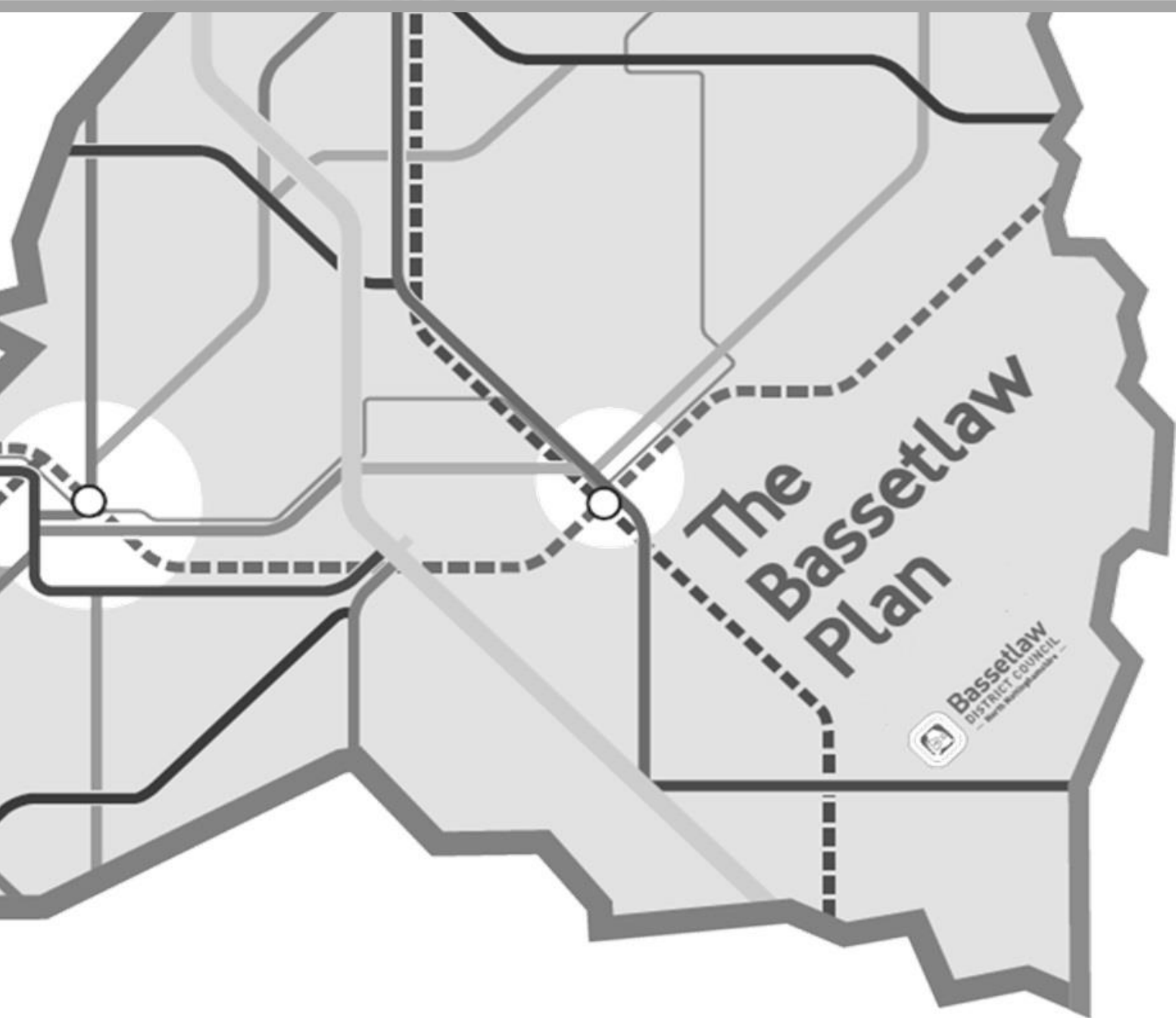


# Bassetlaw Local Plan Site Selection Methodology

Update January 2022



**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 2038. This paper provides a review of how the Council has selected potential development sites for inclusion in the Local Plan.
- 2.2 This paper has been updated to reflect the changes to the Bassetlaw Local Plan 2020-2037: Publication Version Addendum, January 2022 and the associated evidence base. This paper therefore updates the previous Site Selection Methodology Paper, August 2021. 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 has been 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). Gypsy and Traveller Sites have been assessed using a high level methodology set out in the Gypsy and Traveller Assessment, 2019 available on the Council's website [www.bassetlaw.gov.uk](http://www.bassetlaw.gov.uk). Potential Gypsy and Traveller sites are however included in Appendix A of this document from page 26.
- 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 **RAG** 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 The NPPF states strategic policies should 'look ahead over a minimum 15 year period from adoption' (MCHLG, 2021). The Local Plan period has been extended to meet this requirement; sites will be selected on their ability to help meet objectively assessed needs to 2038.
- 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 in terms of dwellings per annum for the period 2020-2038. 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 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.



## 4 The Assessment of Employment Sites

4.1 The employment sites were assessed through the Council's Economic Development Needs Assessment 2019 (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 The Land Availability Assessment 2021 has updated the site assessments in the EDNA. It also considers other sites submitted to the Council for consideration for economic use through the call for sites and various Local Plan consultations.

4.3 Existing employment sites that are considered essential to the long term economic success of the District are protected within the emerging Local Plan. These 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 and/ or other evidence base

**A** = Reasonable Alternative for employment use considered through the SA

**G** = Progression to an employment (or as part of a new settlement) allocation within the Local Plan

**E** = Existing Employment Site and protected through the emerging 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 and the 2021 Addendum. 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 The assessment of future sites for Gypsy and Traveller accommodation has been assessed through the Land Availability Assessment 2022.

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

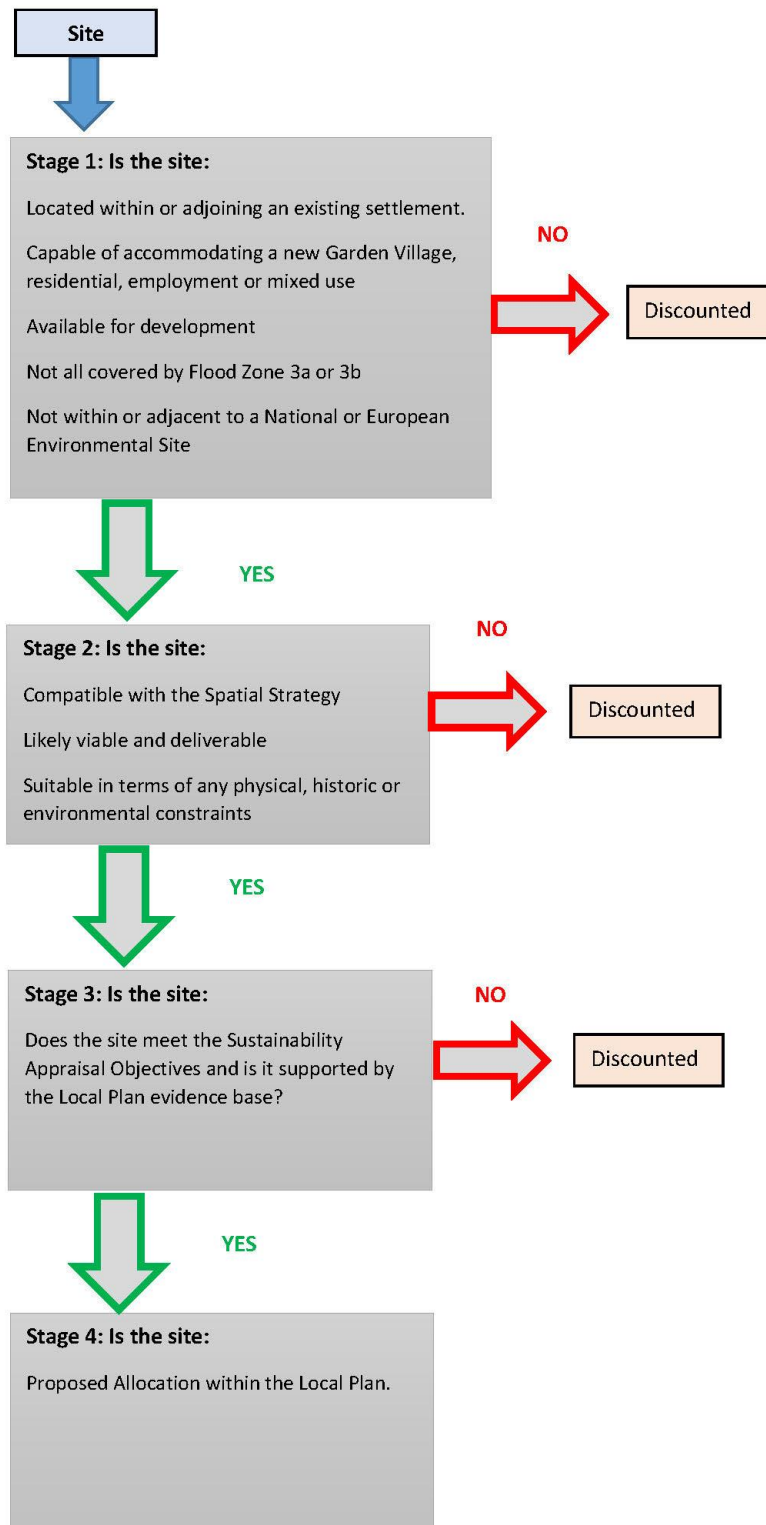
6.1 Figure 1 sets out an overview of how the Council has assessed potential housing and employment development site options to ensure that the ones identified as appropriate for allocation meet the Plan's vision and objectives and deliver sustainable development in line with national planning policy. 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.

6.2 This report, read in conjunction with the Local Plan Sustainability Appraisal Report (January 2022) and wider Local Plan evidence base documents, demonstrates that the Local Plan process has given full, consistent and transparent consideration of sites before coming to 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 A and B of this report. Locational maps for all sites are identified within the LAA.

## 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 wished to see considered for development through the new Local Plan. Those on the Local Plan contacts database was notified and interested parties were 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 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 A.

## **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 the level of existing commitments and/or through allocations in made 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 A (other than Tuxford), but they are available to view within the LAA document.

### **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
- Access and 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 with agreed contributions towards infrastructure, whilst maintaining a suitable return to the landowner and an appropriate profit to the developer, within the timeframe identified by the housing trajectory 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 have been assessed further for their suitability and deliverability through the Sustainability Appraisal 2022, Habitat Regulations Assessment 2022, Whole Plan Viability Assessment 2022 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 addendums in 2020 and 2021;
  - Strategic Flood Risk Assessment Level 1 2020 and Level 2 2021;
  - Sequential Test (Flood Risk) 2022;
  - Bassetlaw Transport Assessment 2022;
  - Land Availability Assessment 2022;
  - Housing and Economic Development Needs Assessment 2020.
  - Heritage Methodology paper 2022
- 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 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.
- 10.5 More generic mitigation and requirements through policies such as those relating to section 106 contributions (e.g. providing 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 are 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 (January 2022) 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.
- 10.6 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 B.

- 10.7 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.
- 10.8 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 assessment 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.
- 10.9 The achievability of the sites has also been assessed. This involved a strategic assessment of whether development would be economically viable. This was informed by the Whole Plan & CIL Viability Assessment 2022. This indicates whether there is a reasonable prospect of a site being delivered in the plan period, with a reasonable return for the landowner and suitable profit for the developer together with affordable housing, planning obligations and CIL, a key requirement of national planning policy. The assessment included engagement with site promoters/developers/agents to determine market interest/activity and the approach being taken to delivery.

## **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.


Appendix A: 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><div></div><div>R</div><div>A</div><div>G</div></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 1	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 	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	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 	Reasoned Justification
							town to countryside and result in an unacceptably abrupt 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.	Reasonable Alternative. Discounted at stage 3.	See Appendix B
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.	Reasonable Alternative. Discounted at stage 3.	See Appendix B


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 <b>R A G</b>	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.	Reasonable Alternative. Discounted at stage 3.	See Appendix B
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	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	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	Reasonable Alternative. Discounted at stage 3.	See Appendix B


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
					considered alongside noise and air pollution and other amenity issues.			boundary in countryside.					countryside. Potential for the site to become 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.	Reasonable Alternative. Discounted at stage 3.	See Appendix B
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	Reasonable Alternative. Discounted at stage 3.	See Appendix B



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 <b>R A G</b>	Reasoned Justification
													protection of 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).	Reasonable Alternative. Discounted at stage 3.	See Appendix B
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	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	Discounted at stage 1.	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
					accordance with Planning Practice Guidance.								countryside. Development of part of the site would be 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	Discounted at stage 1.	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 	Reasoned Justification
													site for development.		
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.	Reasonable Alternative. Discounted at stage 3.	See Appendix B
LAA385	Land off Beverley Road	2.36	85	Vacant/ semi natural open space	NCC Highways has concerns about site capacity 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	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	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	Suitability and achievability unknown. Potential for development to adversely impact on a Local Wildlife Site,	Discounted at stage 1.	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 	Reasoned Justification
LAA 538	Scrooby Road, Harworth and Bircotes	2.04	n/a	Green space, Community building, Electricity station	The site is considered to provide a major opportunity to link Harworth town centre with the Colliery redevelopment. This would vastly improve connectivity with the town, reduce severance, and open up the prospect of improving bus services within the town and associated infrastructure appropriate for a town centre setting. It is recommended that Local Plan policies require the provision of a spine road through the site suitable to be used as a bus route that links with the proposed Colliery redevelopment spine road and Scrooby Road, includes segregated cycling facilities, cycle parking, and the provision of high quality bus service infrastructure including layover spaces, shelters, real time displays etc. A Transport Assessment and Travel Plan may be required	<p>via a stream. There is potential for development to have an adverse effect on protected species.</p> <p>The majority of the site has tree coverage. A tree survey would be required to demonstrate that this area is suitable for development. An ecology assessment would also be required.</p> <p>The site is situated in flood zone 1. The site is situated on an area designated as Source Protection Zone 3 and a Principal Aquifer, and care should be taken to avoid the potential for pollution of the groundwater resource.</p>	Development of part of the site is likely to be policy compliant (the area not covered by trees). A tree survey would be required to determine the suitability of the area covered by trees.	Edge of town centre. Suitable for town centre expansion.	suggests Harworth & Bircotes is a popular residential area with a bouyant housing market.  Appropriate location for town centre expansion	The expansion of the town centre will enable Harworth & Bircotes to develop a strongest local economy	Opportunity to improve town centre environment	not commenced. As such, there is uncertainty with regard to the achievability of development.  Available	trees, and the public highway.  The site is potentially suitable. Part of the site is covered by trees and a tree survey would be required to demonstrate that this area is suitable.	<div></div> <div>Progression to Stage 4</div>	See Appendix B.







