PEEL ENVIRONMENTAL MANAGEMENT UK LTD
BILSTHORPE WASTE LIMITED

PROPOSED DEVELOPMENT OF BILSTHORPE ENERGY CENTRE ON LAND AT BILSTHORPE BUSINESS PARK, BILSTHORPE, NOTTINGHAMSHIRE

ALTERNATIVE SITE ASSESSMENT

November 2013

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1.0 INTRODUCTION

1.1 Peel Environmental Management (UK) Ltd. (PEMUKL) and Bilsthorpe Waste Ltd. (BWL) have commissioned AXIS to undertake an Alternative Site Assessment (ASA) to support a planning application for the development of an Energy Centre, on land at Bilsthorpe Business Park, Eakring Road, Bilsthorpe, Nottinghamshire.

1.2 The object of the ASA is not to prove that any specific site is the very best for the proposed development, but that the site ultimately selected is acceptable for the proposed development taking into account a range of relevant policy, environmental and technical criteria and other potential sites, both evaluated through a structured and consistent process and thus represents one of the most 'sustainable' sites.

1.3 Following on from this introduction, the ASA is divided into a number of sections. Section 2.0 sets out the key variables and briefly summarises the ASA Methodology (set out in full in Appendix A). Sections 3.0 to 5.0 set out the results of the three stage assessment process. Finally, Section 6.0 provides a summary of the findings and draws a number of conclusions.

2.0 KEY ASA VARIABLES AND METHODOLOGY

2.1 Introduction

2.1.1 There are several key variables that need to be fixed in advance of any ASA being undertaken. These relate to the area of search and the minimum site size threshold that is necessary to deliver the proposed development. This section sets out how each of the key variables were established for this ASA.

2.2 Key Variables

Area of Search

2.2.1 Given that the proposed development would primarily serve Nottinghamshire, but may accept waste from neighbouring authorities, sites have only been identified within Nottinghamshire within a ~15 km / 10 mile radius of the centres of Nottingham and Mansfield. This would ensure that the proposed development would be proximate to the major sources of waste arisings within the County and generally consistent with the identified broad locations for larger scale waste treatment facilities within the emerging Nottinghamshire and Nottingham Waste Core Strategy Policy WCS3. Sites may also be considered if immediately adjacent to the area of search and well located on a strategic highway link.

Site Size

2.2.2 Peel have put forward numerous proposals for energy recovery facilities throughout the UK using a variety of technology providers. The proposed development (an integrated Materials Recovery Facility and Gasification Facility with a circa 117,000 tonnes per annum (tpa) capacity) requires a minimum site size of 4.0 hectares. This is based upon the minimum size possible to accommodate the development and to be robust has been based upon the assumption that surface water from the proposed development would be attenuated in underground tanks (located under buildings) rather than an above ground attenuation feature. In reality depending upon ground conditions at a

particular site, such a solution may not be feasible and ultimately a larger site may be required.

2.3 Methodology

2.3.1 The methodology that has been developed and adopted for this ASA is provided in full within Appendix A. As set out in the methodology, the ASA has been undertaken in three stages comprising:

- Stage One – Site Identification and Short Listing;
- Stage Two – Evaluation and Categorisation; and
- Stage Three – Commercial Availability and Final Evaluation.

2.3.2 Sites would be identified in the order set out below (i.e. Land Use A sites before Land Use B, and Land Use B before Land Use C etc.). This would ensure, in accordance with emerging Nottinghamshire and Nottingham Waste Core Strategy Policy WCS6 and the sequential approach that the most appropriate sites are considered before those less suited for development. For the avoidance of doubt the Stage One process would only look to identify Land Use B sites if no Land Use A sites are identified. The land use categories comprise:

- Land Use A: Land already used / committed, consented or allocated for employment or a built waste management use;
- Land Use B: Colliery sites without any development allocation or consent, or are subject to a restoration condition;
- Land Use C: Land in the open countryside (i.e. previously developed land followed by greenfield land); and
- Land Use D: Land in the Green Belt (i.e. previously developed followed by greenfield land).

2.3.3 Sites have been identified as part of a desk-based assessment using the following methods:

- A review of the of the most up to date Development Plans (and associated proposals maps) to identify waste / employment allocations, existing employment sites, and other suitable / committed sites that could accommodate the proposed development. This involved reviewing extant

and emerging Development Plans (including monitoring and evidence base documents) for all of the planning authorities within the area of search;

- A review of planning permission(s) for colliery sites to determine whether they fall within Land Use A or B; and
- A review of aerial photography and Ordinance Survey (OS) mapping.

3.0 STAGE ONE: SITE IDENTIFICATION AND SHORT LISTING

3.1 Introduction

3.1.1 The Stage One assessment commenced with the identification of potential development sites which were then subject to a high-level assessment in accordance with the ASA methodology.

3.2 Long List of Sites

3.2.1 The Stage One 'long list' of potential sites is contained within Appendix B. This identifies the name and location of 483 sites that have been considered in the assessment. It should be noted that whilst the identification of the long list was initially undertaken in June / July 2013, the project team continued (using the methods identified within the methodology) to identify any additional sites through to the submission of this ASA.

3.2.2 Potential 'sites' that merely comprise a tract of 'virgin' greenfield land (i.e. a field or historic restored minerals and / or waste site) were not identified, because they are not true development sites and would be sequentially less preferable than practically all of the sites falling within the identified 'land use' categories.

3.2.3 In addition, it should also be noted that at this stage, sites may comprise entire industrial estates or single development plots. With regard to industrial estates the high level assessment has identified, as far as possible, whether individual plots are available.

3.3 Shortlisting

3.3.1 Having identified a 'long list' of potential sites, each was then the subject of an initial desk-top appraisal, which was undertaken in two sub-stages. The first sub-stage considered whether there was sufficient land available and if there was available land, whether it meets the minimum site size criteria set by the methodology (i.e. 4.0ha).

3.3.2 Following the first sub-stage of the desk-top assessment it was established that 34 of the 483 sites met the minimum site size criteria. The name / location and reference number for each of the 34 sites is identified in Table 3.1 below.

Table 3.1: List of Sites following Initial Desk-top Appraisal

No.	Name / Location
1	Colwick Industrial Estate (Former Oil Refinery and Depot), Site No. 1 & No. 2, Colwick
2	Land West of Fulwood, Export Drive off Common Road, Sutton-in-Ashfield
3	Land next to the Rolls Royce Plant, Watnall Road, Hucknall, Ashfield
4	Portland Industrial Estate (including Welshcroft Close), Kirkby-in-Ashfield
5	Oddicroft Lane, off Penny Emma Way, Kirkby-in-Ashfield
6	Pinxton Lane (also known as Castlewood), to the south of the A38, Sutton-in-Ashfield
7	Blenheim Lane Industrial Estate, Dabell Avenue, Ashfield
8	Blenheim Lane Allotments, Blenheim Lane, Bulwell, Nottingham
9	South West Oakham Business Park (also known as Summit Business Park), bound by Hamilton Road / Way and A617, Ashfield
10	Sherwood Oak Business Park, Old Newark Road, off Southwell Road West, Mansfield
11	Land off Clipstone Road East, Forest Town, Mansfield
12	Land off Abbott Road, Mansfield
13	Top Wighay Farm (off A611) Annesley Road, Hucknall, Gedling
14	Former Gedling Colliery and Chase Farm Site, Gedling
15	Land at Teal Close, Stoke Bardolph, Netherfield, Gedling
16	Bilsthorpe Colliery / Business Park, Bilsthorpe, Newark and Sherwood
17	Land to West of Colliery Lane, Rainworth, Newark and Sherwood
18	Cavendish Park, on B6030, North east of Clipstone Village
19	Stanton Tip, Nottingham
20	Former PZ Cussons Site, off Wilkinson Street, Nottingham
21	Land at Bunny Brickworks, Bunny Hill, Bunny, Rushcliffe
22	Cotgrave Colliery, Rushcliffe
23	Former Tarmac Site Summit Close, Kirkby-in-Ashfield
24	Former Clipstone Colliery, Mansfield Road B6030, Clipstone
25	Land west of Eastwood Hall, east of A610, Eastwood, Broxtowe
26	Lindhurst' Land Adjacent to A617 MARR (between Nottingham Road and Southwell Road West)
27	Nottingham Business Park (North and South) off A6002 Woodhouse Way, Nottingham
28	Nottingham Science & Technology Park (including Phase 1), University Boulevard, Nottingham
29	Land to the North of Bingham, Bingham, Rushcliffe
30	Former RAF Newtown, Newtown, Rushcliffe
31	Melton Road, Edwalton, Rushcliffe
32	Land South of Clifton, Rushcliffe
33	Toton Sidings (Strategic Location for Growth), West and North West of Toton
34	Harrimans Lane, Beeston (Boots Site), Beeston, Nottingham

3.3.3 The second sub-stage involved the remaining sites 34 (identified in Table 3.1 above) being the subject of further desk-top appraisal against a number of 'high-level' assessment criteria, all of which are considered to be fundamental to the development of a waste management facility. The 'high level' criteria comprised:

- Is the site covered by any insuperable environmental constraints (i.e. does it fall within a Natura 2000 site)?
- Does it fall within Flood Zone 1? If not, it is considered (in accordance with the National Planning Policy Framework (NPPF) and associated technical guidance) to be at risk from flooding and should not be pursued if suitable alternative sites exist in Flood Zone 1 (i.e. the sequential test).
- Is the site the subject of any identifiable planning policy / land use constraints that would make its development for the proposed use unacceptable (i.e. allocated for high quality B1 use)?
- Is there an obvious fundamental and irresolvable problem in accessing and servicing the site in an acceptable manner?

3.3.4 With regard to the latter, any site which would require major infrastructure provision (i.e. a major new junction, provision of internal roadways, network extensions and reinforcement to existing utility connections) would be discounted at this stage due to the increased uncertainty over site deliverability, cost and timescales.

3.3.5 The 'high level' assessment criteria were applied on a desk-top basis primarily using aerial photography, OS mapping, existing and emerging Development Plans, Environment Agency flood risk mapping and the Multi Agency Geographical Information for the Countryside (MAGIC) website.

3.3.6 The full 'high level' assessment is set out in a tabulated form in Appendix C. The second sub-stage of the Stage One assessment led to 8 sites being considered appropriate and carried forward for more detailed assessment. The name / location and reference number of each site is provided in Table 3.2 over the page.

Table 3.2: List of Sites Following 'High Level' Assessment

No.	Name / Location
1	Colwick Industrial Estate (Former Oil Refinery and Depot), Site No. 1 & No. 2, Colwick
2	Land West of Fulwood, Export Drive off Common Road, Sutton-in-Ashfield
5	Oddicroft Lane, off Penny Emma Way, Kirkby-in-Ashfield
6	Pinxton Lane (also known as Castlewood), to the south of the A38, Sutton-in-Ashfield
7	Blenheim Lane Industrial Estate, Dabell Avenue, Ashfield
8	Blenheim Lane Allotments, Blenheim Lane, Bulwell, Nottingham
14	Former Gedling Colliery and Chase Farm Site, Gedling
16	Bilsthorpe Colliery / Business Park, Bilsthorpe, Newark and Sherwood

3.3.7 The final sub-stage of the Stage One assessment involved subjecting the remaining 8 sites (identified in Table 3.2 above), to an interim commercial check. This process discounted any sites known by the applicant or their advisors to be commercially unavailable for the proposed development. Table 3.3 illustrates those sites that were discounted through the interim commercial check and provides a reasoned justification for their dismissal.

