area.	Discounted at stage 2	Not suitable due to adverse impact on the character of the conservation area.


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LAA032 / NP12	Tuxford	Mill Hill House, Markham Road	1.79	32	Residential & paddocks	Countryside on edge of town	A 2.0m footway would be required on Markham Road and or Eldon Street connecting to the existing footway on Eldon Street to the south. It would need to be demonstrated that adequate visibility splays can be achieved at any access proposed from Markham Road. On site gradients may be challenging to achieve a layout that is not too steep.	No known constraints	Separate from built form. Contrary to policy with regard to adverse impact on Tuxford Conservation Area.	Not suitable. Development of the site would adversely affect the character of the Conservation Area.	Not appropriate	Greenfield site	This site is within the Conservation Area and comprises a large area of open space together with the detached dwelling, Mill Hill House, and its outbuildings. The character of this part of the Conservation Area is of isolated buildings set within large grounds. This is one of a number of such sites in this part of the Conservation Area, a key part of the Conservation Area's character (and setting of nearby Listed Buildings) which is discussed extensively in the Tuxford Conservation Area Appraisal & Management Plan. Conservation would not support the allocation of this site. This open space is particularly prominent, being on the junction of Eldon Street and Markham Road. The topography of the site, rising to the north and being on the south-facing slope of a valley, results in these areas of open space being very prominent from the historic core, especially from Eldon Street (as far back as the junction with Ollerton Road) and from Bevercotes Lane. The loss of this important open space would therefore cause harm to the character and appearance of the Conservation Area and the setting of nearby Listed Buildings. With the above in mind, Conservation would not support the allocation of this site.	Available	Not suitable. Development of the site would adversely affect the character of the Conservation Area.	Discounted at stage 2	Unsuitable due to adverse impact on the character of the CA.
LAA038	Tuxford	Eastfield Farm, Lincoln Road	2.33	42	Horticulture and camp site	Countryside on edge of town	The site does not extend as far as the public highway. It is therefore not clear how the development would be accessed. It is likely that the existing accesses would have to be combined or split if between	Part of the site is in floodzone 2.	Potentially contrary to policy with regard to highway access and flooding. Suitability would depend on the outcome of a sequential test and exceptions test.	Potentially contrary to policy with regard to highway access and flooding. Suitability would depend on the outcome of a sequential test and exceptions test.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential	Greenfield site	No significant constraints identified.	Available	Potentially contrary to policy with regard to highway access and flooding. Suitability would depend on the outcome of a sequential test and exceptions test.	Discounted at stage 2	Potentially suitable - suitability to be informed by the Sustainability Appraisal and the suitability of other sites

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							Eastfield Park and Greenacres to avoid the increased potential for vehicle conflict				area with a buoyant housing market.						
LAA087	Tuxford	Arable Field, Lodge Lane	18.63	261	Agriculture	Countryside on edge of town	No significant highway constraints. Multiple points of access are likely to be required to facilitate a bus route and to distribute traffic.	No significant environmental constraints identified (no designations).	Subject to a suitable access arrangement and design, no significant policy constraints.	Potentially suitable subject to an appropriate design and satisfactory highway/access arrangement.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	No significant constraints identified.	Available	Potentially suitable subject to an appropriate design and satisfactory highway/access arrangement.	Reasonable alternative. Discounted at stage 3	See Appendix B
LAA088	Tuxford	Coupland Farm, 61 Lincoln Road	1.69	30	Agriculture	Countryside on edge of town	The size of the site is significant. A development in excess of 50 dwellings would require supporting by a Transport Statement. A development in excess of 80 dwellings would require supporting by a Transport Assessment. In this case, a Transport Assessment would likely require supporting by a strategic transport model as the traffic impact would likely be wide	Part of the site is in Floodzones 2 and 3.	Contrary to policy with regard to heritage and flooding. BDC Conservation objection due to impact on the character of the Conservation Area. A sequential and exceptions test would be required to demonstrate that development of the site is acceptable in terms of flood risk.	Not suitable. BDC Conservation objection due to impact on the character of the Conservation Area. A sequential and exceptions test would be required to demonstrate that development of the site is acceptable in terms of flood risk.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	This site comprises mostly open countryside to the rear of Lincoln Road properties and east of Tuxford Road. This open space, as a whole, contributes significantly to the rural and open countryside setting to the Tuxford Conservation Area and to the setting of a number of Listed Buildings in the vicinity, including Tuxford Windmill, St Nicholas' Church and various Listed Buildings in East Markham. This is exacerbated by its topography, effectively being a shallow valley affording views across the wider landscape. BDC Conservation would not support the allocation of this site for housing.	Available	Not suitable. Development of the site would adversely affect the character of the Conservation Area. Part of the site is in floodzones 2 and 3. A sequential test and exceptions test would be required if the site is taken forward.	Discounted at stage 2	Unsuitable due to adverse impact on the character of the CA.




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							spread if the whole site is developed. Several off-site junctions may require capacity improvements.										
LAA089	Tuxford	Arable Field, Bevercotes Lane	1.1	20	Agriculture	Countryside on edge of town	Bevercotes Lane is not suitable to serve this site due to the carriageway width and lack of footways. Should the site come forward, this would need to be part of a wider proposal including site NP02 and possibly NP01.	No known constraints. No designations.	Part of the site is potentially suitable and could be policy compliant subject to a satisfactory access arrangement.	Southern part of the site is potentially suitable subject to a satisfactory access arrangement from the public highway.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	The southern part of the site could accommodate a small amount of development with limited impact on the wider setting, due to its lower position compared to surrounding land. The most appropriate would be a small number of 1 or 2 storey dwellings close to the road with long rear gardens. Therefore, Conservation has no concerns in principle with the allocation of the southern part of the site, subject to details. The northern part of the site is very prominent from a number of locations given its elevated topography, including from Markham Road and Eldon Street. In addition, it effectively forms part of the open countryside when viewed from higher ground to the east. Any development here is likely to affect the rural character of this part of the Conservation Area and would not be supported. Therefore, Conservation would not support the allocation of the northern part of the site.	Available	Part of the site may be suitable (to the south) of a suitable access arrangement can be identified.	Reasonable alternative. Discounted at stage 3	See Appendix B
LAA090	Tuxford	Arable field, Lincoln Road	11	154	Agriculture	Countryside on edge of town	The site would require two points of access suitable for a bus route. This would connect between Marnham Road and the A6075 Lincoln Road. Footway improvements would be required over both road over railway bridges. This would have a serious impact	No constraints identified. No designations.	The site is very open in character. The site is potentially suitable and could be policy compliant subject to a low density scheme, satisfactory access arrangement and highway improvements. However, this would impact on the viability of any future scheme.	The site is very open in character. Development could potentially be policy compliant subject to a low density scheme, satisfactory access arrangement and highway improvements. However, this would impact on the viability of any future scheme.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant	Greenfield site	The site is very open in character. Development would have an adverse impact on the openness of the landscape.	Available	The site is very open in character. The site could potentially be policy compliant subject to a low density scheme, satisfactory access arrangement and highway improvements. However, this would impact on the viability of any future scheme.	Reasonable alternative. Discounted at stage 3	See Appendix B.


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							on viability even if the land would be available.				housing market.						
LAA109	Tuxford	Land off Egmanton Road	2.37	43	Agriculture	Countryside on edge of town	Providing that visibility can be achieved and footway link provided, there is no objection in principle subject to satisfactory details of layout, access, parking and servicing	Land to the south of the site has been identified as area of contamination	Contrary to policy regarding adverse impact on the setting of a heritage asset.	Not suitable due to adverse impact on character of conservation area.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	This site is within the Conservation Area and is regarded as an open space that contributes positively to the Conservation Area's character and appearance, as identified in the Tuxford Conservation Area Appraisal & Management Plan. The site affords views over the wider landscape and is prominent along Newcastle Street and in the context of several Listed Buildings. There is a building in the front part of the site, which is single storey and dates to the mid-20th century. However, that is small in scale, is rural in nature and does not affect the views through the site. With the above in mind, Conservation would not support the allocation of this site.	Available	Not suitable due to adverse impact on character of conservation area.	Discounted at stage 2	See LAA conclusion.
LAA123	Tuxford	Land adjacent to Brickyard Cottage, Eldon Street	0.39	8	Agriculture	Countryside on edge of town	No highway objection in principle subject to the following: As the access road is 40mph, would require 4.5m x120m visibility splays. Consideration should be given to junction spacing. Requires visibility to be provided as standard, on site highway layout to standard, residential travel plan, planning contributions, off site improvements and transport statement.	No constraints identified. No designations.	Potential to be policy compliant. This would be dependent on the design and density of a scheme and the impact on the character of the conservation area.	Potential to be suitable. This would be dependent on the design and density of a scheme and the impact on the character of the conservation area.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	This site is within the Conservation Area and contributes to the character of this part of the Conservation Area and setting of nearby Listed Buildings, typified by low density buildings within areas of open space. The importance of this is discussed in the Tuxford Conservation Area Appraisal & Management Plan. Any development here is likely to be very prominent, especially from Eldon Street to the south and Markham Road to the east. However, Conservation acknowledges there was previously a cottage gable-end onto the road. With this in mind, Conservation would have no concerns with a small number of dwellings in the centre/east of the site, perhaps of an agricultural style (e.g. farmhouse with barns adjacent). Anything of a larger density would be contrary to the established character and would not be supported. This is consistent with Conservation's	Available	Potential to be suitable. This would be dependent on the design and density of a scheme and the impact on the character of the conservation area.	Reasonable Alternative. Discounted at stage 3	See Appendix B


LAA Ref/NP Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
													advice on the recent application on this site.				
LAA158	Tuxford	56 Lincoln Road	0.45	9			No highways objection subject to satisfactory details of access which should be taken from Faraday Avenue.	Whilst there are no site designations, there is potential for the site to support wildlife due to the number of trees on site. An ecology assessment would be required if the site was taken forward for development.	Potential to be policy compliant. This would be dependent on the design and density of a scheme and the impact on the character of the conservation area. Additionally, the site contains a significant amount of trees/vegetation which has the potential to form a habitat for protected species. An ecology assessment would be required to determine if the site is suitable.	Potentially suitable subject to a suitably designed scheme which respects the character of heritage assets. Suitability would also depend on any impact on nature conservation following an ecology assessment.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Garden land/greenfield site.	Part of the site is within the Conservation Area and contains no. 56, a building range regarded as having a positive impact on the Conservation Area's character and appearance, as identified in the Tuxford Conservation Area Appraisal & Management Plan. As such, Conservation would not support the loss of this historic building range and would suggest that part of the site is removed from the boundary. In addition, the site is in the immediate setting of 42 Lincoln Road, a grade II Listed Building. With regard to the land east and south east of No.56, Conservation would have no concerns with the principle of development, although this would be subject to a design, scale, layout and materials which help to preserve the character and setting of the Conservation Area and the setting of the nearby Listed Building.	Available	Potentially suitable subject to a suitably designed scheme which respects the character of heritage assets. Suitability would also depend on any impact on nature conservation following an ecology assessment.	Reasonable Alternative. Discounted at stage 3	See Appendix B
LAA200	Tuxford	Denstone House, 6 Lincoln Road	0.41	8	Garden land	Within a residential setting	The existing dwelling would require demolishing in order to provide a road suitable to serve a residential development. However, a private drive serving up to 5 dwellings including the existing dwelling would appear to be achievable subject to the widening of the driveway.	There are a number of trees on the site. An ecology assessment and tree assessment would be required if the site is taken forward.	Contrary to policy with regard to adverse impact on heritage assets.	Contrary to policy with regard to adverse impact on heritage assets.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Garden land/greenfield site.	Denstone House is within the Conservation Area and is regarded as a building that contributes positively to the Conservation Area's character and appearance, as identified in the Tuxford Conservation Area Appraisal & Management Plan. The site is also in the setting of various Listed Buildings, including the former Reads Grammar School (grade II*), St Nicholas' Church (grade I) and Tuxford Hall (grade II). The land behind Denstone House is its large rear garden, such spaces being an integral part of the Conservation Area's urban grain. With regard to the potential allocation of this site, Conservation is firstly concerned that the loss of the house would cause harm to the character and appearance of the Conservation Area and the setting of nearby	Available	Contrary to policy with regard to adverse impact on heritage assets.	Discounted at stage 2	See LAA conclusion.





LAA Ref/NP Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
													Listed Buildings. In addition, even if the house was to remain, then development to the rear is likely to go against the established urban grain of this part of the Conservation Area and would likely impact on the open setting of the rear of the former Grammar School. The lack of a suitably wide access to the rear of the site may also be a detrimental factor. With the above in mind, Conservation would not support the allocation of this site.				
LAA202	Tuxford	Land and buildings at St John's College Farm, Newcastle Street	2.85	51	Agriculture	Countryside location adjoining a residential area	Matters identified that need resolving, including concern that proposed site layout in cul-de-sacs hinder permeability and has potential detrimental impacts on pedestrian safety, along with proposed parking layouts impacting on visibility.	No significant constraints identified.	Policy compliance would depend on the design of the scheme and impact on residential amenity. Planning permission was refused and dismissed on appeal (17/00285/FUL) partly due to the impact it would have on living conditions.	The suitability of the site would depend on the design of the scheme.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site.	<p><u>Built heritage:</u> This site is within the Conservation Area and forms an area of open space considered to have a positive impact on the Conservation Area. The site was, however, subject to a recent application for residential development, 17/00285/FUL, to which Conservation had no concerns subject to details. Although that application was refused and the appeal dismissed, the inspector agreed with Conservation's views regarding heritage. The site also includes a historic agricultural building range, regarded as buildings that contribute positively to the character and appearance of the Conservation Area. These should be retained as part of any scheme. 91 Newcastle Street, a grade II Listed Building, is also adjacent to the site. Any development nearby should preserve the Listed Building's setting. With the above in mind, Conservation has no concerns in principle, subject to a) the retention of the agricultural buildings; and b) development of a scale, layout, design, materials and landscaping which preserves the character of the Conservation Area and setting of the nearby Listed Building.</p> <p><u>Archaeology:</u> Entire site contains medieval ridge and furrow earthworks</p>	Available	Potentially unsuitable due to the impact on historic earthworks.	Reasonable alternative. Discounted at stage 3	See Appendix B




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													recorded on the NMP and visible on recent LIDAR imagery. The last large area of surviving ridge and furrow in the settlement and significant part of the conservation area. Consequently would consider recommendation for refusal if a planning application was submitted. Detailed earthwork survey to inform quality of surviving earthworks. Likely that even low quality in conjunction with its contribution to the CA, recommendation would be for refusal for development.				
LAA229	Tuxford	Tuxford Memorial Hall, Ashvale Road	0.4	8	Open space	Residential	No significant constraints identified.	No significant constraints identified.	Policy compliance would depend on whether the open space could be relocated.	Suitability would depend on whether the open space could be relocated.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Brownfield site	No constraints identified.	Availability unknown.	Suitability would depend on whether the open space could be relocated or improved.	Discounted at stage 1	The availability of the site is unknown.
LAA243	Tuxford	Land off Gilbert Avenue, Tuxford	1.82	33	Open space	Residential	Development should be to highway standards including visibility plays.	No significant constraints identified.	Development would result in the loss of an open space which would be contrary to policy. Potential to be policy compliant if the open space is replaced in close proximity to the site.	Suitability would depend on whether the open space could be relocated.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant	Greenfield site	No heritage assets would be affected by the allocation of this site. Therefore, Conservation has no concerns.	Available	Suitability would depend on whether the open space could be relocated or improved.	Reasonable alternative. Discounted at stage 3	See Appendix B


LAA Ref/NP Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
											housing market.						
LAA251	Tuxford	Land at Eldon Street, Tuxford	2.08	37	Agriculture	Edge of town, countryside	No objection in principle subject to satisfactory details of layout, access, parking and servicing	No significant constraints identified.	Development would be contrary to policy with regard to the adverse impact on the character of the Conservation Area.	Not suitable due to adverse impact on character of conservation area.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	This site is within the Conservation Area and is also in the setting of several Listed Buildings, including 4-8 and 12 Ollerton Road. It includes a large area of open space to the rear of properties on both Eldon Street and Ollerton Road. From both Ollerton Road (to the south west) and Bevercotes Lane (to the north west), this open space forms an important part of key views into the historic core of the Conservation Area, including towards St Nicholas' Church. The topography of the site also helps reinforce these views. Conservation is concerned that development on this site would harm the character of this part of the Conservation Area, as it forms part of the rural edge of the historic settlement, effectively being open countryside. The urban grain of this part of the Conservation Area is of buildings within rectangular plots fronting onto Eldon Street, with open countryside behind. Development here would fail to preserve this character and would also fail to preserve the setting of nearby Listed Buildings. With the above in mind, Conservation would not support the allocation of this site.	Available	Not suitable due to adverse impact on character of conservation area.	Discounted at stage 2	See LAA conclusion.
LAA285	Tuxford	Land at the rear of 17 Eldon Street	0.12	4	Residential	Residential	The site is elevated above the road. There is no vehicle access onto the site. The lack of parking is likely to impact on amenity.	No significant constraints identified.	Contrary to policy regarding adverse heritage impact.	Not suitable. Development would result in the loss of a positive building in the conservation area.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant	Brownfield and greenfield site.	Development would result in the loss of a positive building in the Conservation Area and would have an adverse impact on the character of the CA.	Available	Not suitable. Development would result in the loss of a positive building in the conservation area.	Discounted at stage 2	See LAA conclusion.

LAA Ref/NP Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
										housing market.							
LAA307	Tuxford	Land at High Croft, Retford Road	2.72	49	Agriculture	Countryside	A significant length of footway would be required linking to the existing footway on the southern side of Bevercotes Lane. It is not clear as to whether sufficient land is available to accommodate a footway of adequate width (2.0m) for the full length. The existing 30mph speed restriction would likely require extending and the Tuxford village gateway would require relocating. A junction into the site would have to incorporate visibility splays commensurate with the speed of traffic. This would be likely to require the removal/setting back of a large proportion of the hedgerow.	No significant constraints identified	Contrary to policy regarding adverse heritage impact.	Not suitable. Development would result in the loss of a positive building in the conservation area. There are also highway constraints which would be difficult to mitigate.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site.	This site is within the Conservation Area and contributes to the character of this part of the Conservation Area and setting of nearby Listed Buildings, typified by low density buildings within areas of open space. The importance of this is discussed in the Tuxford Conservation Area Appraisal & Management Plan. The site is effectively open countryside, with isolated farmhouses/cottages alongside the road. Any development here is likely to be very prominent, especially from Eldon Street to the south, and would fail to preserve the open character of that part of the Conservation Area. With this in mind, Conservation would not support the allocation of this site.	Available	Not suitable due to adverse impact on the character of the Conservation Area.	Discounted at stage 2	See LAA conclusion.
LAA476	Tuxford	Ollerton Road	39.4	473	Agriculture	Countryside adjoining town	The size of the site is significant. A development in excess of 50 dwellings would require supporting by a Transport Statement. A development in	No significant environmental constraints identified.	Potentially policy compliant subject to a suitable scheme.	The northern part of the site is potentially suitable. Development of the southern part of the site would have an adverse impact on the	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This	Greenfield site	With regard to the north part of the site (alongside Ollerton Road), this would be within the setting of the Conservation Area and the setting of several Listed Buildings. However, development here is likely to be seen more in the context of the existing modern developments on the south side of Ollerton Road, especially given the topography,	The site is available	The northern part of the site is potentially suitable. Development of the southern part of the site would have an adverse impact on the	Progression to stage 4	See Appendix B


LAA Ref/NP Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
							excess of 80 dwellings would require supporting by a Transport Assessment. In this case, a Transport Assessment would likely require supporting by a strategic transport model as the traffic impact would likely be wide spread if the whole site is developed. Several off-site junctions may require capacity improvements. The internal layout would need to be suitable to serve a bus service and a contribution would likely be sought towards public transport and public transport facilities. Multiple points of access are likely to be required to distribute traffic and to facilitate a bus route. It is suggested that sites NP05 and/or NP15 enable access into this site via Egmonton Road/Newcastle Street.			character of the conservation area.	suggests Tuxford is a popular residential area with a buoyant housing market.		with the land sloping downhill to the north. No important views would be affected by development here. With this in mind, Conservation has no concerns in principle with the allocation of this part of the site, subject to details. In relation to the southern part of the site (north of the railway line), this would stretch into the open countryside and would be visible from Newcastle Street/Egmanton Road. Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting. Therefore, Conservation would not support the allocation of that part of the site.		character of the conservation area.		