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 of the site through the Site Selection Methodology <div><div></div><div>R</div><div>A</div><div>G</div></div>	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 achievability 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 1.	See 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
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
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 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	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
						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 improved "The Drive", Bigsby Road, and Palmer Road.	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
LAA012, LAA022, LAA539	Retford	Land at Bigsby Road and Longholme Road	39.2	347	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	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/buoyant 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	Available	Potentially suitable if landscape impact and highway standards can be satisfactorily addressed. 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	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
						possibly beyond. - The development should be integrated with site reference LAA012, LAA539, LAA072, LAA038 and include multiple points of access to evenly distribute traffic including an improved "The Drive", Bigsby Road, and Palmer Road.						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.		necessary an exceptions test.		
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 tight 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	available	Potentially suitable if highway access can be achieved.	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
												character of the CA.				
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 policy. Unknown availability.	Discounted at Stage 1	LAA assessment
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 1.	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	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	Available	Suitability should be informed by the outcome of a landscape assessment.	Reasonable Alternative. Discounted at Stage 3.	See Appendix B


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						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 etc. The three sites LAA246, LAA247, and LAA067 should be connected internally to allow for bus access.						strategy. There is potential for development to have an adverse impact on the landscape.				
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
LAA071	Retford	Land off Tiin 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	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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												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
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


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LAA075	Retford	Land east of Tilm 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
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	Potentially suitable	Available	Potentially Suitable	Reasonable Alternative, Discounted at stage 3.	See Appendix B
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	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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									is in a high risk flood area (floodzone 2 & 3)							
LAA127	Retford	Fairygrove	2.7	73	Approx. 50% is a former horticultural nursery, the remaining 50% is agricultural land.	No significant physical constraints. Access can be achieved via Grove Road. Network Rail has indicated that improvements would be required to the level crossing. A transport assessment would also be required.	No environmental constraints identified.	The site is currently outside but adjoining Retford's development boundary. Development would be contrary to policy CS1 in the Bassetlaw Core Strategy.	The site is well contained within a residential setting and is within a conservation area. BDC Conservation have no objections in principle subject to a suitable design.	Popular location/buoyant housing market. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Minimal contribution - greenfield site in countryside. Development here could have a minor positive effect on town centre vitality and viability	Heritage conservation proposed mitigation - Retention of west and south boundary hedges/trees is essential. Suitable design, scale, layout and materials also key, as per the recently completed development immediately to the north Archaeological mitigation - 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.	Available	The site could be suitable for allocation for housing in the Local Plan subject to the scheme being sensitively designed, taking into consideration harm that may be caused to the sites heritage setting and assets. Other matters to consider relate to the distance of the site from services. However, there is a bus service directly adjoining the site on Grove Road	Progression to Stage 4	See Appendix B

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												Landscape impact: The site sits between older residential development to the south and recent development to the north which is under construction on a brownfield site. It is part of the open countryside to the east of this part of Retford although has a sense of being slightly disconnected in landscape terms because of the electrified railway line which forms the north eastern boundary. It is a medium sized site which could make a reasonable contribution to the overall housing requirement.				


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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
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


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LAA150	Retford	Bolham Lane	1.05	38									No longer available. Currently an employment site	Not available	Discounted at stage 1	Not available
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 incongruous 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.	Not 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.  District Council confirmed the site is not available.	Discounted at stage 2	LAA Conclusion
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
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
LAA246 & LAA247	Retford	Land South East of Ollerton Road	15.2	270	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	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


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										over the past five years.						
LAA246 & LAA247 & LAA067			24.7	440	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/buoyant 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 1	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 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.	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	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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						Access would need to be safeguarded into surrounding land LAA141 and LAA276 to facilitate future development with good connectivity.		and enhancement of valued landscapes).								
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 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
LAA034, LAA165, LAA275	Retford	Land north and south of Grove Coach Road	12	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 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	Floodzone 2 along the western boundary. A sequential and exceptions test would be required to demonstrate that this part of the site is suitable for development. It could potentially be used for SuDs/open space.	Potential to be policy compliant if landscape impact, highway standards, and flood risk can be addressed. Potentially contrary to para 159 of the NPPF if Flood Risk.	Potentially suitable if landscape impact and highway standards can be satisfactorily addressed	Popular location/buoyant 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.	Availiable	Potentially suitable if landscape impact and highway standards can be satisfactorily addressed. Suitability should be informed by a landscape assessment, highways assessment, and flood risk 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
						prepared in accordance with Planning Practice Guidance.										
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.	Progression to stage 4	See Appendix B
LAA141, LAA270, LAA276	Retford	Land to the west of Ollerton Road and west of Brecks Lane	87.8	1578	Agricultural	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	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. Requirement for a landscape led Masterplan if the site is taken forward.	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.	Progression to Stage 4	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
						future development with good connectivity.										
LAA314	Retford	Land north of Grove Road, East of ECML	6.65	160	Agriculture	<p>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 of the crossing which is the opposite side to the main conurbation. Therefore, the vast majority of pedestrians would likely need to cross the track on foot at grade. There is very little in walking distance in an easterly direction. - The site access would need to be located away from the level crossing to ensure ample visibility is available for emerging vehicles and such that turning vehicles' do not interrupt the free flow of traffic in close proximity to the barriers. A 2.0m wide footway will be required between the site access and the existing footway on the west side of the crossing. This does not appear achievable without amendments to the level crossing. The site should also be accessed for all traffic via LAA034. A Transport Assessment would be required.</p>	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 1	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
LAA413	Retford	Former Elizabethan High School, Leafield	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 1	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 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	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	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.

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
						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.			open in character.							
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 buoyant housing market.	Greenfield site	No significant constraints - the site is surrounded by residential properties.	Not available	Not suitable and not available	Discounted at stage 1	LAA Conclusion
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 buoyant 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	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


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
												improvements to this part of the Conservation Area.				
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 buoyant 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 highway 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 access point, junction most likely need upgrading.	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 accessibility 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 derelict	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 site might be more	Progression to stage 4	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
											brownfield sites.			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	Site is in Floodzone 2 and 3 which would mean that any future developmen would need to	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-	Site would only be suitable if flooding concerns were addressed. Site is in great	Site is in a great location and is within walking distance of Retford town centre. If developed,	Site regeneration would contribute towards the delivery of	Site has archeological interest as it is in Retford town centre and site is also	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	Discounted at stage 1	The site is located within FZ3.

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
						also in the East Retford conservation area.	implement flood defence/mitigation measures.	use of the site would also comply with town centre regeneration priorities.	location as well.	additional cost would be associated with flood defence/mitigation measures.	additional housing in Retford. It would also redevelop a derelict brownfield site.	in a conservation area.		which would be going against National and Local policy guidance. The idea of development can be pursued when future development provides adequate flood defence and mitigation measures.		
LAA508	Retford	Land at Retford Golf Club	8.7	100	Golf course/ Open space	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. Vehicular access should be from LAA270 and LAA141 to facilitate future development with good connectivity. Pedestrian and cycle access could be achieved via Brecks Lane.	No known environmental constraints.	NPPF para 98: Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:  a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.  Residential development could be	Part of the site (the practice / driving range) is considered potentially suitable for housing development. Suitability will be informed through liaison with the BDC Leisure and Recreation Manager, Sport England, and the England Golf Association.	Popular location. Zoopla statistics indicate a steady increase in house prices in Retford over the past five years.	Greenfield	Whisker Hill and the presence of the two PROWS means that this landscape, including extensive views to the west can be enjoyed by the public. The trees on the course and a strong hedge on the boundary are important to the landscape and habitats. This area should be retained in the current use, fulfilling landscape, habit and	Avalaible	The majority of the site is considered unsuitable for development as it would result in the loss of a significant part of the golf course. As such, development would be contrary to NPPF para 98.  The practice site is potentially suitable subject to any impact a scheme may have on the landscape. Suitability to be informed by a landscape assessment, the outcome of an open space/sports facilities assessment, and discussions with Sport England and other statutory stakeholders.	Progression to Stage 4	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 <div><div></div><div>A</div><div>G</div></div>	Reasoned justification
								<p>contrary to policy if it does not meet this criteria.</p> <p>It should be acknowledged that this is a private recreation space owned and managed by Retford Golf Club.</p> <p>A public right of way runs through the site. This would need to remain in place if the site is taken forward for development.</p>				<p>recreational objectives.</p> <p>The practice ground has less intrinsic landscape value and in effect runs into the field to the south which is allocated for development. However, in its open state, it provides view south and west from the PROWS.</p> <p>Development of the southern section of the practice ground may be possible without compromising this landscape provided that a generous landscaped (with native species) corridor is maintained for an enhanced PROW and to provide a landscape buffer to an</p>				

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
												extended new housing area.				
LAA539	Retford	Longholme Road	2.5	27 (approx.. 50% of the site is in Floodzone 2 and is unsuitable for residential development)		The site abuts East Retford Footpath 49. This would not be suitable to serve a residential development and would require making up to all-purpose highway adoption standard to be capable of serving the development from Bigsby Road. That would require land beyond the site boundary and would lead to an isolated site which would be unlikely to encourage sustainable travel. It is more likely that the development would form an extension to land off Longholm Road allowed under appeal reference App/A3010/W/19/3223549 for 60 dwellings. The addition of 27 dwellings would be below the threshold where the Highway Authority would require a planning application to be supported by a Transport Assessment. However, the Highway Authority is mindful of the land north of Bigsby Road appeal reference APP/A3010/W/20/3265803 where the Inspector concluded that the appeal	The site is situated in flood zone 2. Development should be kept out of the areas shown to be in areas of flood zone 2 and flood zone 3. If this isn't the case, the sequential test will need to be undertaken by the LPA to determine if development is acceptable at this location. If development is to be proposed on this site a sequential approach to development should be undertaken to ensure the most vulnerable development is situated in areas of least flood risk. Any works to be carried out within 8m of a Main River may require a permit from the Environment Agency. The site is situated on an	Policy compliance would be dependent on the outcome of a sequential test, exceptions test, and flood risk assessment in relation to flood risk. The part of the site (in floodzone 1) may be suitable in policy terms	Part of the site could potentially be suitable (the area in Floodzone 1). The site is well contained, adjoining residential development to three sides. It has good access to the highway	The site is located within a popular residential area.	Greenfield	The site adjoins a Local Wildlife Site Longholme Pasture, East Retford - Damp ridge and furrow pastures with a high species diversity  Earthworks recorded in adjacent fields. Probably medieval Recommend that any application is accompanied by a Heritage Impact Assessment to include the results of a desk-based assessment. Further field evaluation likely, but probably post-consent if granted.	Available	Part of the site could potentially be suitable (the area within floodzone 1). The suitability of the remaining area (within floodzone 2) would be dependent on the results of a sequential test, exceptions test and flood risk assessment.	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 <div><div></div><div>A</div><div>G</div></div>	Reasoned justification
						scheme would have a severe cumulative effect on the free flow of traffic on the local highway network and the Tilm Lane/Moorgate junction in particular. This proposal would increase traffic in the same area, albeit potentially from different directions. The Highway Authority is also mindful of the Retford Transport Assessment prepared in support of the Retford allocations contained in the draft Local Plan. The TA identifies junction capacity issues at the Moorgate, Arlington Way junction complex without identifying a deliverable scheme in mitigation.	area designated as Source Protection Zone 3 and a Secondary Aquifer, and care should be taken to avoid the potential for pollution of the groundwater resource									




## 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 of the site through the Site Selection Methodology 	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.
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	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.



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
													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.				
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 Eastfield Park and Greenacres to avoid the increased potential for vehicle conflict	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 area with a buoyant housing market.	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.	Reasonable Alternative. Discounted at stage 3	See Appendix B
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



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
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 on viability even if the land would be available.	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 housing market.	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.	Discounted at stage 2	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
LAA109	Tuxford	Land off Egmonton 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 <b>RA G</b>	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	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 <div>RA G</div>	Reasoned justification
													that the loss of the house would cause harm to the character and appearance of the Conservation Area and the setting of nearby 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.	<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	Available	Potentially unsuitable due to the impact on historic earthworks.	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
													and landscaping which preserves the character of the Conservation Area and setting of the nearby Listed Building. <u>Archaeology:</u> Entire site contains medieval ridge and furrow earthworks 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 splays.	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	Suitability would depend on whether the open space could be relocated.	Zoopla statistics indicate a steady rise in house prices in Tuxford over the	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.	Discounted at stage 2	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
									replaced in close proximity to the site.		past five years. This suggests Tuxford is a popular residential area with a buoyant 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	No significant constraints identified.	Contrary to policy regarding adverse heritage impact.	Not suitable. Development would result in the loss of a positive	Zoopla statistics indicate a steady rise in house	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	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
							lack of parking is likely to impact on amenity.			building in the conservation area.	prices in Tuxford over the past five years. This suggests Tuxford is a popular residential area with a buoyant housing market.				building in the conservation area.		
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	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.

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
							removal/setting back of a large proportion of the hedgerow.										
LAA476 and LAA520	Tuxford	Ollerton Road	39.4	Approx 75	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 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	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 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	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. 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.	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 character of the conservation area.	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
							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.										
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	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





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 (especially the church).				
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
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	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	Greenfield site	Development would have an adverse impact on the character of the Conservation Area	The site is available	The site is not suitable due to it's impact on the landscape and the historic environment.	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	unknown	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	unknown	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	unknown	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 1	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	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	The landowner has submitted the site and has confirmed	Potentially suitable subject to satisfactory outcomes regarding design,	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.			necessary (informed by site assessments).	its availability.	nature conservation /tree retention, and highway/access.		
LAA206	13	275	Agriculture	No major physical constraints. NCC Highways: The access arrangements proposed in accordance with planning application reference 17/01356/OUT are acceptable. A Transport Assess/Statement and Travel Plan would be required for a development >50 dwellings. A contribution is likely to be required towards public transport, and public transport infrastructure.	Grade I Listed Building	Planning permission refused (17/01356/OUT   Outline Application with Some Matters Reserved (Approval Being Sought for Access) for up to 275 New Residential Units and a Replacement Residential Unit) 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	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
				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.										
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.	Site now has Planning Permission	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	Discounted at stage 1	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
												on the outcome of a sequential test and, if necessary an exceptions test.		
LAA333	260	5460	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).	Edge of settlement. Reasonable access to services and facilities.	Potentially suitable if physical constraints can be mitigated.	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 1	LAA concludes the site is unachievable due to infrastructure/ access constraints.
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	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
												/tree retention, and highway/access.		
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
LAA462 and LAA469	47.2	1100	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.	Sites 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

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
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 Park 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
LAA491A	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	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	<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>	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	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	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
				require multiple access points.	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 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 its critical load. The scale of the development may generate	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>				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 Area 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 site on NMP. Likely to be significant impact to both archaeology and built heritage (listed buildings, Gateford Hall, California 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				