Table 3.3: Sites Dismissed through Interim Commercial Check

Ref.	Name / Location	Justification
1	Colwick Industrial Estate	Desk top research has identified that a planning application has been submitted on the land identified during the desk-top appraisal process (i.e. the former Oil Refinery and Depot). The planning application (ref: 2013/0500) relates to the development of a large Sainsbury's food store with associated petrol filling station. In light of this it is considered almost certain that this site will be the subject of an option agreement. Consequently, it has been discounted as not being commercially available.
8	Blenheim Lane Allotments	Desk top research has identified that this site benefits from planning permission (ref: 13/0757/PMFUL3) for a manufacturing, research and development facility with energy generation (gasification plant processing circa 30,000tpa). Furthermore, the site is known to be under the control of Nottingham City Council. Considering this recent planning permission and the fact the applicant has begun development through fencing / vegetation clearance etc. it has been discounted as not being commercially available.
14	Former Gedling Colliery	This site is under the control of Peel who has identified a development partner. The majority of the former colliery is restored or is to be restored as a country park with part of the site also benefiting from planning permission for a solar farm. Only a small part of the site is identified / allocated for employment related development and it should be noted that the majority of this is currently being promoted by Tamar Energy for the development of an Anaerobic Digestion facility. As such, Peel has confirmed that the site is not currently commercially available and it has been discounted.

3.3.8 At the end of the Stage One process 5 sites remained and were carried forward to Stage Two. For the avoidance of doubt the remaining sites are listed in Table 3.4 below.

Table 3.4: Sites Carried Forward to Stage Two

No.	Name / Location
2	Land West of Fulwood, Export Drive off Common Road, Sutton-in-Ashfield
5	Oddicroft Lane, off Penny Emma Way, Kirkby-in-Ashfield
6	Pinxton Lane (also known as Castlewood), to the south of the A38, Sutton-in-Ashfield
7	Blenheim Lane Industrial Estate, Dabell Avenue, Ashfield
16	Bilsthorpe Colliery / Business Park, Bilsthorpe, Newark and Sherwood

4.0 STAGE TWO – EVALUATION AND CATEGORISATION

4.1 Introduction

4.1.1 The Stage Two evaluation and categorisation process was undertaken in several sub-stages as illustrated below.

4.2 Further Desk-top Evaluation

4.2.1 The first sub-stage comprised of a further more detailed desk-top assessment of sites carried forward from Stage One. Sites were rejected on the following grounds:

- That following a detailed review (i.e. OS mapping, aerial photography and planning permission drawings), the site does not meet the minimum site size threshold; and
- That following a review of the planning history, (available from relevant District, Borough and County Council websites) insuperable development constraints were identified.

4.2.2 The desk-top assessment resulted in 2 of the remaining sites being discounted. Table 4.1 illustrates the sites and provides a reasoned justification for their dismissal.

Table 4.1: Sites Dismissed through Further Desk-top Assessment

Ref.	Name / Location	Justification
2	Land West of Fulwood, Export Drive off Common Road, Sutton-in-Ashfield	The emerging Ashfield Local Plan proposes that the site remains allocated for employment use and identifies that the gross development area is 4.8ha. This is greater than the minimum site size threshold specified in the methodology. Notwithstanding the above the site does have a number of particular characteristics which limit the developable area, these are: • It is irregular in shape; • It slopes (circa 15m) from the roundabout on Export Drive in the north to Nunn Brook in the south; • Due to the level changes between the site and neighbouring uses there are peripheral slopes associated with these developments which are included in the allocation; • A series of overhead power lines and a pylon are located in the

		western part of the site. These power lines require a development off-set in order to take account of cable swing and sag. Research has identified that the site benefits from planning permission for light industrial and storage and distribution uses. This application sought a comprehensive site wide development and took into account a number of constraints as referenced above. Having reviewed the information submitted in support of the application and carried out a review of the site in the context of the proposed development it is clear that the net developable area of the site would in fact be circa 3.8ha with some of this (circa 0.35ha) to the west of the power lines and pylon. Thus the minimum development area would be circa 3.5ha. In light of the above, it can be concluded that due to the site constraints the actual developable area would fall below the minimum site size threshold. As a consequence the site has been discounted.
6	Pinxton Lane (also known as Castlewood), to the south of the A38, Sutton-in-Ashfield)	The Committee Report associated with the outline planning permission for the Pinxton Lane development illustrates that the application site comprised a total of 111ha. However, the total development site (less the areas of existing highway to be improved) comprises of circa 86ha of which half is proposed for development (on a series of development plateaus / platforms). The balance is proposed to be occupied by roads, infrastructure, landscaping and areas of improved ecological habitat. Following the grant of planning permission a significant amount of infrastructure works have been carried out to create a series of development plateaus / platforms across the site. All of which are specific sizes and connected to the relevant utilities. Development has already come forward on a number of plateaus / platforms and future developments are also understood to be being promoted on others. Following more detailed research into the site, it has become apparent that the only development plateau / platform that is of a sufficient size to meet the minimum site size threshold (on its own) is located between the East Midlands Designer Outlet and the Co-op Distribution Centre (referred to as Plot C). Research has identified that planning permission (ref: 13/00255/REMMAJ) was granted for the development of an industrial building with ancillary plant, yard, parking and access road in July 2013. The site plan for associated with the permission indicates that the development comprises of a large warehouse / distribution building within one half of the plot, together with a new access road and extensive new areas of landscaping (along the eastern and western boundaries). Initial construction works associated with this development are understood to have commenced and therefore following the implementation of this planning permission the remaining developable area within Plot C falls below the minimum site size threshold and therefore is no longer suitable. With regard to the remainder of the site consideration has also been given as to whether any of the existing development plateaus / platforms could be combined to accommodate the proposed development. The only two that could be combined to

		create a single development plot would be Plot 2 and Plot 3 which are located between the existing Midland Aerospace facility and electricity pylons. However, both plots together still fall below the minimum site size threshold and also have substantial level differences. In light of the fact that there are no suitable development plots / plateaus that meet the minimum site size threshold, this location has been discounted.

4.3 Site Visits, Evaluation and Categorisation

4.3.1 The remaining 3 sites were then subject to evaluation by way of a site visit. This was undertaken by suitably qualified / experienced Town Planning Consultants. Following the site visits, pro-formas were prepared for each of the remaining sites in accordance with the methodology. The assessment of the remaining sites required a combination of objective evaluation and subjective decision making by way of professional judgement. With regard to the latter, all members of the team have extensive experience of the assessment of small and large scale waste management facilities elsewhere in the UK. The pro-formas are contained within Appendix D.

4.3.2 As part of the preparation of the pro-formas each remaining site was categorised based upon a combination of the planning, environmental and technical assessment work. It is accepted that the categorisation process involved subjective decision making, but the consultancy team is satisfied that the overall approach is sufficiently robust to justify the decisions made in respect of each site.

4.3.3 Based upon the findings of the process described above, the remaining sites were categorised in terms of their overall suitability. This was based on the following categorisations:

- Category One: Suitable sites but with some Potential Constraints;
- Category Two: Sites with Significant Constraints; and
- Category Three: Sites not Suitable.

4.3.4 As set out in the pro-formas, the remaining sites have been categorised and are identified in Table 4.2 below.

Table 4.2: Remaining Category One Sites Following Stage Two

No.	Name / Location
5	Oddicroft Lane, off Penny Emma Way, Kirkby-in-Ashfield
7	Blenheim Lane Industrial Estate, Dabell Avenue, Ashfield
16	Bilsthorpe Colliery / Business Park, Bilsthorpe, Newark and Sherwood

5.0 STAGE THREE – COMMERCIAL AVAILABILITY AND FINAL EVALUATION

5.1 Commercial Availability

5.1.1 The first sub-stage of Stage Three commercial availability and final evaluation process involved reviewing the commercial availability of the remaining Category One sites identified in Table 4.2. The conclusions and findings of this review have been provided in Table 5.1 below.

Table 5.1: Summarised Commercial Availability Assessment

No.	Name / Location and Summary
5	Oddicroft Lane, off Penny Emma Way, Kirkby-in-Ashfield – The agents acting on behalf of the land owner have not confirmed whether the site is commercially available despite a formal expression of interest and a number of subsequent follow up calls seeking a formal response regarding the sites availability. Whilst, the lack of a response would seem to imply a lack of interest and that the site is not commercially available for the proposed waste management use, for transparency and robustness the site has not been discounted.
7	Blenheim Lane Industrial Estate, Dabell Avenue, Ashfield – PEMUKL have contacted the agents acting on behalf of the landowners agents regarding the sites availability. The landowner's agents have indicated that the site would only be available in the event that residual landholding was purchased in its entirety. According to the agent the residual landholding is 17 acre / 6.8 hectare site which is significantly larger than the area required to accommodate the proposed development. Peel would not be willing to enter into a freehold agreement for the purchase of additional land which is not required and in doing so unnecessarily adds considerable capital costs to the proposed development. In light of this it has not been possible to reach an agreement with the landowner / agent and therefore this site has been discounted.
16	Bilsthorpe Colliery / Business Park, Bilsthorpe, Newark and Sherwood – The site is commercially available for the proposed waste management use.

5.1.2 As identified above only 2 of the remaining 3 sites are considered to be commercial available. These are:

- Site ref 5: Oddicroft Lane, off Penny Emma Way, Kirkby-in-Ashfield; and
- Site ref 16: Bilsthorpe Business Park, Bilsthorpe.

5.1.3 As set out in the introduction and methodology, it has never been the objective of this ASA to prove that any one specific site is the very best for the proposed development. It has only sought to establish that the site ultimately selected is acceptable for the proposed development taking into account a range of relevant planning policy, environmental and technical criteria, through an assessment carried out using a structured and consistent process.

5.1.4 In light of the foregoing, it is considered that both of the identified sites would be suitable for the proposed development.

5.1.5 In drawing this conclusion it must be re-iterated that in the absence of a response from the landowner's agent in relation to the site at Oddicroft Lane it may still transpire that the site is not commercially available. Clearly in such circumstances the site at Bilsthorpe Business Park would be the only suitable and available site for the proposed development.

5.1.6 Whilst the aim of the assessment has only been to establish a range of sites that are suitable for the proposed development it must be noted that having regard to the pro-formas, from the Stage Two evaluation process, the site at Bilsthorpe Business Park does on balance have less potentially significant environmental and technical constraints to its development and is therefore more likely to deliver the best environmental outcome of the two.