LAA Ref/NP Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
LAA477	Tuxford	Newcastle Street	2.95	53	Agriculture	Countryside adjoining town	It must be proven that adequate visibility splays would be available from any potential site access commensurate with the speed of traffic due to the proximity to the bend prior to allocation.	No significant environmental constraints identified.	Potentially policy compliant subject to a suitable scheme which would achieve highway standards.	Potentially suitable subject to a suitable scheme which would achieve highway standards.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	This site is in the setting of the Conservation Area, being open countryside to the rear of properties on the west site of Newcastle Street. However, there are no Listed Buildings on that part of Newcastle Street, and a large number are in fact 20 <sup>th</sup> century buildings considered to have a neutral impact on the Conservation Area's character and appearance. As an area of open space, the site does contribute to the countryside character of the Conservation Area. However, most of the site is not visible from Newcastle Street. The only important view in the vicinity is that from Long Lane towards the church, which would not be directly affected. With the above in mind, Conservation has no concerns in principle with the allocation of this site, subject to a scale, layout, design, materials and landscaping which preserves the setting of the Conservation Area and the setting of nearby Listed Buildings (especially the church).	The site is available	Potentially suitable subject to a suitable scheme which would achieve highway standards.	Reasonable alternative. Discounted at stage 3	See Appendix B
LAA478	Tuxford	Lexington Gardens/ Newcastle Street	0.3	6	Agriculture	Countryside adjoining town	The site would have to form part of site NP16 as there would be no other possible connection to the highway.	No significant environmental constraints identified.	Potentially policy compliant if developed with the adjoining site (LAA202)	Potentially suitable if developed with NP16 subject to a suitable scheme which would achieve highway standards.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	This site is within the Conservation Area, but the issues would appear to be the same as those for NP16, although no application has ever been received regarding this particular small area of land. Given that Conservation did not object to NP16 (and the previous planning application), and as this site is beyond the higher ground to the west which shields it from views eastwards from Egmanton Road, Conservation has no concerns in principle with the allocation of this site, subject to details.	The site is available	Potentially suitable if developed with NP16 subject to a suitable scheme which would achieve highway standards.	Reasonable alternative. Discounted at stage 3	See Appendix B


LAA Ref/NP Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
LAA479	Tuxford	Markham Road	0.51	10	Paddock	Countryside	No significant physical constraints identified.	No significant environmental constraints identified.	The sites separation from the settlement would result in a development being separated from services and facilities. This would be contrary to policy regarding the creation of inclusive/accessible communities (NPPF para. 91)	Not suitable due to the sites separation from the settlement. This would be contrary to policy regarding the creation of inclusive/accessible communities (NPPF para. 91)	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.	Greenfield site	The site is located within a rural setting adjacent to residential properties sitting in large plots. Development would have an adverse impact on the landscape due to the very low density of existing development.	The site is available	Not suitable due to the sites separation from the settlement. This would be contrary to policy regarding the creation of inclusive/accessible communities (NPPF para.	Discounted at stage 1	See LAA conclusion.
LAA495	Tuxford	Ollerton Road	0.2	10	Paddock	Mostly agricultural and rural, close to low density residential dwellings	No established access into the site. Power lines also go over the Eastern site of the site.	Site adjoins Tuxford Conservation area. Existing flora and fauna on the site which could be home to various local wildlife. There are also numerous trees on the site.	Contrary to policy – adverse impact on setting of Conservation Area.	Planning permission refused due to impact on the character of the Conservation Area	Zoopla statistics indicate a steady rise in house prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market	Greenfield site	Development would have an adverse impact on the character of the Conservation Area	The site is available		Discounted at stage 2	See LAA assessment


Workshop LAA sites


LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA07 7	1.1 9	20	Golf course in operation	Major highway improvements required for access from the A57 and Windmill Lane	Adjoins a Local Wildlife Site	Contrary to NPPF as the site is separated from the settlement and it would not deliver an accessible/inclusive development with good access to services.	Not suitable or available because the golf club and golf course are still in use. The site would not form a logical extension to Workshop and the majority of the site is a local wildlife site. Development would be contrary to Core Strategy DM9 and the NPPF.	Given the sites separation from the main residential areas of Workshop, and the local wildlife status of the site, it is not considered appropriate for housing development.	The Council's priority for Workshop is Town Centre regeneration. This includes the development of a number of brownfield sites in Workshop. Development of the site would not accord with this strategy.	LWS adjoining site to the east 2/401 Workshop Golf Course mosaic habitat		The site is unsuitable for the reasons set out in this assessment.	Discounted at stage 1	Separated from settlement. Local wildlife designation.
LAA07 8	3.7	100	Golf course in operation	Major highway improvements required for access from the A57 and Windmill Lane	Within LWS 2/401 Workshop Golf Course mosaic habitat	Contrary to NPPF and BDC Core Strategy Policy DM9 as it would result in a loss of a LWS	Not suitable or available because the golf club and golf course are still in use. The site would not form a logical extension to Workshop and the majority of the site is a local wildlife site. Development would be contrary to Core Strategy DM9 and the NPPF.	Given the sites separation from the main residential areas of Workshop, and the local wildlife status of the site, it is not considered appropriate for housing development.	The Council's priority for Workshop is Town Centre regeneration. This includes the development of a number of brownfield sites in Workshop. Development of the site would not accord with this strategy.	LWS adjoining site to the east 2/401 Workshop Golf Course mosaic habitat		The site is unsuitable for the reasons set out in this assessment.	Discounted at stage 1	Separated from settlement. Local wildlife designation.
LAA07 9	9.1	218	Golf course in operation	Major highway improvements required for access from the A57 and Windmill Lane	Within LWS 2/401 Workshop Golf Course mosaic habitat	Contrary to NPPF and BDC Core Strategy Policy DM9 as it would result in a loss of a LWS	Not suitable or available because the golf club and golf course are still in use. The site would not form a logical extension to Workshop and the majority of the site is a local wildlife site. Development would be contrary to Core Strategy DM9 and the NPPF.	Given the sites separation from the main residential areas of Workshop, and the local wildlife status of the site, it is not considered appropriate for housing development.	The Council's priority for Workshop is Town Centre regeneration. This includes the development of a number of brownfield sites in Workshop. Development of the site would not accord with this strategy.	LWS adjoining site to the east 2/401 Workshop Golf Course mosaic habitat		Given the sites separation from the main residential areas of Workshop, and the local wildlife status of the site, it is not considered appropriate for housing development.	Discounted at stage 1	Separated from settlement. Local wildlife designation.

LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA14 2	0.8 5	31	Education	No major physical constraints identified	No major environmental constraints identified	Policy compliant - Principle of residential development considered acceptable	The site is located within a residential area. The principle of housing development is considered acceptable.	Appropriate location and in an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Redevelopment of this brownfield site would meet the objectives of the Council.	Development has the potential to have a positive impact on the character of the area.	The landowner has submitted the site and has confirmed its availability.	Suitable, available and deliverable.	Progression to stage 4	See Appendix B
LAA14 7	3.6 9	133	Education	No major physical constraints identified	No major environmental constraints identified	Policy compliant - Principle of residential development considered acceptable	The site is located within a residential area. The principle of housing development is considered acceptable.	Appropriate location and in an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Redevelopment of this brownfield site would meet the objectives of the Council.	Potential for development to have a positive impact on the townscape. The site is currently a vacant open space which has no public access, being bound by a high metal fence.	The landowner has submitted the site and has confirmed its availability.	Suitable, available and deliverable.	Progression to stage 4	See Appendix B
LAA14 9	1.8 9	68	Vacant land	No major physical constraints identified	No major environmental constraints identified	This is an open space which provides visual and physical amenity opportunities for local residents. There is potential for a small part of the site to provide housing. There is an opportunity for open space enhancement on the majority of the site.	The site is located within a residential area. The principle of housing development is considered acceptable.	Appropriate location and in an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Development of the site provides an opportunity to enhance/improve the open space.	Development has the potential to have a positive impact on the character of the area.	The landowner has submitted the site and has confirmed its availability.	Suitable, available and deliverable.	Progression to stage 4	See Appendix B
LAA20 1	1.7 6	48	Vacant land	Highway capacity constraints. NCC don't support more development on Stubbing Lane	Located in Floodzone 2	Contrary to policy regarding flooding (NPPF, para 155). Contrary to policy regarding highways (NPPF para 108)	The site is not suitable due to flooding and highway constraints.	N/A - not suitable	N/A - not suitable	N/A - not suitable	The landowner has submitted the site and has confirmed its availability.	Not suitable due to flooding and highway capacity constraints.	Discounted at stage 2	LAA concludes the site is unsuitable due to flood risk and highway capacity.
LAA20 5	3.1	65	Agriculture	Mature woodland restricts access from Carlton Road	Mature woodland on site.	Potentially policy compliant subject to satisfactory outcomes regarding tree/nature conservation (where necessary)	Potentially suitable subject to satisfactory outcomes regarding design, nature conservation/tree retention, and highway/access.	Appropriate location and in an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Development of the site would support infrastructure improvements	Development would impact on the landscape and has potential to impact on nature conservation. Appropriate mitigation would be required where necessary (informed by site assessments).	The landowner has submitted the site and has confirmed its availability.	Potentially suitable subject to satisfactory outcomes regarding design, nature conservation /tree	Discounted at stage 2	LAA concludes the site is potentially suitable.




LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
												retention, and highway/access.		
LAA206	13	275	Agriculture	No major physical constraints	Grade I Listed Building	Planning permission refused on heritage grounds (contrary to Policy Bassetlaw CS DM8, NPPF paras 193, 196 & 200, and contrary to section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990)	May be suitable - There could be benefit to exploring the opportunity of a hybrid application with the local planning authority in order to address Conservation concerns.	Appropriate location and in an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Greenfield site	Development could potentially impact on the setting of Manor Lodge and associated buildings (Grade I and II).	The landowner has submitted the site and has confirmed its availability.	The site may be suitable for development subject to design and impact on setting of heritage assets.	Discounted at stage 3	See Appendix B
LAA210	120	2,520	Agriculture	Mature woodland restricts access from Carlton Road. There is a route possible without the loss of significant trees, by way of slight deviation to the South of the initially suggested route. In conjunction with this, the route could be moved farther South to run alongside Long Plantation. This would move houses further away, and mitigate pruning or felling requests by residents living within direct shade of the woodland. Future tree inspection and management would be an additional cost as trees would become located in public green spaces and alongside highways - benefits provided by nature have been shown to outweigh such costs. Some hedgerow loss would be unavoidable, and mitigation should be sought to retain as much as possible. Space for housing is possible in areas not occupied by trees – providing mitigation is given in addressing the space that mature trees require.	Mature Woodland, potential for protected species. Ecology assessment required.	Potentially policy compliant subject to satisfactory outcomes regarding tree/nature conservation.	Potentially suitable subject to satisfactory outcomes regarding design, nature conservation, tree retention/management, and an appropriate highway scheme.	Appropriate location and in an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Development of the site would support infrastructure improvements	Development would impact on the landscape and has potential to impact on nature conservation. Appropriate mitigation would be required where necessary (informed by site assessments).	The landowner has submitted the site and has confirmed its availability.	Potentially suitable subject to satisfactory outcomes regarding design, nature conservation /tree retention, and highway/access.	Progression to stage 4	See Appendix B


LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA219	3.51	120	Vacant site	No significant constraints identified	No significant constraints identified	No policy constraints subject to a satisfactory scheme	Suitable in principle	Appropriate location and in an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Redevelopment of a vacant brownfield site.	Potential for an improvement to the landscape.	Available - Public sector ownership	Suitable - resolution to grant planning permission subject to the signing of a s106 agreement.	Progression to stage 4	See Appendix B
LAA233	260	5,460	Agriculture, open space	Significant highway constraints. A new strategic route would be required. This would need to cut across a railway line and river. The landowner has not demonstrated that development would be achievable in this respect.	Part of the site is located in floodzones 2 and 3. Potential for protected species. Mature trees on site which could be retained.	Contrary to policy regarding flooding (NPPF, para 155).	Potentially suitable if physical constraints can be mitigated.	Appropriate location and in an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Greenfield site. Potential to improve infrastructure	Development would impact on the landscape and has potential to impact on nature conservation. Appropriate mitigation would be required where necessary (informed by site assessments).	Available - submitted by landowner	Unachievable : unresolved issues regarding access to the site, detailed appraisal of the land and existing constraints is needed, along with identification of potential solutions to achieve access through the full site. Suitability would also be dependent on the outcome of a sequential test and, if necessary an exceptions test.	Discounted at stage 2	LAA concludes the site is unachievable due to infrastructure/ access constraints.


LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA338													Discounted at stage 3	See Appendix B
LAA365	1.5	45	Paddock	No significant physical constraints identified	No significant constraints identified	Separated from settlement boundary but adjoins a site with pp which would connect the site to Worksop.	Potentially suitable subject to satisfactory outcomes regarding design, nature conservation/tree retention, and highway/access.	Located within an area with a buoyant housing market. Zoopla statistics suggest a steady increase in house prices in Worksop over the past five years.	Greenfield site. No significant contribution to regeneration priorities.	The suitability of the site should be informed by a landscape assessment.	Available	Potentially suitable subject to satisfactory outcomes regarding landscape impact, design, nature conservation /tree retention, and highway/access.	Discounted at stage 3	See Appendix B
LAA458	6	144	Agriculture	Access should be gained through the adjacent sites references LAA279 and LAA469. The route should be suitable for buses. Access should be safeguarded to land to the west.	No significant environmental constraints identified.	Potential to be policy compliant subject to the adjoining site being taken forward. In isolation, the site would not deliver an accessible development. This would be contrary to paragraph 91 of the NPPF which seeks to deliver healthy, inclusive, safe places.	The site may be suitable once the adjoining site has been developed, or as part of a larger site which adjoins the settlement boundary.	Zoopla statistics indicate a steady rise in house prices in Worksop over the past five years. This suggests Worksop is a popular residential area with a buoyant housing market.	Greenfield site	The suitability of the site for development should be informed by a landscape assessment. There are no heritage constraints, and no nature conservation designations identified.	The site is available	The site is potentially suitable as part of a larger development with the adjoining sites. If taken forward in isolation, a suitable access route to the land to the rear of the site should be maintained	Progression to stage 4	See Appendix B


LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology <div><div></div><div>R</div><div>A</div><div>G</div></div>	Reasoned Justification
LAA46 2	10.4	187	Agriculture	The site would require at least two points of access onto the A60 connecting a bus route through the site. The site should also be connected through to the development to the south as much as possible, but even then, would likely be an isolated community. The Highway Authority is sceptical as to whether the traffic impact of the development could reasonably be mitigated only having access to the A60, and therefore, a development would be unable to disperse traffic widely.	Site adjoins a Local Wildlife Site Carlton Forest Sandpit (5/3361).	Potential to be policy compliant subject to the adjoining site being taken forward. In isolation, the site would not deliver an accessible development. This would be contrary to paragraph 91 of the NPPF which seeks to deliver healthy, inclusive, safe places.	The site may be suitable once the adjoining site has been developed, or as part of a larger site which adjoins the settlement boundary.	Zoopla statistics indicate a steady rise in house prices in Worksop over the past five years. This suggests Worksop is a popular residential area with a buoyant housing market.	Greenfield site	The suitability of the site for development should be informed by a landscape assessment. There are no heritage constraints identified. The site adjoins a Local Wildlife Site.	The site is available	The site is potentially suitable as part of a larger development with the adjoining sites. If taken forward in isolation, a suitable access route to the land to the rear of the site should be maintained	Progression to stage 4	See Appendix B
LAA46 5	0.58	30	Car park	No significant constraints identified.	No significant constraints identified.	Potentially policy compliant. The loss of the car park/impact on on-street parking should be assessed if taken forward.	Potentially suitable. The loss of the car park/impact on on-street parking should be assessed if taken forward.	Zoopla statistics indicate a steady rise in house prices in Worksop over the past five years. This suggests Worksop is a popular residential area with a buoyant housing market.	Brownfield site on edge of town centre. Opportunity for town centre regeneration.	The site is well contained. The southern part of the site is within the Worksop conservation area. This contains a former maltings complex dating to the 19th century, regarded as having a positive impact on the Conservation Area's character and appearance. Conservation would resist attempts to develop the site without the retention and re-use of this historic complex. PP was previously granted for its conversion, but has since expired. The rest of the site is within the conservation area's setting, so would need to preserve or enhance that setting.	The site is available	The site presents an opportunity to improve the town centre. Housing would increase footfall and support town centre regeneration. The loss of the town centre car park would need to be taken into consideration. However, there are a number of car parks in and around the town centre which are seldom completely full.	Discounted at Stage 3	See Appendix B



LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA46 6	1.9	54	Vacant site	<p>The site is located on the corner of the traffic signal controlled Retford Road, High Hoe Road junction. There is therefore potential for vehicles to queue back from the junction to a point passed the proposed site access particularly at peak times. This is likely to lead to driver frustration and possibly accidents due to drivers being unable to turn right out of the site in the prominent direction towards the town centre. The provision of a second junction onto High Hoe Road would ease this situation considerably by providing alternatives such that the right out manoeuvre onto Retford Road could be avoided. Whilst it is noted that there is a level difference between the High Hoe Road frontage and the carriageway level, this is not so great as to make the provision of a junction at that point insurmountable. The proposed internal road layout would already facilitate this without the need for major change and is sufficiently tortuous to be unlikely to become a ‘rat run’ between High Hoe Road and Retford Road. The Highway Authority will be seeking a pedestrian/cycle link onto High Hoe Road in any event to minimise the distance to the local bus stop.</p>	<p>The site is partly within Floodzone 2. A sequential and exceptions test would be required if the site is taken forward.</p>	<p>Policy compliance would be dependent on the outcome of a sequential test and exceptions test relating to flood risk. There are also highway constraints which would need to be addressed in order for a development to be policy compliant.</p>	<p>The sites suitability would be dependent on the outcome of a sequential test and exceptions test relating to flood risk. There are also highway constraints which would need to be addressed in order for a development to be policy compliant.</p>	<p>Zoopla statistics indicate a steady rise in house prices in Worksop over the past five years. This suggests Worksop is a popular residential area with a buoyant housing market.</p>	<p>Derelict brownfield site within a residential area. Opportunity to deliver regeneration.</p>	<p>The site is currently overgrown and vacant. Development has the potential to enhance the site subject to a suitable design.</p>	<p>The site is available</p>	<p>The site presents an opportunity to improve the townscape. With regard to flood risk, suitability would be dependent on the outcome of a sequential test and, if necessary an exceptions test.</p>	Discounted at stage 3	See Appendix B
LAA46 7	1.7	77	Vacant site	<p>The Highway Authority will be seeking vehicular access from both Canal Road and Priorswell Road connected by a through route through the site. The site has the potential to increase vehicle movements along Canal Road.</p>	<p>Land contamination is likely due to the current use of the site. This would need to be assessed and</p>	<p>Policy compliance would be dependent on the outcome of a sequential test and exceptions test relating to flood risk. There are also highway and heritage</p>	<p>The sites suitability would be dependent on the outcome of a sequential test and exceptions test relating to flood risk. There are also</p>	<p>Zoopla statistics indicate a steady rise in house prices in Worksop over the past five years. This suggests Worksop is a popular residential area with a buoyant housing market.</p>	<p>Large brownfield site on the edge of the town centre. Potential for a significant improvement to the conservation area character and town centre regeneration.</p>	<p>Development provides an opportunity to enhance the area.</p>	<p>The site is available</p>	<p>The site presents an opportunity to improve the townscape. With regard to flood risk,</p>	Discounted at stage 2	See LAA conclusion.

LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
				Canal Road has seriously substandard junction arrangements with Church Walk/Bridge Place and Priorswell Road/Kilton Road. These junctions will require considering in detail. The footway will require widening to a minimum width of 2.0m around the perimeter of the site with a wider section adjacent the Priorswell Road bus stop to cater for the additional pedestrian usage.	mitigated where necessary.	constraints which would need to be addressed in order for a development to be policy compliant.	highway and heritage constraints which would need to be addressed in order for a development to be policy compliant.					suitability would be dependent on the outcome of a sequential test and, if necessary an exceptions test.		
LAA470	4.8	131	Open space	No significant physical constraints.	The site adjoins ancient woodland. National guidance indicates that there should be a minim 15 metre buffer around ancient woodland/trees to avoid root damage.	Part of the site may be suitable/policy compliant. The majority of the site forms the setting of a Grade II Listed Building and would not be suitable. The area adjoining Ancient Woodland is not suitable for development.	Part of the site may be suitable/policy compliant. The majority of the site forms the setting of a Grade II Listed Building and would not be suitable. The area adjoining Ancient Woodland is not suitable for development.	Zoopla statistics indicate a steady rise in house prices in Worksop over the past five years. This suggests Worksop is a popular residential area with a buoyant housing market.	Loss of open space would not support regeneration.	Development on the west side of the A60 is likely to impact on the countryside setting of the grade II listed Broom Farm. Conservation is unlikely to support development where this important countryside setting is undermined. With regard to the east side of the A60, Peaks Hill Farm is a non-designated heritage asset dating to the late-18th century period, so its setting is also a consideration. It is understood that significance archaeological remains were uncovered on this site during an earlier phase of the Ashes Park development. Further investigations and an appropriate mitigation strategy would be required where necessary. The site forms part of the setting of a Grade II Listed Building.		The site presents an opportunity to improve the highway network by connecting Gateford Pasrk to Carlton Road. However, these benefits need to be balanced against the harm development would cause to heritage assets and ancient woodland, and the loss of an open space.	Progression to stage 4	See Appendix B


LAA Ref	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned Justification
LAA491	94	1500	Unregistered Park and Garden	A development of this scale would require supporting by a Transport Assessment prepared in accordance with Planning Practice Guidance. It is likely that major off-site highway infrastructure improvements would be necessary to accommodate the additional traffic generated by the development and that contributions would be sought towards public transport. The site would require multiple access points.	The proposed site has triggered the impact risk zone for Lindrick Golf Course SSSI <sup>3</sup> and may also impact Anston Stones Woods SSSI <sup>4</sup> depending on the level of air pollution generated. The SSSI occupies what was formerly common land, allowing the survival of a natural flora away from the greens and fairways. The SSSI supports the largest, and one of the most diverse, areas of Magnesian limestone grassland in South Yorkshire. Additional habitat includes gorse, scrub, woodland and the marshy fringes of the River Ryton. There is also a small pond with associated fen vegetation. The scale of the proposed development could result in recreational pressure, any potential impacts would have to be assessed and the mitigation hierarchy followed. Air	<i>NPPF: ‘Planning policies and decisions should contribute to and enhance the natural and local environment by: recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.’</i> And <i>Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where</i>	Unsuitable for residential development due to the adverse impact on heritage assets. Other constraints include potential impact on nearby SSSIs, on site Local Wildlife Sites and Ancient Woodland.	The site adjoins a popular residential area.	N/A	<u>Heritage</u> A large part of this site, to the south and west, is within the Old Gateford Conservation Area and the area of open space contributes positively to the character and appearance of the Conservation Area and to the setting of several Listed Buildings (including Gateford Hall, grade II*, and Gateford Hill, grade II). Development within the Conservation Area boundary, or immediately to the north west adjacent to Owday Lane, would not be supported. With regard to the northern parts of the site, this is within the Gateford Hall & Gateford Hill unregistered park & garden and within the setting of the Conservation and nearby Listed Buildings. Again, development here would not be supported as it would irrevocably harm the significance of the heritage assets mentioned, even having in mind the existing housing developments  <u>Archaeology</u> Iron Age settlement activity and medieval moated sites are located within the site boundary. Cropmarks noted to the east of the east on NMP. Likely to be significant impact to both archaeology and built heritage (listed buildings, Gateford Hall, California	Available	The site is unsuitable for residential development as it would irrevocably harm the significance of the heritage assets mentioned in this assessment.	Discounted at stage 2	Unsuitable


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					quality impacts must be assessed as Anston Sones Wood SSSI has a number of features that are sensitive to air pollution and the site is above it's critical load. The scale of the development may generate over 2000 AADT during the operational phase and over 200 AADT for HGV's during the construction phase. Impact on Ancient woodland should also be assessed if the site is taken forward.					Farm and Gateford Hill House). The Council's Archaeologist would not support plans for development in this area until a full site specific geophysical survey followed by targeted evaluation trenching and a heritage impact assessment for all identified archaeology and buildings has been undertaken. This is needed to provide an informed planning recommendation, however refusal would still be a high possibility given the likely impact to designated buildings and heritage assets.				