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
					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.					underatken. 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.				
LAA49 1B	21. 7	390	Unregister ed Historic Park and Garden	With regard to highway improvements, there are significant constraints to the delivery of a road network that will support a bus service. NCC highways has indicated that it is unlikely that there is sufficient land available to enable the standards required for a bus service to serve the site. A Transport Assessment would be required if the site was taken forward for development	The site adjoins ancient woodland. An appropriate buffer would be required if taken forward	<i>NPPF – historic Environment para 193 and 194: ‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.’</i>	The site is considered unsuitable due to the harm development would cause to heritage assets and the landscape (as identified within this assessment).	Development is considered inappropriate due to the harm it would cause to heritage assets. Popular area. Buoyant housing market	The site is Greenfield	With regard to site B, BDC Conservation is concerned as to the impact on the setting of Gateford Hill (grade II listed), and on the setting of that part of the Conservation Area. That setting is typified by open views to the west of the footpath. Whilst the existing housing developments east of the footpath are far from ideal, the open countryside setting is still preserved to the west, and especially when approaching Gateford Hill in that direction. Without evidence to suggest that there are no alternative sites which are more suitable, Conservation cannot support development of this site for the reasons set out above.  With regard to the site being part of the unregistered park & garden, this relates to the landscape having been very meticulously	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.	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
						BDC Conservation has indicated that there is no clear and convincing justification for the harm development of the site is likely to cause to the setting of the Conservation Area and unregistered Park and Garden.				<p>laid out to take advantage of views and topography, firstly in the context of Gateford Hall (possibly late-Medieval in origin), and later in relation to Gateford Hill (built 1824 as a replacement to the hall). Identification as an unregistered park &amp; garden doesn't merely relate to manicured lawns and deer parks – many of the wooded plantations that surround the fields date to the early and mid-18th century and 19th century periods, and the relationship of the trees and fields to those Listed Buildings cannot be considered incidental. In this case, the boundary of the unregistered park &amp; garden is partly an acknowledgement of this.</p> <p>There is also a concern relating to the encroachment of the settlement towards the historic village of Carlton in Lindrick. At present, when viewed from the south of that village, practically no part of the Gateford estate can be seen when looking southwards, other than an isolated view of the top of a roof from certain points along Owday Lane. However, development on site B would merely bring the</p>				





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 ofthe site through the Site Selection Methodology <div><div>R</div><div>A</div><div>G</div></div>	Reasoned justification
										<p>estate closer to the village and to Owday Lane, very much eroding the open countryside setting to the Carlton in Lindrick Conservation Area and its key Listed Buildings, including the grade I listed Church of St John. Without evidence to show that this impact would be far less severe than appears, or could be mitigated against, I would also not support allocation of site B for this additional reason.</p> <p>Landscape impact: The site adjoins the edge of the built-up area in this part of Worksop, but it is clearly an area of countryside and occupies a very significant position in the local landscape supported by the gently rising topography. It comprises a mix of agricultural land, woodland and parkland, part of the site is within the Old Gateford Conservation Area and there are two listed buildings adjacent to the site boundaries whose setting is dependent upon the existing landscape character. As positive buildings in the Conservation Area, the landscape settings of California Farm and the Gateford Hall farm buildings must also be taken into account.</p>				



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 ofthe site through the Site Selection Methodology <div><div>R</div><div>A</div><div>G</div></div>	Reasoned justification
										<p>The importance of the landscape has been recognised by its inclusion in a Green Gap in the Draft Local Plan and provision of new housing has been enabled by planning decisions focused on more sustainable sites to the east, adjoining existing housing, which are less sensitive in landscape terms.</p> <p>Overall, the site provides the western, landscape led, gateway to Worksop along the busy A57 and complements the rural character of the areas to the north and north west.</p> <p>There is a clear landscape distinction between the open character of the site, viewed from Gateford Road, and the existing housing to the east (Swinderby Close and Winthorpe Road).</p> <p>Therefore, while this is a large site which could make a reasonable contribution to the overall dwelling requirement, the harm to the open countryside and landscape interests that would result from the development of any part of it outweighs the benefits of new housing or other development.</p>				

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
LAA491C	23.4	421	Agriculture	With regard to highway improvements, there are significant constraints to the delivery of a road network that will support a new bus route. NCC highways has indicated that it is unlikely that there is sufficient land available to enable the standards required for a bus service to serve the site. A Transport Assessment would be required if the site was taken forward for development	Site located within Old Gateford Conservation Area. Heritage impact	<i>NPPF – historic Environment para 193 and 194: ‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.’</i>  <i>BDC Conservation has indicated that there is no clear and convincing justification for the harm development of the site is likely to cause to the setting of the Conservation Area.</i>	The site is considered unsuitable due to the harm development would cause to heritage assets and the landscape (as identified within this assessment).	Development is considered inappropriate due to the harm it would cause to heritage assets.  Popular area. Buoyant housing market	Greenfield	From a built heritage point of view, sites A and C are totally unsuitable for development. As areas of open space, they contribute greatly to the character and appearance of the Conservation Area and its setting, and to the setting of its historic buildings including its Listed Buildings. The Conservation Area boundary was drawn specifically around Site C to protect this aspect of character, and site A is very much part of its rural and open countryside setting (see below for further explanation relating to setting). I can see no way in which harm from development here could be mitigated. Development of the scale proposed, particularly at site C, would likely constitute ‘substantial harm’ for NPPF purposes. There are also far more suitable sites around Worksop which do not have the same heritage constraints.  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.	Available	The site is unsuitable for residential development due to the harm it would cause to the landscape and heritage assets identified in this assessment. The site is also separated from the settlement boundary and significant highways constraints have been identified. The Highway Authority has indicated that a site of this size would require highway infrastructure to be to a standard that can accommodate a bus service. It has not been demonstrated that this can be achieved.	Discounted at Stage 2.	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
LAA458, LAA462, LAA469	63.6	1036	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 further consideration of landscape and highways issues.	The site is potentially suitable.	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	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.	Available	The site is potentially suitable.	Progression to stage 4.	See Appendix B
Part of LAA210, LAA458, LAA462, LAA469, LAA470	89.1	1136	Agriculture	The two sites either side of the A60 provide an opportunity to link up Blyth Road, Carlton Road (A60), and Gateford.	Parts of the site have dense tree coverage. Tree surveys have indicated that there is potential to create a strategic route through Peaks Hill woods	Potential to be policy compliant subject to further consideration of landscape, highways issues, and heritage impact.	The site is potentially suitable.	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	<p>Potential to have an adverse impact on the landscape. Further assessment required if taken forward as a potential allocation. Heritage Significance:</p> <ul style="list-style-type: none"> <li>• Grade II listed Broom Farm</li> <li>• 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</li> <li>• Undated cropmarks contained within part of this site</li> </ul> <p>Impact:</p> <ul style="list-style-type: none"> <li>• Development on the west side of the A60 is likely to impact on the countryside setting of the grade II listed Broom Farm.</li> <li>• Conservation is unlikely to support development where this important countryside</li> </ul>	Available	The site could potentially be suitable for development. Suitability would be dependent on the impact it would have on the setting of heritage assets. This should be informed by further assessment work to determine suitability as part of the site selection process.	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
										<p>setting is undermined.</p> <ul style="list-style-type: none"> <li>Archaeological impacts               <ul style="list-style-type: none"> <li>- no site specific information provided, however there is a potential for total or partial loss of known archaeological remains, the full extent of which is still to be determined</li> </ul> </li> </ul>				

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>RA G</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</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>	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.	The suitability of development is dependent on the impact it would have on ecology/biodiversity, trees, flood risk, and the public highway.	Zoopla data indicates that house prices have steadily increased in the Retford area over the past five years.	Whilst the site is brownfield, large parts have returned back to nature due to the length of time it's remained vacant.	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.	Available	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.	Reasonable Alternative. Discounted at stage 3	See Appendix B




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							A614 (see yellow box). This could also impact on 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	See Appendix B

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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.	Discounted at Stage 3.	See Appendix B
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.	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	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.	Discounted at Stage 2. Site is identified as a broad location for regeneration in the Local Plan.	See Appendix B


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														by the landowner.			
LAA453	Babworth	Morton North	131	2360	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	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: Morton Hill Farm 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	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 B

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							cycle provision would need consideration across the A1.						it would have on the landscape. This should be informed by a landscape assessment.				
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	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	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 B


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							cycle provision would need consideration across the A1.						landscape. This should be informed by a landscape assessment.				





Employment LAA Sites

Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/topography	Status of the site through the Site Selection Methodology 
ELAA1  LAA 546	Claylands Avenue	Workshop	63.4	2.38	E(g), B2, B8	Existing employment site. Site assessed in EDNA: Claylands Avenue is a well-functioning, employment site, which is home to some of the District's prestigious food manufacturing businesses. There are limited opportunities for intensification within the existing area. Employment uses at the site should be protected and development of new employment uses encouraged	N/A	Brownfield	N/A	The site lies within FZ1.	The site does not lie within a minerals safeguarding zone.	The site lies within the settlement boundary of Workshop	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 Workshop 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 Workshop 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.	Existing Site protected through the Local Plan
ELAA2  LAA 428	Gateford Common	Workshop	17.6	4.5		The site has planning consent for housing and employment	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 E(g)	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 Workshop.	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 through residential areas on amenity grounds, the Highways Authority is of the view this is unlikely to be a significant issue. The majority of commuting and commercial traffic to the employment area is likely to arrive from the A57	Services, facilities and homes are potentially accessible by cycle and by foot and by public transport. The planning 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 Workshop built-up area (settlement boundary). The site has the potential to	Gateford Conservation Area lies to the north of the site across the Gateford Road. 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 due to current mixed use planning permission.


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													via Claylands Avenue arm of the A57/Shireoaks Common roundabout of from Gateford Avenue/Claylands Avenue junction. The number of goods vehicles is likely to be low given the employment area is E(g).' Subject to detailed design arrangements NCC made no objections to the scheme. As consented	be accessible by a range of employees.				
ELAA3 LAA 547	Sandy Lane Industrial Estate  Vesuvius	Worksop	34.2	0 no vacant land available		Existing employment site EDNA: This is a mixed-use employment site with planning permission for up to 24,070 sq m of employment uses which is being built out. The site is in a good location with good access into Worksop town centre as well as to the strategic road network.	ETC02/11/001 99/R - 5500sqm Asda (0.55ha), 20,980sqm industrial (2.09ha), 3090sqm hybrid (0.30ha) - total 11.08 + community land to north	The site is brownfield	N/A	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.	Existing Site protected through the Local Plan
ELAA4 LAA 548	Highgrounds Industrial Estate	Worksop	12.5	0 no vacant land available	N/A	Adjoins an existing employment site  Currently under construction. Retail and leisure uses	20/00745/RE S RM for four retail units, 82 bedroom hotel, and pub/restaurant	Greenfield	N/A	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	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.	Existing Site protected through the Local Plan


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													network (the M1 is 10 miles to the west).					
ELAA5 LAA 550	Eastgate North	Worksop	6.01	0 no vacant land available	N/A	Existing employment site EDNA: The site is a small traditional employment area within close to proximity to central Worksop. The site supports a range of predominantly local businesses and provides an opportunity for further redevelopment. It is recommended that the Council encourage development for employment and related uses to ensure continued commercial activity at the site.	N/A	Brownfield	N/A	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.	Existing Site protected through the Local Plan
ELAA6 LAA 551	Eastgate South	Worksop	2.65	0 no vacant land available	N/A	Existing employment site EDNA: The site provides a mix of affordable, quality accommodation in a location close to central Worksop. The market indicates there is demand for		Brownfield	N/A	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	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.	Existing Site protected through the Local Plan


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						such units from small local businesses. However the quality of accommodation and the site's environmental quality would benefit from improvement. Recommend the Council seek to protect the site for small scale employment and related uses while seeking to improve the quality of the site.								be accessible by a range of employees.				
ELAA8 LAA 552	Retford Road East	Worksop	2.04	No vacant land available	Opp. To Extend existing units	Existing employment site EDNA: The site comprises a range of uses including a mix of uses. It is recommended that no specific policy response is taken to this site.	N/A	The site is 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	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.	Existing Site protected through the Local Plan
ELAA9	Retford Road West/ High Hoe Road	Worksop	2.54	No longer available. Now residential /commercial		Former empty site N/A	N/A	The site is brownfield	N/A	The site lies mostly within FZ1 and partly within FZ2	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	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.	Discounted due to the site now being redeveloped and is not considered a potential for future employment land or use.


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														has the potential to be accessible by a range of employees.				
ELAA10  LAA 553	Manton Colliery	Worksop	34.7	1.31	N/A	Existing Empt site  EDNA: This is a well-functioning single occupier site, with good connectivity. The site is fully built out and any further expansion depends on the current occupiers. No specific policy response required.	N/A	The site is 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	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.	Existing Site protected through the Local Plan
ELAA11  LAA 554	Manton Wood	Worksop	57.2	0 no vacant land available	N/A	Existing Empt site  EDNA: This is a high quality business park with excellent access to Worksop as well as the A57 and the A1. The site provides high quality business park accommodation and has high levels of occupation. The site provides one of the District's main employment sites and should be protected for employment uses.	N/A	The site is brownfield	N/A	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.	Existing Site protected through the Local Plan




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ELAA12a  LAA 338 (Apley head)	Land off A57 Apleyhead	Worksop	188.5	118 (Apleyhead)	E(g), B2, B8	Part existing empty site, part agricultural land  EDNA: This is a strategic employment site, which presents an opportunity to expand neighbouring industrial uses within an accessible location. As such, it is recommended that some of the site could be identified for employment uses.	N/A	The site is greenfield and brownfield	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 but attached to another large employment site (Wilkos)	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 to 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 Stage 4. See Appendix B


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ELAA13  LAA 096	Explore Steetley	Worksop	46.5	with 16Ha of land available for employment	Uses associated with the current occupier	Existing empt site  EDNA: This is a well-functioning single occupier site, with good connectivity. The site is fully built out and any further expansion depends on the current occupiers. No specific policy response required.	02/07/00278 STEETLEY REGENERATION PHASE 1	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.	Existing Site protected through the Local Plan
ELAA14  LAA 556	Manton Wood Extension	Worksop	24.6	DHL in operation on part of the site. The remaining area will form phase 2 of the development. It now has pp (20/00482/RES). This area is currently vacant	0	Existing empt site	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,	The site is now brownfield	N/A	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	The new junction has been completed.	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.	Now partly developed.	Existing Site protected through the Local Plan

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							Footpath and Cycle Routes, Drainage Works, Associated Car and HGV Parking, Associated Warehousing Plant and Infrastructure.  20/00482/RES permission granted for 12.53ha Phase 2 8.65ha August 2020											
ELAA15  LAA 557	Shireoaks Triangle	Shireoaks	10.3	0		Existing empt site  EDNA: This site lies on the edge of Worksop's main employment area, which is focussed along Claylands Avenue, and provides good access to the A57. It should therefore be considered an important employment location, which should be protected for continued employment uses.	Site is fully operation. No vacant land available	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.	Existing Site protected through the Local Plan


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ELAA16,  LAA 400	Shireoaks Common	Shireoaks	26	15.4		New employment site  EDNA: This site lies on the edge of Worksop's main employment area, which is focussed along Claylands Avenue, and provides good access to the A57. It should therefore be considered an important employment location, which should be protected for consented employment uses.	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 mostly greenfield. An Access road has been established off the A57.	Grade 3 agricultural land	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	The site adjoins new development at Shireoaks	The western side of the site is a 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 / Ashes Park Avenue, and 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	Existing Site protected through the Local Plan