6.0 SUMMARY AND CONCLUSIONS

6.1 Peel Environmental Management (UK) LTD (PEMUKL) and Bilsthorpe Waste Ltd (BWL) have commissioned AXIS to undertake an Alternative Site Assessment (ASA) to support a planning application for the development of an Energy Centre, on land at Bilsthorpe Business Park, Eakring Road, Bilsthorpe, Nottinghamshire.

6.2 The object of the ASA is not to prove that any specific site is the very best for the proposed development, but that the site ultimately selected is acceptable for the proposed use taking into account a range of relevant policy, environmental and technical criteria and other potential sites, both evaluated through a structured and consistent process and thus represents one of the most 'sustainable' sites.

6.3 The methodology was fixed in advance of undertaking this ASA. The study was carried out in three main stages, each of which had a number of sub-stages.

6.4 **Stage One – Site Identification and Short Listing:** The first sub-stage commenced with a site identification process. This process identified a total of 483 sites, however desk-top research concluded that 34 of which met the minimum site size threshold and were carried through to the 'high level' assessment. The second sub-stage involved appraising the suitability of the sites against 'high level' assessment criteria. This process led to 8 sites being carried forward to the final sub-stage. The final sub-stage involved an interim commercial check and this process led to 5 sites being carried forward to Stage Two.

6.5 **Stage Two – Evaluation and Categorisation:** the first sub-stage comprised of a further desk-top evaluation of the remaining 5 sites. This process resulted in 3 of the sites being subjected to the second sub-stage which comprised of site visits and evaluation against a range of planning, environmental and technical criteria. Having undertaken the site visits and evaluation the sites were categorised in accordance with the methodology. The appraisal work for the remaining 3 sites was recorded on pro-formas.

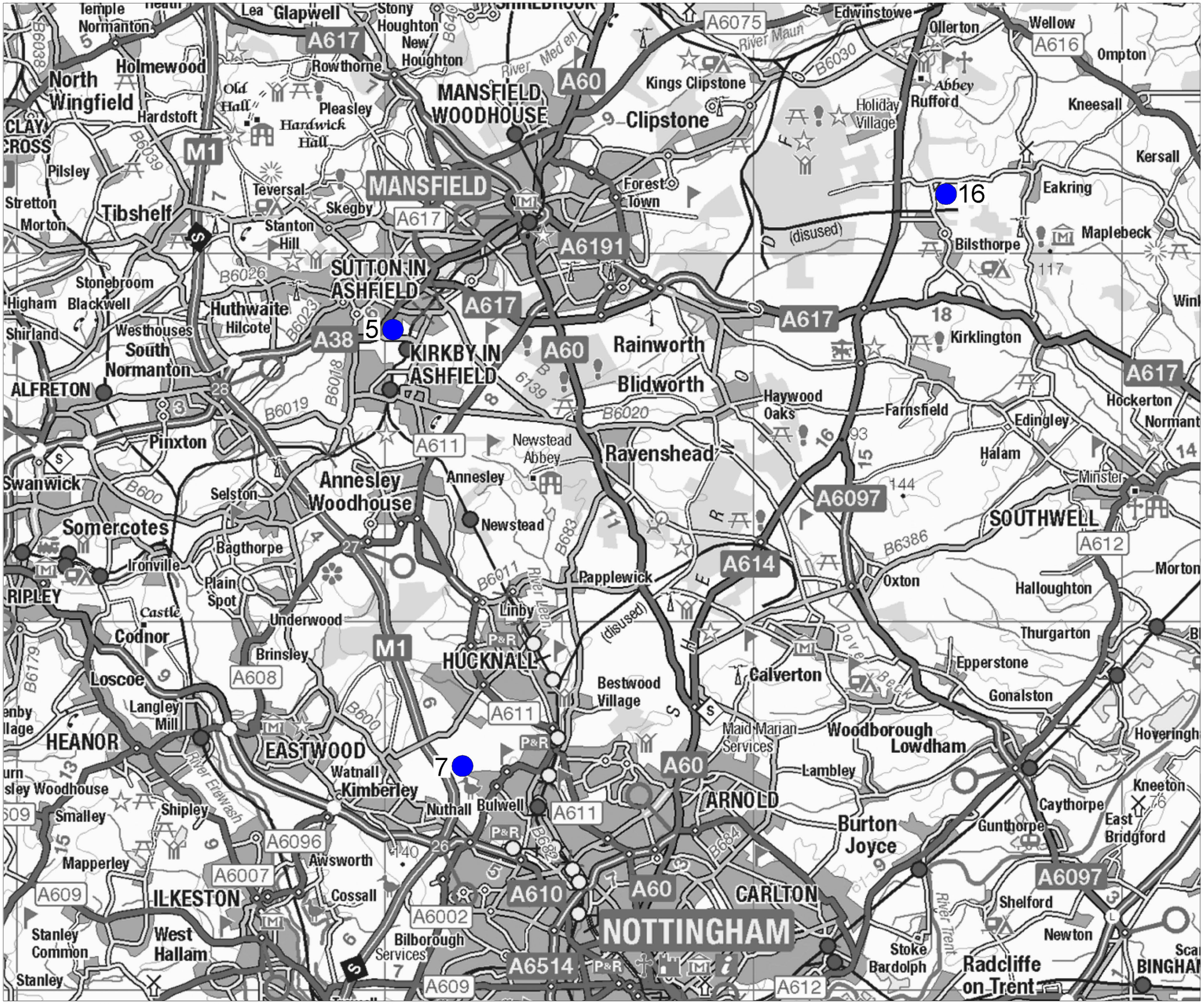
6.6 **Stage Three – Commercial Availability and Final Evaluation:** The commercial availability assessment identified that 1 of the 3 remaining sites was unviable. The 2 remaining sites are:

- Site ref 5: 'Oddicroft Lane, off Penny Emma Way, Kirkby-in-Ashfield'; and
- Site ref 16: 'Bilsthorpe Business Park, Bilsthorpe'

6.7 Given the outcome of the assessment it is considered that both sites are the subject of a few environmental / technical constraints and both are considered to be commercially available. In this context it must be noted that it has not been possible to confirm from the land agent whether the site at Oddicroft Lane is available for the proposed development but in the absence of a response it has been assumed that it would. Clearly, if a response to the contrary is received only the site at Bilsthorpe Business Park would be considered suitable and available for the proposed development.

6.8 Whilst the aim of the assessment has only been to establish a range of sites that are suitable for the proposed development it must be noted that having regard to the pro-formas, from the Stage Two evaluation process, the site at Bilsthorpe Business Park does on balance have less potentially significant environmental and technical constraints to its development and is therefore more likely to deliver the best environmental outcome of the two.

FIGURE 1: LOCATION OF SITES SUBJECT TO STAGE THREE ASSESSMENT



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5. Oddicroft Lane, off Penny Emma Way, Kirkby-in-Ashfield

7. Blenheim Lane Industrial Estate, Dabell Avenue, Ashfield

16. Bilsthorpe Colliery / Business Park, Bilsthorpe, Newark and Sherwood

Bilsthorpe ASA

Figure 1

Location of Sites Subject to Stage 3 Assessment

Scale	Date
1:100,000@A3	November 2013

APPENDIX A: METHODOLOGY

Alternative Site Assessment Methodology

1.0 Introduction

1.1 The subsequent text sets out the methodology that has been developed and adopted for assessing alternative sites for the development of an Energy Centre employing plasma gasification technology, hereafter called the proposed development. This process is referred to as the alternative site assessment (ASA).

1.2 The objective of the ASA is not to prove that any specific site is the very best for the proposed development, but that the site ultimately selected is acceptable for the proposed use taking into account a range of relevant policy, environmental and technical criteria and other potential sites, evaluated through a structured and consistent process and thus representing one of the most sustainable sites.

1.3 The ASA would be undertaken in three stages comprising:

- Stage One – Site Identification and Short Listing;
- Stage Two – Evaluation and Categorisation; and
- Stage Three – Commercial Availability and Final Evaluation.

1.4 Further details with regard to the approach to each stage of the assessment are provided below.

2.0 Methodology

Stage One - Site Identification

2.1 **Area of Search:** Given that the proposed development would primarily serve Nottinghamshire, but may accept waste from neighbouring authorities, sites would only be identified within Nottinghamshire within a 15km / ~10 mile radius of the centres of Nottingham and Mansfield. This would ensure that the proposed development would be proximate to the major sources of waste arisings within the County and generally consistent with the identified 'broad' locations for larger scale waste treatment facilities within the emerging

Nottinghamshire and Nottingham Waste Core Strategy Policy WCS3. Sites may also be considered if immediately adjacent to this area of search and well located on a strategic highway link.

2.2 **Site Size:** The proposed development (an integrated materials recovery facility and gasification facility with circa 117,000 tonnes per annum (tpa) capacity) requires a minimum site size of 4.0 hectares. This is based upon the minimum size possible and to be robust has been based upon the assumption that surface water from the proposed development would be attenuated in underground tanks (located under buildings) rather than above ground attenuation features. In reality depending upon ground conditions at a particular site, such a solution may not be feasible and ultimately a larger site may be required.

2.3 **Land Use:** Sites would be identified in the order set out below (i.e. Land Use A sites before Land Use B, and Land Use B before Land Use C etc.). This would ensure, in accordance with emerging Nottinghamshire and Nottingham Waste Core Strategy Policy WCS6 and the sequential approach that the most appropriate sites are considered before those less suited for development. For the avoidance of doubt the Stage One assessment would only look to identify Land Use B sites if no Land Use A sites are identified.

- Land Use A: Land already used / committed, consented or allocated for employment or a built waste management use.
- Land Use B: Colliery sites without any development allocation or consent, or are subject to a restoration condition.
- Land Use C: Land in the open countryside (i.e. previously developed land followed by greenfield land).
- Land Use D: Land in the Green Belt (i.e. previously developed land followed by greenfield land).

2.4 Sites would be identified as part of a desk-based assessment using the following methods:

- A review of the of the most up to date Development Plans (and associated proposals maps) to identify waste / employment allocations, existing employment sites, and other suitable / committed sites that could accommodate the proposed development. This involved reviewing extant

and emerging Development Plans (including monitoring and evidence base documents) for all of the planning authorities within the area of search;

- A review of planning permission(s) for colliery sites to determine whether they fall within Land Use A or B; and
- A review of aerial photography and Ordinance Survey (OS) mapping.

Stage One - Short Listing

2.5 The sites identified would then be short listed based upon evaluation against broad assessment criteria. These need to be as simple as possible and capable of being fully transparent in their application. The criteria would include:

- Is the site covered by any insuperable environmental constraints (i.e. does it fall within a Natura 2000 site)?
- Does it fall within Flood Zone 1? If note, it is considered (in accordance with the National Planning Policy Framework (NPPF) and associated technical guidance) to be at risk from flooding and should not be pursued if suitable alternative sites exist in Flood Zone 1 (i.e. the sequential test).
- Is the site the subject of any identifiable planning policy / land use constraints that would make its development for the proposed use unacceptable (i.e. allocated for high quality B1 use)?
- Is there an obvious fundamental and irresolvable problem in accessing and servicing the site in an acceptable manner?