Potential New Settlement LAA Sites

LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology <div><div></div><div>RA</div><div>G</div></div>	Reasoned justification
LAA431	Bothamsall	Former Bevercotes Colliery	92	1,288	Former colliery site currently vacant	Country side	<p>The site has been vacant since the closure of the colliery in the early 1990s. Part of the site is a nature reserve. Due to its former use the site is contaminated. This could be remediated if the site was developed. introducing housing on this site would require additional highways work. At the moment the extant planning permission being entirely for a commercial use would see a majority of traffic head for the A1 and be catered for by the new junction improvements that have been secured through the existing planning consent. However, housing would introduce traffic movements to the west, with Bothamsall village being particularly constrained, where a by-pass may be necessary to access the A614 (see yellow box). This could also impact on</p>	<p>Part of the site is in Floodzones 2 and 3. The site is designated as a Local Wildlife Site. Development would result in the loss of the LWS. Bevercotes also has the potential to support breeding pairs of both nightjar and woodlark. It could potentially be important in maintaining the ppSPA bird population. As a result, it has the potential to be functioning as part of the ppSPA. I.e. its potentially of significant importance. If the birds are present (of which there is very high probability), mitigating the loss of such a site would be difficult.</p>	<p>Development of the site is likely to result in the loss of the Local Wildlife Site. This would be contrary to policy - the NPPF (para 175) indicates that permission should be refused if significant harm cannot be avoided. Part of the site is in floodzones 2 and 3. A sequential and exceptions test would need to demonstrate that the site is suitable if taken forward.</p>	<p>The suitability of development is dependent on the impact it would have on ecology/biodiversity, trees, flood risk, and the public highway.</p>	<p>Zoopla data indicates that house prices have steadily increased in the Retford area over the past five years.</p>	<p>Whilst the site is brownfield, large parts have returned back to nature due to the length of time it's remained vacant.</p>	<p>Potential for development to have an adverse impact on the landscape. The suitability of the site should be informed by a landscape assessment. Bevercotes also has the potential to support breeding pairs of both nightjar and woodlark. It could potentially be important in maintaining the ppSPA bird population. As a result, it has the potential to be functioning as part of the ppSPA. I.e. its potentially of significant importance. If the birds are present (of which there is very high probability), mitigating the loss of such a site would be difficult.</p>	<p>Available</p>	<p>Suitability and achievability unknown. Potential for development to adversely impact on a ppSPA/breeding Nightjars and Woodlarks, Local Wildlife Site, trees, and the public highway. Additionally, part of the site is in floodzones 2 and 3. A sequential test and, if necessary exceptions test would be required if the site is taken forward for development.</p>	<p>Reasonable Alternative. Discounted at stage 3</p>	<p>Suitability to be informed by the Sustainability Appraisal and the suitability of other sites with capacity for a new settlement</p>

LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
							Ollerton roundabout where land has been safeguarded for road widening works, as this is currently at or nearing capacity with a cost of works in the order of £5 million.										
LAA432	Gamston	Gamston Airfield	122	1,708	General Aviation - Airport	Country side	The site is currently in operation as an airport. This site does have direct access to the main road network. The site would benefit from, and probably require, junction improvements to the A1. Traffic movements are also likely to want to access the A638 to go north avoiding Gamston Village. Traffic may also want to utilise Jockey Lane / Brick Yard Road to the north. This would need to be upgraded if the site is taken forward as a new settlement.	Gamston has the potential to provide foraging opportunities for woodlark during winter. The site adjoins a Local Wildlife Site to the south east.	Potentially compliant with national policy subject to any future scheme delivering a sustainable settlement which provides for the needs of residents.	Development would be contrary to paragraph 104 (f) of the NPPF which states that planning policies should "recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy"	Zoopla data indicates that house prices have steadily increased in the Retford area over the past five years.	The site is a mix of brownfield and greenfield land.	Potential for development to have an adverse impact on the landscape. The suitability of the site should be informed by a landscape assessment.	Available	Whilst the site is potentially suitable for development as a new settlement, it would be contrary to national policy (NPPF para. 105) due to the loss of the airport. The closure of the airport could also have an adverse impact on associated employment uses on the site if there are no opportunities for relocation.	Reasonable alternative. Discounted at stage 3	Suitability to be informed by the Sustainability Appraisal and the suitability of other sites with capacity for a new settlement

LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology 	Reasoned justification
LAA369	High Marnham	Former High Marnham Power Station	158	3,318	Vacant	Country side	Formerly a coal fired power station. Land contamination would require remediation. The site has good access to the highway. Overhead lines, Pylons and energy infrastructure may be required to be relocated.	No international or national nature conservation designations. The site is within 100 metres of a local wildlife site.	Potentially compliant with national policy subject to any future scheme delivering a sustainable settlement which provides for the needs of residents.	The suitability of the site for development would depend on the sites ability to deliver the range of services and facilities necessary to create a sustainable settlement.	Neighbouring villages appear to have a buoyant housing market.	The site is a mix of brownfield and greenfield land. This presents an opportunity to redevelop a large brownfield site.	In terms of landscape, it may be possible to undertake a development that is not visually intrusive and with a well-planned landscape and open space framework, could improve habitat and recreational connectivity and address, at least in part, the carbon impact through tree planting. In order to achieve this potential, it is assumed that all or the majority of the existing overhead lines, pylons and energy infrastructure on the site can be removed prior to redevelopment.	The site is available	Whilst the site is potentially suitable for development as a new settlement, there are physical constraints to overcome. The site is located quite a distance from local services and facilities, including public transport.	Progression to stage 4	See Appendix 2
LAA473	Cottam	Cottam Power Station	334	2000	Power Station	Country side	Formerly a coal fired power station. Land contamination would require remediation. The site has good access to the highway. Overhead lines, Pylons and energy infrastructure may be required to be relocated.	This site contains a small portion of a Local Wildlife Site (Cottam Wetlands). Due to the small size of the area of overlap between the site and Local Wildlife Site, a significant negative effect is likely, but uncertain.	Potentially compliant with national policy subject to any future scheme delivering a sustainable settlement which provides for the needs of residents.	The suitability of the site for development would depend on the sites ability to deliver the range of services and facilities necessary to create a sustainable settlement.	Neighbouring villages appear to have a buoyant housing market.	The site is a mix of brownfield and greenfield land. This presents an opportunity to redevelop a large brownfield site.	The site is elevated above the landscape. The suitability of the site should be informed by a landscape assessment. The surrounding landscape is relatively flat with long views to all sides. There are important heritage assets in the vicinity of the site, including other scheduled monuments and Grade I and II* listed buildings, such as Torksey Castle, Torksey Medieval Settlement, St Peter's Church, and Torksey Viaduct. There is therefore an opportunity to preserve and enhance the heritage assets and the setting in which they are located.	<del>The site is available</del> Whilst the landowner has indicated that the site is available, it is clear from consultation responses received that there are legal constraints and highway capacity constraints. As such, there is no certainty that development could occur within the 15 year Plan period. This would need to be demonstrated by the landowner.	The suitability of the site for development would depend on the sites ability to deliver the range of services and facilities necessary to create a sustainable settlement. It would also be dependent on the outcome of a sequential test and, if necessary an exceptions test. The site is located quite a distance from local services and facilities, including public transport.	Progression to stage 4 as a broad location for growth	See Appendix 2





LAA Ref	Location	Site Address	Size (ha)	Capacity/ desired no. of dwellings	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Status of the site through the Site Selection Methodology <div><div></div><div>A</div><div>G</div></div>	Reasoned Justification
LAA455	Babworth	Morton South	80	1680	Agriculture	Country side	For a development of this scale, a strategic transport model will be required to simulate traffic conditions on the main road network throughout Worksop and beyond along long distance routes such as the model currently being developed by Sheffield City Region that would need tailoring to meet the requirements of this site. The results of the model will then be needed to inform a Transport Assessment prepared in accordance with Planning Practice Guidance. Pedestrian and cycle provision would need consideration across the A1.	A very small portion of this site is within 100m of a Local Wildlife Site (Apleyhead Wood). This assessment site is located entirely within a 5km buffer around the Sherwood Forest ppSPA. As such, a minor negative effect is likely.	Potentially compliant with national policy subject to any future scheme delivering a sustainable settlement which provides for the needs of residents.	The suitability of the site for development would depend on the sites ability to deliver the range of services and facilities necessary to create a sustainable settlement.	Neighbouring villages appear to have a buoyant housing market.	Greenfield site	Built heritage: Upper Morton Grange is a non-designated heritage asset, of which its countryside surroundings contribute much to its setting. In addition, this part of the district is covered with archaeological remains (Iron Age/Roman 'brickwork fields' and small nucleated agricultural settlements, mostly identified by the Derrick Riley aerial surveys in the 1970s. Archaeology: Large quantities of probable settlement features identified on cropmarks, potentially of at least regional significance. Further information will be required in the form of archaeological desk based assessment and evaluation to determine appropriate archaeological mitigation strategy. The suitability of development is dependent on the impact it would have on the landscape. This should be informed by a landscape assessment.	The site is available	The suitability of the site for development would depend on the sites ability to deliver the range of services and facilities necessary to create a sustainable settlement.	Progression to stage 4	See Appendix 2

Employment LAA Sites

Site Ref	Site Address	Settlement	Size (ha)	Developable area -	Planning Status	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact	Accessibility	Heritage	Natural Environment	Landscape/character/topography	Status of the site: Purple – protection Green – allocation Red – Discounted  Justification EDNA/LAA
ELAA1	Claylands Avenue	Worksop	63.6	-	Existing employment site. Site assessed in EDNA		Brownfield		The site lies within FZ1.	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	Claylands Avenue acts as spine road & as access for businesses. Feeder roads provide connections to these. Mix of local non-commercial traffic & HGVs does not constrain vehicle movements. The site is adjacent to, and has direct roundabout access onto the A57, a major east-west route so has good accessibility to Worksop and the wider strategic network (the M1 is 10 miles to the west).	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along the eastern boundary. The site is adjacent to the A57. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Gateford Road/Claylands Avenue allotments adjoin the north east corner of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site Protected within the Local Plan
ELAA2	Gateford Common	Worksop	17.6	4.5	Site assessed in EDNA	14/00213/OUT Mixed Use Development of Residential (up to 380 units) and Commercial (up to 19,000 sq m) of B1 (a) Office. Vehicular Access from Gateford Road, Gateford Toll Bar & Claylands Avenue 4.5ha is approx area identified on masterplan for B1	The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site adjoins the settlement boundary of Worksop.	NCC Highways Authority state 'the south-western side of the site is proposed to form the employment area with direct access from Claylands Avenue. Although it is sometimes desirable to prevent employment traffic from travelling thorough residetial areas on amenity grounds, the Highways Authority is of the view this is unlikely to be a significant issue. The amjority of commuting and comercial traffic to the employment area is likely to arrive from the A57 via Claylands Avenue arm of the A57/Shireoaks Common roundbaout of from Gateford Avenue/Claylands Avenue junction. The number of goods vehicles is likely to be low given the employment area is B1.' Subject to detailed design arrangements NCC made no objections to the scheme	Services, facilities and homes are potentially accessible by cycle and by public transport. The planing permission proposes improvements to available bus services by routing buses through the site from Gateford Road to Claylands Avenue - a financial contribution will be required to support this provision. The site is adjacent to the A57. The site is adjacent to Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	Gateford Conservation Area lies to the north of the site across the Gateford Road. Already has PP for development. In the setting of the Old Gateford Conservation Area (to the north) on the opposite side of Gateford Road. Also in the wider setting of Gateford Hall (grade II*). Retaining the hedge/tree screening along northern boundary is crucial in retaining the rural character of the conservation area	Semi natural greenspace in the form of a wide tree belt runs along the northern boundary along the Gateford Road running along the residential area to the east.	The site has some amenity value being open, farmed grade 3 land	Discounted through the EDNA
ELAA3	Sandy Lane Industrial Estate	Worksop	34.2		Site assessed in EDNA	ETC02/11/00199/R - 5500sqm Asda (0.55ha), 20,980sqm industrial (2.09ha), 3090sqm hybrid (0.30ha) - total 11.08 + community land to north	The site is greenfield	Grade 2	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	Sandy Lane acts as spine road & as access for businesses. Feeder roads provide connections to these. Mix of local non-commercial traffic & HGVs does not constrain vehicle movements. The site lies within 100m of the A57, and has good roundabout access onto the A57, a major east-west route so has good accessibility to Worksop and the wider strategic network (the M1 is 10 miles to the west).	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along Sandy Lane. Worksop Railway Station is 1000m from the site. The site is within 100m of the A57. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	The Tranker Wood LWS, also designated as ancient woodland and semi natural greenspace adjoins the northern boundary of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA4	Highgrounds Industrial Estate	Worksop	12.5	-	Site assessed in EDNA		Brownfield		A small part of the southern area of the site lies within FZ2.	The south western part of the site lies within the Lime Combine for Inset minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	High Grounds Road acts as dedicated spine road & as access for businesses. Feeder roads provide connections to these. Mix of local non-commercial traffic & HGVs does not constrain vehicle movements. The site has direct roundabout access, albeit it shared with retail/commercial uses, onto the A57, a major east-west route so has good accessibility to Worksop and the wider strategic network (the M1 is 10 miles to the west).	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs to Sainsbury's adjoining the site. The site adjoins the A57. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	High Grounds Wood LWS adjoins the northern boundary of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA5	Eastgate North	Worksop	6.01	-	Site assessed in EDNA		Brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	Access to the site is from Eastgate and Kilton Road via a series of separate access points which can serve one or more businesses.The site lies 1.8km from the A57 but has good access to the local road network (the B6041 and the B6045 which lie within 300m of the site), Worksop and the District.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along Eastgate/Kilton Road adjoining the site and the site is within 450m of Worksop Railway Station. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	Several non designated heritage assets adjoin the southern boundary on Eastgate/Kilton Road, and one adjoins the northern boundary.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan

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ELAA6	Eastgate South	Worksop	2.65	-	Site assessed in EDNA		Brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	Access to the site is from Kilton Road via a series of separate access points which can serve one or more businesses.The site lies 1.7km from the A57 but has good access to the local road network (the B6041 and the B6045 which lie within 500m of the site), Worksop and the District.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along Eastgate/Kilton Road adjoining the site and the site is within 550m of Worksop Railway Station. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	The south western corner of the site lies within Worksop Conservation Area. Several non designated heritage assets adjoin the western boundary of the site.	Chesterfield Canal LWS abuts the southern boundary of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA7	Canal Road North and South	Worksop			Site assessed in EDNA	Warehouse to be put through LAA for housing											Discounted through the EDNA
ELAA8	Retford Road East	Worksop	2.04	-	Site assessed in EDNA		The site is greenfield	Grade 3	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	Access to the site is from a dedicated access from Retford Road which serves each business. Retford Road provides direct access to the A57 a major east-west route 1km to the south so has good accessibility to Worksop and the wider strategic network.	Services, facilities and homes are accessible by cycle (an on road cycle route runs along Retford Road connecting to the wider on/off road network) and by foot. A bus service runs along Retford Road with bus stops on the southern boundary. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Chesterfield Canal LWS abuts the northern boundary of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment/commercial development.	Site protected within the Local Plan
ELAA9	Retford Road West	Worksop	2.54	-	Site assessed in EDNA		The site is greenfield	Grade 3	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	Access to the site is from a dedicated access from Retford Road which serves each business. Retford Road provides direct access to the A57 a major east-west route 1km to the south so has good accessibility to Worksop and the wider strategic network.	Services, facilities and homes are accessible by cycle (an on road cycle route runs along Retford Road connecting to the wider on/off road network) and by foot. A bus service runs along Retford Road with bus stops on the southern boundary. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	Worksop Conservation Area abuts the northern boundary of the site. The northern part of the site falls within an archaeological zone.	Chesterfield Canal LWS abuts the northern boundary of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment/commercial development.	Site protected within the Local Plan
ELAA10	Manton Colliery	Worksop	34.7	1.31	Site assessed in EDNA		The site is greenfield	Grade 3	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	Access to the site is via a dedicated access from Retford Road which serves each business. Retford Road provides direct access to the A57 a major east-west route 1km to the south so has good accessibility to Worksop and the wider strategic network. The main operator - B and Q - has dedicated access for distribution vehicles directly onto the A57.	Services, facilities and homes are accessible by cycle (an on road cycle route runs along Retford Road connecting to the wider on/off road network) and by foot. A bus service operates within the site connecting to the wider network. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Manton Colliery LWS abuts the eastern boundary. Amenity open space abuts the western boundary.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment/commercial development.	Site protected within the Local Plan
ELAA11	Manton Wood	Worksop	57.2	-	Site assessed in EDNA		The site is greenfield	Grade 3	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from the settlement boundary of Worksop	Access to Manton Wood West is via a dedicated spine road from the B6040 & acts as access for businesses. Feeder roads provide connections from smaller businesses. The B6040 provides access to the A57 200m from the site. Manton Wood East has direct access onto the A57 a major east-west route so the wider site has good accessibility to Worksop and the wider strategic network (the A1 is 1 mile from the site).	Services, facilities and homes are accessible by cycle and by foot. A bus service operates within Manton Wood West connecting to the wider network. The site is within 100m of Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Top Wood LWS abuts the southern boundary. Manton Colliery LWS lies 100m to the west/south west separated by the A57/B060.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan

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ELAA12	Land off A57	Worksop	187.5	118	Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from the settlement boundary of Worksop	A new dedicated access would be required onto the A57 a major east-west route so has good accessibility to Worksop and the wider strategic network (the A1 roundabout access is adjacent to the site). Direct access would mean that vehicles would not need to pass residential areas or town centres. For a development of this scale, a strategic transport model will be required to simulate traffic conditions on the main road network throughout Worksop and beyond along long distance routes such as the model currently being developed by Sheffield City Region that would need tailoring to meet the requirements of this site. The results of the model will then be needed to inform a Transport Assessment prepared in accordance with Planning Practice Guidance. Pedestrian and cycle provision would need consideration across the A1 if the Morton sites were to come forward. Highways England should be consulted with respect the site's proximity to the A1.	Services, facilities and homes are potentially accessible by cycle, foot and bus - new foot/cycle paths would be required to connect into the wider network and an extension to the existing bus service operates would be sought through the planning process. The site has the potential to be accessible by a range of employees.	Clumber Park Registered Park and Garden lies to the south of the A57. The eastern and western parts of the site fall within archaeological zones of interest. The whole site was formerly part of Osberton Hall's wider park, visible on the c1796 map, with the potential for archaeological landscape features possible	Top Wood / Great Whin Covert LWS covers the southern part of the site.	The site has some amenity value being open, farmed grade 3 land and a Local Wildlife Site	Progression to employment allocation within the Local Plan
ELAA13	Explore Steetley	Worksop	46.5		Site assessed in EDNA	02/07/00278 Steetley Regeneration Phase 1 02/07/00278 Steetley Regeneration Phase 1 Including A Manufacturing Facility On The Site Of The Former Baker Refractory Works With Associated Infrastructure Including A New Access Road 18/00420/FUL Creation of Permanent Car Park and New Access Road With New Fencing and Lighting 15/00535/FUL Erect Temporary Building to House a Full Scale Prototype of a Glass Fibre Reinforced Concrete Cladding Product for Viewing and Inspection 15/00412/FUL Construction of Modular Transport Office Building	The site is part brownfield/part greenfield	The site is identified as Grade 2 agricultural land	Land either side of Darfoulds Dike lies within FZ3 and FZ2	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Explore Way acts as spine road & as access to the wider site directly from the A619. The site has direct roundabout access onto the A619, a major east-west route so has good accessibility to Worksop and the wider strategic network (the M1 is 6 miles to the west). Secondary access is via Steetley Lane which also connects to the A619.	Services, facilities and homes are potentially accessible by cycle but not by foot and bus. The site has limited potential to be accessible by a range of employees.	An area of archaeological interest lies to the north east of the site.	There are no national or local natural environment designations nearby.	The majority of the site is previously developed and has little intrinsic amenity value and is mostly occupied by employment development. Some parts of the site have been reclaimed from a former use and provide some amenity value.	Progression to employment allocation within the Local Plan



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ELAA14	A57 South, Manton	Worksop	24.6			18/00737/OUT   Outline Planning Permission with All Matters Reserved to Provide up to 93,000sqm of Employment and Distribution Development (Use Classes B1, B2 and B8) Utilising the Recently Constructed Access onto the A57 19/00330/RES Reserved Matters Application Seeking Approval for Appearance, Landscaping, Layout and Scale for Erection of Phase I, Comprising 50,005sqm of Employment and Distribution Floorspace (Use Class B1, B2 and B8) Internal Access Road, Footpath and Cycle Routes, Drainage Works, Associated Car and HGV Parking, Associated Warehousing Plant and Infrastructure	The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from the settlement boundary of Worksop	Due to local concerns consideration has been given to limiting traffic movements at the junction to left in/left out. Vehicles from the west would then approach the site by circulating the A57/A1/A614/B6420 dumb bell roundabout and vehicles leaving the site wishing to head east towards the A1 would circulate the A57/B6040 roundabout. This would remove the ability of vehicles to cross the A57 providing some safety benefits particularly for HGVs including semi trailers that will not be fully accommodated within the width of the central reservation. The Highways Authority confirms that the proposed junction is compliant with DfT standards. The proposed junction will operate within capacity once the development is fully built out well beyond the 2026 future year junction capacity assessment. The Highways Authority has no objection to the form of junction. The junction has been delivered.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus stop will be provided within the boundary of the site to enable the provision of bus services to be extended into the site. The site is adjacent to the A57. The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Manton Colliery LWS abuts the western boundary.	The site has some amenity value being open, farmed grade 3 land	Site protected within the Local Plan
ELAA15	Shireoaks Triangle	Shireoaks	10.3	-	Site assessed in EDNA		Brownfield	Grade 3	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Worksop	Coach Road acts as dedicated spine road & as access for businesses. Coach Crescent acts as a feeder road to part of the site. Coach Road provides direct access to Shireoaks Common and the A57 roundabout access 215m from the site. The site is adjacent to the A57, a major east-west route so has good accessibility to Worksop and the wider strategic network (the M1 is 10 miles to the west).	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along Shireoaks Common. Shireoaks Station is 570m from the site. The site is adjacent to the A57. The site is within Worksop built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	A non designated heritage asset is situated within the south west corner of the site.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA16	Shireoaks Common	Shireoaks	26	15.4	Site assessed in EDNA	14/00223/OUT Outline Application for Residential Development of up to 175 Dwellings, 15.4 Hectares of Employment Land for the Erection of Buildings to be Used for B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution), Provision of Land for the Expansion of St. Luke's Primary School (0.3 hectares)	The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from the settlement boundary of Shireoaks	The western side of the site is proposed to form the residential area with direct access from Shireoaks Common. The rest of the site is proposed as employment with access taken via a 5th arm proposed at the A57 Woodsetts roundabout. The TA predicts that the A57 Woodsetts Lane roundabout, the A57 Shireoaks Common roundabout, and the A57 Sandy Lane roundabout will operate within capacity in the modelled year 2019. The A57/A60 Mansfield Road roundabout is predicted to be over capacity both with and without development. Notwithstanding the findings of the TA, the Bassetlaw District-Wide Transport Study has examined the cumulative transport implications of the site allocations in the Site Allocations Preferred Options DPD and the already committed development in the District. The study identified a number of junctions in and around Worksop that will require improvement to accommodate planned future development up to year 2028. This includes the A57 Shireoaks Common, A57 Woodsetts Lane (B6041 arm only), and A57/A60 Mansfield Road roundabouts and the Gateford Road /	Services, facilities and homes are potentially accessible by cycle and by foot. A new foot/cycle link through the wider site is part of the application which would improve access for employees for the locality. A bus service runs along Shireoaks Common - the application proposes a financial contribution to enhance service provision to benefit new residents and employees. Shireoaks Station is 520m from the site. The site is adjacent to the A57. The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	The site has some amenity value being open, farmed grade 3 land	Progression to employment allocation within the Local Plan