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													/ Raymoth Lane priority junctions. The improvement works to the roundabout are underway.					
ELAA17  LAA 558	Randall Way	Retford	12	No vacant land without planning consent available		Existing empty site  EDNA: Randall Way is a medium sized industrial estate that has received significant investment in recent years. There are two extant planning permissions that, if implemented, will intensify employment uses on-site. It is expected that this will be complete by 2019. This is an important employment location in Retford and it is recommended that the site is protected for employment use.	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.	Existing Site protected through the Local Plan



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ELAA18  LAA 559	Hallcroft Industrial Estate	Retford	10.2	0 No vacant land available	N/A	Existing empty site  EDNA: This is a well-functioning local employment site which provides for the needs of Retford. It is recommended that this site is protected for employment uses.	N /A	Brownfield	N/A	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.	Existing Site protected through the Local Plan
ELAA19  LAA 530	North of Sewage Works	Retford	2.66	2.66	Empty potential low due to poor access	Vacant land adjoining an employment site  EDNA:  The site is not considered to be commercially attractive, on the basis that it is located behind the sewage works, and has no clear access. It should therefore not contribute to the employment land supply.	N/A	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	Existing Site protected through the Local Plan


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ELAA20  LAA 133  LAA 134  LAA 454	Trinity Farm Land and Trinity Barn Fields	Retford	16.1	11.1	E(g), B2, B8	New employment site  EDNA:  The sites are located in an accessible location close to established employment sites which are performing well and have seen recent expansion. These sites could potentially provide longer term development prospects.	15/00493/OUT 196 dwellings 11.11ha employment  This now forms part of the general employment supply	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). As application reference 15/00493/OUT	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 Stage 4. See Appendix B
ELAA21  LAA 409	Thrumpton Road South	Retford	3.1	Housing site fully developed. No land available		Existing empty site  EDNA:  As this site comprises newly developed housing and offices, it is recommended that this site is not included within the Council's employment land supply.	01/08/00182 - 76 dwellings, 3 B1 offices - housing completed	The site is brownfield	N/A	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 due to the change of use of land to residential.
ELAA22  LAA 560	Thrumpton Goods Yard	Retford	1.87	Fully developed. No land available		Existing empty site  EDNA:  This is a well-established local employment site in the centre of Retford.	N/A	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	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-	A Grade II listed building abuts the eastern boundary. East Retford Conservation Area adjoins the eastern boundary. A non-designated heritage asset is situated with 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.	Existing Site protected through the Local Plan


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						Recommend the site is protected for employment uses.							west/south). Mix of local non-commercial traffic & HGVs does not constrain vehicle movements.	up area (settlement boundary). The site has the potential to be accessible by a range of employees.				
ELAA23  LAA561	Thrumpton Lane	Retford	1.44	Fully developed. No land available		Existing empty site  EDNA:  This is a well-established local employment site in the centre of Retford. Recommend the site is protected, and further losses of employment uses are resisted	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.	Existing Site protected through the Local Plan
ELAA24  LAA562	West Carr Industrial Estate - check whether to de-allocate - need vacancy rate/COU	Retford	9.4	Fully developed. No land available		Existing empty site  EDNA:  This is a local industrial area infilling land between a number of railway lines. The stock is generally dated and the environment would benefit from improvement. There are a number of vacant or under-utilised plots. Recommend no specific policy response is taken and	18/00694/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	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 stopping 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.	Existing Site protected through the Local Plan


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						future applications treated on their merits.												
ELAA25  LAA314	North of Grove Road	Retford	6.6	6.6	N/A	Proposed empty site. Currently agricultural land.  EDNA: Site considered as not commercially attractive for employment	N/A	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 by ENDA conclusions.
ELAA26  LAA529	Land off the A638  Bellmoor/Trinity	Retford	13.5	6.29		Proposed employment site. Currently agricultural land.  EDNA: This site forms part of the EDNA assessment for Trinity Farm. All sites are located in an accessible location close to established employment sites which are performing well and have seen recent expansion. This site could potentially	01/01/00194  01/04/00250/V extension of time  These applications appear to have never been implemented. This suggests that there is no demand for the site.	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 due to its location, existing planning permissions and other constraints.


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						provide longer term development prospects.												
ELAA27	Blyth Road West	Harworth	22.5	Fully developed. No land available	N/A	Existing empty site.  EDNA: This is a well-functioning, employment site, part of a wider industrial area in Harworth with good links to the A1(M). As such, it should be protected for continued employment uses.	N/A	The site is brownfield	N/A	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.	Existing Site protected through the Local Plan
ELAA28	Blyth Road South	Harworth	8.86	Fully developed. No land available. Now partly residential (Harworth House 94 units).		Existing empty site.  EDNA: This is a mixed-use site, in a highly accessible location. The site is surrounded by sites which are currently or planned for redevelopment for employment uses, indicating the strength of the market for development in this location. However, the site benefits from planning permission for the change of use to residential	18/00195/PD N	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.	Existing site protected through the Local Plan




Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/ topography	Status of the site through the Site Selection Methodology 
						development. Therefore no policy response is recommended.												
ELAA29	Blyth Road East	Harworth	11.8	3.0	E(g), B2, B8	Existing empty site.  EDNA:  A well-functioning industrial site in an established employment area, with an opportunity for expansion. As such, it is recommended that this site is protected for future employment uses.	16/01636/FUL  20/00841/FUL Extension of warehouse	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.	Existing Site protected through the Local Plan
ELAA30  LAA 430	Symmetry Park	Harworth	20.7	1 plot fully built out, Vacant land with RES Matters for 2 B8 units (16/01081 /RES)		Existing empty site and new employment.  EDNA: The site benefits from extant planning permissions to create a 76,095 sq m of employment uses. It is likely that this development will come forward during the plan period and therefore this should contribute to meeting	Full site: 16/01081/RES Reserved Matters (Layout, Scale, Appearance and Landscaping) for the Erection of Three Industrial Units (Use Class B8)  PP granted (17/00617/FUL) Construction of A Vehicle Showroom / Dealership (Sui-Generis Use)	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	Existing Site protected through the Local Plan


Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/ topography	Status of the site through the Site Selection Methodology 
						the District's employment land supply over this period.												
ELAA3 1  LAA 172	South of Snape Lane	Harworth	81.1	69.9	E(g), B2, B8	New employment site  EDNA: The site benefits from extant planning permission to create a large business park including 235,000 sq m of employment uses. It is likely that this development will come forward during the plan period and therefore this should contribute to meeting the District's employment land supply over this period.	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  Outline PP granted until March 2027  RM Granted August 2021: 21/00734/RES Reserved Matters Application for the Approval of Appearance, Landscaping, Layout and Scale, including consideration of conditions 5 (highway phasing), 8 (pedestrian and cycle links), 10 (management and maintenance of roads), 11 (master and phasing plan highways), 13 (drainage), 15 (drainage), 16 (ecological management plan), 18 (landscape strategy and management plan), 19 (landscaping), 20 (boundary treatment), 21	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 better connectivity to residential areas and existing employment areas. A bus service operates along Blyth Road and Bawtry Road. The developer will 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	Existing Site protected through the Local Plan

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							(archaeology), 22 (historic building monitoring), 23 (construction management plan), 24 (lighting scheme), 26 (sound attenuation), 27 (dust control), 30 (levels), 31 (air quality), 33 (bird and bat boxes), 34 (ECV points) for Phase 1A of Outline Permission 19/00866/VO C for the Erection of 53,224 sqm Warehouse Unit (Unit 1) for B8 Uses and Associated and External Works, Parking and Landscaping, Together With Enabling Works for Zone 1 (Permission Reference 19/00866/VO C) Including Site Levelling, Creation of SuDS Ponds, New Site Access Road and Associated Cycle and Footpath Infrastructure   Land At Sunny Nook Farm (Unit 1) Blyth Road Harworth Doncaster South Yorkshire											

Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/topography	Status of the site through the Site Selection Methodology 
ELAA3 2  LAA 320	Snape Lane	Harworth	41.3	41.3		Proposed employment site. Currently agricultural land  EDNA: Demand for this site is considered to be very low due to the availability of LAA172 which has been granted outline pp up to March 2027.	N/A	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	Reasonable Alternative. Discounted. See Appendix B
ELAA3 3  LAA 230	Snape Road	Harworth	0.9	0 Heavily wooded site.	N/A	Proposed empty site.  EDNA The sites small size and constrained nature, along with considerable development opportunities nearby, means it is less attractive to develop the site.	N/A	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 strategic 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 amenity value being woodland	Discounted by EDNA conclusions and other constraints such as its location, its size and nearby environmental designations.
ELAA3 4  LAA 321	Main Street	Styrrup	24	24		Proposed empty site. Currently agricultural land.  EDNA: The site is considered not to be commercially attractive given the distance from major transport routes e.g. the A1	N/A	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 by EDNA conclusions and other constraints such as nearby environmental designations.

Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/topography	Status of the site through the Site Selection Methodology 
ELAA3 5  Part of LAA 091	Plumtree Estate	Harworth	33.5	5.5		Proposed empty site. Currently agricultural  EDNA:  There are other sites available in Harworth that are more attractive to the market (e.g. closer to the A1, to the south of Harworth).	N/A	The site is greenfield	Grade 3	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 route 4.7 miles to the south so has good accessibility to the wider strategic network.	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 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.	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.	Reasonable Alternative. Discounted. See Appendix B
ELAA3 6  Part of LAA 091	Land at Bawtry Road	Harworth	33.5	33.5	E(g), B2, B8	Proposed empty site. Currently agricultural  EDNA:  There are other sites available in Harworth that are more attractive to the market (e.g. closer to the A1, to the south of Harworth).	N/A	The site is greenfield	Grade 3	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	Reasonable Alternative. Discounted. See Appendix B
ELAA3 7  LAA 532	Land north of Serlby Park Academy	Harworth	5.6	5.6		Proposed empty site. Currently agricultural  EDNA: These greenfield sites provide an opportunity to expand Plumtree Farm Industrial Estate. However, there is considerable development underway at the more established	N/A	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	Reasonable Alternative. Discounted. See Appendix B




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						employment area to the south east of Harworth. Therefore it is not considered that either of these sites should be allocated for employment uses at the present time.												
ELAA3 7a	Alpine Business Park	Gamston Airport	12.5	3.0	E(g), B2, B8	Existing empt site  Site assessed in EDNA:  This is an established employment site with good levels of accessibility to the A1. It is considered primarily to cater for local businesses and it is recommended that the site is protected for such uses.	N/A	The site is Greenfield	Grade 2	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.	Existing Site protected through the Local Plan
ELAA3 8  LAA 537	South of Gamston Airport	Gamston Airport	3.7	3.7		Proposed empt site  Submitted to the Council after EDNA 2019 was completed.	N/A	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	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	Reasonable Alternative. Discounted due to identified constraints. See Appendix B


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													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.					
ELAA39	The Bungalow, Jockey Lane	Elkesley	2.1	Fully developed. No land available	N/A	Existing empty site  EDNA: This is a single occupier site in a rural location. It is recommended that no specific policy response is taken and any future applications are treated on their merits.	N/A	The site is brownfield	N/A	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.	Existing Site protected through the Local Plan
ELAA40 LAA 263 LAA 368 LAA 199	Markham Moor Roundabout	West Markham	1.07 35.7	17.4	E(g), B2, B8	Proposed empty sites. Currently agricultural land  EDNA - It is considered that the commercial attractiveness of the location is more limited than other areas along the A1 due to the size of the plots available (smaller than other sites on the A1)	N/A	A mix of brownfield and greenfield sites	Grade 2	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, 0.5 miles from the site. The site has potential to be accessible by a range of employees.	See Heritage Site Assessment (July 2021): Bassetlaw Conservation Officer has objected to the allocation of sites due to the impact development would have on nearby heritage assets: <b>Significance:</b> <ul style="list-style-type: none"><li>Site is in the setting of various designated heritage assets, including Milton Mausoleum (grade I) and the West Markham DMV (a Scheduled Ancient Monument).</li><li>Site lies close to shrunken medieval settlement of West Markham, a Scheduled Monument (NHLE: 1018263) and east of settlement identified from cropmarks.</li></ul> Medium potential for archaeology associated with both on this site.	There are several Local Wildlife Sites in the area. One site contains a LWS (land south of Lincoln Road (A57)).	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.	Reasonable Alternative. Discounted due to identified constraints. See Appendix B


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ELAA41  LAA 368	South of Markham Moor	West Markham	15.9	15.9	E(g) B2, B8	Proposed Empt site. Currently agricultural  Site assessed in EDNA:  This is a parcel of agricultural land, with good access to the A1 and the strategic road network. It is considered that the site is in a commercially attractive location and could support future development for employment uses. However, it is further from the existing labour supply than other sites along the A1	N/A	Greenfield	Grade 3	FZ1	N/A	EDNA findings: The surrounding area is predominantly rural in nature, with residential units to the east and west, and a range of small commercial uses to the north.  The site comprises a large parcel of flat agricultural land, and it is considered that it is a potentially attractive location for development for B2 or B8 uses. However, the site is located further away from the District's larger settlements and as such is less accessible to the existing labour supply	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.	The site has good access from the A1	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.	No constraints identified	The landscape is open in character. Whilst small scale, red brick buildings are located adjoining the roundabout and A1 (Travelodge Hotel, Services, residential buildings etc), there are no large industrial buildings. A large timber barn and small scale metal units adjoin the roundabout the the south.	Reasonable Alternative. Discounted due to identified constraints. See Appendix B


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ELAA42  LAA 199	Great North Road	West Markham	12.3	12.3	E(g), B2, B8	Proposed Empt site. Currently agricultural  EDNA:  This is a parcel of agricultural land, with good access to the A1 and the strategic road network. It is considered that the site is in a commercially attractive location and could support future development for employment uses. However, it is further from the existing labour supply than other sites along the A1.	N/A	Greenfield	Grade 2	FZ1	N/A	EDNA:  Great North Road is a large parcel of agricultural land, located near Markham Moor. The site is bound to the north by agricultural land; to the east by agricultural land; to the south by a small industrial estate; and to the west by the A638 and agricultural land. The surrounding area is characterised by agricultural uses.	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.	Poor access to services and facilities	Site is in the setting of several Listed Buildings, including Markham Moor Hotel, Markham Moor House and the Milestone, all grade II. Conservation 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.		Prominent, open landscape. Development would have an adverse impact on the openness of the landscape.	Discounted due to identified heritage constraints.