2.6 With regard to the latter, any site which would require major infrastructure provision (i.e. a major new junction, provision of internal roadways, network extensions and reinforcement to existing utility connections etc.) would be discounted at this stage due to the increased uncertainty over deliverability, cost and timescales.

2.7 Sites would then be subjected to an interim commercial check to discount any sites already known by the applicant or their advisors to be unavailable for the proposed development.

2.8 The results of the Stage One assessment would be presented in a tabulated format with those sites being dismissed / carried forward to Stage Two being clearly identified, together with the associated justification for decisions made.

Stage Two – Evaluation and Categorisation

Evaluation

2.9 The Stage Two evaluation and categorisation would be undertaken in several sub-stages. The first sub-stage would comprise of further desk-top assessment with the objective of refining the list of sites carried forward from Stage One. Sites would be rejected at this stage on the following grounds. These include:

- That following a detailed review (i.e. OS mapping, aerial photography and planning permission drawings), the site size does not meet the minimum site size threshold; and
- Following a review of the available planning history development constraints were identified.

2.10 The second sub-stage would comprise a full evaluation of the remaining sites by way of a site visit and further desk-based evaluation. The site visits would be undertaken by suitably qualified / experienced Town Planning Consultants.

2.11 Following the site visits, pro-formas would be prepared for each of the remaining sites and a photographic record made. The criteria for this further stage of assessment would be in accordance with the relevant site suitability criteria set out within Annex E of Planning Policy Statement 10: Planning for Sustainable Waste Management (March 2011) and relevant Local Development Plan policy and guidance. They would comprise:

- Land use and policy;
- Size, shape and topography;
- Access and highway arrangements;
- Landscape and visual constraints;
- Other environmental / planning constraints;
- Compatibility with surrounding land uses (i.e. proximity to residential property and other potentially sensitive receptors);

- Potential technical constraints; and
- Commercial availability (i.e. a high level assessment of whether the site appears available for purchase).

2.12 As part of the preparation of the pro-formas each of the sites would be categorised based upon a combination of the remaining sites planning, environmental and technical assessment work undertaken in the preparation of the pro-formas. It is accepted that the categorisation process involves subjective decision making, but the consultancy team is satisfied that the overall approach is sufficiently robust to justify the decisions made in respect of each site.

Categorisation

2.13 Based upon the results of the site visit and preparation of pro-formas, the remaining sites would be ranked in terms of their overall suitability. This ranking process would be based upon the following categorisations:

- Category One: Suitable Sites but with some Potential Constraints;
- Category Two: Sites with Significant Constraints; and
- Category Three: Sites Not Suitable.

Category One: Suitable Sites but with some Potential Constraints

2.14 Sites in Category One are considered to be suitable for the proposed development. Sites in this category are not necessarily without constraint. Potential constraints may include, but are not limited to: traffic and access impacts and issues, landscape and visual, noise, air quality, proximity to sensitive visual receptors, ecology, heritage / archaeology and contamination. However, from initial examination, the constraints associated with sites in this category would be capable of mitigation to an acceptable degree.

Category Two: Sites with Significant Constraints

2.15 Sites placed within this category are likely to suffer from more significant constraints. The level of constraints should be deemed significant enough,

singularly or in combination, that mitigation would become difficult, problematic or overly costly.

Category Three: Sites Not Suitable

2.16 Sites placed within this category are deemed unsuitable for the proposed development. The main reasons for being placed in this category are likely to be (for example) that development constraints are clearly insuperable or, on further analysis, site shape and or topography mean that the proposal could not be physically accommodated on the site.

Stage 3 –Commercial Availability and Final Evaluation

Commercial Availability

2.17 Following this process the remaining Category One ranked sites would be subject to a further level of assessment to determine their commercial availability. This would be on the basis of dialogue with landowners and commercial property agents. Once this process has been completed a final list would be prepared confirming those remaining and commercially available sites. However, if no Category One site remained following this sub-stage the process would be repeated for the remaining Category Two sites.

Final Evaluation

2.18 Following the commercial availability sub-stage the remaining sites would then be evaluated with the positive and negative attributes considered in greater detail. However, it may well prove to be the case that a number or all of the sites subject to the commercial availability assessment remain, noting that it is not incumbent on applicants to demonstrate that their sites are best for a particular development, just that they are acceptable for the proposed use.

APPENDIX B: STAGE ONE: LONG LIST OF SITES

This table provides the long list of sites.

No.	Name
1	Kirkby HWRC Sidings Road, Lowmoor Industrial Estate, Kirkby-in-Ashfield (Ashfield)
2	Hucknall HWRC Wigwam Lane, Hucknall (Ashfield)
3	Giltbrook HWRC Gilthill, Giltbrook (Broxtowe)
4	Beeston HWRC Lilac Grove, Beeston (Broxtowe)
5	Calverton HWRC Hollinwood Lane, Calverton (Gedling)
6	Mansfield HWRC Kestral Park, Kestral Road, Mansfield (Mansfield)
7	Warsop HWRC Oakfield Lane, Warsop (Mansfield)
8	Bilsthorpe HWRC Brailwood Road, Bilsthorpe (Newark and Sherwood)
9	Lenton HWRC Redfield Road, Lenton Industrial Estate, Lenton (Nottingham City)
10	Langar HWRC Coach Gap Lane, Langar (Rushcliffe)
11	West Bridgford HWRC, Rugby Road, West Bridgford (Rushcliffe)
12	Mansfield Materials Recycling Facility, Warren Way (Mansfield)
13	Colwick Waste Transfer Station, Colwick, (Nottingham)
14	Giltbrook Waste Transfer Station, Giltbrook (Broxtowe)
15	Old Mill Lane, Mansfield W5.1(c), W5.7(d), W5.10(c), W7.1(c), W9.1(e)
16	Colwick (Site No. 1 & No. 2) W5.1(d/e), W5.7(f), W5.10(d/e), W7.1(d/e), W9.1(j/k)
17	Brailswood Road, Bilsthorpe W5.7(c), W7.1 (b), W9.1 (d)
18	Eastcroft W5.1(f) W5.4, W5.7(h), W8.1(g), W9.1(l)
19	Bleak Hills, Mansfield W9.1(f)
20	Land West of Fulwood, Sutton-in-Ashfield W9.1(g)
21	Land off Newmanley Road, Eastwood W9.1(i)
22	Langar Industrial Estate W9.1(m)
23	Bentinck Colliery Void / Tip W10.4
24	Sadlers – Beechdale Road, Aspley, Broxtowe
25	Lime Tree Place, Mansfield
26	Park Lane (former Gregory's Quarry), Mansfield
27	Station Road (North and South), Sutton-in-Ashfield, Mansfield
28	Baker Brook Industrial Estate, off Wigwam Lane, Hucknall
29	Plot 8 and 9 Moorbridge Works, Bulwell
30	Eastwood Road, Kimberley
31	Bulwell Lane, Old Basford, Nottingham
32	Little Tennis Street off Daleside Road), Nottingham
33	Gamston Depot, Rushcliffe
34	Colwick Industrial Estate, Nottingham (part duplication of ref: 16)
35	Abbey Road, West Bridgeford, Rushcliffe
36	Daneshill Landfill Site / gas recovery, Bassetlaw
37	Carlton Forest Quarry / Landfill Site, Bassetlaw
38	Bilsthorpe Landfill Site / proposed gas recovery, Newark and Sherwood
39	Rufford Landfill Site, Newark and Sherwood
40	Sutton Quarry and Landfill Site / gas recovery, Ashfield
41	Burntstumps Landfill Site / gas recovery, Gedling
42	Staple Quarry and Landfill Site, Newark and Sherwood
43	Dorket Head Quarry and Landfill Site / proposed gas recovery, Gedling
44	Vale Road Quarry / Landfill, Mansfield Woodhouse, Mansfield
45	Export Drive, Sutton-in-Ashfield, Ashfield
46	Berry Hill Landfill Site, Mansfield
47	Muskham Works, Newark and Sherwood
48	Coneygre Farm, Hoveringham, Newark and Sherwood
49	Bramcote Sand Quarry and Landfill Site, Broxtowe
50	Bunny Quarry and WTS, Rushcliffe
51	Ratcliffe on Soar Power Station
52	Bentinck Un reclaimed Colliery Spoil Heap, Park Lane (B6010) Nr Kirkby Woodhouse
53	Calverton un-reclaimed Colliery Spoil Heap, Oxton Road, Calverton

54	Toton Railway Sidings (east/west), Station Road B5010, Toton
55	Windmill House Farm, Forest Road B6035, Mansfield
56	Simms Metals, Harrimans Lane, Dunkirk, Nottingham
57	SR Payne Sibthorpe Street, Mansfield
58	Carlton Metals, Great Northern Way, Neitherfield
59	EMR, Harrimans Lane, Dunkirk, Nottingham
60	HBC Vehicles, Brailswood Road, Bilsthorpe
61	Hollygate Industrial Park, Cotsgrove
62	Lodge on the Wolds Farm, A46 Nr. Cotgrove
63	Longwith Junction, Mansfield
64	Sidings Road, Kirkby-in-Ashfield
65	Grange Farm, off Ollerton Road, Oxton
66	Stragglethorpe Road, Nr. Holme Pierepont
67	John Brooks Sawmills, Fosse Way, Widmerpool
68	AB Waste Disposal, Raymond Way, Mansfield Woodhouse
69	Abbey Road Depot, West Bridgeford
70	Eastcroft, Off Incinerator Way, Nottingham
71	Bleakhill Sidings, Sheepbridge Lane, Mansfield
72	Kimberley Depot, Eastwwod Road, Kimberley
73	Levertons Environmental, Vernon Road, Basford
74	Mitchells of Mansfield, Brierley Park Close, Sutton-in-Ashfield
75	Saddlers Waste, Beechdale Road, Aspley
76	Max Waste Recycling, Fulwood Road South, Sutton-in-Ashfield
77	Maun Valley Waste Transfer Station, Sutton-in-Ashfield
78	Lee Sisson and Derbyshire, Shilo Way A6096, Nr. Cossall
79	Oakwood Fuels, Brailswood Road, Mansfield Woodhouse
80	Stoke Bardolph STW / Anaerobic Digestion Facility, off Colwick Loop Road A612, Stoke Bidolph
81	Rolls Royce, Watnall Road, Hucknall
82	Watnall Road (including land to the North), Hucknall
83	Former Hucknall (No.1) Colliery / Watnall Road, Hucknall
84	Buttlers Hill, Off Wigwam Road, Hucknall
85	Wigwam Lane (including Central), Hucknall
86	Amber Business Park (former Hucknall Colliery), Hucknall
87	Former Linby Colliery, Church Lane, Hucknall
88	North of Annesley Road (A611) Allocation, Hucknall
89	Daniels Way / Watnall Road, Hucknall
90	Lowmoor Road Industrial Estate / Business Park, Kirkby-in-Ashfield
91	Portland Industrial Estate (including Welshcroft Close), Kirkby-in-Ashfield
92	Wolsey Drive North, Lowmoor Drive, Kirkby-in-Ashfield
93	Kings Mill Road East / Oddicroft Lane, Kirkby-in-Ashfield
94	Oddicroft Lane West and East (A38 Penny Emma Way), Kirkby-in-Ashfield
95	Fulwood Industrial Estate (Off Fulwood Rise (A38), West of Rookery Lane, Common Road Farm, Fulwood Road North), Sutton-in-Ashfield
96	Pinxton Lane, Sutton-in-Ashfield
97	West of Fulwood (Export Drive), Sutton-in-Ashfield (part duplication of ref: 20)
98	Nunn Brook Road East / County Industrial Estate, Sutton-in-Ashfield
99	Midland Road / Station Road, Sutton-in-Ashfield
100	Land at Sheepwash Lane / Coxmoor Road, Sutton-in-Ashfield
101	North of Hamilton Road, Sutton-in-Ashfield
102	Land at Coxmoor Road,(including Hamilton Road / Kings Mill), Sutton-in-Ashfield
103	Brierley Industrial Park, Brierley Park Close, Sutton-in-Ashfield
104	Land at Bestwood Road, Ashfield
105	Blenheim Lane Industrial Estate, Ashfield
106	Sherwood Business Park, Annesley, Ashfield
107	Annesley Colliery, Ashfield
108	South West Oakham Business Park (also known as Summit Business Park), Bound by Hamilton Road / Way and A617, Ashfield
109	Park Lane Business Park, Kirkby-in-Ashfield