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												Ashes Park Avenue, and Gateford Road / Raymoth Lane priority junctions. The improvement works to the roundabout are underway.					
ELAA17	Randall Way	Retford	12	1.05	Site assessed in EDNA	18/00408/FUL Construction of 5 mid size industrial buildings to be sub-divided into 36 smaller units 15/00548/FUL Erection of an industrial building	Brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Retford	Randall Park Way acts as spine road & as access for businesses. A separate access from Randall Way provides access to the Retford Enterprise Centre and other businesses. The site adjoins a residential area: Mix of local non-commercial traffic & HGVs does not constrain vehicle movements. Randall Way provides direct access to the A638 , a major north-south route so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the east).	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along Randall Way. Retford Station is 2km from the site. The site is 250m from the A638. The site is within Retford built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Sutton and Lound SSSI and Sutton and Lound LWS is within 500m of the northern boundary.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA18	Hallcroft Industrial Estate	Retford	10.2	-	Site assessed in EDNA		Brownfield		The north eastern part of the site lies within FZ3 and FZ2.	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Retford	Aurillac Way acts as spine road & as access for businesses. Mix of local non-commercial traffic from Hallcroft Road & HGVs does not constrain vehicle movements. Hallcroft Road provides access to the A638, a major north-south route so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the east).	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along Hallcroft Road. Retford Station is 2km from the site. The site is 850m from the A638. The site is within Retford built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA19	North of Sewage Works	Retford	2.66		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 2 agricultural land	The eastern part of the site lies within FZ3 and FZ2.	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Retford	Access to the site is via Hallcroft Road, which narrows to single lane traffic after the Randall Way junction which may require upgrading to accommodate larger vehicles. Randall Way provides direct access to the A638 a major north-south route 850m to the south-west so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the east).	Services, facilities and homes are potentially accessible by cycle, but not by foot - no footway exists along the northern stretch of Hallcroft Road. A bus service runs along Hallcroft Road. Retford Station is 2.5km from the site. The site is 850m from the A638. The site is within Retford built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Sutton and Lound SSSI and Sutton and Lound LWS adjoin the northern boundary of the site.	The site has some amenity value being open grade 2 land	Discounted through the EDNA
ELAA20	Trinity Farm Land and Trinity Barn Fields	Retford	18.1	11.11	Site assessed in EDNA	15/00493/OUT 196 dwellings 11.11ha	The site is greenfield	The site is identified as Grade 2 agricultural land	The northern part of the site lies within FZ3 and FZ2	The site does not lie within a minerals safeguarding zone.	The site is adjacent to the settlement boundary of Retford	Planning permission, subject to s106 is pending for part of the site - to Trinity Farm. Roundabout access from North Road has been agreed to access employment land to the east of North Road and mixed use development (employment/commercial and residential to the west). Should the wider site be allocated, these highways arrangements may need re-visiting. The site has direct access onto the A638 (North Road), a major north-south route so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the east).	Services, facilities and homes are potentially accessible by cycle and by foot and public transport. The application makes provision to improve and extend existing infrastructure to ensure the site is connected to the wider network. Retford Station is 2.5km from the site. The site has direct access onto the A638. The site is adjacent to Retford built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	The northern part of the site lies within an archaeological zone - geophysical survey sought as part of planning application process.	Sutton and Lound SSSI and Sutton and Lound LWS are within 500m of the north-eastern boundary of the site.	The site has some amenity value being open, farmed grade 2 land	Progression to an employment allocation within the Local Plan
ELAA21	Thrumpton Road South	Retford	12.4		Site assessed in EDNA	01/08/00182 - 76 dwellings, 3 B1 offices	The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Retford	Access to the site is via Thrumpton Lane which provides access to the A638 500m south-east of the site so has good accessibility to Retford and the wider strategic network (the A1 is 4 miles to the west).	Services, facilities and homes are potentially accessible by cycle and by foot. Bus services run along the A638 about 450m from the site. Retford Station is 1km from the site. The site is 500m from the A638. The site is within Retford built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Discounted through the EDNA

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ELAA22	Thrumpton Goods Yard	Retford	1.87	-	Site assessed in EDNA		The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Retford	An east-west access crosses the site connecting Thrumpton Lane and the A638 London Road, a major north-south route so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the west/south). Mix of local non-commercial traffic & HGVs does not constrain vehicle movements.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along London Road. Retford Station is 1km from the site. The site has direct access onto the A638. The site is within Retford built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	A Grade II listed building abuts the eastern boundary. East Retford Conservation Area adjoins the eastern boundary. A non designated heritage asset is situated withi the south western corner of the site.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA23	Thrumpton Lane	Retford	1.44	-	Site assessed in EDNA	16/00015/FUL	The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Retford	Access to the site is directly from Thrumpton Lane which serves each business/unit separately. Thrumpton Lane provides access to the A638 London Road a major north-south route, within 300m to the north so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the west/south). Mix of local non-commercial traffic & HGVs does not constrain vehicle movements.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along London Road. Retford Station is 1km from the site. The site is 300m from the A638. The site is within Retford built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	A non designated heritage asset is centrally situated in the site.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA24	West Carr Industrial Estate	Retford	9.4	-	Site assessed in EDNA		The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Retford	West Carr Road acts as spine road & as access for businesses. Feeder roads provide connections to these. Mix of local non-commercial traffic & HGVs does not constrain vehicle movements. West Carr Road provides access to the A620, a major east-west route 850m to the north so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the east).	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service runs along West Carr Road stoping within the site. Retford Station is 200m from the site via an underpass. The site is 850m from the A620. The site is within Retford built-up area (settlement boundary). The site has the potential to be accessible by a range of employees.	Retford Station Conservation Area adjoins the south east corner of the site.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA25	North of Grove Road	Retford	6.6		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from the settlement boundary of Retford	Access to the site would be via Grove Road, a local road but this would need to be established. Grove Road provides direct access to the A638 a major north-south route 460m to the west so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the east).	Services, facilities and homes are potentially accessible by cycle but not by foot - there is no footway along this part of Grove Road. A bus service operates to Allison Avenue 200m to the west on Grove Road. Retford Station is 3km from the site. The site is 460m from the A638. The site is within Retford built-up area (settlement boundary). The site has more limited potential to be accessible by a range of employees.	Retford South Conservation Area lies to the west of the railway line.	There are no national or local natural environment designations nearby.	The site has some amenity value being open, farmed grade 3 land	Discounted through the EDNA
ELAA26	Land off the A638	Retford	6.29		Planning permission	01/01/00194	The site is greenfield	The site is identified as Grade 2 agricultural land	The northern part of the site lies within FZ3 and FZ2	The site does not lie within a minerals safeguarding zone.	The site is detached from the settlement boundary of Retford	Access to the site would be via a local road shared with the quarry to the north but this would need to be established. This provides direct access to the A638 a major north-south route adjoining the site so has good accessibility to Retford and the wider strategic network (the A1 is 5 miles to the east).	Services, facilities and homes are potentially accessible by cycle and by foot although the site is 700m from Retford settlement boundary. A bus service operates along the A638 although the nearest bus stops are about 500m from the site. Retford Station is 3.5km from the site. The site adjoins the A638. The site is detached Retford built-up area (settlement boundary). The site has more limited potential to be accessible by a range of employees.	An area of archaeological interest covers the southern part of the site.	Sutton and Lound SSSI and Sutton and Lound LWS adjoin the eastern boundary of the site.	The site has some amenity value being open, grade 2 land	Discounted through the EDNA



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ELAA27	Blyth Road West	Harworth	22.5	-	Site assessed in EDNA		The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Harworth & Bircotes	Brunel Close acts as spine road & as access for businesses. Feeder roads provide connections to these. Brunel Close provides access to Blyth Road and the A1 M, a major strategic route 2.5km to the south so has good accessibility to the wider strategic network. Vehicles have no need to pass residential areas.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service operates along Blyth Road, with stops adjoining the site. The site adjoins Blyth Road, a good quality local road, connecting to the A1 M 2.5km from the site. The site is within Harworth built-up area (settlement boundary). The site has potential to be accessible by a range of employees.	An area of archaeological interest covers the southern part of the site.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA28	Blyth Road South	Harworth	8.86		Site assessed in EDNA	18/00195/PDN	The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Harworth & Bircotes	Dedicated access road from Blyth Road provides access for businesses. Second access provides access from Serlby Road and appears to provide access to Haworth House (with permission for COU to residential). Feeder roads provide connections to these. Mix of local non-commercial traffic & HGVs does not constrain vehicle movements. Blyth Road and Serlby Road provide access to the A1 M, a major strategic route 2km to the south so has good accessibility to the wider strategic network. Vehicles have no need to pass residential areas.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service operates along Blyth Road, with stops 300m from the site. The site adjoins Blyth Road, a good quality local road, connecting to the A1 M 2km from the site. The site is within Harworth built-up area (settlement boundary). The site has potential to be accessible by a range of employees.	An area of archaeological interest covers the site.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Discounted through the EDNA
ELAA29	Blyth Road East	Harworth	11.8	4.26	Site assessed in EDNA	16/01636/FUL	The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The south east corner of the site lies in the Sherwood Sandstone Limited minerals safeguarding zone.	The site lies within the settlement boundary of Harworth & Bircotes	The site is effectively divided into two parts: the north west corner is accessed via Lords Wood Road and the south east part is accessed via Bryans Close. All units are connected to these roads. Planning permission exists to extend Lords Wood Road to Serlby Road, currently thorough vacant land. Blyth Road and Serlby Road provide access to the A1 M, a major strategic route 2km to the south so has good accessibility to the wider strategic network. Vehicles have no need to pass residential areas.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service operates along Blyth Road, with stops adjoining the site. The site adjoins Blyth Road, a good quality local road, connecting to the A1 M 2km from the site. The site is within Harworth built-up area (settlement boundary). The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the majority of the site is previously developed, with part remaining vacant/scrub land. The site has little intrinsic amenity value and is partly occupied by employment development.	Discounted through the EDNA
ELAA30	Symmetry Park	Harworth	21.95	9.85	Site assessed in EDNA	17/00617/FUL	The site is part brownfield, part greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from the settlement boundary of Harworth & Bircotes	New dedicated roundabout provides direct access onto Blyth Road a good quality local road 200m from its junction with the A1 M a major strategic route so has good accessibility to the wider strategic network. Vehicles have no need to pass town centres or residential areas.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service operates along Blyth Road and the nearby Bawtry Road. The site adjoins Blyth Road, a good quality local road, connecting to the A1 M 200m from the site. The site has more limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	The site has some amenity value being partly open, farmed grade 3 land	Progression to an employment allocation within the Local Plan



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ELAA31	South of Snape Lane	Harworth	80.9	23.5	Site assessed in EDNA	15/00971/OUT Outline planning Application for an Employment Park Comprising of up to 235,000 sqm of B1(c), B2 and B8 Uses and Ancillary Development 1.13ha for non B use	The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The northern part of the site lies within the Sherwood Sandstone Limited minerals safeguarding zone.	The site is adjacent to the settlement boundary of Harworth & Bircotes	Access to the site, as agreed through the planning permission for the site, will be via a new roundabout onto the A614 Bawtry Road midway between its junctions with Blyth Road and Snape Lane and a ghost island right turn lane on Blyth Road midway between its existing junctions with the A614 Bawtry Road and Snape Lane. The two junctions are to be linked by a spine road through the site. The site is 750m from the junction of the A1M a major strategic route so has good accessibility to the wider strategic network. Vehicles have no need to pass town centres or residential areas.	Services, facilities and homes are potentially accessible by cycle and by foot. As part of the planning permission the applicant will incorporate footpaths and off road cycling paths alongside the cross site link road to encourage access by sustainable transport. Footpaths will also be required to be completed along Blyth Road, Bawtry Road and Snape Lane at various points to allow for beter connectivity to residential areas and existing employment areas. A bus service operates along Blyth Road and Bawtry Road. The developer wil be expected to provide a financial contribution to enhance public transport services along these routes and potentially at an appropriate time along the cross site link road. The site adjoins Blyth Road and the A614 Bawtry Road, connecting to the A1 M 750m from the site. The site has potential to be accessible by a range of employees.	This site is in the setting of Serlby Hall (grade I listed) and its park (identified as an unregistered park and garden). Planning permission was recently granted for commercial development on the site. Conservation had no concerns with that scheme, although highlighted the importance of retaining the tree screening to the west of Serlby. In addition, the restriction of tall buildings on this site is critical in ensuring any development preserves that setting. There is also archaeological interest on this site, so the Archaeologist should be consulted.		The site has some amenity value being open, farmed grade 3 land	Progression to an employment allocation within the Local Plan
ELAA32	Snape Lane	Harworth	41.3		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The southern part of the site lies within the Sherwood Sandstone Limited minerals safeguarding zone.	The site is detached from the settlement boundary of Harworth & Bircotes	Access to the site could be via the A614 Bawtry Road, a strategic north-south route but this would need to be established. The A614 adjoins the site so has good accessibility to Harworth and the wider strategic network (the A1 M is 1.1 miles to the south).	Services, facilities and homes are potentially accessible by cycle but not by foot - there is no footway along this part of the A614, or by public transport - no bus services operate along Snape Lane or Bawtry Road. The site is detached from Harworth & Bircotes built-up area (settlement boundary). The site has limited potential to be accessible by a range of employees.	An area of archaeological interest covers the site.	Coronation Clump Sandpit LWS and the Serlby Quarry LGS adjoin the south western part of the site	The site has some amenity value being open, farmed grade 3 land	Discounted through the EDNA
ELAA33	Snape Road	Harworth	0.9		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site lies within the Sherwood Sandstone Limited minerals safeguarding zone.	The site adjoins the settlement boundary of Harworth & Bircotes	Access to the site could be via Snape Lane, a local road but this would need to be established. Snape Lane provides access to the A614 a stratgeic north-south route so has good accessibility to Harworth and the wider strategic network (the A1 M is 1.5 miles to the south).	Services, facilities and homes are potentially accessible by cycle but not by foot - there is no footway along this part of the A614, or by public transport - no bus services operate along Snape Lane or Bawtry Road. The site adjoins Harworth & Bircotes built-up area (settlement boundary). The site has more limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Coronation Clump Sandpit LWS and the Serlby Quarry LGS are within 225m of the eastern boundary of the site	The site has some amenity value being woodland	Discounted through the EDNA
ELAA34	Main Street	Styrrup	24		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 2 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Access to the site could be via Main Street, a local road but this would need to be established. Main Street provides access to the A634 a strategic east-west route so has good accessibility to local settlements Oldcotes and Blyth but the wider strategic network - the A1 M - is 4.3 miles to the south and requires vehicles passing through settlements. Harworth is about 2 miles to the north using local roads.	Services, facilities and homes are potentially accessible by cycle but not by foot - there is no footway along this part of Main Street. Public transport services are limited to those servicing Styrrup approx 700m from the site. The site is detached from a settlement (settlement boundary). The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Styrrup Sand Quarry LWS and Styrrup Quarry LGS adjoin the north western boundary of the site. Ash Holt LWS adjoins the southern boundary.	The site has some amenity value being open, farmed grade 2 land	Discounted through the EDNA
ELAA35	Plumtree Estate	Harworth	9.08	-	Site assessed in EDNA		The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is within the settlement boundary of Harworth & Bircotes	Plumtree Road is a dedicated access and acts as spine road & as access for businesses. Feeder roads provide connections to these. Plumtree Road provides access to the A631 Tickhill Road and the A1 M, a major strategic	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service operates along Tickhill Road, with stops 100m from the site. The site adjoins A631 Tickhill Road, a	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently	Site protected within the Local Plan

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												route 4.7miles to the south so has good accessibility to the wider strategic network.	strategic east-west route, connecting to the A1 M 8km from the site. The site is within Harworth built-up area (settlement boundary). The site has potential to be accessible by a range of employees.			occupied by employment development.	
ELAA36	Land at Bawtry Road	Harworth	33.5		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is adjacent to the settlement boundary of Harworth & Bircotes	Access to the site could be via the A631, a strategic east-west route but this would need to be established. Has good accessibility to Harworth and Bawtry but the wider strategic network - the A1 M - is 4 miles to the south and requires vehicles passing through settlements.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service operates along Tickhill Road, with stops 300m from the site. The site adjoins A631 Tickhill Road, a strategic east-west route, connecting to the A1 M 8km from the site. The site is within Harworth built-up area (settlement boundary). The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	The site has some amenity value being open, farmed grade 3 land	Discounted through the EDNA
ELAA37	Land at Tickhill Road	Harworth	5.24		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is adjacent to the settlement boundary of Harworth & Bircotes	Access to the site could be via the A631, a strategic east-west route but this would need to be established. Has good accessibility to Harworth and Bawtry but the wider strategic network - the A1 M - is 4.7 miles to the south and requires vehicles passing through settlements.	Services, facilities and homes are potentially accessible by cycle and by foot. A bus service operates along Tickhill Road, with stops adjoining the site. The site adjoins A631 Tickhill Road, a strategic east-west route, connecting to the A1 M 7.5km from the site. The site is adjacent Harworth built-up area (settlement boundary). The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	School playing fields adjoin the western boundary	The site has some amenity value being open, grade 3 land	Discounted through the EDNA
ELAA37	Alpine Business Park	Gamston Airport	12.5		Site assessed in EDNA		The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	The site has two direct access points onto an unnamed local road which provides access onto the B6387. One access connects to the frontage of the site, the second to the rear. The B6387 provides access to the A1 0.5 miles from the site, although the A1 slip road is short which may lead to difficulties for large vehicles accelerating. The northbound carriageway involves crossing Twyford Bridge - single lane controlled by traffic lights - the bridge may have difficulties accommodating an increase in traffic to the northbound carriageway.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The site adjoins the A1, a strategic north-south route. The site is detached from a built-up area (settlement boundary). The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA38	South of Gamston Airport	Gamston Airport			Call for Sites		The site is greenfield	The majority of the site is identified as Grade 2 agricultural land, only the western part is Grade 3.	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	The site would be accessed via an unnamed local road which provides access onto the B6387, but access onto the site would need to be established. The B6387 provides access to the A1 0.5 miles from the site, although the A1 slip road is short which may lead to difficulties for large vehicles accelerating. The northbound carriageway involves crossing Twyford Bridge - single lane controlled by traffic lights - the bridge may have difficulties accommodating an increase in traffic to the northbound carriageway.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The site adjoins the A1, a strategic north-south route. The site is detached from a built-up area (settlement boundary). The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	The site has some amenity value being open, farmed grade 2 and 3 land	Discounted through the EDNA

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ELAA39	The Bungalow, Jockey Lane	Elkesley	2.1		Site assessed in EDNA		The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Direct access onto Jockey Lane, a local road which provides good access to the A1, about 0.5 miles to the west. Vehicles do not need to pass town centres or residential areas.	Services, facilities and homes are potentially accessible by cycle, but not by foot. Bus stops within 100m of the site. The site adjoins Jockey Lane, a local road, providing access to the A1 , a strategic north-south route, 1km from the site. The site has more limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Discounted through the EDNA
ELAA40	Markham Moor Roundabout	West Markham	1.07		Site assessed in EDNA - site different to that in EDNA		The site is brownfield		The site lies within FZ1	The western part of the site lies within the Sneinton Gunthorpe Clay MSA.	The site is detached from a settlement boundary	Direct access, although this is shared with a house and commercial uses, onto the A638, a strategic north-south route, which provides access onto the A1 0.5 miles from the site. Vehicles do not need to pass town centres or residential areas.	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops within 100m of the site. The site adjoins the A638, a strategic north-south route, providing access to the A1 , 0.5miles from the site. The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Discounted through the EDNA
ELAA41	South of Markham Moor	West Markham	16		Site assessed in EDNA		Greenfield					Access should be gained from the Great North Road and be designed in accordance with the Design Manual for Roads and Bridges. Pedestrian and cycle infrastructure will be required. A Transport Assess/Statement and Travel Plan would be required. It is strongly recommended that Highways England is consulted in this respect. A contribution is likely to be required towards public transport, highway, and public transport infrastructure. For B1 uses a Transport Statement will be required for GFAs >1,500<2,500sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B2 uses a Transport Statement will be required for GFAs >2,500<4,000sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B8 uses a Transport Statement will be required for GFAs >3,000<5,000sq.m, a Transport Assessment and Travel Plan will be required >5,000sq.m.		Site is in the setting of various designated heritage assets, including Milton Mausoleum (grade I) and the West Markham DMV (a Scheduled Ancient Monument). Conservation made detailed comments on a preapp for this site, reference 17/01178/PREAPP, where strong objections were raised. A copy of those comments is attached.		Discounted through the EDNA	

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ELAA42	Great North Road	West Markham	12.3		Site assessed in EDNA							A Transport Assessment and Travel Plan would be required in support of any planning application of this scale prepared in accordance with Planning Practice Guidance. It is strongly recommended that Highways England is consulted in this respect.The junction(s) with the A638 must be designed in accordance with the Design Manual for Roads and Bridges. Pedestrian and cycle infrastructure will be required. A contribution is likely to be required towards public transport, highway, and public transport infrastructure. For B1 uses a Transport Statement will be required for GFAs >1,500<2,500sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B2 uses a Transport Statement will be required for GFAs >2,500<4,000sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B8 uses a Transport Statement will be required for GFAs >3,000<5,000sq.m, a Transport Assessment and Travel Plan will be required >5,000sq.m.		Site is in the setting of several Listed Buildings, including Markham Moor Hotel, Markham Moor House and the Milestone, all grade II. Conervation provided detailed comments on a preapp for this site, reference 17/00975/PREAPP (copy attached). Conservation objected to that proposal, based on the harm caused to the listed buildings' setting.			Discounted through the EDNA
ELAA43	East of Markham Moor	West Markham	8.5		Site assessed in EDNA							A Transport Assessment and Travel Plan would be required in support of any planning application of this scale prepared in accordance with Planning Practice Guidance. It is strongly recommended that Highways England is consulted in this respect. The junction(s) with the A57 must be designed in accordance with the Design Manual for Roads and Bridges. Pedestrian and cycle infrastructure will be required. A contribution is likely to be required towards public transport, highway, and public transport infrastructure. For B1 uses a Transport Statement will be required for GFAs >1,500<2,500sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B2 uses a Transport Statement will be required for GFAs >2,500<4,000sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B8 uses a Transport Statement will be required for GFAs >3,000<5,000sq.m, a Transport Assessment and Travel Plan will be required >5,000sq.m.		Site is in the setting of several Listed Buildings, including Markham Moor Hotel, Markham Moor House and the Milestone, all grade II. Conervation provided detailed comments on a preapp for this site, reference 17/00975/PREAPP (copy attached). Conservation objected to that proposal, based on the harm caused to the listed buildings' setting.			Discounted through the EDNA
ELAA44	Ollerton Road	Tuxford	22.8	-	Site assessed in EDNA	Residential in centre of site	The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Dedicated access along British Fields and acts as spine road & as access for businesses. Feeder roads provide connections to these. British Fields provides access to the A6075 Ollerton Road, a stratgeic east-west route and the A1, a major strategic route 1.0 mile to the east so has good accessibility to the wider strategic network, although vehicles pass through Tuxford village centre which has the potential to cause conflicts with other road users.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The site adjoins the A6075, a strategic east-west route, providing access to the A1, 1 mile from the site. The site has more limited potential to be accessible by a range of employees.	Tuxford Conservation Area is 350m to the east of the site.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan



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ELAA45	Ashvale Road	Tuxford	2.64	-	Site assessed in EDNA		The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Dedicated access which acts as spine road & as access for businesses onto Ashvale Road, a good quality local road providing access to the A1, a major strategic route 0.35 miles to the north so has good accessibility to the wider strategic network, although vehicles pass residential areas.	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 300m of the site on Ashvale Road. The site has good access to the A1, 0.35 miles from the site. The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Lodge Lane allotments are within 100m of the southern boundary.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA46	Lodge Lane	Tuxford	8.49	-	Site assessed in EDNA		The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Lodge Lane provides dedicated access which acts as spine road & as access for businesses onto Ashvale Road, a good quality local road providing access to the A1, a major strategic route 0.5 miles to the north so has good accessibility to the wider strategic network, although vehicles pass residential areas.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The site has good access to the A1, 0.5 miles from the site. The site has more limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA47	Eastfield Nurseries	Tuxford	2.66		Site assessed in EDNA	17/00958/COU Change of use from horticultural nursery to glamping (camping) site	The site is part brownfield/part greenfield	The site is identified as Grade 3 agricultural land	The northern part of the site is within FZ2 and FZ3	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Eastfield Park provides direct, but shared access with the mobile home/caravan park onto the A6075 Darlton Road, a stratgeic east-west route providing access to the A1 0.8 miles to the west so has good accessibility to the wider stratgeic network, although vehicles pass through Tuxford and residential areas.	Services, facilities and homes are potentially accessible by cycle and by foot and public transport. The site has good access to the A1, 0.8 miles from the site. The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	The site has some amenity value being open grassland and Grade 3 agricultural land.	Discounted through the EDNA
ELAA48	Markham Road	Tuxford	1.7		Site assessed in EDNA		The site is part brownfield/part greenfield	The site is identified as Grade 2 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Access to the site is currently via a narrow driveway off Markham Road which provides access to Eldon Street and Tuxford to the south. The A1 is 0.8 miles to the south but vehicles would need to pass residential areas and the town centre.	Services, facilities and homes are potentially accessible by cycle and foot. Bus stops are within 300m of the site. The site has good access to the A1, 0.8 miles from the site. The site has the potential to be accessible by a range of employees.	The site lies within the Tuxford Conservation Area.	There are no national or local natural environment designations nearby.	The site has some amenity value being partly open pasture, grassland and unfarmed Grade 2 agricultural land.	Discounted through the EDNA
ELAA49	Welbeck Colliery	Cuckney	29.6	19	Site assessed in EDNA	15/01037/FUL	The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	NCC Highways Authority forsee no predicted traffic capacity issues with the development. A new spine road will be constructed within the site to link up Elkesley Road in Meden Vale (south) with the existing A616 site access (north). Elkelsey Road would serve the residential, the Country Park and 1.1ha of B1/B2/B8 and 0.49ha of B8. The rest of the development would be served via the existing A616. The industrial roads are intended to remain private, the residential roads would be adopted. The M1 is 10 miles to the west but vehicles would need to pass residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle and foot. NCC Highways advise that the development should be served by a new or extended bus service which is likely to require an initial bus subsidy. The site has good access to the M1, 10 miles from the site. The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Elkesley Hill Colliery Village LWS adjoins the south eastern corner of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by a former colliery.	Progression to an employment allocation within the Local Plan
ELAA50	Holme House Farm	Carlton in Lindrick	20.3		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Access to the site would be via Owday Lane, a minor local road, but would need to be established. The A1 is 0.8 miles to the south but vehicles would need to pass residential areas and the town centre. The A1 M is 7 miles to the east, accesed via minor local roads and would involve passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The A1 M is 7 miles to the east along minor local roads. The site has the limited potential to be accessible by a range of employees.	Carlton in Lindrick Conservation Area is 220m to the north east. Gateford Conservation Area is 480m to the south west.	Owday Plantation LWS and a group TPO cover the southern part of the site and extend south and east.	The site has some amenity value being open farmed Grade 3 agricultural land.	Discounted through the EDnA