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ELAA43  LAA 263	East of Markham Moor	West Markham	8.5	7.5 (reduced by LWS area)	E(g), B2, B8	Proposed Empt site. Currently agricultural  EDNA:  This is a parcel of agricultural land, with good access to the A1 and the strategic road network. It is considered that the site is in a commercially attractive location and could support future development for employment uses. However, it is further from the existing labour supply than other sites along the A1.	N/A	Greenfield	Grade 3	FZ1	N/A	EDNA: East of Markham Moor is a parcel of agricultural land, located in Markham Moor. The site is bound to the north by the A57; to the east by agricultural land; to the south by the A1; and to the east by a roundabout (where the A1 and A57 meet). The site benefits from frontage onto the A1 making it more prominent than other sites nearby	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.	Accessed from A57	Site is in the setting of several Listed Buildings, including Markham Moor Hotel, Markham Moor House and the Milestone, all grade II. Conservation 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.	The site contains a Local Wildlife Site (Ref. 2/433 'A herb-rich paddock with a calcareous bias')	The site is open in character with an elevated landscape.	Reasonable Alternative. Discounted due to identified constraints. See Appendix B.
ELAA44	Ollerton Road	Tuxford	22.8	No vacant land. The site is fully occupied.		Existing empt site  EDNA: This is a well-functioning	N/A	The site is brownfield	N/A	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	EDNA: Ollerton Road comprises Walkers Industrial Estate; a	Dedicated access along British Fields and acts as spine road & as access for businesses. Feeder roads provide connections to	Services, facilities and homes are potentially accessible by cycle but not by foot or public transport. The site adjoins the	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.	Existing Site protected through the Local Plan




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						established employment site, and the largest in the south of the District. It provides good quality local employment provision and should be protected for continued as such						large established employment site outside of Tuxford. The site is located to the west of Tuxford, in a predominately rural area, and is bounded on all sides by agricultural land.	these. British Fields provides access to the A6075 Ollerton Road, a strategic 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.	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.				
ELAA45	Ashvale Road	Tuxford	2.64	No vacant land. The site is fully occupied.	N/A	Existing empty site  EDNA: The site is a well-functioning local employment site, and should be protected for such uses. The site is fully built out, and there are no opportunities for further development.	N/A	The site is brownfield	N/A	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.	Existing Site protected through the Local Plan
ELAA46	Lodge Lane	Tuxford	8.49	No vacant land. The site is fully occupied.	N/A	Existing empty site  EDNA: The site is a well-functioning local employment site, and should be protected for such uses. The site is fully built out, and there are no opportunities for further development.	N/A	The site is brownfield	N/A	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.	Existing Site protected through the Local Plan
ELAA47 LAA 038	Eastfield Nurseries	Tuxford	2.3	2.3	N/A	Proposed new employment site	17/00958/CO U Change of use from horticultural nursery to	The site is part brownfield/part greenfield	The site is identified as Grade 3	The northern part of the site is within	The site does not lie within a minerals	The site is detached from a settlement boundary	Eastfield Park provides direct, but shared access with the mobile home/caravan park	Services, facilities and homes are potentially accessible by cycle and by foot and	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 by EDNA conclusions and locational constraints


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						EDNA: The site is not considered commercially attractive due to its narrow access, and proximity to residential and holiday rental uses. On this basis, it is recommended that Eastfield Nurseries is not included within the employment land supply.	glamping (camping) site		agricultural land	FZ2 and FZ3	safeguarding zone.		onto the A6075 Darlton Road, a strategic east-west route providing access to the A1 0.8 miles to the west so has good accessibility to the wider strategic network, although vehicles pass through Tuxford and residential areas.	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.				
ELAA48  LAA 032	Markham Road	Tuxford	1.7	1.7	N/A	Proposed new employment site  EDNA: This site is not considered to be in a commercially attractive location. The site comprises a residential dwellinghouse, and there are no industrial uses within a close proximity to the site. Therefore, it is recommended that the site should not be included within the Council's employment land supply.	N/A	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.	Markham Road is a small parcel of land located on the northern edge of Tuxford. The site is bound to the north by agricultural land; to the east by the A1; to the south by Markham Road; and to the west by Eldon Street (B1164). The surrounding area comprises a mix of agricultural and residential uses. There are no industrial uses within a close proximity to the site	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. This is a predominantly residential 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.  This is a predominantly residential area.	Discounted by EDNA conclusions and locational constraints


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ELAA49  LAA 223	Welbeck Colliery	Cuckney	29.6	19	E(g), B2, B8	Former employment site  EDNA: The location of this site in a rural area far from any established employment uses and the strategic road network, making it a commercially unattractive location for employment uses. Additionally, the former colliery site would likely require extensive remediation work to bring this site forward for redevelopment. Therefore, it is recommended that the site is not included within the Council's employment supply.	15/01037/FUL Hybrid Planning Application Seeking (a) Full Planning Permission for Alterations to Existing Site Access Points: Extensions and Alterations to Existing Internal Spine Roads; Car Parking Area for Use in Connection With the Previously Approved Country Park; Creation of Development Platforms. (b) Change of Use of Part of Site for Open Storage (Use Class B8); and Associated Infrastructure and Outline Planning Permission for Offices (Use Class B1a), Employment Uses (Use Classes B1b/c, B2 and B8), Residential Development (Use Class C3) and Ancillary Retail and Food/Drink Uses (Use Classes A1 and A3) and Associated Works.	The site is brownfield	N/A	The site lies within FZ1	The site does not lie within a minerals safeguarding zone.	Welbeck Colliery is a vacant colliery located to the north of the village of Meden Vale on the southern edge of the District. There are no industrial uses within a close proximity to the site. ry	NCC Highways Authority foresee 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). Elkesley 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.	Existing Site protected through the Local Plan
ELAA50  LAA 045	Holme House Farm	Carlton in Lindrick	20.3	20.3	N/A	Proposed empty site  EDNA: Due to the site's rural location and poor access to the strategic road network, the site is not considered	N/A	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, accessed via minor	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 by EDNA conclusions and locational constraints


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						commercially attractive, and therefore it is recommended that the site should not be protected for employment uses or included within the Council's employment land supply.							local roads and would involve passing residential areas and town centres.					
ELAAS 1	Firbeck Colliery	Costhorpe	23	0 Not available. 100% residential site	E(g), B2, B8	Former empty site.  EDNA: The Lawn Road Industrial Estate provides a reasonable local industrial estate. The land to the north is currently underused and it is recommended that the Council allow flexible uses on the site in order to encourage its redevelopment.	The site is allocated within Carlton in Lindrick Neighbourhood Plan for housing use.  19/01137/RES Reserved Matters Application for the Approval of Appearance, Landscaping, Layout and Scale Following the Granting of Hybrid Application 15/01457/FUL to Erect 400 Dwellings   Former Firbeck Colliery Doncaster Road Costhorpe 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 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	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 Estate 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 due to the change of use to residential.


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													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.					
ELAAS 2	Harrison Drive	Langold	0.52	No longer available. Fully built	N/A	Existing employment site	18/01181/FUL Erect 4 Light Industrial Buildings (B1)   Land At Industrial Estate Harrison Drive Langold Nottinghamshire	The site is brownfield	N/A	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.	Existing Site protected through the Local Plan
ELAAS 3	Hundred Acre Lane	Countryside	2.67	No vacant land available	N/A	Existing employment site	EDNA: Local industrial estate in a rural location. It is	The site is brownfield	N/A	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	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	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.	Existing Site protected through the Local Plan



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						recommended that no policy response is required.							but would involve passing residential areas and town centres.	potential to be accessible by a range of employees.				
ELAA54	Misson Mill	Misson	3.22	1 NB. The site has been allocated for housing in Misson Neighbourhood Plan. Its suitability for employment uses would need careful consideration if the site becomes residential	E(g), B2, B8	Existing employment site  EDNA: The site offers a mix of industrial units, although the units and general environment would benefit from improvement. Further intensification of the site would require a significant investment; however the location is not considered to be particularly commercially attractive. As such, no policy response is recommended.	32/10/00011 Removal of existing spoil mounds, re-grade on site and re-use on site and redistribute soil on site.	The site is brownfield	N/A	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 due to the proposed change of use to residential.
ELAA55  LAA057	Station Road	Ranskill	2.22	1.92	N/A	Proposed empty site  EDNA: The site is not considered in a commercially attractive location and the access is very poor. As such, it is recommended that this site is not included within the Council's employment land supply.	N/A	The site is greenfield	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 by EDNA conclusions and locational constraints

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ELAAS 6	Access Road	Ranskill	11	No vacant land available	N/A	Existing empty site  EDNA: This is a fully built out local industrial site used mostly for open storage. It is recommended that no specific policy response is required.	N/A	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 by EDNA conclusions and locational constraints
ELAAS 7  LAA 334	Bridge Bungalow	Ranskill	2.4	2.4	N/A	Proposed empty site  EDNA: As the site is located in a predominantly residential area, it is recommended that the site is not included within the Council's employment land supply.		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 by EDNA conclusions and locational constraints.
ELAAS 8  LAA 271	South of Ashdown Way	Misterton	4.9	4.9	N/A	Proposed new employment site  EDNA: The site is located at the rear of the existing residential area. It lacks prominence and access is poor. It is therefore not considered an attractive location for employment uses and it is recommended that the site is not included within the	N/A	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.	Discounted by EDNA conclusions and locational constraints.

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						Council's employment land supply.												
ELAAS9  LAA434	Fox Covert Lane	Misterton	1.1	1.1	N/A	Proposed employment site  EDNA: It is considered that these sites are not commercially attractive due to their location, and as such, they should not be included within the employment land supply.		The sites are greenfield	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 by EDNA conclusions and locational constraints.
ELAA60	Old Misterton Works	Misterton	5.19	0	N/A	Existing empty site fully occupied  EDNA: A local industrial estate in a rural location which provides provision for predominantly local businesses. Recommend continued use of the site for such uses.		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 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.	Existing Site protected through the Local Plan
ELAA61	Beckingham Ship Yard	Beckingham	8.75	-	N/A	Existing empty site fully occupied  EDNA: This is a dual occupier site, in a rural location. Continued use or development depends on the		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.	Existing Site protected through the Local Plan

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						current occupiers. Recommend no specific policy response.												
ELAA62  LAA 048	Top Pasture Lane	North Wheatley	2.5	2.5	N/A	Proposed employment site  EDNA: Due to the location and access constraints of this site it is recommended that it is not suitable for employment uses and that the site is not included within the employment land supply	N/A	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 by EDNA conclusions and locational constraints
ELAA63  LAA 240	North of Sturton	Sturton Le Steeple	42.1	42.1	N/A	Proposed employment site  EDNA: This site is not considered to be commercially attractive location and as such should not be included within the employment land supply.	N/A	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 by EDNA conclusions and locational constraints
ELAA64	RMB Clarborough Hill	Clarborough	1.00	0 No vacant land available	N/A	Existing Empt site  EDNA: This is a single occupier site not in employment use with no opportunity for redevelopment, and therefore, no specific policy	N/A	Brownfield	N/A	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 Existing 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	There are no national or local heritage designations nearby.	Site is in Nitrate Vulnerable Zones 2017 Designations (England).	DPZ Mid Nots Farmlands	Existing Site protected through the Local Plan

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						response is recommended.								to be accessible by a range of employees.				
ELAA65	Headon Camp	Headon	3.86	0 No vacant land available	N/A	Existing empty site  EDNA: Recommend the Council take a flexible approach to uses to bring the site into a more active use.	17/00973/CD M Application for the Continued Use of the Existing Industrial Site and Buildings for the Production of a Range of Wood Fuel Products and for the Importation and Processing of Wastes to Produce a Range of Recovered Fuel Products  (Decision: Withdrawn 18/2/18)	Brownfield	N/A	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, this 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 Existing 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.	Existing Site protected through the Local Plan
ELAA66  LAA 241	Treswell Road	Rampton	14.3	14.3	N/A	Proposed empty site  EDNA: The site is not located within a commercially attractive location, and therefore, the site should not be included within the employment land supply.	N/A	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 via Treswell 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 by EDNA conclusions and locational constraints
ELAA67  LAA 234	Retford Road	Woodbeck	26.1	26.1	N/A	Proposed empty site  EDNA: The site is not located within a commercially attractive location, and		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	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	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 By EDNA conclusions and locational constraints.



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						therefore, the site should not be included within the employment land supply.							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.	potential to be accessible by a range of employees.				
ELAA68  LAA 369	High Marnham Power Station	Marnham	158.9	153.7	E(g), B2, B8 energy generating uses	Former employment site and proposed empty site  EDNA: The EDNA found that this site is not commercially attractive, and therefore, it should not be included within the employment land supply.  However, the site has been put forward by the landowner who is seeking to locate employment relating to the energy generation sector on the site. As this is a key priority of the Council and the landowner is seeking to deliver employment on a large vacant brownfield site, consideration should be given to the potential to deliver employment relating to energy production. This	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	Services, facilities and homes are not accessible by cycle or by Existing footpaths as they are too far out from the nearest 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 archaeological interest 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.	Reasonable Alternative. Discounted due to identified constraints. See Appendix B

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						approach accords with the NPPF para. 83 which stresses that planning policies should recognise and address the specific locational requirement s of different sectors.							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.					


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ELAA69  LAA	Lound Hall	Lound	2.00	0  No vacant land available	N/A	Proposed employment  EDNA: On the basis of its location, and current use, the site should not be included within the Council's employment land supply.	N/A	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 Existing footpaths as they are too far out from the nearest 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 proximity 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.	Existing Site protected through the Local Plan
ELAA70  LAA 453	Morton Hill Farm	Morton	132.1	122.1	E(g), B2, B8	Submitted at LP consultation in 2019  HEDNA 2020: higher value sector investment opportunities at the garden village will be supported by traditional units and flexible modern workspaces and offices. Focus away from strategic B8	N/A	Greenfield	Grade 3	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 Existing footpaths as they are too far out from the nearest 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 it 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 archaeological interest.	The site is surrounded by agricultural lands. It is in close proximity to Morton Hall, an unregistered park that is also designated as a LWS.	Site is in the Sherwood Character area. And is grade 3 agricultural land.	Progression to Stage 4 through the Garden Village allocation which includes mix of land uses including employment
ELAA72  LAA 455	Upper Morton Grange (Upper Morton Site)	Morton	188	178	E(g), B2, B8	Proposed empty site. Submitted at LP consultation 2019  HEDNA 2020: higher value sector investment opportunities at the garden village will be supported by traditional units and flexible	N/A	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 Existing footpaths as they are too far out from the nearest 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 it is passed	There are no national or local heritage designations nearby.	The NE part of the site is of archaeological interest. The site is directly opposite Apleyhead Wood which is a LWS. This site also has some ancient woodland on it.	Site is in the Sherwood Character area. And is grade 3 agricultural land.	Progression to Stage 4 through the Garden Village allocation which includes mix of land uses including employment


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						modern workspaces and offices. Focus away from strategic B8								by a railway, there is no rail station at which employees could use either.				
ELAA73  LAA 456	Land north of Coalpit Lane	Elkesley	17.7	17.7	E(g), B2, B8	Proposed empty site. Submitted at LP consultation March 2019.  The landowner has confirmed that the site is available for new employment related uses.	N/A	Greenfield	Grade 3	FZ1		Detached from settlement	The site is now bisected by the A1 Jockey Lane junction improvement where it 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	The site adjoins the A1 and Coalpit Lane	No conservation concerns	There are no statutory international or national nature conservation designations within 500m of the site and no local designations within 100m of the site.	Gently sloping from south to north. Prominent views from the A1	Reasonable Alternative. Discounted. See Appendix B