110	Bakers Brook Industrial Estate, Ashfield
111	The County Estate / Common Road, Huthwaite
112	Summit Close, Kirkby-in-Ashfield (Former Tarmac : Precast Concrete Kirkby Site)
113	Reform Street Industrial Estate, Ashfield
114	Calladine Business Park, Orchard Way, Sutton-in-Ashfield.
115	Sherwood Oak Business Park, land at Old Newark Road, off Southwell Road West, Mansfield
116	Land at Mile Hill (off A617), Mansfield
117	Land off Debdale Lane (North / South), Mansfield Woodhouse
118	Land at Maun Valley, Mansfield Woodhouse
119	Land off Oxclose Lane, Mansfield Woodhouse
120	Land off Blake Street, Mansfield Woodhouse
121	Land at Bleak Hills (Oakham Business Park), Mansfield
122	Land at Spion Kop, Mansfield
123	Land off Netherfield Lane, Meden Vale, Mansfield
124	Land adjacent to Ratcher Hill Quarry (Ratcher Wood Business Park), Mansfield
125	Land at Ransom Hill / Ranson Wood Business Park, Mansfield
126	Land off Clipstone Road East, Mansfield (note planning appeal approved for residential properties)
127	Land off Abbott Road, Mansfield (note policy seeks development of exceptional employment uses)
128	Land off Commercial Gate, Mansfield
129	Land off Sherwood Street, Mansfield
130	Land off Sutton Road, Mansfield
131	Land off Nottingham Road, Mansfield
132	Land off Debdale Lane (B1 uses), Mansfield
133	Land at the Former Brunts School Site, Mansfield
134	Land at Avenue House, Mansfield
135	Land South of Nursery Street, Mansfield
136	Land off Woodhouse Road, Mansfield
137	Land off Botany Avenue (Botany Commercial Park), Mansfield
138	Land off Victoria Street / Garden Road, Mansfield
139	Nottingham Road / Park Lane, Mansfield
140	Brunts Street, Mansfield
141	Crown Farm Way / Warren Way (Crown Farm Industrial Estates), Mansfield
142	Old Mill Lane Industrial Park (East / West), Mansfield
143	Oak Tree Business Park, Oak Tree Lane, Mansfield
144	Millennium Business Park, A6119 Chesterfield Road North, Mansfield
145	Oakham Business Park, Oakham Way, Mansfield
146	Hermitage Lane Industrial Estate, Hermitage Lane / Sheepbridge Lane, Mansfield
147	Kestral Park Industrial Estate, Kestral Road, Mansfield
148	Green Line Industrial Estate, Hamilton Way, Mansfield
149	The Broadway Industrial Estate, The Broadway, Mansfield
150	Grove Street, Mansfield
151	West of Swan Lane, Mansfield
152	Land adj. No.43 Park Rd, Mansfield
153	31 Hickling Court, Mansfield
154	Rear of 31 High Street, Warsop
155	Sovereign Way Mansfield
156	Oakdene Nursing Home Chesterfield Road North.Stacey Road, Mansfield
157	Portland Street (east and west), Mansfield Woodhouse Centre
158	Oxclose Lane, Mansfield Woodhouse
159	Vale Road / Oxclose Lane, Mansfield Woodhouse
160	Blake Street, Off York Street, Mansfield Woodhouse
161	Toothill Road, Mansfield Town Centre
162	Toothill Lane, Mansfield Town Centre
163	Clumber Street, Mansfield Town Centre
164	Kings Mill Farm, Kings Mill Lane, Mansfield
165	Station Road / Quaker Way, Mansfield
166	Elm Tree Street, Mansfield
167	Neatherfield Lane, Meden Vale, Mansfield

168	Ratcher Hill Quarry, Off Southwell Road West (A617), Mansfield
169	Maunside, Mansfield
170	'Lindhurst' Land Adjacent to A617 MARR (between Nottingham Road and Southwell Road West)
171	Old Town Hall, Market Square, Mansfield
172	Pleasley Hill, Mansfield
173	Top Wighay Farm (off A611) Annesley Road, Hucknall, Gedling (9ha)
174	Victoria Park, Netherfield, Gedling
175	Former Gedling Colliery and Chase Farm Site, Gedling (6ha of employment)
176	North of Hazelford Way, Newstead, Gedling
177	South of Hazelford Way, Newstead, Gedling
178	Former Calverton Colliery, Calverton, Gedling
179	Teal Close, Stoke Bardolph, Netherfield, Gedling
180	Hillcrest Park, Calverton, Gedling
181	Victoria Business Park, Netherfield, Gedling
182	Park Road, Bestwood Village, Gedling
183	Portland Street, Daybrook, Gedling
184	Brookfield Road / Rolleston Drive, Arnold, Gedling
185	Mansfield Road, Arnold, Gedling
186	Salop Street, Arnold, Gedling
187	Catton Road, Gedling
188	Sherbrook Road, Daybrook, Gedling
189	Station Road, Carlton, Gedling
190	Bewcastle Road, Bestwood Park, Gedling
191	Former Home Brewery, Mansfield Road, Daybrook, Gedling
192	Land to north of Ollerton Roundabout, Nr Ollerton, Newark and Sherwood
193	Brailwood Road, Bilsthorpe, Newark and Sherwood
194	Bilsthorpe Colliery, Bilsthorpe, Newark and Sherwood
195	Blidworth Industrial Park, Blidworth, Newark and Sherwood
196	Boughton Industrial Estate (south), Boughton, Newark and Sherwood
197	Land to West of Colliery Lane, Rainworth, Newark and Sherwood
198	Trent Lane Industrial Area, Hoveringham, Newark and Sherwood
199	Belle Eau Park, Kirklington, Newark and Sherwood
200	Cavendish Park, on B6030, North east of Clipstone Village
201	Sherwood Energy Village (former Ollerton Colliery), Ollerton
202	Former Clipstone Colliery, off Mansfield Road B6030, Clipstone
203	Broughton Industrial Estate (South), Broughton, Newark on Trent.
204	Cockett Lane, Farnsfield
205	Elderton Road, Brailsford Way, Attenborough, Broxtowe
206	Part of Ordinance Depot, Swiney Way, Chilwell Meadows, Attenborough, Broxtowe
207	Part of Siemens site, Beeston Rylands, Broxtowe
208	Land off Bowden Drive, alongside railway, Beeston Broxtowe
209	Lilac Grove (former Severn Trent facility), Beeston Broxtowe
210	Former Bartons Bus Depot, Queens Road, Chilwell, Broxtowe
211	Part of former Ski Facility, Soloman Road, Cossall, Broxtowe
212	Land west of Eastwood Hall, east of A610, Eastwood, Broxtowe (17.3ha)
213	Rear of South Street (east / west), Eastwood, Broxtowe
214	Land off Newmanleys Road, Eastwood, Broxtowe
215	Nottingham Road and south of Giltway, Giltbrook Greasley, Broxtowe
216	Land to west of former Dyggor-Gaylord premises, A610, Giltbrook Greasley, Broxtowe
217	Engine Lane, Moorgreen Greasley, Broxtowe
218	West End Street, Stapleford, Broxtowe
219	Coal stocking yard, Main Road, Watnall Greasley, Broxtowe
220	Land to east of bakery, Main Road, Watnall Greasley, Broxtowe
221	Gin Close Way, Answorth
222	Land West of Birch Park, Lodge Road, Giltbrook
223	Fernwood Drive, Main Road, Watnall
224	Home Farm, Nottingham Road, Nuthall
225	Former Kimberley Brewery, Hardy Street, Kimberley

226	Broxtowe Council Depot, Eastwood Drive, Kimberley
227	Former Ruddington Ordinance Depot / Ruddington Fields Business Park, Rushcliffe
228	Chapel Lane, Bingham, Rushcliffe
229	Ruddington Lane, West Bridgeford, Rushcliffe
230	Pasture Lane, Ruddington, Rushcliffe
231	South of Radcliffe Road, Gamston, Rushcliffe
232	Hollygate Lane (including eastern end), Cotgrave, Rushcliffe
233	British Gypsum Works, Cropwell Bishop and Gotham, Rushcliffe
234	Hathern Station, Rushcliffe
235	Hathern Works, Rushcliffe
236	Tollerton Airfield, Rushcliffe (airport related uses only)
237	Langar Airfield, Rushcliffe (reasonable expansion of existing firms or beneficial use of existing buildings)
238	Land to the North of Bingham, Rushcliffe
239	Former RAF Newtown, Newtown, Rushcliffe
240	Cotgrave Colliery, Rushcliffe
241	Land South of Clifton, Rushcliffe
242	Wheatcroft Business Park, Rushcliffe
243	Melton Road, Edwalton, Rushcliffe
244	Land to the East of Gamston (east / south of the A52 and North of Tollerton).
245	Nottingham Science & Technology Park (including Phase 1), University Boulevard, Nottingham (6ha)
246	Science & Technology Cluster, Nottingham
247	Nottingham Business Park (North and South) off A6002 Woodhouse Way, Nottingham (18ha)
248	Queens Drive (site of the Royal Ordnance Factory), Nottingham
249	Harrimans Lane, Nottingham
250	Bull Close Road, Nottingham
251	Riverside (the former Wilford Power Station), Nottingham (4.2ha)
252	Manvers Street Goods Yard, Nottingham
253	Basford Gasworks, Nottingham
254	Site east of Great Northern Close, Nottingham
255	Salisbury St / Faraday Rd, Nottingham
256	Belgrave Rd / Lillington Rd, Sellers Wood Drive, Nottingham
257	Island Site (Boots Island), Nottingham (3.6ha)
258	Hucknall Road / Southglade Road, Nottingham
259	Bobbers Mill, Nottingham
260	Bestwood Road and Sidings, Nottingham
261	Radford Goods Yard / Chettles Yard, Nottingham
262	Beeston Sidings, Nottingham
263	Trinity Square, Nottingham
264	Co-operative House, Nottingham
265	Peoples College, Nottingham
266	Wollaton Street Car Sales, Nottingham
267	Talbot Street Car Park, Nottingham
268	Rear of Central Library, Angel Row, Nottingham
269	Odeon Cinema, 8-9 Angel Row, Nottingham
270	Mount Street Car Park, Nottingham
271	Broad Street Telephone Exchange, Nottingham
272	Lower Parliament Street, Nottingham
273	Site at corner of Bottle Lane and Fletcher Gate, Nottingham
274	Site on Woolpack Lane, Nottingham
275	Halifax Place / High Pavement , Nottingham
276	Pemberton Street , Nottingham
277	London Road Petrol Filling Station, Nottingham
278	Canal Street North, Nottingham
279	Birkbeck House, Nottingham
280	A C Gill Site (remainder of site including public square), Nottingham
281	Sovereign House, Nottingham
282	Hicking Site, Nottingham
283	Sheriffs Way / Arkwright Street, Nottingham