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ELAA51	Firbeck Colliery	Costhorpe	23	7.76	Site assessed in EDNA	The site is allocated within the Langold Neighbourhood Plan for housing use.	The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is within the settlement boundary of Carlton in Lindrick	Access to the site is via Lawn Road which acts as a direct route into the site with feeder routes giving direct access to businesses. Lawn Road is a through route connecting Rotherham Baulk to A60 Doncaster Road. Access to Doncaster Road is shared with housing. The A1 M is 5 miles to the east via the A634 but would involve passing residential areas and town centres. A Transport Assessment and Travel Plan would be required in support of any planning application of this scale prepared in accordance with Planning Practice Guidance. The junction(s) with the A60 must be designed in accordance with the Design Manual for Roads and Bridges. Pedestrian and cycle infrastructure will be required. There would be concern if the industrial estate was to be accessed through a residential development if not carefully considered before a residential layout is approved. A contribution is likely to be required towards public transport, highway, and public transport infrastructure. For B1 uses a Transport Statement will be required for GFAs >1,500<2,500sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B2 uses a Transport Statement will be required for GFAs >2,500<4,000sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B8 uses a Transport Statement will be required for GFAs >3,000<5,000sq.m, a Transport Assessment and Travel Plan will be required >5,000sq.m.	Services, facilities and homes are potentially accessible by cycle and foot. Bus stops are within 100m of the site on Lawn Road. The A1 M is 5 miles to the east via the A634. The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby. Various non-designated heritage assets on the site, also adjacent to Langold Park unregistered park & garden. Conservation made comments on the hybrid scheme 15/01457/FUL	Costhorpe Industrial Estae LWS covers the underused/vacant land on site.	It is not agricultural land, and the site is previously developed. The site has some intrinsic amenity value being partly LWS.	Discounted through the EDNA
ELAA52	Harrison Drive	Langold	0.52		Site assessed in EDNA	18/01181/FUL Erect 4 Light Industrial Buildings (B1)   Land At Industrial Estate Harrison Drive Langold Nottinghamshire	The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is within the settlement boundary of Langold	Dedicated access onto Harrison Drive, shared with residential properties, which connects to the A60 a strategic north-south route. The A60/A634 provide access to the A1 4 miles to the east but would involve passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle and foot. Bus stops are within 250m of the site on Doncaster Road. The A1 M is 4 miles to the east via the A60/A634. The site has the potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
LAA510	Former Platts Harris site	Tuxford	0.86	26 dwellings	LAA	n/a	The site is brownfield		The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site is outside the development boundary of Tuxford	The site has significant level changes. The design of any future scheme would need to ensure the amenity of adjoining residents is protected. NCC Highways: The achievable visibility onto Eldon Road for emerging vehicles is restricted by the road alignment and the proximity of the adjacent property boundaries. It would therefore be necessary to demonstrate that standard visibility splays can be accommodated quantified by way	The site has good access to services and facilities being located adjacent to Tuxford Town Centre.	The western end of the site, fronting Eldon Street, is within the Tuxford Conservation Area boundary. The remainder of the site is very much within the Conservation Area's setting. The site is also in the setting of several Listed Buildings, both on Eldon Street and on Lincoln Road (including St Nicholas' Church). Historically the front part of the site included two linear plots containing	The site is outside Tuxford's development boundary where the adopted development plan (Bassetlaw Core Strategy) seeks to support development. Section 11 of the NPPF (Making efficient use of land) indicates that Local planning authorities, and other plan-making bodies,	Whilst the site is potentially suitable, there is uncertainty with regard to deliverability of residential development. The site is still in operation as a commercial business and there is currently no developer involvement in the site. Access from the Highway is also severely restricted and it hasn't been demonstrated that highway standards could be achieved. At the present time, until it can be demonstrated that	Site is counted at stage 2

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														traditional dwellings fronting the road with workshops and other outbuildings behind. The majority of the site however, was covered in fruit orchards.	should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers. NPPF Para 121 indicates that support should be given to the use of retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework .	development is deliverable, the site is considered unsuitable/unavailable.	
ELAA53	Hundred Acre Lane		2.67		Site assessed in EDNA		The site is brownfield		The site is within FZ1	The site lies within the Sherwood Sandstone Limited MSA.	The site is detached from a settlement boundary	Dedicated access onto Hundred Acre Lane, a good local road which connects to the B6045, another good quality local road providing access to the A1M 4 miles to the north but would involve passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The A1 M is 4 miles to the north via the B6045. The site has more limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Discounted through the EDNA
ELAA54	Misson Mill	Misson	3.22	1	Site assessed in EDNA		The site is brownfield		The site within FZ2	The site lies within the Sand and Gravel Resource MSA	The site is within the settlement boundary of Misson	Direct access onto Newington Road, a local road providing connection to the A1 M 6 miles to the west via local roads and passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle and foot. Bus stops adjoin the site on Newington Road. The A1 M is 6 miles to the west via local roads. The site has the potential to be accessible by a range of employees.	Misson Conservation Area is within 100m of the eastern boundary. Site is also in the wider setting of the church (grade I)	Slaynes Lane LWS is within 270m of the southern boundary.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Discounted through the EDNA
ELAA55	Station Road	Ranskill	2.22		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site is within FZ1	The site lies within the Sherwood Sandstone Limited MSA.	The site is detached from a settlement boundary	Access to the site would be via Station Road, a local road but would need to be established. A level crossing is to the west of the site which could limit accessibility. The A1 M is 3 miles from the site but via local roads which could limit access via larger vehicles and would need to pass residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The A1 M is 3 miles to the north west via rural roads. The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Ranskill Wood LWS is within 100m of the northern boundary.	The site has some amenity value being open Grade 3 agricultural land.	Discounted through the EDNA

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ELAA56	Access Road	Ranskill	11		Site assessed in EDNA		The site is brownfield		A minor part of the eastern boundary is within FZ2	The site is within the Sand and Gravel MSA	The site is detached from a settlement boundary	Access to the site would be via Access Road, a local road providing access to Station Road, another local road with a level crossing is to the west of the site which could limit accessibility. The A1 M is 3 miles from the site but via local roads which could limit access via larger vehicles and would need to pass residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The A1 M is 3 miles to the west via rural roads. The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Ranskill Wetlands LWS, Ranskill Sandpit Spoil LWS and Daneshill Lakes and Woodland LWS are within 100m of the northern, eastern and southern boundaries	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Discounted through the EDNA
ELAA57	Bridge Bungalow	Ranskill	2.4		Site assessed in EDNA		The site is mostly greenfield, with a small part brownfield	The majority of the site is identified as Grade 3 agricultural land - the north eastern part of the site is Grade 2 agricultural land	The site is within FZ1	The eastern part of the site lies within the Sand and Gravel MSA	The site is detached from a settlement boundary	Access to the site would be via Mattersey Road, a local road but would need to be upgraded to accommodate commercial vehicles. A rail bridge is to the west of the site which could limit accessibility. The A1 M is 3 miles from the site but via local roads which could limit access via larger vehicles and would need to pass residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The A1 M is 3 miles to the west via rural roads. The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Ranskill Birch Woodland LWS and Ranskill Wetlands LWS are within 120 m of the southern boundary	The site has some amenity value being mostly open farmed Grade 2 and Grade 3 agricultural land.	Discounted through the EDNA
ELAA58	South of Ashdown Way	Misterton	4.9		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site is within FZ1	The site does not lie within a minerals safeguarding zone.	The site is adjacent to Misterton settlement boundary	Access to the site would be via Ashdown Way, a local residential road which could limit accessibility. This would need to be established. The A1 M is 12 miles from the site but via local roads which could limit access via larger vehicles and would need to pass residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are 500m from the site. The A1 M is 12 miles to the west via rural roads. The site has potential to be accessible by a range of employees.	Grade II listed building/bridge are within 200m of the eastern boundary.	Chesterfield Canal LWS adjoins the southern boundary.	The site has some amenity value being open Grade 3 agricultural land.	Site discounted through the EDNA
ELAA59	Fox Covert Lane	Misterton	1.1		Site assessed in EDNA		The sites are greenfield	The site is identified as Grade 3 agricultural land	The northern part of the western site is within FZ2 and the eastern site is within FZ2	The site does not lie within a minerals safeguarding zone.	The eastern site is within Misterton settlement boundary, the western site adjoins the boundary.	Access to the eastern site would be via Bramley Way, a local residential road which could limit accessibility. This would need to be established. Access to the western site would be via Fox Covert Lane, a local road and this would need to be established. The A1 M is 13 miles from the site but via local roads which could limit access via larger vehicles and would need to pass residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 500m from the site. The A1 M is 13 miles to the west via rural roads. The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	The eastern site has some amenity value being open Grade 3 agricultural land, and the western site has some value as open farmed Grade 3 agricultural land.	Discounted through the EDNA
ELAA60	Old Misterton Works	Misterton	5.19	0.73	Site assessed in EDNA		The site is brownfield		The site is within FZ3	The eastern part of the site lies within the Sand and Gravel MSA	The site is detached from a settlement boundary	Dedicated access is tight for larger vehicles onto Stockwith Road, a local road which connects to the A161 providing access to the A631 a strategic east-west route to the south. The A1M is 14 miles to the west but would involve passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 600m of the site. The A1 M is 14 miles to the west. The site has more limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	The River Trent LWS adjoins the eastern boundary of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA61	Beckingham Ship Yard	Beckingham	8.75	-	Site assessed in EDNA		The site is brownfield		The site is within FZ3	The site lies within the Sand and Gravel MSA	The site is detached from a settlement boundary	Dedicated access onto Old Trent Road, a local road which connects to the A631 a strategic east-west route to the south. The A1M is 14 miles to the west but would involve passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The A1 M is 14 miles to the west. The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	The River Trent LWS and the Beckingham Marshes LWS adjoins the eastern and southern boundaries of the site.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan



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ELAA62	Top Pasture Lane	North Wheatley	2.5		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The site is within FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Access to the site would be via Top Pasture Lane a narrow single track lane. This would need to be significantly upgraded and access provided into the site. The A1 is 11 miles to the west but would involve passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The A1 is 11 miles to the west. The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There are no national or local natural environment designations nearby.	The site has some amenity value being open Grade 3 agricultural land.	Discounted through the EDNA
ELAA63	North of Sturton	Sturton Le Steeple	42.1		Site assessed in EDNA		The site is greenfield	The site is identified as Grade 3 agricultural land	The eastern part of the site is within FZ2	The site does not lie within a minerals safeguarding zone.	The site adjoins Sturton Le Steeple settlement boundary	Access to the site would be via South Road within the Power Station site or via Gainsborough Road, but this would need to be established. The A1 is 11 miles to the west but would involve passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle and by foot. Bus stops are within 260m of the site. The A1 is 11 miles to the west. The site has potential to be accessible by a range of employees.	Several Grade II listed buildings are within 100m of the southern boundary of the site.	West Burton Meadow LWS adjoins the north west corner of the site	The site has some amenity value being open Grade 3 agricultural land.	Discounted through the EDNA
ELAA64	RMB Clarborough Hill	Clarborough	1.00		Site assessed in EDNA		Brownfield		The site is in FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary.	Direct access onto A620, a main road in the District providing connection to the town of Retford as well as access to the A1, 8 miles to the west via local roads and passing residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle or by exisitng foot, however it is a large distance to walk on foot. Public transport is available into the settlement of Clarborough. The A620 has a direct access to the site. The A1 is 8 miles to the west. The site has limited potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Site is in Nitrate Vulnerable Zones 2017 Designations (England).	DPZ Mid Nots Farmlands	Discounted through the EDNA
ELAA65	Headon Camp	Headon	3.86		Site assessed in EDNA		Brownfield		The site is in FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Access to the site would be via Lady Wells Lane, a narrow double track lane. This would need to be significantly upgraded and improves access provided into the site. The A57 is five miles to the South but would involve passing residential areas and town centres on small underdeveloped roads. The A638 is also 6 miles to the West of the site, htis again can only be reached by country lanes and under developed roads. So significant improvements would be needed.	Services, facilities and homes are accessible by cycle but are not accessible by exisitng foot paths. Public transport is available into the settlement of Headon. The site has limited potential to be accessible by a range of employees.	The entire site is a non-designated local heritage site.	There is an unregistered Parks and Gardens site called Headon Hall near by. As well as Trent and Belvoir Vales character area.	It is not agricultural land, and the site is previously developed. The site has little intrinsic amenity value and is currently occupied by employment development.	Site protected within the Local Plan
ELAA66	Treswell Road	Rampton	14.3		Site assessed in EDNA		Greenfield	The site is identified as Grade 3 agricultural land	The site is in FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	Access to the site could be viaTreswell Road, a local road but would need to be upgraded to accommodate commercial vehicles. The dirt track on the South side of the road would need to be upgraded majorly. Access could potentially also be via Laneham road as well. The A57 is 7 miles from the site but via local roads which could limit access via larger vehicles and would need to pass residential areas and town centres.	Services, facilities and homes are potentially accessible by cycle and by foot if infrastructure is provided. Bus stops are within 260m of the site. The A57 is 7 miles to the South. The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	There is an unregistered Parks and Gardens site called Rampton Manor near by. As well as Trent and Belvoir Vales character area.	The site has some amenity value being open Grade 3 agricultural land.	Discounted through the EDNA
ELAA67	Retford Road	Woodbeck	26.1		Site assessed in EDNA		Greenfield	The site is identified as Grade 3 agricultural land	Site is in FZ1	The site does not lie within a minerals safeguarding zone.	Site is on the East side of Woodbeck, directly next to the settlement.	Access to the site could be via Retford Road on the North, or Laneham Road on the East, however these accesses would have to be created. On the NE side of the site there is a very busy junction where some of the oncoming vehicles have low visibility. The site is 4 miles from the A57 and 7 miles from the A1 via local and town roads.	Services, facilities and homes are potentially accessible by cycle and by foot if infrastructure is provided. Bus stops are within 260m of the site. The A57 is 4 miles to the South. The site has potential to be accessible by a range of employees.	There are no national or local heritage designations nearby.	Existing LWS on the NE side of the site with mature deciduous woodland with a valuable ground flora.	The site has some amenity value being open Grade 3 agricultural land. It is also in the Trent and Belvoir Vales character area.	Discounted through the EDNA

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ELAA68	High Marnham Power Station	Marnham	159.2	153.7	Site assessed in EDNA	5.5ha National Grid switching station 19/00818/FUL- Erect Storage Building (Class B8) with Associated Weigh Bridge 17/00057/FUL - Proposed Electricity Transformer and Associated Works at the Switchyard to enable Connection of the New Electricity Link to the JG Pears Site, Low Marnham	Brownfield	The site is identified as Grade 3 agricultural land	The East side of the site is in FZ2, the rest of the site is in FZ1.	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary	The size of the site has the potential to generate a significant amount of movements. Any proposal should firstly consider the movement of goods by rail and water. The site otherwise offers very little in terms of sustainable transport opportunities. Notwithstanding the above, the movement of goods by road is likely to remain the primary choice. The routing of HGVs north may be preferable being the shortest distance to a high standard road (A57). This would likely require a weight-limit as there are likely to be a number of businesses that would limit the effectiveness of individual routing agreements. The site is served from the C2 which is of a similar standard both north and south of the power station with similar deficiencies in either direction. Preventing HGVs from travelling through Grassthorne and Sutton-on-Trent would likely increase numbers through Ragnall, Normanton-on-Trent and on Marnham Road into Tuxford passed the school. The adequacy of the possible routes and the wider impacts of introducing a weight-limit(s) say south of the existing JG Pears entrance and on the routes west will need to be thoroughly explored. Any proposed restriction would obviously have an impact on the distribution of lorries and on the amenity of residents both negatively and positively depending on location. A contribution is likely to be required towards public transport, highway, and public transport infrastructure. For B1 uses a Transport Statement will be required for GFAs >1,500<2,500sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B2 uses a Transport Statement will be required for GFAs >2,500<4,000sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B8 uses a Transport Statement will be required for GFAs >3,000<5,000sq.m, a Transport Assessment and Travel Plan will be required >5,000sq.m.	Services, facilities and homes are not accessible by cycle or by exisiting footpaths as they are too far out from the neares facilities in High Marnham. Public transport is not available near the site. The site is only 3 miles from the A57 to the North of the site. The A1 is 10 miles South to the site with access provided by country roads through the existing small rural settlements which lead to the site. The site has potential to be accessible by a range of employees. It is also next to the River Trent which could be a potential sustainable mode of transport for products as well.	Within the setting of various Listed Buildings, including in Fledborough, St Gregory's Church (grade I), Manor Farm (grade II). Also various non-designated heritage assets in the vicinity, including the viaduct and bridge over the River Trent. Several heritage assets on the east side of the River Trent (part of NSDC).	There is an area of archeological interset on the site. The LWSs of Marnham Railway Yard and Fledborough to Harby Dismantled Railway are also bordering the Northern part of the boundary.	The site is located in the Trent and Belvoir Vales character area.	Progression to an employment allocation within the Local Plan
ELAA69	Lound Hall	Lound	2.00		Site assessed in EDNA		Brownfield	The site is identified as Grade 3 agricultural land	Some of the site area is in Flood Zone 2.	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary.	Access to the site is provided via the existing country side road, however this would need significant improvements so that heavy vehicles could easily access the site too.	Services, facilities and homes are not accessible by cycle or by exisiting footpaths as they are too far out from the neares facilities in Bothamsall or Milton. Public transport is not available near the site. The A1 is 2 miles North to the site with the B6387 providing access to the country road which leads to the site. The site has limited potential to be accessible by a range of employees.	Grade II listed building called Lound Hall is near by site boundary.	There is an unregistered park called Haughton Park that is in very close proximation to the site boundaries. LWS site of Bevercotes Colliery Site close to site boundaries.	Site is in the Sherwood Character area. And is grade 3 agricultural land.	Site protected within the Local Plan

Site Ref	Site Address	Settlement	Size (ha)	Developable area -	Planning Status	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact	Accessibility	Heritage	Natural Environment	Landscape/character/topography	Status of the site: Purple – protection Green – allocation Red – Discounted  Justification EDNA/LAA
ELAA70	Morton Hill Farm		132.1	122.1	Submitted at LP consultation 2019		Greenfield		Site is in FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary.	Current access to the site is via a country side road off the A1, however this would need significant improvements so that heavy vehicles could easily access the site. There is also 2 entrances from Mansfield Road. Strategically the site is very well connected as it is right next to the A1.	Services, facilities and homes are not accessible by cycle or by exisiting footpaths as they are too far out from the neares facilities in Ranby and Worksop. Public transport is not available near the site. The A1 is right next to the site however so it is well connected to the existing road networks. The site has limited potential to be accessible by a range of employees. Though its is passed by a railway, there is no rail station at which employees could use either.	Morton Hill Farm is a non-designated heritage asset. The majority of the site has also been highlighted as an area of archeological interest.	The site is surrounded by agricultural lands. It is in close proximation to Morton Hall, an un-registered park that is also designated as a LWS.	Site is in the Sherwood Character area. And is grade 3 agricultural land.	Progression to an employment allocation within the Local Plan
ELAA72	Upper Morton Grange		188	178	Submitted at LP consultation 2019		Greenfield	The site is identified as Grade 3 agricultural land	Site is in FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary.	There is an existing access into the site via Mansfield Road which then leads to the country road that goes through the majority of the site on East side. The NW side of the site is on the side of Mansfield Road and does not have direct access built to it.	Services, facilities and homes are not accessible by cycle or by exisiting footpaths as they are too far out from the neares facilities in Ranby and Worksop. Public transport is not available near the site. The A1 is right next to the site however so it is well connected to the existing road networks. The site has limited potential to be accessible by a range of employees. Though its is passed by a railway, there is no rail station at which empoyees could use either.	There are no national or local heritage designations nearby.	The NE part of the site is of archeological interest. The site is directly opposite Apleyhead Wood which is a LWS. This site also has some ancent woodland on it.	Site is in the Sherwood Character area. And is grade 3 agricultural land.	Progression to an employment allocation within the Local Plan
ELAA73	Land north of Coalfield Lane	Elkesley	16.5		Submitted at LP consultation 2019							The site is now bisected by the A1 Jockey Lane junction improvement where is links Elkesley to the A1 southbound carriageway. The suitability of pedestrian and cycle links into Elkesley and surrounding area will need to be considered. The junctions into the site must be designed in accordance with the Design Manual for Roads and Bridges. A contribution is likely to be required towards public transport and public transport infrastructure. For B1 uses a Transport Statement will be required for GFAs >1,500<2,500sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B2 uses a Transport Statement will be required for GFAs >2,500<4,000sq.m, a Transport Assessment and Travel Plan will be required >2,500sq.m. For B8 uses a Transport Statement will be required for GFAs >3,000<5,000sq.m, a Transport Assessment and Travel Plan will be required >5,000sq.m.		No conservation concerns			Discounted in the EDNA