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													required >5,000sq.m.					
ELAA74 LAA 468 LAA 469 LAA 535	Blyth Road, Workshop, including:  Carlton Forest  Carlton Forest Sandpit	Workshop	33.8	13.4, 10.6 and 7.8	E(g), B2, B8	Existing empty site and proposed extension.  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    21/00867/RES   Reserved Matters Application for the Approval of Appearance, Landscaping, Layout and Scale to Erect Commercial Units Following Outline Application 15/01477/OUT	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.	LAA469 and LAA468 Carlton Forest: 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.  LAA535 Carlton Forest Sandpit: The Highway Authority has strong reservations with respect the suitability of this site for further development. Whilst the site has previously received consent for 3,125sq.m of employment uses, the quarrying activity that was ongoing at the time and the associated lorry movements were expected to finish prior to the commencement of the proposed development and the site access arrangement were to be improved. However, the site access	Services, facilities and homes are not accessible by cycle or by Existing footpaths as they are too far out from the nearest facilities in Thievesdale and Workshop. 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 opposite the Eastern site boundary.	LWS called Carlton Forest Sandpits border the site on the NW site boundary. The site is also in close proximity to ancient woodland on both Western and Eastern sides. There is also a morsel of land that is archaeological interest.	Site is in the Sherwood Character area. And is grade 3 agricultural land.	Reasonable Alternative. Discounted. See Appendix B



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							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						<p>arrangements would remain substandard due to the available width from Blyth Road along the existing driveway. Blyth Road lacks footways, segregated cycling facilities, and lacks street lighting at a point where the speed-limited is derestricted (60mph).</p> <p>For the Highway Authority to be able to support such a proposal, a Transport Assessment would be required that demonstrates that safe and suitable access arrangements can be provided from Blyth Road and that appropriate pedestrian and cycling links can be provided to the main Worksop conurbation and to high quality public transport. It would be most appropriate for the site to be integrated with Draft Bassetlaw Local Plan allocation reference EES07 and or HS1 and EM005, and for the site to share associated infrastructure so the site does not become an isolated enclave that would likely encourage movement by private car.</p>						

Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/ topography	Status of the site through the Site Selection Methodology 
ELAA75  LAA 228	Station Street	Misterton	2.54	2.54	N/A	Agricultural land	N/A	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 Existing 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 environmental concerns	Not relevant	Discounted by EDNA conclusions and locational constraints
ELAA76	Infield Lane	North Leverton	1.49	0  No vacant land available	N/A	Existing empty site  PP for B1, B2, B8 granted Feb 2018	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  Granted Feb 2018	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 to allow for heavier flow of traffic.	Services, facilities and homes are easily accessible by cycle or by Existing 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 environmental concerns	Not relevant	Discounted by EDNA conclusions and locational constraints

Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/topography	Status of the site through the Site Selection Methodology 
ELAA77	JG Pears	Low Marnham	8.06	No Land available	E(g), B2	Existing empty site Fully operational	30/11/00005 - Biomass fuelled combined heat and power plant, auxiliary boilers, product silos, new offices, revised trailer and car parking, associated facilities (including turbine hall, condensers and 50m chimney) and internal circulation roads  20/00817/FULPP Granted for Erection of 3 Modular Buildings	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	Fully operational	Fully operational	Existing Site protected through the Local Plan
ELAA78  LAA 527  (Forms part of LAA 368)	South of Markham Moor	West Markham	13.82	13.8	E(g), B2, B8	Proposed Empty site. Currently agricultural  Forms part of LAA 368 Site assessed in EDNA:  This is a parcel of agricultural land, with good access to the A1 and the strategic road network. It is considered that the site is in a commercially attractive location and could support future development for employment uses. However, it	N/A	Greenfield	Grade 3	FZ1	N/A	EDNA findings: The surrounding area is predominantly rural in nature, with residential units to the east and west, and a range of small commercial uses to the north.  The site comprises a large parcel of flat agricultural land, and it is considered that it is a potentially attractive location for development for B2 or B8 uses. However, the site is located further away from the District's	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	The site has good access from the A1	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. BDC Conservation has indicated that a reduction in the size of the site would still not be supported due to the likely adverse impact on heritage assets.	No constraints identified	The landscape is open in character. Whilst small scale, red brick buildings are located adjoining the roundabout and A1 (Travelodge Hotel, Services, residential buildings etc), there are no large industrial buildings. A large timber barn and small scale metal units adjoin the roundabout to the south.	Reasonable Alternative. Discounted. See Appendix B

Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/ topography	Status of the site through the Site Selection Methodology 
						is further from the existing labour supply than other sites along the A1						larger settlements and as such is less accessible to the existing labour supply	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.					
ELAA78  LAA 528  (Form s part of LAA 368)	South of Markham Moor	West Markham	6.85	6.85	E(g), B2, B8	Proposed Empt site. Currently agricultural  Forms part of LAA 368 Site assessed in EDNA:  This is a parcel of agricultural land, with good access to the A1 and the strategic road network. It is considered that the site is in a commercially attractive location and could support future development for employment uses. However, it is further from the existing labour supply than other sites along the A1	N/A	Greenfield	Grade 3	FZ1	N/A	EDNA findings: The surrounding area is predominantly rural in nature, with residential units to the east and west, and a range of small commercial uses to the north.  The site comprises a large parcel of flat agricultural land, and it is considered that it is a potentially attractive location for development for B2 or B8 uses. However, the site is located further away from the District's larger settlements and as such is less accessible to the existing labour supply	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,	The site has good access from the A1	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.  BDC Conservation has indicated that a reduction in the size of the site would still not be supported due to the likely adverse impact on heritage assets.	No constraints identified	The landscape is open in character. Whilst small scale, red brick buildings are located adjoining the roundabout and A1 (Travelodge Hotel, Services, residential buildings etc), there are no large industrial buildings. A large timber barn and small scale metal units adjoin the roundabout the the south.	Reasonable Alternative. Discounted. See Appendix B

Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/ topography	Status of the site through the Site Selection Methodology <span>RAGE</span>
													a Transport Assessment and Travel Plan will be required >5,000sq.m.					
ELAA79  LAA 473	Cottam Power Station	Cottam	335	Approx. 100 Ha	B2, B8	The site formerly operated as a power station. It provided large scale employment to the local area.	N/A	Brownfield	N/A	FZ3	The areas where Pulverised Fuel Ash (PFA) had been deposited, the North and South Lagoons, were unlikely to be suitable or stable for development. These sites are also subject to restoration and aftercare conditions as agreed and monitored by the County Council as the Waste Planning Authority and so any allocation or planned development would need to consider these.	Approximately 1Km from Rampton village and 2 Km from Treswell village	The best route to/from the site (Outgang Lane, Cottam Road, Rampton Road, Laneham Road, A57) is predicted to experience a relatively small increase in traffic. It is difficult to see how the rest could be effectively dealt with through the villages without bypassing them due to land constraints. There are also likely to be a number of junctions requiring improvement. That would be prohibitively expensive requiring land and would do nothing to improve the site's sustainability credentials. A comprehensive Transport Assessment and Travel Plan would be required if the site is taken forward. All proposals must be agreed with the Local Highways Authority	Poor access to services and facilities.	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.  High potential for unjustifiable loss in the area of the Scheduled Monument. Remaining area has a relatively low potential for total or partial loss of as yet unknown archaeological remains.	This site contains a small portion of a Local Wildlife Site (Cottam Wetlands). This area would not be suitable for development.	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.	Discounted due to identified constraints on site such as its location, flood risk and accessibility.
ELAA80  LAA 432	Gamston Airport	Gamston	175.2  Bunker's Hill to south is 11.46	175.2  Bunker's Hill to south is 11.46	E(g), B2, B8	Airport with employment uses on site	Granted pp 25/10/2021  20/01518/FUL   Change Of Use Of Hangars 6-11 For Use As A New Safety & Assurance Centre For Connected & Automated Mobility Solutions Including Vehicle Testing Facility,	Brownfield	Part Grade 3	FZ1	N/A	Gamston is located 500 metres from the airfield	A TA may reveal a greater traffic impact at the Moorgate, Arlington Way, London Road junction complex without a reasonable/affordable prospect of mitigation should the Ordsall site make it into the plan.	The site has poor access to services and facilities.	No Heritage Conservation concerns Archaeological impacts - no site specific information provided, however there is potential for total or partial loss of as yet unknown archaeological remains. - 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.	There are two Local Wildlife Sites that are adjacent to Gamston Airfield: Gamston Airport Scrub and Grassland (LWS 5/358) and Brick Yard Road Ponds (LWS 5/1239). If a full application were to be submitted, it would be expected that the submitted documents to demonstrate how the nature conservation value of the LWS would be maintained during and post-construction.	The site is elevated above the A1 to the north. It is a relatively flat site, screened by mature hedegrows to all sides.	Reasonable Alternative. Discounted. See Appendix B



Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/topography	Status ofthe site through the Site Slection Methodology <div><div></div><div></div><div></div></div>	
							Workshop And Vehicle Storage, Continued Use Of The Existing Tower Building As B1 Office Space, Use Of The Runway For External Vehicle Testing (Alongside The Existing Aviation Use), Resurfacing And Extension Of The Existing Perimeter Road To Form A Continuous Test Track Loop And Associated Hardstanding And Construction Works, Erect Winch Room and Screened External Plan Enclosure						<p>A link road through the site between the B6387 Ollerton Road and the C45 Ollerton Road/Brick Yard Lane would provide an alternative route between Ordsall and Ollerton to help reduce the impact on Goosemoor bridge and through Eaton. However, I would be concerned with respect the likely increase in traffic through Gamston village. The link road should perhaps extend to the A638 Great North Road so Goosemoor Bridge, Eaton, Gamston, and Old Ordsall Village could be avoided. This would mean crossing the River Idle, but may also alleviate some concerns with respect traffic to and from the south associated with the proposed Ordsall allocation.</p> <p>The A1 Twyford Bridge junction would likely require improvement similar to that identified through the Bevercotes Colliery application.</p> <p>Lorry routing would need to be considered particularly through Gamston, Ordsall, and Ollerton and the implications of banding lorries</p>						

Site Ref	Site Address	Settlement	Size (ha)	Developable area	Capacity	Planning Status inc NP/ELR	Planning application reference	GF/BF	ALC	Flood Zone	MSA	Relationship with nearest settlement	Highways impact (Red=Responses)	Accessibility	Heritage (Red=Responses)	Natural Environment	Landscape/character/ topography	Status of the site through the Site Selection Methodology <span>RAGE</span>
													travelling through these locations.					
ELAA81 Bevercotes	Former Bevercotes Colliery	Bevercotes	73.1	TBC	E(g), B2, B8	PP for employment	09/05/00002 Redevelopment of site for storage and distribution use	Brownfield	N/A	The southern boundary is located in Floodzone 3	Former colliery site	Isolated location	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 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.	Isolated location	Potential for archaeology on site. Further assessments should be undertaken through the planning application process.	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.	This is a relatively flat site which is screened from the highway by dense woodland.  Without appropriate mitigation, development has the potential to result in the loss of the LWS. However, an Environmental Statement submitted with the planning application indicates: "The ES shows that all significant environmental mitigation can be designed and implemented through detailed mitigation schemes which are to be submitted to the Bassetlaw District Council (BDC)." At the time of approval of the planning application (May 2013), Natural England was satisfied that impact on biodiversity could be appropriately mitigated. It was subsequently approved by the Council.	Existing Site protected through the Local Plan

Assessment of Gypsy and Traveller Sites

LAA Ref	Site Address	Settlement	Site Area (ha)	Capacity (pitches)	Boundaries	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Proximity to services and facilities	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Take forward for consideration as a housing allocation or Traveller site?	Reasoned justification
LAA 522	Cleveland Hill	West Markham		Currently pp for 2 pitches	Edge of rural settlement	Gypsy site	Rural	No physical constraints identified	No environmental constraints identified	12/01628/COU pp allowed on appeal Feb 2014 Change Of Use Of Land To Use As A Residential Caravan Site For Two Gypsy Families Each With Two Caravans. Formation of Hardstanding Area and New Access	Edge of rural settlement. Reasonable access to services in Tuxford	Existing gypsy site.	PP for current use.	N/A	Existing gypsy site	Fully occupied	No additional land available for expansion.	Not taken forward	No additional land available for expansion.
LAA 523	Daneshill, Daneshill Road	Near Lound	0.75	Currently pp for 3 permanent pitches and 24 transit pitches	Woodland to all sides	Gypsy site	Rural	No constraint. Currently pp for 3 permanent pitches and 24 transit pitches	No environmental constraints identified	Existing gypsy site.  Planning policy for traveller sites (2015) Policy C indicates that, “When assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community.” The site has	Existing gypsy site. 2Km to nearest bus stop. 1.5KM to Lound	Existing gypsy site with vacant land for expansion for family members.	PP for current use.	N/A	The site is surrounded by woodland. Minimal impact on the landscape.	The site is available.  The site has capacity for new pitches.  Capacity 27 pitches. Currently 17 vacant pitches (at July 2021)	Potentially suitable for the expansion of an existing gypsy site.	Existing Gypsy and Traveller site	To meet the need for gypsy sites identified in the Bassetlaw Gypsy and Traveller Accommodation Assessment

LAA Ref	Site Address	Settlement	Site Area (ha)	Capacity (pitches)	Boundaries	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Proximity to services and facilities	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Take forward for consideration as a housing allocation or Traveller site?	Reasoned justification
										spare capacity within the existing boundary without the need to extend into the surrounding woodland.									
LAA 524	North of Hayton Smeath	Hayton Smeath		Currently pp for 1 pitch  Capacity for 17 pitches	TPO Trees on every boundary.	Gypsy site  14/01044/COU  17/00102/VOC	Rural	Should further development be permitted, the Highway Authority would expect this to include an improvement to the access such that it is capable of accommodating the largest vehicle combination likely to visit the site in both directions simultaneously with adequate visibility splays on to Smeath Road, and in a forward direction across the bend opposite the	TPO on boundary.	Existing gypsy site.  Planning policy for traveller sites (2015) Policy C indicates that, "When assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community."  The site has spare capacity within the existing boundary without the need to extend into the surrounding area.	1.6Km to a primary school. Approx. 1.9Km to a bus stop	Existing gypsy site with vacant land for expansion for family members.	Appropriate for existing family's accommodation needs	N/A	The site is enclosed and screened by trees. There are no heritage assets affected. Trees surrounding the site are subject to a TPO.	The site is available for expansion.	The site is potentially suitable for the existing family to expand to additional pitches.	Yes, taken forward	To meet the need for gypsy sites identified in the Bassetlaw Gypsy and Traveller Accommodation Assessment

LAA Ref	Site Address	Settlement	Site Area (ha)	Capacity (pitches)	Boundaries	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Proximity to services and facilities	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Take forward for consideration as a housing allocation or Traveller site?	Reasoned justification
								intended site access.											
LAA 525	Harehill Croft	Markham Moor		Pp for 4 pitches.	Hedgerow	Gypsy site	Rural/edge of settlement	No physical constraints identified	No environmental constraints identified.	Existing gypsy site	Edge of rural settlement. Limited access to services	No land available for additional pitches	Appropriate for existing family's accommodation needs	N/A	N/A	Not available for expansion	Not available	Existing Gypsy and Traveller site	Not available or deliverable
LAA 526	The Paddock, East Drayton	East Drayton	0.17	PP for 1 pitch. Capacity for an additional 3 pitches	Hedgerows	Gypsy site 19/00029/FUL 21/00488/CONR	Rural	The width of Long Lane is not suited to a material increase in traffic due to the lack of passing opportunities. The visibility splay at the site access to the northeast is also severely restricted by the road alignment and hedge boundary. It does not appear possible to improve the splay without	No environmental constraints identified.	Existing gypsy site.  Planning policy for traveller sites (2015) Policy C indicates that, "When assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community." The site has spare capacity within the existing boundary	800m to services in East Drayton	Potentially suitable as an extension to the existing traveller site.	Appropriate for existing family's accommodation needs	N/A	Intensification of the site could adversely impact on the landscape. This could potentially be addressed through the incorporation of soft landscaping. No heritage or nature conservation constraints identified.	Land available for expansion for existing family.	The site is potentially suitable for the existing family to expand to additional pitches.	Yes, taken Forward	To meet the need for gypsy sites identified in the Bassetlaw Gypsy and Traveller Accommodation Assessment