284	130 – 158 Canal Street, Nottingham
285	Midland Railway Station, Nottingham
286	Station Street, Nottingham
287	Waterway Street, Nottingham
288	Carrington Street, Nottingham
289	Arkwright Street East, Nottingham
290	Victoria Leisure Centre, Nottingham
291	Bus Depots, Nottingham
292	Sneinton Market, Nottingham
293	Huntingdon Street / Brook Street, Nottingham
294	Beck Street / Cowan Street, Nottingham
295	Pennyfoot Street, Nottingham
296	Eastcroft Depot, Nottingham
297	Trent Lane Basin, Nottingham
298	Meadow Lane Site, Nottingham
299	Iremonger Road, Nottingham
300	Freeth Street, Nottingham
301	Hucknall Road (Formans / Allied), Nottingham
302	Beechdale Road (Former Co-op Dairy), Nottingham
303	Lortas Road (Former Westbury School), Nottingham
304	Western Boulevard, Nottingham
305	Forest Mill / Denman Street, Nottingham
306	Dunn Line Coaches, Park Lane, Old Basford, Nottingham
307	Stanton Tip, Nottingham
308	Eastside Regeneration Area Nottingham (now Quarters)
309	Southside Regeneration Area Nottingham (now Quarters)
310	Waterside Regeneration Area, Nottingham (now Quarters)
311	Swinstead Close, off Wigman Road, Nottingham
312	Glaisdale Drive East / West – including Wingate Close, Old Coach Road, Hall View Drive and Glaisdale Parkway
313	Phoenix Park (next to Stanton Tip), Nottingham
314	Queens Drive, Nottingham
315	Trent Park, Little Tennis Street, Nottingham
316	Springfields North, Hucknall Lane, Nottingham
317	Thomas Ward Site, Meadow Lane, Nottingham
318	Benneworth Road Industrial Estate, Ashfield
319	Central Garage Site, Popplerwick Lane, Ashfield
320	Factories off Bolsover Street / Lingfors Street / Portland Road, Hucknall
321	Factory, off Occupation Road, Ashfield
322	TAG Building, Watnall Road, Ashfield
323	FJ Bankin and Sons (King Edward Street), Ashfield
324	Beardall Street / Watnall Road, Ashfield
325	Eldon Road / Brailsford Way, Attenborough, Broxtowe
326	Chilwell Road / Holly Lane, Beeston, Broxtowe
327	Evelyn Street / Humber Road, Beeston Broxtowe
328	Humber Road South, Beeston (Boots), Broxtowe
329	Lilac Grove, Beeston, Broxtowe
330	Padge Road, Beeston, Broxtowe
331	Regent Street, Beeston, Broxtowe
332	Wollaton Road, Beeston, Broxtowe
333	Bye Pass Road, Chilwell, Broxtowe
334	Coronation Road / Soloman Road, Cossall Broxtowe
335	Bailey Grove Road, Eastwood, Broxtowe
336	Church Street / Farrington Way, Eastwood, Broxtowe
337	Meadowbank Way, Eastwood, Broxtowe
338	A610, Giltbrook (former offices), Broxtowe
339	Giltway, Giltbrook (two sites), Broxtowe
340	Baker Road, Newthorpe, Broxtowe

341	Bessell Lane / Palmer Drive, Stapleford, Broxtowe
342	Hickings Lane, Stapleford, Broxtowe
343	Pasture Road, Stapleford, Broxtowe
345	Pinfold Lane / Nottingham Road, Stapleford, Broxtowe
346	Sandiacre Road, Stapleford, Broxtowe
347	Coventry Lane, Trowell, Broxtowe
348	Stapleford Road, Trowell, Broxtowe
349	Main Road / Common Lane, Watnall, Broxtowe
350	Bunny Brickworks, Bunny Hill, Bunny, Rushcliffe
351	Bunny Lane Trading Estate, Rushcliffe
352	Cropwell Mill, Rushcliffe
353	Candleby Court, Rushcliffe
354	Manvers Business Park, off the A52 Grantham Road, Cotsgrave, Rushcliffe
355	British Geological Survey, Nickerhill, Keyworth Rushcliffe
356	Keyworth Workshops, Keyworth, Rushcliffe
357	Powertech Centre, Rushcliffe
358	Radcliffe on Soar Power Station (including Offices), Rushcliffe
359	Artex Blue Hawk (off Pasture Lane), Ruddington, Rushcliffe
360	Brookside Road, Ruddington, Rushcliffe
361	Nottingham University School of Agriculture, Rushcliffe
362	Colliery Site, Rushcliffe
363	Nottingham Airport, Rushcliffe
364	Wilford and Nottingham South Industrial Estate, Rushcliffe
365	Moorbridge Industrial Estate (North and East), Bingham, Rushcliffe
366	Ludlow Hill Industrial Estate, Rushcliffe
367	Hathern Station, Rushcliffe
368	Wilford Lane, Rushcliffe
369	Lockwood (Off Bewcastle Road), Nottingham
370	Hempshill Lane / Crabtreet Road, Nottingham
371	Hucknall Road (including Cowlairs / Rigley Drive), Nottingham
372	Newcastle Street, Nottingham
373	Occupation Road, (off Cinderhill Road), Nottingham
374	Charles Way, Nottingham
375	Piccadilly / Kemmel Road / Connelly Close, Nottingham
376	Robin Hood Way / Riverside Way, Nottingham
377	East of Racecourse Road, Sneinton, Nottingham
378	Abbey Bridge / Hollyland Avenue, Nottingham
379	Lean Gate, Nottingham
380	Willoughby Street / Proposect Close, Nottingham
381	Lenton Boulevard / Ashburnham Avenue, Hitchen, Nottingham
382	Vernon Road / Park Lane / Bulwell Lane / Southwark Street / Brook, Nottingham
383	North of Kelstem Close (off Nuthall Road), Nottingham
384	Bagnall Road / Mill Street, Nottingham
385	David Lane, Nottingham
386	Bar Lane / Church Street (Church View Industrial Estate), Nottingham
387	Woodborough Road / Woodthorpe Road, Nottingham
388	Newcastle (off Nutall Road), Nottingham
389	Western Boulevard / Radford Road, Nottingham
390	Perry Road / Westbury Road / Lortas Road and Molton Road, Nottingham
391	Radford Road / North Gate / Silverdale Road, Nottingham
392	Mount Street / Duke Street, Nottingham
393	Haydon Road / Quorn Road / Glamis Road, Nottingham
394	Ellesmere Business Park (off Haydon Road), Nottingham
395	Wesley Street (off Mansfield Road), Nottingham
396	Chalfront Drive, Nottingham
397	Whitemoor Close Industrial Estate, Whitemoor Close, Nottingham
398	Ascot Road (Speedo Site), Nottingham

399	Bobbers Mill / Alferton Road, Nottingham
400	Holland Street, Nottingham
401	Siemens Technical Centre (Off Woodyard Lane), Nottingham
402	Radford Bridge, off Wollaton Road, Nottingham
403	Canterbury Road, Nottingham
404	Midland Close / New Road, Nottingham
405	Deakins Street / Hartley Road / St. Peters Street, Nottingham
406	Denman / Grant, Nottingham
407	Broomsgrove Industrial Estate (off Ilkeston Road), Nottingham
408	Alfred Street / Kilburn Street, Nottingham
409	Radford Boulevard / Prospect St / Alferton Road, Nottingham
410	Land between Carlton Road / Stonebridge Road, Nottingham
411	Radford Mill (off Ilkeston Road / Garden Street), Nottingham
412	Thornfield Industrial Estate, off Carlton Road, Nottingham
413	Former PZ Cussons Site, off Wilkinson Street, Nottingham
414	Gauntley Street, Nottingham
415	Calverton Drive, Nottingham
416	Perry Road / Lortas Road, Nottingham
417	Sherwood Rise, Nottingham
418	Beechdale Road (including Former Co-op, Ambulance Service HQ) Nottingham
419	Alfred Street / Kilburn Street, Nottingham
420	Thornfield Industrial Estate (Albany Works), off Carlton Road, Nottingham
421	Gregory Boulevard, Nottingham
422	Leen Gate, Nottingham
423	Fairham House, Nottingham
424	Galisedale Drive / Way, Nottingham
425	Vernon Road, Basford, Nottingham
426	Vernon Road / Nottingham Road / Valley Road, Nottingham
427	Jubilee Campus, Nottingham
428	Blenhiem Lane Allotments, Bulwell, Nottingham
429	Hucknall Road / Hucknall Lane, Nottingham
430	NG2 (former ROF Site), Nottingham
431	Lane End, Ashfield
432	New Line Road, Ashfield
434	Factory off Lime Street, Ashfield
435	Clover Street, Ashfield
436	Maun Valley Industrial Park, Ashfield
437	Reform Street Industrial Estate, Ashfield
438	Garth Avenue, Ashfield
439	Sutton Forest Side / Eastfield Side, Ashfield
440	Factory at North Street, Huthwaite, Ashfield
441	Factory to the north of Blackwell Road, Huthwaite, Ashfield
442	Bowne Street / Stoney Street, Ashfield
443	Land at the junction of Station Road and Kirkby Folly Road, Ashfield
444	Former Wood Bros. Mansfield Road (A60), Spion Kop, Mansfield
445	Intake Industrial Centre, Kirkland Avenue, Mansfield
446	Bellamy Road Industrial Estate, Bellamy Road, Mansfield
447	Broadway Industrial Estate, The Broadway, Mansfield
448	Brunts Business Centre, Brunts Way, Mansfield
449	Pelham Street, Mansfield
450	Victoria Street, Mansfield
451	Grove Way, Mansfield Woodhouse
452	Former Mansfield Brewery, Great Central Road, Mansfield
453	Mansfield Standard Sand Co., Sandhurst Avenue, Mansfield
454	Whittle Caravans, Southwell Road West, Mansfield
455	Dale Farm Milk Depot, Quarry Lane, Mansfield
456	Badder Way Mansfield
457	Rock Valley Industrial Estate (Former Crown Speciality), Rock Valley, Mansfield