Site Ref	Site Address	Settlement	Size (ha)	Developable area -	Planning Status	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact	Accessibility	Heritage	Natural Environment	Landscape/character/topography	Status of the site: Purple – protection Green – allocation Red – Discounted  Justification EDNA/LAA
ELAA74	Carlton Forest	Worksop	34.66	10.6	Submitted at LP consultation 2019	15/01477/OUT   Outline Application With Some Matters Reserved for Mixed Use Development Comprising of up to 182 Dwellings, Clean/Green Tech Business Park, Innovative Data Centre and Ancillary Storage Use, Access and Junction Improvements, Landscaping and Sustainable Urban Drainage Infrastructure   18/01093/OUT Outline Application With Some Matters Reserved, Approval Being Sought for Access For The Erection Of B1 (Business), B2 (General Industry) And/Or B8 (Storage And Distribution) Units		The site is identified as Grade 3 agricultural land	The site is in FZ1	The site does not lie within a minerals safeguarding zone.	The site is detached from a settlement boundary.	There is an existing access into the site via Blyth Road which then leads into the site from the SE. The NE side also has an access from Blyth road as well. Both roads could use with upgrading, so there could be a heavier flow of traffic in and out from the site.	Services, facilities and homes are not accessible by cycle or by exisiting footpaths as they are too far out from the neares facilities in Thievesdale and Worksop. Public transport is available near the site as there is a bus stop directly outside the Eastern site boundary. The site is well connected to the existing road networks. The site has a broad range of opportunity to be accessible by a range of employees. Though the surrounding infrastructure should be upgraded to allow more modes of sustainable transport.	Carlton Forest Farm, a none-designated heritage asset is oppsite the Eastern site boundary.	LWS called Carlton Forest Sandpits border the site on the NW site boundary. The site is also in close proximation to ancient woodland on both Western and Eastern sides. There is also a morsel of land that is archeological interest.	Site is in the Sherwood Character area. And is grade 3 agricultural land.	Site protected within the Local Plan
ELAA75	Station Street	Misterton	0.85				Greenfield	The site is identified as Grade 3 agricultural land	Entire site is in FZ2.	The site does not lie within a minerals safeguarding zone.	The site is on the edge of the settlement and adjoins a Cattery on the North side.	There is an existing access into the site via Station Street which then leads into the site from the East. The access would need updating but the road seems to be in good condition.	Services, facilities and homes are easily accessible by cycle or by exisiting footpaths as they close to Misterton's facilities. Public transport is available near the site however it is not directly around the site. The site appears to be well connected to the existing road networks. The site has a broad range of opportunity to be accessible by a range of employees. Though the surrounding infrastructure should be upgraded to allow more modes of sustainable transport.	No conservation concerns	No environemntal concerns	Not relevant	Discounted through the EDNA
ELAA76	Infield Lane	North Leverton	1.49			17/01195/COU   Change the Use of Land and Buildings from Contractors Plant Yard to B1 (Business), B2 (Industry) and B8 (Warehousing)   Quantum Farm Infield Lane North Leverton Nottinghamshire	Brownfield	The site is identified as Grade 3 agricultural land	Site is in FZ1	The site does not lie within a minerals safeguarding zone.	Site is on the edge of the settlement and can only be accessed by Infield Lane. It is away from most housing in the village of North Leverton.	There is an existing access into the site via Infield Avenue which then leads into the site from the North. The access and road would need upgrading do allow for heavier flow of traffic.	Services, facilities and homes are easily accessible by cycle or by exisiting footpaths as they close to North Leverton's facilities. Public transport is available near the site however it is not directly around the site. The site appears to be well connected to the existing road networks. The site has a broad range of opportunity to be accessible by a range of employees and has planning permission for B1, B2 and B8 uses. Though the surrounding infrastructure should be upgraded to allow more modes of sustainable transport.	No conservation concerns	No environemntal concerns	Not relevant	Discounted through the EDNA
ELAA77	JG Pears	Low Marnham	8.06				Brownfield	The site is identified as Grade 2 agricultural land	Entire site is in FZ2.	The site does not lie within a minerals safeguarding zone.	Site is on the edge of the settlement and can only be accessed by a network of country lanes.	There is an existing access into the site via a network of country roads which then leads into the site from the North West. The access would need updating but the road seems to be in good condition.	Services, facilities and homes are not close by to the site. The site appears to be relatively well connected to the existing road networks. The site has a broad range of opportunity to be accessible by a range of employees and has existing employment on site. Though the surrounding infrastructure should be upgraded to allow more modes of sustainable transport.	No conservation concerns	No environemntal concerns	Not relevant	Discounted through the EDNA



Site Ref	Site Address	Settlement	Size (ha)	Developable area -	Planning Status	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact	Accessibility	Heritage	Natural Environment	Landscape/character/topography	Status of the site: Purple – protection Green – allocation Red – Discounted  Justification EDNA/LAA
LAA509	Worksop College	Worksop	115.5	Up to 250 dwellings	unknown	n/a	Greenfield	The site is identified as Grade3/4 agricultural land	FZ1	The site does not lie within a minerals safeguarding zone.	The site is outside the settlement boundary of Worksop and within open countryside	The Highway Authority has previously considered a planning application (reference 16/00635/FUL) to provide a new nursery and junior school at this location. As part of that application, improvement measures were required at the Netherton Road, Cuthbert’s Avenue junction. That included junction bellmouth widening works, along with verge regrading to the north to achieve the necessary visibility splays. The operational capacity of the junction was modelled using the industry standard software package PICADY. The results estimated that the junction would operate beyond design capacity thresholds. That was accepted as the queues would be limited to the private college access road, and therefore would not impact on Netherton Road. A proposal of this scale would likely require; major junction improvement works to address capacity, the limited visibility from the existing junction, and junction widening works. Furthermore, the internal residential street layout would be expected to be designed and/or made up to highway adoption standard. Windmill Lane is not considered appropriate to serve additional development that would materially increase the level of traffic using the lane due to the proximity of the Netherton Road junction with the A57, and the standard of the lane itself which is narrow and lacks footways. It is also heavily tree lined in parts which would restrict visibility from any proposed accesses/junctions in these areas unless a significant number of trees were removed. The National Planning Policy Framework requires significant development to be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Travel choices at this location appear limited, particularly due to the severance the A57 creates between the site and the main Worksop built up area. The Highway Authority would require a planning application to be supported by a Transport Assessment and Travel Plan prepared in accordance with Planning Practice Guidance that addresses the above. The need for a reasonable level of public transport, pedestrian and cycle connection, and potentially significant highway works may present viability issues.	The site is separated from Worksop’s development boundary and development here would mostly rely on the use of private vehicles to access services in the town. There is a bus stop opposite the site entrance on Sparken Hill. The separation of the site from Worksop also raises issues of safety for pedestrians walking from the site to the town in the evening. The lack of natural surveillance could impact on future residents’ fear of crime.	Historic setting of a Grade II Listed school with extensive grounds mainly used for recreation. The site is surrounded by densely wooded areas and two golf courses.  The site is considered unsuitable due to the harm development would cause to heritage assets and the landscape (as identified within this assessment).	Worksop College’s boundary to the south is approximately 1Km from the edge of Clumber Park SSSI. A Recreational Impact Assessment is currently being undertaken by the Council and Newark and Sherwood DC to assess the impact of proposed development in Bassetlaw Plan on Clumber Park SSSI. The close proximity of this site is likely to support an increase in visitor numbers to Clumber Park, which without mitigation, could have an adverse impact on the SSSI.	Worksop College is a grade II Listed Building, the main listed structure including a range of different elements dating from 1895 to the 1930s. It is primarily designed in the Tudor revival style, of red brick with rosemary tiled roofs. Due to its scale and design, it is a prominent landmark in the local area. Potential residential development sites A & D Although some distance away from the main Worksop College building and having a belt of mature trees to the south, Parts of site A are visible from the main driveway to the college, when viewed from points close to the College Pines Golf Club entrance. It does not appear in isolation; instead, it is part of a much larger area of open space, that includes site D, within which Worksop College and Sparken Hill Farm are experienced. Views along and from the tree-lined avenue radiate outwards in all directions, but especially into the open space to the north and south of it This gives the college a sense of grandeur and exclusivity normally only found locally in relation to the Ducal estates. Those areas of open space which are visible from the entrance driveway are indicated in yellow on the map below: A key part of the significance of the Listed Building lies in its open and landscaped grounds, which include the tree - lined avenue to the west, the various tree plantations, and a range of important open spaces including arable fields and sports pitches. Those open spaces form important views both to and from the main college complex. Approximately 370m west of the main college building is Sparken Hill Farm, identified as a non - designated heritage asset in line with the	Discounted at Stage 2

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																<p>Council’s approved criteria. This asset includes a mid -19th century farmhouse in the Tudor Gothic style (contemporary with those built for the Duke of Newcastle’s Clumber estate), with a range of former agricultural outbuildings. This building range also forms part of the historic setting to Worksop College. The site is also in close proximity to a range of other heritage assets nearby, including Clumber Park (Registered Park &amp; Garden, grade I), Worksop Manor (unregistered park &amp; garden) and Lion Gates (grade II listed). In any assessment of setting and wider setting, attention is drawn to the 2017 High Court ruling for a site near Kedleston Hall in Derbyshire (Case No: CO/5004/2016), which considered the matter of ‘setting’ and discussed the very issues in front of us here, quoting directly from the Historic England Good Practice Advice Note (GPA) 3 ‘The Setting of Heritage Assets’ in its judgement: “Many heritage assets have settings that have been designed to enhance their presence and visual interest or to create experiences of drama or surprise and these designed settings may also be regarded as heritage assets in their own right. Furthermore they may, themselves, have a wider setting: a park may form the immediate surroundings of a great house, while having its own setting that includes lines -of -sight to more distant heritage assets or natural features beyond the park boundary. Given that the designated area is often restricted to the ‘core’ elements, such as a formal park, it is important that the extended and remote</p>	

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																elements of design are included in the evaluation of the setting of a designed landscape.” The GPA goes on to say: “While many day -to - day cases will be concerned with development in the vicinity of an asset, development further afield may also affect significance, particularly where it is large -scale, prominent or intrusive. The setting of a historic park or garden, for instance, may include land beyond its boundary which adds to its significance but which need not be confined to land visible from the site, nor necessarily the same as the site’s visual boundary.” Whilst the ‘formal’ tree planting for the original phase of Worksop College was limited to the avenue and the land closer to the main building (shown on the 1920 OS map below), the surrounding areas outside of that, in all directions but especially to the north and south, are still very much part of the open countryside setting to the important heritage assets affected and especially of Worksop College, very much visible through the broken hedges alongside the road. These sites also contribute much to the understanding of Sparken Hill Farm, this land being that formerly associated with it from the mid - 19th century. The isolated and open setting around the farm contributes much to its historic understanding, it being constructed as one of the outlying farms supporting the Newcastle Estate of Clumber Park. With specific regard to site A, as an area of open countryside, this also contributes to the wider setting of Clumber Park (Registered Park & Garden, grade I). East of the golf course, Windmill Lane has very much a	

Site Ref	Site Address	Settlement	Size (ha)	Developable area -	Planning Status	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact	Accessibility	Heritage	Natural Environment	Landscape/character/topography	Status of the site: Purple – protection Green – allocation Red – Discounted  Justification EDNA/LAA
																country estate character ,being relatively narrow and with woodland, hedges and open countryside either side. The topography of site A, sloping uphill away from the road, would result in any development being very prominent from Windmill Lane and exacerbating the impact on the setting of Clumber Park. Development of large scale residential would very much erode this character and setting, and I cannot see how any of the public benefits would outweigh the harm caused, especially when residential schemes could be provided on less sensitive sites elsewhere in the town. For the above reasons, it is considered that development on sites A and D would seriously erode the open countryside and landscaped setting to Worksop College, the setting of Sparken Hill Farm and the setting of Clumber Park. The harm identified would in no way be outweighed by any public benefits, which could be achieved on more suitable sites elsewhere around the town. There is also no mitigation that could be provided which would overcome the harm identified in each case. Suitable for allocation: No.	



10 Appendix 2: All Reasonable Alternatioeves and their justification for either being discounted at Stage 3 or taken through to Stage 4 of the Site Selection process

Reference	Site Address	Settlement	SA results as summarised by the Council	Selected for allocation Y/N?	Council’s reasoned justification for taking site forward for allocation or not
Housing					
LAA002	Montagu House, London Road	Retford	The SA finds that, in terms of its sustainability credentials, there are no significant constraints to the allocation of the site for housing, provided that the building was retained and converted. The building is a locally listed heritage asset and forms a positive building within the Retford South Conservation Area. There are no other significant SA constraints.	No	The site has not been taken forward for allocation as it is not known if the site is available. At the time of writing, the site is for sale and is being marketed as one dwelling. Planning permission has previously been granted for conversion of the housing into flats. This has now expired. This site is within the settlement boundary and could come forward as windfall development if it becomes available within the Plan period.
LAA012	The Drive, Park Lane	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a minor positive for housing, regeneration and social inclusion, and access to public transport and cycle routes. However, it scores negatively for loss of soils (Grade 3 Agricultural land), water quality (within Source Protection Zone 3) and landscape impact. It finds that the site is located within a landscape which is deemed 'very good' in the Landscape Character Assessment. Part of the site is located in Flood Zone 2.	No	The site has not been taken forward for allocation as there are other, more suitable sites available. Access to the public highway is currently constrained as 'The Drive' is a narrow track. Therefore, availability and suitability of the site for housing development is uncertain.
LAA012, LAA022, LAA221	Bigsby Road and The Drive	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive for housing, and minor positives for regeneration and social inclusion, and access to transport. However, it scores a significant negative for heritage - the site forms part of the setting of two Grade II Listed Buildings. It also finds that the site is located within a landscape which is deemed 'very good' in the Landscape Character Assessment. Negative effects are also identified in relation to 'loss of Grade 3 agricultural land, and Water Quality (the site is located within Source Protection Zone 3). Part of the site is located in floodzone 2.	No	The site has not been selected to be taken forward as an allocation because there are other, more suitable, sites available. The Landscape Site Allocations Study (2019) indicates that development would have an adverse effect on the quality of the landscape. This relates to important views and landscape features such as trees and hedgerows which add value to the character of the area. The open countryside, which the site forms an integral part of, is also an important feature, and development of this site would have an adverse impact on its landscape quality. Parts of the site are also within Floodzone 2. Residential development would be contrary to policy here.
LAA022	Bigsby Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive for housing, and minor positives for regeneration and social inclusion, and access to transport. However, it scores a significant negative for heritage - the site forms part of the setting of two Grade II Listed Buildings. It also finds that the site is located within a landscape which is deemed 'very good' in the Landscape Character Assessment. Negative effects are also identified in relation to 'loss of Grade 3 agricultural land, and Water Quality (the site is located within Source Protection Zone 3). Part of the site is located in floodzone 2.	No	The site has not been selected to be taken forward as an allocation because there are other, more suitable, sites available. The Landscape Site Allocations Study (2019) indicates that development would have an adverse effect on the quality of the landscape. This relates to important views and landscape features such as trees and hedgerows which add value to the character of the area. The open countryside, which the site forms an integral part of, is also an important feature, and development of this site would have an adverse impact on its landscape quality. Parts of the site are also within Floodzone 2. Residential development would be contrary to policy here.
LAA034	Kenilworth Nursery	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive for housing and soil loss (brownfield site). It scores a minor positive for economy and skills, regeneration and social inclusion, and access to transport. However, it score a significant negative on water quality - a proportion of the site is located within Source Protection Zone 3. Part of the site to the west is located in Retford South Conservation Area. The SA identifies a significant negative effect with regard to heritage and landscape impact (the landscape is deemed 'very good' in the LCA.	The majority of the site has been granted planning permission for housing. The Council is not proposing to allocate the smaller parcel of land to the east.	The majority of this site has planning consent for residential development, which has commenced. A small part of the site does not have planning consent for development but is available and has been assessed as potentially suitable through the LAA process. This area forms part of a Green Gap that has been identified in the Green Gap Study (2019) as having important landscape quality which should be retained. This supports the outcome of the Bassetlaw Landscape Character Assessment which indicates the site is within a 'conserve' policy zone. The Council is not proposing to take the remaining area forward as a site allocation.
LAA034, LAA165, LAA275	Combination of the smaller area of Kenilworth Nurseries (LAA034) and sites off Grove Coach Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a major positive for housing, and a minor positive for economy and skills, regeneration and social inclusion, landscape impact, and access to transport. However, there is likely to be a significant negative effect on water quality but this is uncertain. Part of the site is located within Source Protection Zone 3. The SA also identifies a significant negative effect with regard to heritage. The western part of the site is in Retford South Conservation Area. In terms of archaeology, part of the site has already undergone evaluation and excavation with Late Iron Age and Romano-British features identified including enclosure ditches and a probably LIA round house structure. Therefore, further work will be required in the form of a desk based heritage assessment and possible evaluation to formulate an appropriate mitigation strategy. As such, a significant negative effect is likely in relation to archaeology.	No	The combined sites are not being taken forward as a larger site allocation as there are other, more suitable, sites which can meet the housing needs of Retford. Whilst the Site Allocations Landscape Assessment (2019) indicates that the site may be suitable for low-key development, it also concludes that the landscape could be harmed. It states: "the site forms part of an extensive tract of land to the east and south of Retford that displays a particularly distinct and handsome rural character, which could be harmed by the development of this site." The Green Gap Study (2019) concludes, this green gap includes some important landscape features such as important views, trees, and hedgerow to the east of Retford. The area forms an important part of the character to this part of the town and this green gap accords with the recommendations of the Bassetlaw Landscape Character Assessment (2009) which identifies the area as a 'conserve' policy zone. There are also highway constraints. The Highway Authority has indicated the need for significant improvements due to the narrow width of the road (which doesn't meet highway standards) and the lack of footways. This creates uncertainty with regard to the delivery of development and it has not been demonstrated that this could be mitigated. To the south of the site, archaeological findings have been identified. This would require further investigation if the site was taken forward.
LAA035	South of Railway, London Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a minor positive for housing, economy and skills, regeneration and social inclusion, landscape impact, and access to transport. However, there is likely to be a significant negative effect on water quality but this is uncertain. A proportion of	No	The site has not been selected to be taken forward as an allocation because there are other, more suitable, sites available. The site, located in Retford South Conservation Area, is quite open in character and has no access to the public

Reference	Site Address	Settlement	SA results as summarised by the Council	Selected for allocation Y/N?	Council's reasoned justification for taking site forward for allocation or not
			the site is located within Source Protection Zone 3. The SA also identifies a significant negative effect with regard to heritage. Development of the site, located in a conservation area, requires careful consideration due to the views from the London Road over the Idle Valley and Whitehouses Road.		highway. It has not been demonstrated how access constraints can be mitigated and this creates uncertainty regarding the deliverability of development.
LAA067	Ollerton Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive for housing. It also scores a minor positive for regeneration and social inclusion and access to transport. However, there is likely to be a significant negative effect on Land use and soils (loss of Grade 2 Agricultural land), water quality (located within a Source Protection Zone), and on minerals safeguarding. Whilst it only identifies a minor negative effect on the landscape, the LCA study is strategic and does not provide detail on specific sites. The Council has commissioned a detailed landscape assessment study and Green Gap Study to assess landscape quality in more detail.	No	The site has not been selected to be taken forward as an allocation because there are other, more suitable, sites available. The site is separated from the settlement boundary, however it could form part of a larger site if developed with the site to the north. In landscape terms, the Landscape Character Assessment (2009) identifies this as a 'conserve and create' landscape policy area. The Bassetlaw Green Gap Study (2019) and the Site Allocations Landscape Study (2019) indicate that development of this site would extend the settlement southwards into open countryside and detract from the quality and character of the area. This conclusion accords with the 'conserve' intent of the Bassetlaw Landscape Character Assessment 2009 and is considered an important part of the character of Retford and Eaton. The public right of way to the north of the site forms a natural boundary to the proposed allocation to the north of this site. It is not considered appropriate to extend development south of the PROW due to the impact on the landscape.
LAA071	Tiln Lane	Retford	The SA finds that, in terms of its sustainability credentials, the site scores significant positive for housing and regeneration and social inclusion. It also scores minor positive for economy and skills and health and wellbeing. However, there is likely to be a significant negative effect on land use and soils, water quality (located within a Source Protection Zone, cultural heritage and landscape and townscape. Additionally, minor negative effects were identified in relation to biodiversity and transport.	The north of the site has not been allocated. The southern half of the site has planning consent.	The site has not been selected to be taken forward as a housing allocation as there are other more suitable sites available. In comparison with sites taken forward for housing, it performs poorly with regard to access to public transport. Given the size of the site, there is no certainty that the nearest bus service (approximately 700 metres from the centre of the site) would be extended. The sites taken forward in Retford have much better access to a bus service and will meet the objectives of the Bassetlaw Plan and NPPF by providing opportunities to promote public transport use (NPPF, paragraph 102). In landscape terms, the Landscape Character Assessment (2009) identifies this as a 'conserve' landscape policy area. The Councils' heritage officer identifies that development to the south that is already approved would encroach into the countryside setting of heritage assets already, and that further development in the north would exacerbate this.
LAA127	Fairy Grove Nursery	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a minor positive for housing, regeneration and social inclusion, and access to transport. However, there is likely to be a significant negative effect on Land use and soils (site is Grade 3 Agricultural Land), water quality (located within Source Protection Zone 3), heritage (located within Retford South Conservation Area), and landscape quality (located within an area where the landscape is deemed to be 'very good').	Yes	The site has been taken forward as a proposed housing allocation in the Bassetlaw Plan. It forms a logical extension/infill to the settlement and adjoins residential development to three sides and the East Coast Main Line to the west. No significant physical or environmental constraints have been identified.
LAA133 & LAA134	Trinity Farm land North Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive for housing and economy and skills due to the fact that it is proposed to deliver housing and employment. It scores a minor positive for access to transport. However, there is likely to be a significant negative effect on Land use and soils (site is Grade 2 Agricultural Land), water quality (located within Source Protection Zone 3), flood risk (approximately 4% of the site is in Floodzone 3).	Yes	The Council is proposing to take this site forward as an allocation in the Local Plan. The proposed allocation is an extension to a site with planning permission for housing and employment. It has good access to employment and to services and facilities in Retford, and is located on a strategic transport route (North Road) with a regular bus service to Retford Town Centre and Doncaster Town Centre. The Site Allocations Landscape Study (2019) indicates that the landscape is unexceptional, being flat and low-lying. In terms of any adverse impact on the landscape, results from the assessment have led to the conclusion that development is more suitable in this location. Approximately 1.2 hectares on the northern boundary is located in floodzone 3. This has been excluded from the developable area.
LAA141	Land south of the common, Ordsall	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive for housing. It scores a minor positive for regeneration and social inclusion and access to transport. However, there is likely to be a significant negative effect on Land use and soils (site is Grade 2 Agricultural Land), water quality (located within Source Protection Zone 3), and Mineral Safeguarding (Sneiton Gunthorpe Clay). Whilst it only identifies a minor negative effect on the landscape, the LCA study is strategic and does not provide detail on specific sites. The Council has commissioned a detailed landscape assessment study and Green Gap Study to assess landscape quality in more detail.	No (as an individual site)	The site is being taken forward as part of a larger urban extension. See LAA141, LAA270, and LAA276 for the reasoned justification.
LAA141, LAA270, LAA276	Ollerton Road, South Ordsall	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive for housing. It scores a minor positive for regeneration and social inclusion and access to transport. However, there is likely to be a significant negative effect on Land use and soils (site is Grade 2 Agricultural Land), water quality (located within Source Protection Zone 3), and Mineral Safeguarding (Sneiton Gunthorpe Clay). Whilst it only identifies a minor negative effect on the landscape, the LCA study is strategic and does not provide detail on specific sites. The site scores a significant negative for archaeology. The	Yes	The site is proposed to be allocated as a large urban extension with LAA246 and LAA247. Whilst there are constraints regarding the impact development would have on the landscape, confirmed by the Bassetlaw Landscape Study and Green Gap Study, this needs to be balanced with the benefits a site of this size with no significant physical constraints can deliver. Development of the site would provide an opportunity to create a softer landscape edge to the south of Ordsall. The site promoter has submitted a proposal which seeks to address the impact development would have on the landscape. Taking this new evidence into