LAA Ref	Site Address	Settlement	Site Area (ha)	Capacity (pitches)	Boundaries	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Proximity to services and facilities	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Take forward for consideration as a housing allocation or Traveller site?	Reasoned justification
								land from beyond the proposed site boundary. For these reasons, the Highway Authority would be unable to support an intensification of use of this site.		without the need to extend into the surrounding area. As such, it should not affect nearby settlements.									
LAA 536	Land east of Treswell	Treswell	2.4	PP for 22 pitches. Space for 5 additional pitches	Hedgerows	Gypsy site	Rural	No physical constraints identified	The majority of the site is located within floodzone 2	Planning policy for traveller sites (2015) Policy C indicates that, "When assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community." The site has spare capacity within the existing boundary without the need to extend into the	Bus service in Treswell 600 metres. Treswell Village Hall approx. 1 Km	Suitability is dependent on the outcome of the Sequential and exceptions tests in relation to flood risk.	Appropriateness is dependent on the outcome of the Sequential and exceptions tests in relation to flood risk.	N/A	Existing gypsy site with capacity to expand within the site.	The site is available	Suitability is dependent on the outcome of the Sequential and exceptions tests in relation to flood risk.	Yes, taken forward	To meet the need for gypsy sites identified in the Bassetlaw Gypsy and Traveller Accommodation Assessment

LAA Ref	Site Address	Settlement	Site Area (ha)	Capacity (pitches)	Boundaries	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Proximity to services and facilities	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Take forward for consideration as a housing allocation or Traveller site?	Reasoned justification
										surrounding area. The site is in Floodzone 2. Planning for Travellers Policy B indicates that traveller sites should not be located in areas of high flood risk. In accordance with the NPPF, a sequential test and exceptions test should be undertaken to determine if the site is suitable for expansion.									
LAA 540	Brough Lane	Elkersley	1.1	10 pitches	Countryside to all sides. 150 metres away from Elkersley		Countryside/rural	Brough Lane is a byway open to all traffic (Elkesley BOAT7). That is a highway over which the public have a right of way for vehicular and all other kinds of traffic but which is used by the public mainly for the purposes for which footpaths and	The site is situated in flood zone 1. The site is situated on an area designated as Source Protection Zone 3 and a Principal Aquifer, and care should be taken to avoid the potential for pollution of the groundwater resource. The development is situated near existing	If the site is required to meet the need for gypsy or traveller accommodation, it is likely to be policy compliant.	Good access to services and facilities in Elkersley	Potentially suitable. There are no significant physical or environmental constraints and there is a need for gypsy accommodation within Bassetlaw.	Considered appropriate for the proposed use (Gypsy site)	N/A	The site is well screened from Brough Lane and the surrounding area by trees. Cropmarks including trackways and boundaries to the north-west and south of the site. Medieval earthwork to the east including a probable hollow way and ridge and furrow. Nothing	The site is available	The site has good access to services and facilities in Elkersley. This includes a bus service, primary school, and open space. There are highway constraints which would need to be balanced against the need to meet the need for gypsy and traveller accommodation if there are	Take forward for further assessment through the SA.	See Appendix B

LAA Ref	Site Address	Settlement	Site Area (ha)	Capacity (pitches)	Boundaries	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Proximity to services and facilities	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Take forward for consideration as a housing allocation or Traveller site?	Reasoned justification
								<p>bridleways are used (i.e. walking, cycling or horse riding). The standard of Brough Lane is consistent with that designation as it lacks footways, is off insufficient width to allow two vehicles to pass, lacks passing space for vehicles, and has no street lighting. It is therefore not of an adequate standard to serve additional development that would generate vehicular traffic. In this case, that would likely include vehicles towing caravans.</p>	<p>mains foul sewers and should be connected to this existing mains sewers where it is shown to be feasible to.</p>						<p>recorded within the site boundary, however potential for surrounding activity to extend onto it. Recommend that any application is accompanied by a Heritage Impact Assessment to include the results of a desk-based assessment. Further field evaluation likely, but probably post-consent if granted.</p>		no other suitable sites available.		

LAA Ref	Site Address	Settlement	Site Area (ha)	Capacity (pitches)	Boundaries	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Proximity to services and facilities	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Take forward for consideration as a housing allocation or Traveller site?	Reasoned justification
LAA 541	Blyth Road, Blyth (within Styrrup & Oldcotes Parish, and Blyth Parish)	Blyth	0.46	4 pitches	Countryside to west and north, employment to south, residential to east	Agriculture	Rural/ edge of village	There would be no objection in principle to the site being authorised for 4 pitches. Access would need to be improved to be of sufficient width to allow the largest vehicles likely to visit the site to pass at the junction with Blyth Road, it would need to be demonstrated that adequate visibility splays can be achieved onto Blyth Road commensurate with the passing speed of traffic, and the footway from Symmetry Park would require extending a short distance northwards	The site is situated in flood zone 1. The site is situated on an area designated as Source Protection Zone 3 and a Principal Aquifer, and care should be taken to avoid the potential for pollution of the groundwater resource. Connection to existing mains sewers is expected where it is shown to be feasible to.	Potential for policy compliance if highway constraints can be satisfactorily addressed.	Reasonable access to services and facilities in Blyth	Potentially suitable subject to development meeting infrastructure requirements	The site adjoins a settlement, so is considered appropriate	Greenfield	Multiphase, Bronze Age, Iron Age and Roman archaeology recording in the field to the south during excavation work. Roman enclosure recorded during a recent excavation on a site to the north on the other side of Blyth Road. High potential for activity to extend onto the proposed site. Recommend that any application is accompanied by a Heritage Impact Assessment to include the results of a trial trench evaluation (looks too small for useful geophysics) so that a post consent	Available	The site is potentially suitable.	Yes, taken forward	See Appendix B

LAA Ref	Site Address	Settlement	Site Area (ha)	Capacity (pitches)	Boundaries	Current Land Use	Area Character	Physical Constraints	Environmental constraints	Policy compliant (national and local)?	Proximity to services and facilities	Assessment of suitability	Appropriateness and market attractiveness	Contribution to regeneration priorities	Potential impact on landscape, heritage and nature conservation	Availability	Conclusion	Take forward for consideration as a housing allocation or Traveller site?	Reasoned justification
								to provide pedestrian access into the southern corner of the site (approximately 20m). All local services are to the south, east of Blyth Road.							mitigation strategy can be agreed and implemented if necessary and if permission is granted.				
	Cheapside	Workshop	0.14	PP for 5 pitches  No vacant land for additional pitches	Residential to three sides, church to one side	Gypsy site	Residential	No physical constraints identified	No environmental constraints identified	The site has planning consent for its current use 02/07/00466 – Retain change of use for 5 caravans	Within Workshop development boundary. Good access to services and facilities	Existing gypsy site. No additional land available for expansion.	In use	N/A	<u>Urban setting</u>	Not available for additional pitches, only available for family use. No vacant pitches at July 2021	Not available	At capacity. No additional land available	Not available for expansion
LAA 534	Stubbing Lane	Workshop	1.3	28 established pitches  3 pitches occupied. 25 vacant pitches	Residential to all sides	Gypsy site	Residential	No significant physical constraints	No significant environmental constraints identified	The site has been in use as a gypsy site for many years (over 15 years)	Close proximity to Workshop town centre	Existing gypsy site. No additional land available for expansion.	In use	N/A	<u>Urban setting</u>	Not available for additional pitches, only available for family use. 3 occupied and 25 vacant pitches at July 2021	Not available	At capacity. No additional land available	Not available for expansion



## 10 Appendix B: All Reasonable Alternatives 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
<b>Housing</b>					
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.
LAA540/ GT006	Land at Elkesley	Elkesley	The SA finds that, in terms of its sustainability credentials, there are no significant constraints to the allocation of the site for gypsy accommodation.	Yes	The site has good access to services and facilities in Elkesley, including a primary school, open space, and a bus service. It is capable of providing 9 permanent pitches and will help to address the accommodation needs identified in the Gypsy and Traveller Accommodation Needs Assessment (2019). Access is taken from a single carriageway, but visibility appears acceptable. On balance, it is considered the site should be taken forward as a proposed allocation for gypsy accommodation.
LAA541/ GT005	Land at North Blyth	Blyth	The SA finds that, in terms of its sustainability credentials, there are no significant constraints to the allocation of the site for gypsy accommodation.	Yes	The site has been taken forward as a site allocation for gypsy accommodation. It has good access to a bus service (on Bawtry Road) and reasonable access to other services and facilities, including employment. It is capable of providing 4 permanent pitches and will help to address the accommodation needs identified in the Gypsy and Traveller Accommodation Needs Assessment (2019).
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. Part of the site is within floodzone 2.
LAA012, LAA022, LAA539	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	The majority of the site has been granted planning permission for housing. The Council is not proposing to	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

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
			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.	allocate the smaller parcel of land to the east.	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.
LAA097	Grove Road	Retford	The SA finds that, in terms of its sustainability credentials, the site scores a minor positive for housing as it will deliver 15 dwellings. It scores a minor positive for Health and Wellbeing and Transport as it has good access to a range of services and public transport. As a greenfield site it scores a minor negative for land use and soils. It also scores a minor negative for heritage due to the impact it could have on the setting of Montagu House. In addition, The Hardmoors and Montagu Cottage are regarded as positive buildings within the Conservation Area. There is also potential for archaeology on the site. A major negative is scored for water as the site is within SPZ 3.	No	The site has not been selected to be taken forward as an allocation because there are other, more suitable, sites available. For the site to be considered suitable for allocation, it would need to be demonstrated that development would not adversely harm nearby heritage assets. There are also highway constraints which would need to be addressed. A suitable access would need to be demonstrated.
LAA034, LAA165, LAA539	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 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.	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 highway. It has not been demonstrated how any potential harm to heritage assets could be addressed or access constraints can be mitigated and this creates uncertainty regarding the deliverability of development.
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	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

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
			townscape. Additionally, minor negative effects were identified in relation to biodiversity and transport.		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, LAA246, LAA247, and part of LAA508	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 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.	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 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



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
					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	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	Former 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).

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
LAA458,LAA462, LAA469	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 (2021) identifies a need for the development to provide contributions to the improvement of Blyth Road/ Kilton RHill 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.
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.
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	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

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
			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).		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.
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.
LAA246, LAA247 and LAA067	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	Part of this site is being taken forward (LAA246 and LAA247). However, LAA067 is not being taken forward as an allocation as there are other, more suitable, sites which can meet the housing needs of Retford. The Site Allocations Landscape Study (2019) finds that, in landscape terms, development of the whole site, including the southern fields would extend into open countryside and detract from the quality and character of the area. A partial development (LAA246 and LAA 247) connected to the existing housing to the north and including planting/ landscaping to the south alongside the footpath/track could be accommodated without an unacceptably adverse impact on the wider area.
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)



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					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.
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.
LAA365	Land to the north of Gateford Toll Bar and east of A57	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 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 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 Bassetlaw Plan. Peaks Hill Farm also provides more opportunities to deliver infrastructure (highways improvements and new services and facilities).
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 <sup>1</sup>	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	Due to this site being located within the Worksop Central DPD area, it is being considered as a mixed use allocation through that document and not the Local Plan.
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	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.

<sup>1</sup> Note that this site is also being considered through the Worksop DPD as sites DPD003 and DPD004

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
			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.		
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, LAA123	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. There are other, more suitable sites available. Highway constraints would need to be resolved prior to the site being considered suitable for allocation.</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>
LAA089	Land North of Bevercotes Lane	Tuxford	The site scores a minor positive for housing (capacity 21 dwellings), economy (within 800m of a major employment site, and Regeneration and Social Inclusion (being within 800m of a primary school, a GP surgery, a post office and the Local Centre). It scores a major positive for Health and Wellbeing due to good access to a range of services and facilities, including open space. The site is within 400m of a bus stop and scores a minor positive for Transport. A major negative is scored for Land Use and Soils due to the site being greenfield land. A major negative is also scored for heritage as BDC Conservation has indicated that part of the site (to the north) is considered unsuitable due to the impact it would have on heritage assets.	No	The Council is not proposing to take the site forward as an allocation in the Local Plan. There are other, more suitable sites available.
LAA476A	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</p>

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					<p>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.</p> <p>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.</p>
NP05, LAA477	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. There are other, more suitable sites available. Highway constraints would need to be resolved prior to the site being considered suitable for allocation. 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 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.</p>
NP06, LAA478	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. There are other, more suitable sites available. Highway constraints would need to be resolved prior to the site being considered suitable for allocation. 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>
NP09, LAA038	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	No	<p>The Council is not proposing to take the site forward as an allocation in the Local Plan. There are other, more suitable sites available. Highway constraints would need to be resolved prior to the site being considered suitable for allocation.</p>



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			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 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.
NP11, LAA087	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	The Council is not proposing to take the site forward as an allocation in the Local Plan. There are other, more suitable sites available. Highway constraints would need to be resolved prior to the site being considered suitable for allocation.  No heritage assets would be affected by the allocation of this site. Therefore, Conservation has no concerns. 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. 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
NP16, LAA202	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	The Council is not proposing to take the site forward as an allocation in the Local Plan. There are other, more suitable sites available. Development is likely to result in the loss of heritage assets (archaeology). Entire site contains medieval ridge and furrow earthworks 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. Archaeology Officer would likely recommend refusal of an application subject to the results of Detailed earthwork survey.  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)

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					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.
NP17, LAA158	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. There are other, more suitable sites available.</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. There is potential for the site to support wildlife due to the number of trees on site. A tree survey and ecology assessment would be required to demonstrate that the site is suitable.</p>
<b>New Settlements</b>					
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	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. Although initially submitted as a site for a new settlement, land ownership has changed and the site is now being promoted for zero carbon energy generation due to its grid connectivity. Therefore, the site is being considered as a suitable location for zero carbon energy generation through Policy ST51.
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. 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	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 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



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			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).		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 shadow 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 and interim mitigation strategy 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 for a new settlement. 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 developer interest from regeneration specialists.
<b>Employment</b>					
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	Yes	The site (LAA454) has planning permission for housing and employment. LAA133 and LAA134 have good access to