458	Marshalls Builders Merchants, Oxclose Lane, Mansfield Woodhouse, Mansfield
459	Tansco Depot, Church Lane, Mansfield
460	Crow Hill Drive, Mansfield
461	Station Road, Edwinstowe, Newark and Sherwood
462	Sutton Landfill Site, Maycroft Gardens off Sutton Road, Huthwaite, Ashfield
463	Langton Colliery, Nr. Pixton Lane, Ashfield (accessed from outside NCC off Beaufit Lane)
464	Factory to the South of Southwell Lane, Kirkby-in-Ashfield, Ashfield
465	Land adjacent to Bobbers Mill Industrial Estate, Bobbers Mill Bridge
466	Severn Trent Water Depot, Hucknall Road / Haydn Road
467	Salisbury Street / Faraday Road, Radford, Nottingham
468	Electric Avenue / Queens Drive, Nottingham
469	Toton Sidings (Strategic Location for Growth), West and North West of Toton
470	Welbeck Colliery, Meden Vale
471	Thornsby, off A6075, nr. Edwinstowe (Operational)
472	Rufford Colliery Nr. Rainworth
473	Silverhill Nr. Teversal
474	Annersley
475	Smotherfly Nr. Jacksonside
476	Wighay Road Nr. Linby
477	Bennerley Nr Awsworth
478	Robinettes, Nr Awsworth
479	Staple Hill Nr. Trowell Moor
480	Ouse Dyke, Nr Netherfield
481	Lambley Road Site
482	Erewash Canal Site
483	Eastwood Colliery (including former Colliery Lagoon), Eastwood