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			Council's archaeology officer notes that there are undated cropmarks contained within part of the site. Further information is also required to evaluate the archaeological potential of the site in order to determine an appropriate mitigation strategy.		consideration, the Council recognises the potential to deliver a sensitively designed scheme which incorporates a significant amount of Green Infrastructure. Most of the site is located with the lowest flood risk zone (Floodzone 1) and it has good access to the public highway. A site of this size can deliver a significant amount of housing to meet the needs of the community. It provides an opportunity to deliver more affordable homes, more accessible homes, including extra care and self-build plots. It also provides an opportunity to deliver a significant amount of new open space, new primary school, local centre and health hub, which is currently more limited in this area in comparison with other parts of Retford, and improved green infrastructure routes for walkers and cyclists. The site has good access to public transport and the public highway, and there are opportunities to improve access and provide highway improvements.
LAA142	Former Bassetlaw Pupil Referral Centre	Worksop	The SA finds that, in terms of its sustainability credentials, development is likely to have a significant negative effect on water quality (located in Source Protection Zone 3). There are mostly positive effects with regard to the findings of the SA.	Yes	The site is located within the settlement boundary in a predominantly residential area. The site is brownfield land with no major physical or environmental constraints. As such, it is suitable for allocation.
LAA147	Manton Primary School site	Worksop	The SA finds that, in terms of its sustainability credentials, development is likely to have a significant negative effect on water quality (located in Source Protection Zone 3). There are mostly positive effects with regard to the findings of the SA although there could be mixed effects on health due to the potential loss of play space on site.	Yes	The site is located within the settlement boundary in a predominantly residential area. The site is brownfield land with no major physical or environmental constraints. As such, it is suitable for allocation.
LAA149	Talbot Road	Worksop	The SA finds that, in terms of its sustainability credentials, development is likely to have a significant negative effect on water quality (located in Source Protection Zone 3). There are mostly positive effects with regard to the findings of the SA.	Yes	The site is located within the settlement boundary in a predominantly residential area. It forms an open space of poor quality but high value. A small part of the site is being taken forward as a housing allocation. This will enable the remainder of the site to be improved as a recreational space for community use.
LAA165	South of Grove Coach Road	Retford	The SA finds that, in terms of its sustainability credentials, there are no significant positive effects. The site scores a minor positive for housing, regeneration and social inclusion, and access to transport. However, there is likely to be a significant negative effect on Land use and soils (site is Grade 3 Agricultural Land) and on the landscape (located within an area where the landscape is deemed to be 'very good').	No	The site is not being taken forward as an allocation as there are other, more suitable, sites which can meet the housing needs of Retford. Whilst the Site Allocations Landscape Assessment (2019) indicates that the site may be suitable for low-key development, it also concludes that the landscape could be harmed. It states: "the site forms part of an extensive tract of land to the east and south of Retford that displays a particularly distinct and handsome rural character, which could be harmed by the development of this site." The Green Gap Study (2019) also concludes, this green gap includes some important landscape features such as important views, trees, and hedgerow to the east of Retford. The area forms an important part of the character to this part of the town and this green gap accords with the recommendations of the Bassetlaw Landscape Character Assessment (2009) which identifies the area as a 'conserve' policy zone. There are also highway constraints. The Highway Authority has indicated the need for significant improvements due to the narrow width of the road (which doesn't meet highway standards) and the lack of footways.
LAA194	Whitehouse Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there are no significant positive effects. The site scores minor positive for housing, economy and skills, regeneration and social inclusion, landscape impact, and access to transport. However, there is likely to be a significant negative effect on Land use and soils (site is Grade 3 Agricultural Land) and on water quality (the site is located within Source Protection Zone 3).	No	The current housing land supply in Harworth & Bircotes is well in excess of the identified need in the draft Bassetlaw Plan. As such, there is no requirement for the Council to allocate additional land. It should be noted that Harworth & Bircotes has a made Neighbourhood Plan which identifies the regeneration of the former Harworth Colliery as a priority. This site has planning permission and development has commenced.
LAA206	North of Mansfield Road	Worksop	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive effect on housing delivery. There are minor positive effects for the economy and skills, regeneration and social inclusion, and access to transport. A significant negative effect is likely on Land use and soils (site is Grade 2 Agricultural Land), on water quality (the site is located within Source Protection Zone 3), on Minerals (located within a minerals safeguarding area), and on heritage (the site is located within the setting of a Grade I Listed Building and Grade II listed Building).	No	The site is not being taken forward as an allocation as there are other, more suitable available in Worksop. This site forms part of the setting of a Grade I Listed Building (Manor Lodge) and Grade II Listed Building. A planning application for housing has previously been refused on heritage grounds. The Site Allocation Landscape Assessment (2019) identifies that there are significant constraints to development of the site. Part of the site is also located within an area identified as an important green gap in the Green Gap Study (2019).
LAA458 + LAA462	Peaks Hill Farm - medium urban extension to the west of Carlton Road and East of Blyth Road	Worksop (Carlton in Lindrick ward)	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive effect on housing delivery. There is likely to be a minor positive effect on regeneration and social inclusion and access to transport. negative effect on Land use and soils (site is Grade 3 Agricultural Land), on water quality (the site is located within Source Protection Zone 3), and on Minerals (located within a minerals safeguarding area).	Yes	The Council is proposing to take this site forward as a site allocation in the Local Plan. Whilst the SA identifies negative effects on soils, water quality, and safeguarding minerals, these are issues affecting all available greenfield sites in countryside in Worksop. The impact on heritage assets is far less significant on this site than the other sites taken forward for consideration in Worksop. In terms of landscape, the Site Allocations Landscape Assessment (2019) indicates that the site could be developed provided that the woodland is retained and care is taken (i.e. in terms of design) with regard to the topography of the site. Also, the site provides more opportunities to improve infrastructure in Worksop than other available sites, both on a local and strategic level. The Bassetlaw Transport Assessment (2019)

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					identifies a need for the development to provide contributions to the improvement of the Kilton Road/High Hoe Road roundabout and to provide a new link road from the A60 to the B6045 (Blyth Road) at distribution road standard. Given the size of the site, it also provides the scope to deliver a significant amount of new housing of the right type and mix, including affordable housing, specialist housing for older and disabled people, and self-build plots. It will also provide good access to services and facilities. The site is expected to deliver a new secondary school satellite, new sports facilities, and a local centre providing convenience goods. Green infrastructure will also be improved, including new cycle paths and footpaths improving connectivity in the wider area. With regard to trees and woodland on site, the Tree Survey indicates that there is a route possible without the loss of significant trees. Some hedgerow loss would be unavoidable, and mitigation will be sought to retain as much as possible.
LAA210 (smaller part west of Carlton Road) + LAA462 + LAA470 + LAA458	Peaks Hill Farm - large urban extension to the west and east of Carlton Road (100 dwellings to the west of Carlton Road and 700 dwellings to the East of Carlton Road), and west of Blyth Road to link the site to Gateford Park	Worksop (Carlton in Lindrick ward)	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive impact in terms of housing delivery. There are likely to be minor positives in terms of regeneration and social inclusion and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land), on water quality (the site is located within Source Protection Zone 3), on Minerals (located within a minerals safeguarding area), and on heritage assets.	No	This option includes the site which is being taken forward at Peaks Hill Farm and the site to the west of Carlton Road which adjoins Gateford Estate. Part of the site to the west of Carlton Road forms part of the setting of a Grade II Listed Building and is considered unsuitable for allocation. Development is likely to have an adverse effect on the setting of the Listed Building. In addition to this, the Site Allocations Landscape Assessment (2019) for the site indicates that extensive development is not desirable due to the character and quality of the landscape. The Green Gap Study (2019) identifies this area as having important landscape quality and seeks the protection of the open character of the area between Worksop and Carlton in Lindrick and is in accordance with the Bassetlaw Landscape Character Assessment (2009) 'conserve and reinforce' policy zones for the Idle Lowlands and Magnesium Limestone areas. As such, the area to the west of Carlton Road is not being taken forward as a housing allocation.
LAA218	Sandhills	Retford	The SA finds that, in terms of its sustainability credentials, there is likely to be a minor positive impact in terms of housing delivery, access to employment, social inclusion and access to transport. There are likely to be negative effects on Land use and soils (and on water quality (the site is located within Source Protection Zone 3). There is a mixed negative/positive effect for health and wellbeing due to the site being a recreational space i.e. loss of a small part of the space but good access to the existing open space.	No	The site is not being taken forward as an allocation in the Bassetlaw Plan. There are other, more suitable sites available which can deliver greater benefits.
LAA219	Radford Street	Worksop	The SA finds that, in terms of its sustainability credentials, there is likely to be a major positive impact in terms of housing delivery, regeneration and access to transport. It scores a minor negative for biodiversity due to the site being within 5Km of Sherwood Forest ppSPA. The SA finds that there are likely to be significant negative effects on water quality (the site is located within Source Protection Zone 3). There are mixed effects with regard to Health and Wellbeing due to the loss of former allotments which is balanced with the provision of affordable housing.	Yes	The site has been vacant for many years. It is located within a residential setting and there are no significant constraints.
LAA221	Park Lane	Retford	The SA finds that, in terms of its sustainability credentials, there is likely to be a minor positive impact in terms of housing delivery, regeneration and social inclusion and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and on water quality (the site is located within Source Protection Zone 3).	No	The site has not been taken forward for allocation as there are other, more suitable sites available. Access to the public highway is currently constrained as 'The Drive' is a narrow track. Therefore, availability and suitability of the site for housing development is uncertain.
LAA222	Blyth Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive impact in terms of housing delivery. There are likely to be minor positive effects with regard to economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and on water quality (the site is located within Source Protection Zone 3).	No	The current housing land supply in Harworth & Bircotes is well in excess of the identified need in the draft Bassetlaw Plan. As such, there is no requirement for the Council to allocate additional land. It should be noted that Harworth & Bircotes has a made Neighbourhood Plan which identifies the regeneration of the former Harworth Colliery as a priority. This site has planning permission and development has commenced.
LAA225	East of Styrrup Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there is likely to be a minor positive impact in terms of housing delivery, economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and on water quality (the site is located within Source Protection Zone 3).	No	The current housing land supply in Harworth & Bircotes is well in excess of the identified need in the draft Bassetlaw Plan. As such, there is no requirement for the Council to allocate additional land. It should be noted that Harworth & Bircotes has a made Neighbourhood Plan which identifies the regeneration of the former Harworth Colliery as a priority. This site has planning permission and development has commenced.
LAA226	South of Common Lane	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there is likely to be a minor positive impact in terms of housing delivery, economy and skills, regeneration and social inclusion, landscape impact, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and on water quality (the site is located within Source Protection Zone 3).	No	The current housing land supply in Harworth & Bircotes is well in excess of the identified need in the draft Bassetlaw Plan. As such, there is no requirement for the Council to allocate additional land. It should be noted that Harworth & Bircotes has a made Neighbourhood Plan which identifies the regeneration of the former Harworth Colliery as a priority. This site has planning permission and development has commenced.



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LAA227	Corner Farm, Tickhill Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there is likely to be a minor positive impact in terms of housing delivery, economy and skills, regeneration and social inclusion, landscape impact, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and on water quality (the site is located within Source Protection Zone 3).	No	The current housing land supply in Harworth & Bircotes is well in excess of the identified need in the draft Bassetlaw Plan. As such, there is no requirement for the Council to allocate additional land. It should be noted that Harworth & Bircotes has a made Neighbourhood Plan which identifies the regeneration of the former Harworth Colliery as a priority. This site has planning permission and development has commenced.
LAA242	Brookside Walk,Thoresby Close & Dorchester Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive impact in terms of housing delivery, and a minor positive in terms of economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on Biodiversity, Land use and soils (site is Grade 3 Agricultural Land) and on water quality (the site is located within Source Protection Zone 3).	No	The current housing land supply in Harworth & Bircotes is well in excess of the identified need in the draft Bassetlaw Plan. As such, there is no requirement for the Council to allocate additional land. It should be noted that Harworth & Bircotes has a made Neighbourhood Plan which identifies the regeneration of the former Harworth Colliery as a priority. This site has planning permission and development has commenced.
LAA246 + LAA247	South east of Ollerton Road	Retford	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive impact in terms of housing delivery, and a minor positive impact with regard to economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land), minerals safeguarding, and on water quality (the site is located within Source Protection Zone 3).	No (as an individual site)	The site has been selected to be taken forward as part of a large urban extension allocation with LAA141, LAA270, and LAA276. Please see the Reasoned Justification for LAA141, LA270, and LAA276.
LAA248 + LAA249	Bracken Lane	Retford	The site has been granted planning permission.	No	The site was recently granted planning permission. Identified as a commitment on the Policies Map.
LAA275	Grove Coach Road	Retford	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive impact in terms of housing delivery, and a minor positive impact with regard to economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and landscape impact.	No	The site is not being taken forward as an allocation as there are other, more suitable, sites which can meet the housing needs of Retford. Whilst the Site Allocations Landscape Assessment (2019) indicates that the site may be suitable for low-key development, it also concludes that the landscape could be harmed. It states: "the site forms part of an extensive tract of land to the east and south of Retford that displays a particularly distinct and handsome rural character, which could be harmed by the development of this site." The Green Gap Study (2019) also concludes, this green gap includes some important landscape features such as important views, trees, and hedgerow to the east of Retford. The area forms an important part of the character to this part of the town and this green gap accords with the recommendations of the Bassetlaw Landscape Character Assessment (2009) which identifies the area as a 'conserve' policy zone. There are also significant highway constraints. Both Bracken Lane and Grove Coach Road (Restricted byway) will require improvement including road widening and the provision of footways fronting the site. It has not been demonstrated how this can be mitigated and this creates uncertainty with regard to deliverability of development.
LAA276/ LAA270	West of Brecks Road	Retford	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive impact in terms of housing delivery, and a minor positive impact with regard to economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and landscape impact.	No	The site is being taken forward as a housing allocation along with LAA site LAA141. Please refer to the reasoned justification within this report for sites LAA141, LAA270, and LAA276.
LAA279	Blyth Road	Worksop	The site has been granted planning permission.	No	Identified as a commitment on the Policies Map.
LAA280	The Chase, Park Lane	Retford	The site has been granted planning permission.	No	Identified as a commitment. The site has full planning consent for 4 dwellings (17/01542/FUL)
LAA288	North of Thornhill Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive impact in terms of housing delivery, and a minor positive impact with regard to regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and water quality (Source Protection Zone 3).	No	The current housing land supply in Harworth & Bircotes is well in excess of the identified need in the draft Bassetlaw Plan. As such, there is no requirement for the Council to allocate additional land. It should be noted that Harworth & Bircotes has a made Neighbourhood Plan which identifies the regeneration of the former Harworth Colliery as a priority. This site has planning permission and development has commenced.
LAA346	North View Farm, Bawtry Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there is likely to be a minor positive impact in terms of housing delivery, economy and skills, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and water quality (Source Protection Zone 3).	No	The current housing land supply in Harworth & Bircotes is well in excess of the identified need in the draft Bassetlaw Plan. As such, there is no requirement for the Council to allocate additional land. It should be noted that Harworth & Bircotes has a made Neighbourhood Plan which identifies the regeneration of the former Harworth Colliery as a priority. This site has planning permission and development has commenced.
LAA347	North of Essex Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, there is likely to be a significant positive impact in terms of housing delivery, and minor positive impact in terms of the economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and water quality (Source Protection Zone 3).	No - identified as a commitment on the Policies Map.	The site has outline planning consent (17/01102/OUT) for 150 dwellings. Identified as a commitment.
LAA365	Gateford Road	Worksop	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive in terms of access to transport and a minor positive in terms of housing delivery, economy and skills, regeneration and social inclusion, and	No	The site is not being taken forward as a housing allocation as there are other, more suitable sites available. The sites being taken forward will deliver well in excess of the number of dwellings required to meet the need identified in the draft

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			access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and water quality (Source Protection Zone 3).		Bassetlaw Plan. Peaks Hill Farm also provides more opportunities to deliver infrastructure (highways improvements and new services and facilities).
LAA370 & LAA459	Land off Tickhill Road	Harworth & Bircotes	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive in terms of housing delivery and a minor positive in terms of economy and skills, regeneration and social inclusion, landscape impact, and access to transport. There are likely to be significant negative effects on Land use and soils (site is Grade 3 Agricultural Land) and water quality (Source Protection Zone 3).	No	This site has now been granted planning permission for 650 dwellings and is identified as a commitment on the Policies Map.
LAA413	Former Elizabethan School, Leafield	Retford	The SA finds that, in terms of its sustainability credential, the site scores a positive for housing, access to employment, regeneration, and land use and soils. It scores a significant positive for health and wellbeing. The only negative score relates to water quality, which is the same for the majority of sites.	Yes	This is a vacant brownfield site located within a residential area. It has good access to services and facilities.
LAA465	Car Park & builders Yard, Gateford Road	Worksop	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive in terms of economy and skills, regeneration and social inclusion, health and wellbeing, land use and soils, landscape impact, and access to transport. There are likely to be significant negative effects on water quality (Source Protection Zone 3) and heritage (potential loss of positive building in conservation area).	No	The site is currently unavailable.
LAA466	Former Knitwear Factory	Worksop	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on soils (no loss), and a minor positive in terms of housing, regeneration and social inclusion, health and wellbeing, landscape impact, and access to transport. There are likely to be significant negative effects on water quality (Source Protection Zone 3) and heritage (potential impact on setting of a listed building and on conservation area character).	No	The site now has planning permission and is under construction.
LAA472	Station Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on soils (no loss) and regeneration and social inclusion. It scores a minor positive with regard to housing delivery, economy and skills, health and wellbeing, landscape impact, and access to transport. There are likely to be significant negative effects on water quality (Source Protection Zone 3) and heritage (potential impact on conservation area character).	Yes	The site is located within the settlement boundary in a predominantly residential area. The site is brownfield land with no major physical or environmental constraints. As such, it is suitable for allocation.
LAA485	Milnercroft/ Trinity Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores positively with regard to housing, employment, health and wellbeing, regeneration, and transport. It is neutral on the remaining categories with the exception of water and land use/soils which have a negative score. The site is located within Water Source Protection Zone 3 and development would result in the loss of a greenfield site.	Yes	The site is vacant and is located within a residential setting. It provides an opportunity to deliver a small residential development and a community garden.
LAA490	St Michael's, Hallcroft Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores positively with regard to housing, employment, health and wellbeing, regeneration, land use and soils, and transport. It is neutral on the remaining categories with the exception of water and cultural heritage, which have a negative score. The site is located within Water Source Protection Zone 3.	Yes	This is a vacant former care home/brownfield site located within walking distance of Retford Town Centre. It provides an opportunity to deliver a well-designed small residential scheme. The site is located within the setting of several listed buildings and adjacent to a Conservation Area. Any future development should preserve the setting of the nearby Conservation Area and Listed Buildings.
NP02	Land west of Eldon Street and south of Brickyard Cottage	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on health and wellbeing. It scores a minor positive with regard to housing delivery, economy and skills, regeneration and social inclusion and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 2 agricultural land) and heritage (potential impact on conservation area character).	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>This site is within the Conservation Area and contributes to the character of this part of the Conservation Area and setting of nearby Listed Buildings, typified by low density buildings within areas of open space. The importance of this is discussed in the Tuxford Conservation Area Appraisal &amp; Management Plan. Any development here is likely to be very prominent, especially from Eldon Street to the south and Markham Road to the east. However, Conservation acknowledges there was previously a cottage gable-end onto the road. With this in mind, Conservation would have no concerns with a small number of dwellings in the centre/east of the site, perhaps of an agricultural style (e.g. farmhouse with barns adjacent). Anything of a larger density would be contrary to the established character and would not be supported. This is consistent with Conservation's advice on the recent application on this site. A footway would be required from the north side of the site access connecting to the existing footway on the southern side of Bevercotes Lane. There is a large gully at the junction which may cause some engineering difficulty in achieving the connection.</p>
NP03	Land north of Bevercotes Lane	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on health and wellbeing. It scores a	No	The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all



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			minor positive with regard to housing delivery, economy and skills, regeneration and social inclusion and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 2 agricultural land) and heritage (potential impact on conservation area character).		<p>potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>This site is within the Conservation Area and contributes to the character of this part of the Conservation Area and setting of nearby Listed Buildings, typified by low density buildings within areas of open space. The importance of this is discussed in the Tuxford Conservation Area Appraisal &amp; Management Plan. The southern part of the site could accommodate a small amount of development with limited impact on the wider setting, due to its lower position compared to surrounding land. The most appropriate would be a small number of 1 or 2 storey dwellings close to the road with long rear gardens. Therefore, Conservation has no concerns in principle with the allocation of the southern part of the site, subject to details.</p> <p>The northern part of the site is very prominent from a number of locations given its elevated topography, including from Markham Road and Eldon Street. In addition, it effectively forms part of the open countryside when viewed from higher ground to the east. Any development here is likely to affect the rural character of this part of the Conservation Area and would not be supported. Therefore, Conservation would not support the allocation of the northern part of the site. Bevercotes Lane is not suitable to serve this site due to the carriageway width and lack of footways. Should the site come forward, this would need to be part of a wider proposal including site NP02 and possibly NP01.</p>
NP04	Land south of Ollerton Road	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on health and wellbeing. It scores a minor positive with regard to housing delivery, economy and skills, regeneration and social inclusion and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 2 agricultural land).	Part Yes	<p>With regard to the north part of the site (alongside Ollerton Road), this would be within the setting of the Conservation Area and the setting of several Listed Buildings. However, development here is likely to be seen more in the context of the existing modern developments on the south side of Ollerton Road, especially given the topography, with the land sloping downhill to the north. No important views would be affected by development here. With this in mind, Conservation has no concerns in principle with the allocation of this part of the site, subject to details.</p> <p>In relation to the southern part of the site (north of the railway line), this would stretch into the open countryside and would be visible from Newcastle Street/Egmanton Road. Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting. Therefore, BDC Conservation would not support the allocation of that part of the site. The size of the site is significant. A development in excess of 50 dwellings would require supporting by a Transport Statement. A development in excess of 80 dwellings would require supporting by a Transport Assessment. In this case, a Transport Assessment would likely require supporting by a strategic transport model as the traffic impact would likely be wide spread if the whole site is developed. Several off-site junctions may require capacity improvements. The internal layout would need to be suitable to serve a bus service and a contribution would likely be sought towards public transport and public transport facilities. Footways and cycleways will be required through the site and connecting the site with the existing footways within Tuxford. Multiple points of access are likely to be required to distribute traffic and to enable a bus route. It is suggested that sites NP05 and/or NP15 enable access into this site via Ollerton Road. .</p>
NP05	Land west of Newcastle Street	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on health and wellbeing. It scores a minor positive with regard to housing delivery, economy and skills, regeneration and social inclusion and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 2 agricultural land).	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>This site is in the setting of the Conservation Area, being open countryside to the rear of properties on the west site of Newcastle Street. However, there are no Listed Buildings on that part of Newcastle Street, and a large number are in fact 20th century buildings considered to have a neutral impact on the Conservation Area's character and appearance. As an area of open space, the site does contribute to the countryside character of the Conservation Area. However, most of the site is not visible from Newcastle Street. The only important view in the vicinity is that from Long Lane towards the church, which would not be directly affected. With the above in mind, Conservation has <b>no concerns in principle</b> with the allocation of this site, subject to a scale, layout, design, materials and landscaping which preserves the setting of the Conservation Area and the setting of nearby Listed Buildings (especially the church). It must be proven that adequate visibility splays would be available from any potential site access</p>