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
			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).		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.
HB001/LAA538 (note this site is for town centre uses)	Harworth and Bircotes Town Centre extension, Scrooby Road	Harworth and Bircotes	The site has good access to services, including public transport. It scores a minor positive for Health and Wellbeing, Regeneration and Social Inclusion, and Transport. This is a greenfield site , as such a significant negative effect is likely for Land Use and Soils. It is within SPZ 3 and scores a significant negative for water. The Council's heritage officer confirmed that there are no above-ground heritage constraints. The Council's archaeology officer noted that this site lies close to areas of cropmarks relating to pre-historic and Romano-British settlement and agricultural activity, however, the officer considered that archaeological potential is low to moderate. A minor negative is likely for Heritage. The condition of the landscape is deemed 'very poor' and it received a sensitivity score of 'low'. As such, a minor positive effect is likely.	Yes	The site has been taken forward as an allocation for Main Town Centre uses. It provides an opportunity to extend and enhance the town centre offer of Harworth and Bircotes, is highly accessible, by being well located on the edge of the town centre.
LAA091	Bawtry Road,	Harworth and Bircotes	The site scores a major negative for biodiversity due to a small portion of the north east being within 100m of Ancient Woodland. A major positive is likely for economy and skills as it could provide 33.5Ha of land for employment. A minor positive is scored for Health and Wellbeing as it has reasonable access to open space and other services. It has poor access to public transport so scores a minor negative for Transport. As a greenfield site it scores a major negative for Land Use and Soils. It also scores a major negative for water being situated within Source Protection Zone 3. The Council's archaeology officer noted that there are extensive crop marks around the site and that there is a potential for late Iron Age/Romano-British activity in the surrounding area to extend onto the site. The archaeology officer noted that the site will need to be subject to archaeological investigation prior to development. The Council's heritage officer recommended that Doncaster MBC are consulted given the site fronts one of the main approaches into the Bawtry Conservation Area. The site scores a minor negative for Heritage.	No	The site has not been taken forward as an employment allocation because there are other, more suitable sites available with planning permission which can meet the general employment need of Bassetlaw District.
LAA320	Snape Lane	Harworth and Bircotes	The site scores a significant negative for biodiversity. The site is within 100m of a Local Wildlife Site (Coronation Clump Sandpit) and a Regionally Important Geological Site (Serlby Quarry. It scores a significant positive for economy and skills as it can provide 41.3 hectares of employment land. As a greenfield site within SPZ 3, it score a significant negative for land use and soils and water. As a minerals safeguarded area it scores a significant negative for Resource Use and Waste. In terms of Heritage, The Council's heritage officer noted that the site highly contributes to the rural setting of all 3 heritage assets mentioned and, therefore, raised concern that development on this site would fail to preserve that rural and open countryside setting. There are also archaeological remains across the site which would need investigation .	No	The site has not been taken forward as an employment allocation because there are other, more suitable sites available with planning permission which can meet the general employment need of Bassetlaw District. Development is considered harmful to designated heritage assets. From a Planning perspective, there are other sites available within Bassetlaw which can meet the identified employment need. As such, it is considered that the benefits can be delivered elsewhere in the district without causing harm to the setting of the heritage assets identified.
LAA527	South of Markham Moor pt 2	West Markham	A portion of this assessment site is located within a 5km buffer around the Sherwood Forest ppSPA. As such, a minor negative effect is likely. This site could provide 15.9ha of employment land. As such, a significant positive effect is likely. The site has reasonable access to services, including	No	The site has not been taken forward as an employment allocation because there are other, more suitable sites available with planning permission which can meet the general employment need of Bassetlaw District.

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			public transport. It scores a minor positive for Health and Wellbeing and Transport. This is a greenfield site, and is situated on Grade 2 and 3 agricultural land. As such a significant negative effect is likely. It is within SPZ 3 and scores a significant negative for water. This site is within a Mineral Safeguarding Area (Sneinton Gunthorpe Clay). As such, a significant negative effect is likely. The site is located in the setting of various designated heritage assets and archaeological assessment would be required. As such, a significant negative effect is scored for Heritage. The condition of the landscape is deemed 'very good' and it received a sensitivity score of 'moderate'. As such, a minor negative effect is likely for Landscape.		Development is considered harmful to designated heritage assets, primarily the scheduled monument at West Markham, the Grade I listed All Saint's Church, West Markham and the Grade I listed All Saint's Church/Mausoleum at Milton. Harm shall result from the proximity and scale of the site, the likely scale of built development and the impact of views towards, from, and between the designated heritage assets. The proposals are not considered to preserve those elements of the setting that make a positive contribution. The lack of full details at this stage does not allow for a true assessment of the level of harm to be able to state whether the harm would be substantial or less than substantial in NPPF terms, nonetheless, in considering any public benefits that could be delivered, it is unlikely that there would be any heritage benefits. The local planning authority, when considering benefits in the context of sustainable development[1] would need to consider whether the benefits delivered at this site could be delivered elsewhere, i.e. the benefits in this case are unlikely to be site specific. In addition, sustainable development does include an environmental role, as stated in NPPF paragraph 8. The Government's view of sustainable development includes protecting and enhancing our natural, built and historic environment. The proposals are therefore unlikely to comply with this aim of sustainable development. In coming to this view section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Bassetlaw Core Strategy and Development Management Policies DPD policy DM8 and policies contained in section 16 of the NPPF. From a Planning perspective, there are other sites available within Bassetlaw which can meet the identified employment need. As such, it is considered that the benefits can be delivered elsewhere in the district without causing harm to the setting of the heritage assets identified.
LAA528	South of Markham Moor pt 3	West Markham	A portion of this assessment site is located within a 5km buffer around the Sherwood Forest ppSPA. As such, a minor negative effect is likely. This site could provide 15.9ha of employment land. As such, a significant positive effect is likely. The site has reasonable access to services, including public transport. It scores a minor positive for Health and Wellbeing and Transport. This is a greenfield site, and is situated on Grade 2 and 3 agricultural land. As such a significant negative effect is likely. It is within SPZ 3 and scores a significant negative for water. This site is within a Mineral Safeguarding Area (Sneinton Gunthorpe Clay). As such, a significant negative effect is likely. The site is located in the setting of various designated heritage assets and archaeological assessment would be required. As such, a significant negative effect is scored for Heritage. The condition of the landscape is deemed 'very good' and it received a sensitivity score of 'moderate'. As such, a minor negative effect is likely for Landscape.	No	The site has not been taken forward as an employment allocation because there are other, more suitable sites available with planning permission which can meet the general employment need of Bassetlaw District. Development is considered harmful to designated heritage assets, primarily the scheduled monument at West Markham, the Grade I listed All Saint's Church, West Markham and the Grade I listed All Saint's Church/Mausoleum at Milton. Harm shall result from the proximity and scale of the site, the likely scale of built development and the impact of views towards, from, and between the designated heritage assets. The proposals are not considered to preserve those elements of the setting that make a positive contribution. The lack of full details at this stage does not allow for a true assessment of the level of harm to be able to state whether the harm would be substantial or less than substantial in NPPF terms, nonetheless, in considering any public benefits that could be delivered, it is unlikely that there would be any heritage benefits. The local planning authority, when considering benefits in the context of sustainable development[1] would need to consider whether the benefits delivered at this site could be delivered elsewhere, i.e. the benefits in this case are unlikely to be site specific. In addition, sustainable development does include an environmental role, as stated in NPPF paragraph 8. The Government's view of sustainable development includes protecting and enhancing our natural, built and historic environment. The proposals are therefore unlikely to comply with this aim of sustainable development. In coming to this view section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Bassetlaw Core



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					Strategy and Development Management Policies DPD policy DM8 and policies contained in section 16 of the NPPF. From a Planning perspective, there are other sites available within Bassetlaw which can meet the identified employment need. As such, it is considered that the benefits can be delivered elsewhere in the district without causing harm to the setting of the heritage assets identified.
LAA532	Land North of Plumtree	Harworth and Bircotes	The northern edge of the site is within 100m of Ancient Woodland. As such, a significant negative effect is likely. This site could provide 5.5ha of employment land. As such, a significant positive effect is likely. It has reasonable access to a range of services and facilities, including public transport. As such, it scores a minor positive for Health and Wellbeing and Transport. As a greenfield site within SPZ 3 it scores a significant negative for Land Use and Soils and Water. This site is in the setting of non-designated assets, both Plumtree Lodge and Plumtree Farm. The Council's heritage officer noted that future development should not physically affect these heritage assets. It scores a minor negative for Heritage. The condition of the landscape is deemed 'very poor' and it scores a minor positive for Landscape.	No	The site has not been taken forward as an employment allocation because there are other, more suitable sites available with planning permission which can meet the general employment need of Bassetlaw District. Whilst this greenfield site provides an opportunity to expand Plumtree Farm Industrial Estate there is considerable development underway at the more established employment area to the south east of Harworth. Therefore it is not considered that either of these sites should be allocated for employment uses at the present time.
LAA535	Carlton Forest Quarry	Worksop	The site coincides with a Regionally Important Geological Site (Carlton Forest Quarry). This assessment site is located entirely within a 5km buffer around the Sherwood Forest ppSPA. As such, a significant negative effect is likely for biodiversity. This site could provide 7.8ha of employment land. As such, a significant positive effect is likely. It has reasonable access to a range of services and facilities, including public transport. As such, it scores a minor positive for Health and Wellbeing and Transport. As a greenfield site within SPZ 3 it scores a significant negative for Land Use and Soils and Water. This site is within a Minerals Safeguarding Area. As such, a significant negative effect is likely. The Council's heritage officer notes that there is only one nearby heritage asset at Carton Forest Farm, a non-designated heritage asset. However, it is on the opposite side of the Blyth Road and is a considerable distance from the two quarried areas. As such, no concerns with the principle of development were noted. There is potential for archaeological remains which would need further investigation. As such, a minor negative effect is likely in relation to archaeology, and a negligible effect in relation to heritage. The condition of the landscape is deemed 'very poor' and it scores a minor positive for Landscape.	No	The site has not been taken forward as an employment allocation because there are other, more suitable sites available with planning permission which can meet the general employment need of Bassetlaw District. The Highway Authority has strong reservations with respect the suitability of this site for further development. Whilst the site has previously received consent for 3,125sq.m of employment uses, the quarrying activity that was ongoing at the time and the associated lorry movements were expected to finish prior to the commencement of the proposed development and the site access arrangement were to be improved. However, the site access arrangements would remain substandard due to the available width from Blyth Road along the existing driveway. Blyth Road lacks footways, segregated cycling facilities, and lacks street lighting at a point where the speed-limited is derestricted (60mph). For the Highway Authority to be able to support such a proposal, a Transport Assessment would be required that demonstrates that safe and suitable access arrangements can be provided from Blyth Road and that appropriate pedestrian and cycling links can be provided to the main Worksop conurbation and to high quality public transport. It would be most appropriate for the site to be integrated with Draft Bassetlaw Local Plan allocation reference EES07 and or HS1 and EM005, and for the site to share associated infrastructure so the site does not become an isolated enclave that would likely encourage movement by private car.
LAA537	South of Gamston Airport	Gamston	This site could provide 3.8ha of employment land. As such, a minor positive effect is likely. It has reasonable access to a range of services and facilities, including public transport. As such, it scores a minor positive for Health and Wellbeing and Transport. This is a brownfield site, as such a significant positive effect is likely. Being within SPZ3 it scores a significant negative for Water. The condition of the landscape is deemed 'moderate' and it received a sensitivity score of 'moderate'. As such, a minor negative effect is likely.	No	The site has not been taken forward as an employment allocation because there are other, more suitable sites available with planning permission which can meet the general employment need of Bassetlaw District. The site adjoins an established employment area, which is in mixed condition with vacancies which indicate that there may not be the demand for employment uses in this location.
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 has not been taken forward as an employment allocation because there are other, more suitable sites available with planning permission which can meet the general employment need of Bassetlaw District.

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			<p>Minor positive for health and wellbeing (creates new jobs).</p> <p>Significant negative for land and soil (loss of Grade 2 and 3 agricultural land).</p> <p>Significant negative for water (SPZ 3).</p> <p>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.</p>		<p>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, the Bassetlaw EDNA identifies it as having good accessibility but is poor in its relation to the local labour supply. 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.</p> <p>There are significant heritage constraints due to the site being within the setting of heritage assets. From a Planning perspective, there are other sites available within Bassetlaw which can meet the identified employment need. As such, it is considered that the benefits can be delivered elsewhere in the district without causing harm to the setting of the heritage assets identified.</p>
LAA338	Land off A57	Worksop	<p>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.</p> <p>Significant positive for employment.</p> <p>Significant negative for land and soils (loss of grade 3 agricultural land).</p> <p>Significant negative for water (SPZ3).</p> <p>Significant negative effect in relation to archaeology. Further desk base assessments required.</p> <p>Minor negative in relation to heritage.</p>	Yes	<p>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.</p> <p>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 land completion. 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 logistics formats can be provided, supporting a wide range of job opportunities for local people as well as education and training opportunities.</p>
LAA368	South of Markham Moor	West Markham	<p>Minor negative for biodiversity – within 5Km of Sherwood ppSPA.</p> <p>Significant positive for economy.</p> <p>Significant negative for land use/soils and water (loss of agricultural land and within SPZ3).</p> <p>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.</p> <p>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.</p>	No	<p>Although the site is located close to the A1 the Bassetlaw EDNA identifies it as having good accessibility but is poor in its relation to the local labour supply. 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. Development is also considered harmful to designated heritage assets, primarily the scheduled monument at West Markham, the Grade I listed All Saint's Church, West Markham and the Grade I listed All Saint's Church/Mausoleum at Milton. Harm shall result from the proximity and scale of the site, the likely scale of built development and the impact of views towards, from, and between the designated heritage assets. The proposals are not considered to preserve those elements of the setting that make a positive contribution. The lack of full details at this stage does not allow for a true assessment of the level of harm to be able to state whether the harm would be substantial or less than substantial in NPPF terms, nonetheless, in considering any public benefits that could be delivered, it is unlikely that there would be any heritage benefits. The local planning authority, when considering benefits in the context of</p>



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					sustainable development <sup>2</sup> would need to consider whether the benefits delivered at this site could be delivered elsewhere, i.e. the benefits in this case are unlikely to be site specific. In addition, sustainable development does include an environmental role, as stated in NPPF paragraph 8. The Government's view of sustainable development includes protecting and enhancing our natural, built and historic environment. The proposals are therefore unlikely to comply with this aim of sustainable development. In coming to this view section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Bassetlaw Core Strategy and Development Management Policies DPD policy DM8 and policies contained in section 16 of the NPPF. From a Planning perspective, there are other sites available within Bassetlaw which can meet the identified employment need. As such, it is considered that the benefits can be delivered elsewhere in the district without causing harm to the setting of the heritage assets identified.
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.	No	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 generating uses on the site because of its grid connectivity. This accords with the Government's aim of reducing carbon emissions by 2050, and with the Local Plan objectives of tackling climate change and promoting a low carbon economy. The site promoter's plans promote a zero energy led scheme meaning the site is no longer considered available for a general employment site. The site remains a preferred site for renewable energy generation through Policy ST51.
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 baseStrategic Employment Land Assessment 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	Coalpit Lane	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 has not been taken forward for employment. The sitelt is located adjacent to the A1 and just to the west 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.

<sup>2</sup> See definition of Public Benefit in the id18a of the NPPG.

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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.