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					commensurate with the speed of traffic due to the proximity to the bend prior to allocation. A development in excess of 50 dwellings would require supporting by a Transport Statement. A development in excess of 80 dwellings would require supporting by a Transport Assessment. A contribution would likely be sought towards public transport and public transport facilities.
NP06	Triangular site north of railway line and south of St John's College Farm NP16 site	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on health and wellbeing. It scores a minor positive with regard to housing delivery, economy and skills, regeneration and social inclusion and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 2 agricultural land).	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>This site is within the Conservation Area, but the issues would appear to be the same as those for NP16, although no application has ever been received regarding this particular small area of land. Given that Conservation did not object to NP16 (and the previous planning application), and as this site is beyond the higher ground to the west which shields it from views eastwards from Egmanton Road, Conservation has no concerns in principle with the allocation of this site, subject to details. The site would have to form part of site NP16 as there would be no other possible connection to the highway.</p>
NP08	Land north east of Fountain Hotel and west of railway line, Lincoln Road	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on regeneration and social inclusion. It scores a minor positive with regard to housing delivery, economy and skills, health and wellbeing and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 3 agricultural land).	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>No heritage assets would be affected by the allocation of this site. Therefore, Conservation has no concerns. The development must include a turning head suitable for a refuge vehicle adjacent the Fountain Hotel. This would need to incorporate footways connecting to the existing footway.</p>
NP09	Eastfield Nurseries, Darlton Road	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on regeneration and social inclusion. It scores a minor positive with regard to housing delivery, economy and skills, health and wellbeing and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 3 agricultural land) and landscape character (it is within a landscape policy zone for 'conserve and reinforce').	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>No heritage assets would be affected by the allocation of this site. Therefore, Conservation has no concerns. The site does not extend as far as the public highway. It is therefore not clear how the development would be accessed. It is likely that the existing accesses would have to be combined or split if between Eastfield Park and Greenacres to avoid the increased potential for vehicle conflict. The site area should extend to the highway boundary.</p>
NP11	Land off Lodge Lane	Tuxford	The SA assesses the combined NP11/18 site, which has been allocated by the Council, therefore this commentary relates to the combined site. The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on regeneration and social inclusion. It scores a minor positive with regard to housing delivery, economy and skills, health and wellbeing and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 2 agricultural land).	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>No heritage assets would be affected by the allocation of this site. Therefore, Conservation has no concerns.</p> <p>Lodge Lane is a private road which lacks footways. The Highway Authority is likely to seek access to a residential development via the adjacent residential site granted under application reference 15/00690/OUT from Ashvale Road if taken forward.</p> <p>The size of the site is significant. A development in excess of 50 dwellings would require supporting by a Transport Statement. A development in excess of 80 dwellings would require supporting by a Transport Assessment. In this case, a Transport Assessment would likely require supporting by a strategic transport model as the traffic impact would likely be wide spread if the whole site is developed. Several off-site junctions may require capacity improvements. The internal layout would need to be suitable to serve a bus service and a contribution would likely be sought towards public transport and public transport facilities. Multiple points of access are likely to be required to distribute traffic and to facilitate a bus route. The most obvious points are Gilbert Avenue (NP11) and the roundabout serving Tuxford Academy. Both would require additional land, and in the case of the latter, the relocation of the Academy car park. A footway and cycleway will be required on Ashvale Road unless previously delivered under application reference 15/00690/OUT</p>



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NP16	Land at St John's College Farm, off Newcastle Street	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on housing delivery and health and wellbeing. It scores a minor positive with regard to economy and skills, regeneration and social inclusion and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 2 agricultural land) and cultural heritage (development could negatively affect the conservation area and historic buildings on site and nearby).	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>This site is within the Conservation Area and forms an area of open space considered to have a positive impact on the Conservation Area. The site was, however, subject to a recent application for residential development, 17/00285/FUL, to which Conservation had no concerns subject to details. Although that application was refused and the appeal dismissed, the inspector agreed with Conservation's views regarding heritage. The site also includes a historic agricultural building range, regarded as buildings that contribute positively to the character and appearance of the Conservation Area. These should be retained as part of any scheme. 91 Newcastle Street, a grade II Listed Building, is also adjacent to the site. Any development nearby should preserve the Listed Building's setting. With the above in mind, Conservation has no concerns in principle, subject to a) the retention of the agricultural buildings; and b) development of a scale, layout, design, materials and landscaping which preserves the character of the Conservation Area and setting of the nearby Listed Building. The development should provide a road link with both ends of Lexington Gardens as a circular route. Assess to the land to the east should be safeguarded to allow access to potential future development and a road link to the A6075 Newark Road in order to provide the opportunity to improve the dispersal of traffic. A development in excess of 50 dwellings would require supporting by a Transport Statement. A development in excess of 80 dwellings would require supporting by a Transport Assessment. A contribution would likely be sought towards public transport and public transport facilities.</p>
NP17	Land at 56 Lincoln Road	Tuxford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to its impact on regeneration and social inclusion and health and wellbeing. It scores a minor positive with regard to housing delivery, economy and skills and access to transport. There are likely to be significant negative effects on land use and soils (site consists of Grade 2 agricultural land) and cultural heritage (development could have negative effects on the conservation area and historic buildings within and near to the site).	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.</p> <p>Part of the site is within the Conservation Area and contains no. 56, a building range regarded as having a positive impact on the Conservation Area's character and appearance, as identified in the Tuxford Conservation Area Appraisal &amp; Management Plan. As such, Conservation would not support the loss of this historic building range and would suggest that part of the site is removed from the boundary. In addition, the site is in the immediate setting of 42 Lincoln Road, a grade II Listed Building. With regard to the land east and south east of No.56, Conservation would have no concerns with the principle of development, although this would be subject to a design, scale, layout and materials which help to preserve the character and setting of the Conservation Area and the setting of the nearby Listed Building. No objection subject to satisfactory details of access which should be taken from Faraday Avenue.</p>
NP18	Land south of Gilbert Avenue	Tuxford	See NP11.	No	The Council is not proposing to take the site forward as an allocation in the Local Plan. Tuxford Neighbourhood Plan is in the process of being reviewed and all potentially suitable sites in the LAA can be considered for allocation through this process.
New Settlements					
LAA369	High Marnham Former Power Station	Marnham	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to housing delivery, and significant positive/uncertainty with health and wellbeing. The site contains CROW open access land, although this appears to be restricted to a footpath, which could be lost by the development of the site resulting in a minor negative effect. However, this is uncertain as existing footpaths could be retained and improved as part of any new settlement. New settlements would be expected to provide a high level of open greenspace and a GP surgery. Therefore, a mixed significant positive and uncertain minor negative effect is likely. It scores a minor positive on economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on biodiversity, flood risk, minerals safeguarding, and heritage.	No for residential, Yes for employment use	High Marnham is a large brownfield site with a legacy of contamination due to its previous uses as a coal fired power station. It ceased operation in 2008 and was demolished in 2011. The landowner of the site is seeking to deliver low carbon energy generation and associated employment on the site. These proposed uses will transform energy delivery in the district and wider region. This accords with the Government's aim of reducing carbon emissions by 2050, and with the Local Plan Strategy and the Council's Corporate Objectives of tackling climate change and promoting a low carbon economy. This proposed use will provide far more benefits in terms of tackling climate change and addressing the energy needs of the district than a new settlement would deliver, particularly given the closure of Cottam Power Station. There is a need to increase low carbon energy production to serve communities in Bassetlaw and to deliver local employment opportunities.
LAA453/455	Upper Morton Garden Village (Bassetlaw Garden Village)	Worksop	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to housing delivery and health and wellbeing. It scores a minor positive on economy and skills, regeneration and social inclusion, and access to transport.	Yes	This site is proposed for allocation in the Local Plan. The site in Morton is located on the Lincoln to Sheffield Rail Line, which serves Sheffield, Worksop, Retford, Lincoln and Gainsborough. It is also adjacent to the A1 and A57 transport corridors and close to existing employment. This site is

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			It scores a significant negative for biodiversity. A very small portion of this site is within 100m of a Local Wildlife Site (Apleyhead Wood). This assessment site is located entirely within a 5km buffer around the Sherwood Forest ppSPA and is within 800m of the Clumber Park SSSI. The HRA identifies that this site could support ppSPA birds. There could be a negative effect on the Clumber Park SSSI as a result of increased recreation pressure. There are likely to be significant negative effects on soils (loss of Grade 3 Agricultural land) and water quality (within Source Protection Zone 3).		situated between the two main towns of Worksop and Retford and provides an opportunity to deliver a settlement which is highly sustainable and self-sufficient. It can provide many benefits, including a new Railway Station and associated parkway, a significant amount of housing and employment, and associated infrastructure, such as new schools, a new health centre, a local centre with convenience retail, a bus service, recreation space, cycle and footpath routes to Clumber Park, Retford, Worksop and nearby villages. The Bassetlaw Garden Village policy addresses any potential for an impact on biodiversity by requiring future planning applications to be supported by a project level Habitats Regulations Assessment, including winter bird surveys to ensure there are no adverse impacts upon Clumber Park SSSI and Sherwood Forest ppSPA. The Council is working with Natural England, National Trust and RSPB in a Recreational Impact Assessment to confirm the management and mitigation measures.
LAA432	Gamston Airport	Gamston	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to housing delivery and health and wellbeing. It scores a mixed on economy and skills due to the loss of employment at the airport, but minor positive effects are likely on regeneration and social inclusion, and access to transport. There are likely to be negative effects on biodiversity, soils, water (SPZ3), and heritage in relation to archaeology.	No	The site has been assessed in terms of its ability to deliver a sustainable new garden settlement. The responses to the Bassetlaw Plan Consultation from January to March 10th 2019, and subsequent correspondence from the Department for Transport, indicated that it is not appropriate to take the site forward as a new settlement due to the Government's Aviation Strategy and provisions of the NPPF relating to general aviation airfields.
LAA431	Bevercotes	Bevercotes	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regard to housing delivery and health and wellbeing. It scores a minor positive on economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on biodiversity and water (SPZ3) and a minor negative effect on flood risk.	No	Following the removal of Gamston as a new settlement, the suitability of Bevercotes as a new settlement has been reviewed. Given the environmental constraints (ppSPA/HRA recommendations/Local Wildlife Site status/Tree Preservation Orders), and subsequent impacts on the size of the developable area, which is constrained in comparison to other sites considered, physical constraints (highway improvements/Twyford Bridge improvements), and its location, the Council has concluded that the site is not suitable. Therefore, it is not appropriate to take the site forward as a new settlement. The area is a designated Local Wildlife Site and it has a Tree Protection Order which seeks to prevent the loss of trees. These are a significant constraints to development.
n/a	Cottam Power Station (Cottam Priority Regeneration Area)	Cottam	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive with regards to housing delivery and health and wellbeing. It scores a minor positive on economy and skills, regeneration and social inclusion, and access to transport. There are likely to be significant negative effects on biodiversity and water (SPZ3), minerals and flooding.	No	Proposed as a broad location for regeneration in the Local Plan. The closure of Cottam Power Station has resulted in the site becoming available for consideration as a new settlement. This has resulted in the loss of approximately 300 jobs and there is a need to regenerate the site to address the subsequent effects on local businesses and communities. Following the consultation in January/February 2020 which proposed to allocate the site as a new settlement, the Council has reviewed the evidence base. Given the complexities of regeneration on this site, the Council considers that more evidence is needed to demonstrate the suitability and deliverability of the site as a new settlement. The Local Plan will be reviewed within five years from adoption and this time will enable more detailed work to be undertaken. There are environmental constraints, large parts of the site are in the highest flood risk zone (Floodzone 3) and part of the site is designated as a Local Wildlife Site. As identified by the SA, existing services are located over 2 kilometres away, and are inaccessible to most people unless travelling by private vehicle. There are existing opportunities to connect the site to neighbouring settlements, such as Rampton, via Green Infrastructure routes. There is potential for a rail connection to Retford due to the existing minerals line being safeguarded in the Local Plan. With regard to deliverability, there is strong developer interest from regeneration specialists.
Employment					
LAA133 & LAA134	Trinity Farm land North Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a significant positive for housing and economy and skills due to the fact that it is proposed to deliver housing and employment. It scores a minor positive for access to transport. However, there is likely to be a significant negative effect on Land use and soils (site is Grade 2 Agricultural Land), water quality (located within Source Protection Zone 3), flood risk (approximately 4% of the site is in Floodzone 3).	Yes	The site (LAA454) has planning permission for housing and employment. LAA133 and LAA134 have good access to employment and to services and facilities in Retford, and is located on a strategic transport route (North Road) with a regular bus service to Retford Town Centre and Doncaster Town Centre. The Site Allocations Landscape Study (2019) indicates that the landscape is unexceptional, being flat and low-lying. In terms of any adverse impact on the landscape, results from the assessment have led to the conclusion that development is more suitable in this location. Approximately 1.2 hectares on the northern boundary is located in flood zone 3. This has been excluded from the developable area.
LAA263	East of Markham Moor	Markham Moor	Significant negative for biodiversity. Cliff Gate Grassland Local Wildlife Site is within the site option and Beacon Hill Grassland is adjacent to the site. As such, a significant negative effect is likely.	No	The site is located adjacent to the A1 and is adjacent to an existing service station area. Although the site is located close to the A1, it is isolated in its location and the Bassetlaw EDNA study identifies it as having good accessibility but is poor in its relation to the local labour supply. In addition, no significant



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			Minor positive for health and wellbeing (creates new jobs).  Significant negative for land and soil (loss of Grade 2 and 3 agricultural land. Significant negative for water (SPZ 3). Significant negative for heritage: The Council's heritage officer notes that the site is located within the setting of several listed buildings, including Markham Moor Hotel, Markham Moor House and the Milestone (all Grade II) and development could harm the settings of these. The Council's archaeology officer notes that there is no specific site information, but that the site lies close to shrunken medieval settlement of West Markham, a Scheduled Monument. Further information is required to evaluate impact.		housing growth is being proposed in the area to support a large allocation for employment. The EDNA (2019) suggests that sites to the south of the District are not as attractive to the market for employment which therefore reduces their deliverability. The Bassetlaw Site Allocations Landscape Assessment identifies that due to the sites rise in topography, development here could negatively impact the local landscape character of the area.
LAA338	Land off A57	Worksop	The site is approximately 500m from a SSSI and a local wildlife site is located within the site option (Top Wood/Great Whin Covert). This assessment site is located entirely within a 5km buffer around the Sherwood Forest ppSPA. The HRA identifies that this site could support ppSPA birds. As such, a significant negative effect is likely. Significant positive for employment. Significant negative for land and soils (loss of grade 3 agricultural land). Significant negative for water (SPZ3). Significant negative effect in relation to archaeology. Further desk base assessments required. Minor negative in relation to heritage.	Yes	The policy addresses any potential for an impact on biodiversity by requiring future planning applications to be supported by a project level Habitats Regulations Assessment, including winter bird surveys to ensure there are no adverse impacts upon Clumber Park SSSI and Sherwood Forest ppSPA. The policy addresses any potential for impact on air quality by requiring an air quality management strategy to ensure there are no adverse impacts upon the Clumber Park SSSI and Sherwood Forest ppSPA or on local wildlife on site. The Council is working with Natural England and will seek to agree any mitigation measures accordingly. The site is located on an important transport infrastructure node for the A1/57 and A614. The site is also close to existing large scale employment sites at Manton Wood and the town of Worksop. The frontage of the site is constrained by mature woodland but there is opportunities for this to be largely retained and act as a "screen". Land within this part of the District has significant commercial interest with a recent large employment permission. There is also strong market interest in the site and the site is being actively promoted, therefore there is confidence that it will be deliverable over the plan period. The size of the site means that an array of large scale business formats can be provided, supporting a wide range of job opportunities for local people as well as education and training opportunities.
LAA368	South of Markham Moor	West Markham	Minor negative for biodiversity – within 5Km of Sherwood ppSPA. Significant positive for economy. Significant negative for land use/soils and water (loss of agricultural land and within SPZ3). Significant negative for resource use and waste: This site is within a Mineral Safeguarding Area (Sneinton Gunthorpe Clay). As such, a significant negative effect is likely. Significant negative for heritage: The Council's heritage officer notes that the site is located in the setting of various designated heritage assets, such as Milton Mausoleum (Grade I) and West Markham DMV (scheduled Ancient Monument). The Council's archaeology officer notes that there is no specific site information, but that the site lies close to shrunken medieval settlement of West Markham, a Scheduled Monument. Further information is required to evaluate the archaeological potential of the site in order to determine an appropriate mitigation strategy. As such, a significant negative effect is likely in relation to heritage and archaeology.	No	The site is located adjacent to the A1 and just to the north of Elkesley village and is partly developed for existing employment uses. Although the site is located close to the A1, it is isolated in its location and the Bassetlaw EDNA study identifies it as having good accessibility but is poor in its relation to the local labour supply. In addition, no significant housing growth is being proposed in the area to support a large allocation for employment. The EDNA (2019) suggests that sites to the south of the District are not as attractive to the market for employment which therefore reduces their deliverability. . The site is identified as being within the setting of some important heritage assets in West Markham and Milton and the development of this could therefore have an negative impact on the setting of those identified heritage assets.
LAA369	High Marnham Power Station	Marnham	There are local wildlife sites within the site option and within 100m of the site, including Marnham Railway Yard and Fledborough to Harby Dismantled Railway, respectively. As such, a significant negative effect is likely. The eastern side of the site is within Flood Zone 3. As such, a significant negative effect is likely. A significant portion of this site is within a Mineral Safeguarding Area (Sand and Gravel Resource). As such, a significant negative effect is likely. Significant negative for heritage. With the setting of several listed buildings. Minor negative for archaeology: Undated cropmarks are located close to the site. In addition, there is no specific site information and further information is required to evaluate the archaeological potential of the site in order to determine an appropriate mitigation strategy.	Yes	High Marnham is a large brownfield site with a legacy of contamination due to its previous uses as a coal fired power station. It ceased operation in 2008 and was demolished in 2011. The landowner of the site is seeking to deliver low carbon energy generation and associated employment on the site. These proposed uses will transform energy delivery in the district and wider region. This accords with the Government's aim of reducing carbon emissions by 2050, and with the Local Plan Strategy and the Council's Corporate Objectives of tackling climate change and promoting a low carbon economy. This proposed use will provide benefits in terms of tackling climate change, particularly given the closure of Cottam Power Station. There is a need to increase low carbon energy production to serve communities in Bassetlaw and to deliver local employment opportunities. The site will be allocated for 60ha of employment land within a wider area capable of accommodating commercial scale renewable energy and low carbon technologies (excluding wind energy).
LAA432	South of Gamston Airfield	Elkesley	Minor negative for biodiversity: within 5Km of Sherwood ppSPA. Significant positive for employment. Minor positive for health and wellbeing and transport (within 400m of a bus stop) and creation of new jobs. Significant negative for water (SPZ3) Significant negative for heritage: The archaeology officer notes that the site is located in an area of Roman settlement activity. Further information is required in the form of initial desk based heritage assessment with possible further requirements for evaluation in order to determine an appropriate mitigation strategy.	No	The site is located adjacent to the A1 and just to the north of Elkesley village and is partly developed for existing employment uses, but is of low quality with a lack of reliable infrastructure to access the site . Although the site is located close to the A1, it is isolated in its location and the Bassetlaw EDNA study identifies it as having good accessibility but is poor in its relation to the local labour supply. In addition, no significant housing growth is being proposed in the area to support a large allocation for employment. The Sheffield City Region Economic evidence base suggest that sites to the south of the District and away from the A1M have not been tested in terms of their commercial attractiveness and therefore reduces their deliverability.
LAA456	Coalfield Lane	Elkesley	Minor negative for biodiversity: within 5Km of Sherwood ppSPA. Significant positive for employment.	No	The site is located adjacent to the A1 and just to the west of Elkesley village and is partly developed for existing . Although the site is located close to the A1, it is isolated in its location and the Bassetlaw EDNA study identifies it as having good

Reference	Site Address	Settlement	SA results as summarised by the Council	Selected for allocation Y/N?	Council's reasoned justification for taking site forward for allocation or not
			Minor positive for health and wellbeing and transport (within 400m of a bus stop) and creation of new jobs. Significant negative for water (SPZ3) Significant negative for heritage: The archaeology officer notes that the site is located in an area of Roman settlement activity. Further information is required in the form of initial desk based heritage assessment with possible further requirements for evaluation in order to determine an appropriate mitigation strategy.		accessibility but is poor in its relation to the local labour supply. In addition, no significant housing growth is being proposed in the area to support a large allocation for employment.. The EDNA (2019) suggests that sites to the south of the District are not as attractive to the market for employment which therefore reduces their deliverability.
LAA464	Misson Mill	Misson	Minor positive for economy, transport and health and wellbeing. Significant negative for resources and waste: This site is within a Mineral Safeguarding Area (Sand and Gravel Resource). As such, a significant negative effect is likely. Significant positive for soils (brownfield site). Minor negative for flooding. The site is within Flood Zone 2. Minor negative for heritage: The Council's heritage officer notes that the eastern boundary of the site is located within 100m of the Misson Conservation Area and is located in the wider setting of a Grade I Listed Church. In addition, the Council's archaeology officer notes that further information is required to evaluate the archaeological potential of the site in order to determine an appropriate mitigation strategy.	No	Misson Mill is located to the west of the village of Mission and has been, partially, allocated for a mixed use development in the Mission Neighbourhood Plan through Policy 7.
LAA468	Carlton Forest	Carlton in Lindrick	A Local wildlife sites and a Regionally Important Geological Site are located within the site option. This assessment site is located entirely within a 5km buffer around the Sherwood Forest ppSPA. As such, a significant negative effect is likely.	No	Carlton Forest is identified as an existing employment site and part of it has recently been granted planning permission.
n/a	Cottam Power Station	Cottam	A Local Wildlife Site (Cottam Wetlands) is located within the site and the site is also within 100m of other Local Wildlife Sites. Due to the small size of the area of overlap between the site and Local Wildlife Site, a significant negative but uncertain effect is likely. This site could provide 117.7ha of employment land. As such, a significant positive effect is likely. Minor positive for health and wellbeing and transport. Significant positive for economy. Significant positive for land use and soils (brownfield). This site is within a Minerals Safeguarding Area (Sand and Gravel Resource). As such, a significant negative effect is likely. Minor negative for flooding (within FZ2 and a small area in FZ3). Significant negative for heritage (potential loss of non designated heritage assets. The setting of Fleet Plantation moat, a Scheduled Ancient Monument is within the site and there are other important heritage assets in the vicinity of the site, including other scheduled monuments and Grade I and II* listed buildings, such as Torksey Castle, Torksey Medieval Settlement, St Peter's Church, and Torksey Viaduct. There is therefore an opportunity to preserve and enhance the heritage assets and the setting in which they are located. The Council's archaeology Officer notes that the Scheduled Ancient Monument and a significant area around it should be removed from the allocation site boundary to preserve the SM and its setting, and that the setting of SMs relating to Torksey Castle and Torksey Medieval town also need to be considered carefully in relation to plan. Further information required in the form of initial desk based heritage assessment with possible further requirements for evaluation in order to determine an appropriate mitigation strategy. As such, a significant negative effect is likely in relation to both heritage and archaeology.	Proposed Broad Location	The closure of Cottam Power Station has resulted in the site becoming available for consideration as a new settlement. This has resulted in the loss of approximately 300 jobs and there is a need to regenerate the site to address the subsequent effects on local businesses and communities. Whilst it is acknowledged that there are environmental constraints (i.e. flooding and LWS), the size of the site provides the opportunity to develop a sustainable new settlement that will deliver a mix of new homes, significant employment opportunities, and the creation of new habitats and recreational spaces. The development of this site will support neighbouring communities where local services are limited. As identified by the SA, existing services are located over 2 kilometres away, and are inaccessible to most people unless travelling by private vehicle. There are existing opportunities to connect the site to neighbouring settlements, such as Rampton, via Green Infrastructure routes. There is potential for a rail connection to Retford due to the existing minerals line being safeguarded in the Local Plan. With regard to deliverability, there is strong developer interest from regeneration specialists.