APPENDIX C: STAGE ONE: ASSESSMENT TABLE

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
1	Colwick Industrial Estate – (Former Oil Refinery and Depot at the Junction of Road No. 1 and No. 3)	Road No's 1,2,3,4,5 Colwick, South west of Nottingham	Circa 6.4ha	Two areas of the industrial estate are allocated under Saved Policies: W5.1(d/e) 'Household Waste Recycling Centres', W5.7(f) 'Permanent Aggregate Recycling Centres', W5.10(d/e) 'Scrapyards', W7.1(d/e) 'Composting Sites', W9.1(j/k) 'General Waste Transfer Stations' in the Nottingham and Nottinghamshire Waste Local Plan (January 2002). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities. The entire industrial estate is allocated under Saved Policy E3 'Retention of Employment' which permits the expansion, conversation and / or redevelopment of sites for employment within the Gedling Borough Replacement Local Plan (July 2005). The Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategy Publication Version (June 2012) with schedule of proposed changes and modifications was submitted for examination in June 2013. Within the strategy emerging Policy 4 'Employment Provision and Economic Development' seeks to strengthen and diversify the economy. Furthermore, paragraph 2.8.7 identifies that: *"…other key areas for employment include Colwick Industrial Estate…"* The Schedule of Proposed Changes to the Aligned Core Strategy Publication Version (February 2013) seeks to amend some elements of Policy 4. However the policy thrust remains. The Greater Nottingham Employment Provision Background Paper (2012) identifies that the Colwick Industrial Estate will be retained in employment uses.	Green Belt (GB) – No Area of Outstanding Natural Beauty (AONB) – No Special Protection Area (SPA) – No Special Area of Conservation (SAC) – No Green Belt beyond River Trent to the south	Flood Zone Two and Three (online mapping illustrates defended floodplain)	Access to the estate is achieved from a signalised junction off the A612 Colwick Loop Road. The A612 provides a good connection to central areas of the City of Nottingham. The A612 is known to become congested at peak times due to being a major route into Nottingham from the eastern edge of the City. However, the site is considered to benefit from a good standard of access.	The entire of Colwick Industrial Estate is identified as being in Flood Zone Two and Three. However, the Environment Agency online flood risk mapping illustrates that flood defences are present along the River Trent. Although it is not clear whether the flood defences are adequate at this stage, due to extent of development across the estate (including some new development) it is not considered that flooding is an insuperable constraint in this instance. Initial desk top research has identified that the Former Oil Refinery and Depot is the subject of a planning application (ref: 2013/0500) for a large food store and associated development which may mean that the site is unavailable. However, this is to be confirmed and as a suitable plot of land is available at this site it has been carried forward to Stage Two.	**Yes**
2	Land to the West of Fulwood Industrial Estate	Export Drive, Off Common Road, Sutton-in-Ashfield	Circa 4.8ha	The site is allocated under Saved Policy W9.1(g) 'General Waste Transfer Stations' in the Nottingham and Nottinghamshire Waste Local Plan (January 2002). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities. The wider estate is allocated under Saved Policy EM1 'Employment Land Allocations' and more specifically the site is allocated under allocation EM1Sb 'West of Fulwood' in the Ashfield Local Plan (November 2002). The emerging Ashfield Local Plan Publication (August 2013) allocates the estate under emerging Policy PJ2 'Allocations, Locally Significant Business Areas and Protection of Economic Development Sites' and more specifically the site is allocated under PJ2Sa 'West of Fulwood'. A small part of the site is designated as a Site of Importance for Nature Conservation (SINC) under emerging Policy ENV4 and more specifically ENV4n69 'New Hucknall Sidings and Grassland'. However, a further SINC ENV4n72 'Hucknall Disused Railways' is located immediately to the east. The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available to the west of the existing estate. The site is also identified in the East Midlands Northern Sub-Region Employment Land Review (2008) and the Ashfield and Mansfield Joint Property Review (2009).	GB – No AONB – No SPA – No SAC – No	Flood Zone One	The site is accessed from existing gates off the mini roundabout at the end of Export Drive. Export Drive connects to the B6027 Common Road which in turn connects to the A38 via a signalised junction to the south. The A38 connects to Junction 28 of the M1 circa 1.5km to the west. Therefore, the site is considered to benefit from a good standard of access.	Although part of the site appears to be constrained by the presence of overhead power lines and some of the site is designated as a SINC (a local ecological / geological designation). At this stage a suitably sized plot of land appears to be free from insuperable constraints. Consequently, this site has been carried forward to Stage Two.	**Yes**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
3	Land next to existing Rolls Royce Plant	Watnall Road, Hucknall, Ashfield	Circa 13.0ha existing allocation and circa 27.0ha emerging allocation	Allocated under Saved Policy EM1 'Employment Land Allocations' and more specifically EM1Ha 'Rolls Royce' (comprising 13ha) in the Ashfield Local Plan (November 2002). This land is located to the west of the existing Rolls Royce (operational) buildings within the airfield. The emerging Ashfield Local Plan Publication (August 2013) allocates the Rolls Royce site under emerging Policy PJ2 'Business and Employment Development Sites'. Land to the south around the existing buildings is allocated for a mixture of uses through emerging mixed use allocation HG1MUa (comprising 27ha). In addition, it is noted that a small parcel of land is safeguarded to ensure that access from the A611 is achieved and that part of the site is designated as a nature conservation site. The allocation of circa 27ha for employment uses is also reflected in Hucknall sub-area specific policies (i.e. emerging Policy SPH2 and SPH3). The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available at Rolls Royce. The site is also identified in the Nottingham City Region Employment Provision Study (2009) and the Ashfield and Mansfield Joint Property Review (2009). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities. Although not within the administrative area covered by the Broxtowe, Gedling and Nottingham Aligned Core Strategy, it is worthy of note that the Schedule of Proposed Changes published in February 2013 proposes a new sentence in relation to employment sites which states: *"This can include sites in adjoining local authority areas, for example the Rolls Royce site in Hucknall, part of Ashfield District, which will serve the employment needs of the conurbation as a whole."*	GB – No AONB – No SPA – No SAC – No Green Belt to east, south and west Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 5.1km away and Indicative core area of breeding Nightjar and Woodlark circa 3.5km away.	Flood Zone One (small part of the northern edge next to the A611 is located in Zone Two and Three)	Access to the existing Rolls Royce operational site is achieved from the B6009 Watnall Road which connects to a roundabout with the A611 circa 0.5km to the northeast. The A611 provides access to either Junction 26 or 27 of the M1. Both of which are circa 7.5km away. It must be noted that the land allocated for employment uses does not benefit from direct access to the existing road network (Daniels Way is a narrow single track lane and the access off Watnall Road is currently used by Rolls Royce). Therefore the access to this site at the present time is yet to be formally estimated / defined. However, it is noted that outline planning application (ref: V/2013/0123) proposes a new junction off the A611 in order to serve the site. At the present time the application is currently being determined. In light of the above the site does not currently benefit from a good standard of access.	The land allocated for employment uses within the adopted Ashfield Local Plan appears to be located on a former airfield / potentially existing outdoor testing facility within the boundaries of the existing operational Rolls Royce site. Initial desk top research has identified that an outline planning application (ref: V/2013/0123) 'Development at South West Hucknall' is currently being determined. The application includes 27ha of employment and 31ha of residential uses. This proposal reflects the emerging site allocations in the Ashfield Local Plan (i.e. employment land to the east and residential land to the south and west). Access to the allocated employment land, within the adopted Local Plan, is currently restricted as it forms part of the Rolls Royce operational site. The currently undetermined planning application seeks to open up land to the south of the site through a new roundabout off the A611. However, the application has yet to be determined and at the present time the proposed allocation is constrained by the lack of an access which would need to be constructed in order to open up this land. The site does not benefit from a suitable existing access and major infrastructure provision would be required (i.e. a new junction off the A611, construction / formation of internal site roads and implementation of utilities network extensions / reinforcement in order to bring it forward for development). In light of this, it is not considered that a single proposal for an individual development plot would be viable (i.e. the infrastructure etc. could only realistically be delivered as part of a comprehensive development solution). Whilst there is an undetermined outline planning application for the development of the entire allocation, which if approved could provide a access and services to the site, this is not considered to provide sufficient justification on its own to the take the site forward to the next stage of assessment as: - There is no certainty that the outline consent would be granted. - If planning consent is granted there are no guarantees that the scheme would ever come forward. - If planning consent is granted there are no guarantees on timescales within which reserved matters would be brought forward or the future phasing of the development (i.e. residential development may be brought forward first). - It may be many years for the relevant consents and infrastructure to be put in place which would unacceptably delay the proposed development. For the reasons identified above and in accordance with the requirements of the ASA Methodology regarding access and servicing constrains, this site has been discounted.	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
4	Portland Industrial Park / Welshcroft Close	Welshcroft Close, Kirkby-in-Ashfield, Ashfield	Circa 4.1ha	Allocated under Saved Policy EM1 'Employment Land Allocations', more specifically EM1Kc 'Welshcroft Close / Portland Street Industrial Estate'. It is also designated under Saved Policy EN6 'Nature Conservation Area' in the Ashfield Local Plan (November 2002). The emerging Ashfield Local Plan Publication (August 2013) allocates the site under emerging Policy PJ2 'Business and Employment Development Sites' and specifically allocation PJ2Kc 'Portland Industrial Park / Welshcroft Close'. Furthermore, the site is designed as a Site of Importance for Nature Conservation (SINC) under emerging Policy EV4 and is specifically referenced in Appendix 3 as 'Kirkby Wasteland' (Ref: EN4n80). Supporting text associated with the policy identifies that the site forms part of the former Summit Colliery with land off Wolsey Drive being developed. The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available at Welshcroft Close. The site is also identified in the East Midlands Northern Sub-region Employment Land Review (2008) and the Ashfield and Mansfield Joint Property Review (2009). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 3.1km away and Indicative core area of breeding Nightjar and Woodlark circa 3.3km away.	Flood Zone One	The site is accessed from Welshcroft Close which connects to Southwell Lane and the B6021 Lowmoor Road. The B6021 provides a connection to the A38 via Penny Emma Way. The A38 provides a connection to Junction 28 of the M1 circa 5km to the east. It is noted that access could also be achieved from Wolsey Drive which connects to Lowmoor Road. Finally a railway line is located on the western boundary which may influence the operation and construction of uses at the site. Therefore the site is considered to benefit from a good standard of access.	This site is allocated for employment uses but is also designated as a SINC. The site appears to comprise of regenerating scrub and ground contamination / stability may be a factor due to the previous use of the site as the Summit Colliery. It has been noted that a small section of access road has been constructed. Although it is unclear at this stage whether it is part of an extant planning permission or a remnant of the former colliery use. Whilst upon initial investigation the site appears to meet the minimum site size threshold it is a very irregular shape and part of the site is next to an operational railway. As a result there will be an off-set required between the built development / operations and this feature. These two factors combine to constrain the extent of the development area to below the minimum site size threshold. As such, this site has been discounted.	**No**
5	Oddicroft Lane	Off Penny Emma Way, Sutton-in-Ashfield	Circa 5.2ha in total	Allocated under Saved Policy EM1 'Employment Land Allocations' and more specifically EM1Ke 'Kings Mill Road / Oddicroft Lane' in the Ashfield Local Plan (November 2002) and white land immediately to the east. The emerging Ashfield Local Plan Publication (August 2013) allocates the site under emerging Policy PJ2 'Business and Employment Development Sites' and specifically allocation PJ2Kd 'Oddicroft Lane'. The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available at Oddicroft Lane. The site is also identified in the East Midlands Northern Sub-region Employment Land Review (2008) and the Ashfield and Mansfield Joint Property Review (2009). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 2.9km away and Indicative core area of breeding Nightjar and Woodlark circa 2.4km away.	Flood Zone One	The site does not benefit from a suitable junction off Oddicroft Lane. However, it is considered that an access could be developed relatively easily. Oddicroft Lane connects to Penny Emma Way B6021 which provides a connection to the A38 almost immediately to the east. The A38 provides a connection to Junction 28 of the M1 circa 5km to the east. Therefore the site is considered to benefit from a good standard of access.	Initial desk top research has identified that the site benefits from outline planning permission (ref: V/2012/0568) for the development of an industrial / distribution warehouse with office accommodation. The high level assessment has established that the site is suitably allocated and has a good standard of access to the strategic road network. Whilst the site is within 3km of the Sherwood Forest ppSPA it is not considered that the site has and insuperable constraints and it has been carried forward to Stage Two.	**Yes**
6	Pinxton Lane (also known as 'Castlewood')	Land to the south of the A38, Sutton-in-Ashfield	Circa 111ha in total.* * However, the total development site (less the areas of existing highway to be improved) comprises 86ha of which half is proposed to be development, the balance for roads, infrastructure, landscaping and ecological resource / habitat. Whilst several plots are occupied at	The Pinxton Lane site spans the District of Ashfield and Bolsover, (as a consequence the Counties of Nottinghamshire and Derbyshire). Due to the site's good connection to the road network this assessment has considered the entire site including the site in Derbyshire. Ashfield District Council: Allocated under Saved Policy EM1 'Employment Land Allocations' and more specifically EM1Sb 'Pinxton Lane' in the Ashfield Local Plan (November 2002). Appendix 4 provides a brief for the site and illustrates that the old railway line running through the site is designated as a Site of Importance for Nature Conservation (SINC) under Saved Policy ENV6. The emerging Ashfield Local Plan Publication (August 2013) allocates the site under emerging Policy PJ2 'Business and Employment Development	GB – No AONB – No SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 5.0km away and Indicative core	Flood Zone One	The site is located to the south of the A38 and benefits from a signalised junction off the A38 which leads onto a central spine road with serves the employment site. The A38 connects to Junction 28 of the M1 circa 1.5km to the west. An internal spine road and junctions serving individual development plots has been constructed. Therefore the site is considered to benefit	The site straddles the administrative boundaries of Bolsover and Ashfield District Councils (Derbyshire and Nottinghamshire). Whilst, Derbyshire is not included in the area of search in this instance the entire employment site has been considered in line with the Methodology. Desk-top research has identified that outline planning permission for the development of B1, B2 and B8 employment uses including associated highway works, spine road, earthworks (to form development plateaus / platforms), balancing ponds and landscaping etc. was granted was approved by Ashfield District Council (ref: V/2006/0861) and Bolsover District Council (ref:	**Yes**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
	this stage it is considered that there is a suitably sized plot available.			Sites' and specifically allocation PJ2Ke 'Pinxton Lane'. Furthermore, part of the site is designed as a SINC under emerging Policy EV4 and Appendix 3 'Hucknall Disused Railways' (ENV4n72). The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available at Pinxton Lane. The site is also identified in the East Midlands Northern Sub-region Employment Land Review (2008) and the Ashfield and Mansfield Joint Property Review (2009). Furthermore, the site is specifically subject of a development brief which was adopted in March 2005 which indicates that a utility pipeline and overhead power lines transverse the site. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities. Bolsover District Council: The land located in the district of Bolsover is allocated for employment uses under Policy EMP1 and this allocation is being carried forward in the emerging plan.	area of breeding Nightjar and Woodlark circa 5.0km away.		from a good standard of access.	06/00621/OUTMAJ). Whilst it is noted that there has been reserved matter applications relating to the site and that it appears from aerial mapping that some of the site has been developed, at this stage, it is not considered to suffer from any insuperable constraints. As a consequence, the site has been carried forward to Stage Two.	
7	Blenheim Lane Industrial Estate	Dabell Avenue, Hucknall, Ashfield	Circa 15.6ha overall (circa 7.8ha remain)	Allocated under Saved Policy EM1 'Employment Land Allocations' and more specifically EM1Ra 'Blenheim Lane' in the Ashfield Local Plan (November 2002). Appendix 4 provides a site development brief for the extension illustrates that alongside the Green Belt (immediately beyond the allocation boundaries) the extension is also bound by two Sites of Importance for Nature Conservation (SINC) (Bulwell Wood and Blenheim Lane). Furthermore, 'Bulwell Wood' is designated as a Site of Special Scientific Interest and Ancient Woodland. The emerging Ashfield Local Plan Publication (August 2013) allocates the site under emerging Policy PJ2 'Business and Employment Development Sites' and specifically allocation PJ2Hd 'Blenheim Lane Industrial Estate'. The landscape and nature conservation designations remain as illustrated in the paragraph above. The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available at Blenheim Lane Industrial Estate. The site is identified in the Nottingham City Region Employment Land Provision Study (2009). Furthermore, the site is specifically subject of a development brief which was adopted in July 2003. The development brief identifies that the surrounding environmental designations must be safeguarded. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No Green Belt immediately beyond allocation to north and west Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 5.9km away and Indicative core area of breeding Nightjar and Woodlark circa 4.5km away.	Flood Zone One	The site does not benefit from a suitable junction off Dabell Avenue. However, it is considered that an access could be developed relatively simply. Access to this extension to the industrial estate is achieved from Dabell Avenue / Seller's Wood Drive which connects to the A6002 Camberley Road. The A6002 connects to the A610 which in turn connects to Junction 26 of the M1 circa 2.5km to the southwest. Therefore the site is considered to benefit from a good standard of access.	Although the site is bound by Green Belt, with other environmental designations located on the boundary of the industrial estate. At this stage these designations are not considered to unacceptably constrain development on this site. At this stage it is not considered that the site suffers from any insuperable constraints and, as such, it has been carried forward to Stage Two.	**Yes**
8	Blenheim Lane Allotments	Blenheim Lane (off the A6002 Camberley Road) Bulwell	Circa 6.5ha	Allocated under Saved Policy E2 'Industrial Development / Expansion and Restructuring' and more specifically E2.2 'Blenheim Industrial Estate Expansion' in the Nottingham Local Plan (November 2005). The Broxtowe Borough, Gedling Borough and Nottingham City emerging Aligned Core Strategy Publication Version (June 2012) with schedule of proposed changes and modifications (June 2013) includes emerging	GB – No AONB – No SPA – No SAC – No Green Belt	Flood Zone One	At the present time the site does not benefit from a suitable access off Blenheim Lane or Firth Way. However, one could be constructed relatively simply.	Initial desk top research has identified that a planning application for a manufacturing, research and development facility, with energy generation (ref: 13/00757/PMFUL3) has been approved on this site. The site has been cleared and boundary fencing has been constructed presumably in preparation for development. Given the site benefits from planning	**Yes**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
				Policy 4 'Employment Provision and Economic Development' which seeks to strengthen and diversify the economy. Furthermore, paragraph 2.9.13 identifies that: *"In addition to the city centre…Blenheim Industrial Estate are major employment locations."* The emerging Land and Planning Policies Development Plan Document (Preferred Options) (September 2013) identifies the site under reference LA7 and sets out that the site is suitable for employment and energy production uses (energy park). A development brief for the Blenheim Allotments site was adopted in June 2001. However, this has been superseded by the Blenheim Lane Informal Planning Guidance document which was adopted in January 2012. This document identifies the policy context as set out above and also identifies that a historic hedgerow runs along Blenheim Lane and a main electricity cable runs through the site. The site is identified in the Nottingham City Region Employment Land Provision Study (2009) and the Greater Nottingham Employment Background Paper (2012). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	immediately to the north Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 6.0km away and Indicative core area of breeding Nightjar and Woodlark circa 4.9km away.		The A6002 connects to the A610 which in turn connects to junction 26 of the M1 circa 2.5km to the southwest. Therefore the site is considered to benefit from a good standard of access.	permission and has been cleared its commercial availability is questionable. Whilst the commercial availability of the site is questionable, at this stage it is not considered that the site suffers from insuperable constraints and it has been carried forward to Stage Two.	
9	South west of Oakham Business Park (also known as Summit Business Park)	Land between Oakham Business Park and the A617, Sutton-in-Ashfield	Circa 23.5ha	Allocated for employment uses under Saved Policy EM1 'Employment Land Allocations' and more specifically EM1Re 'South West of Oakham Business Park' in the Ashfield Local Plan (November 2002). Appendix 4 provides a site brief and illustrates, amongst other things, that tree buffer zones would need to be provided, ecological habitat should be created and that the height of the buildings will be controlled to minimise visual intrusion on surrounding land. The development brief for the site published in 2004 seeks B1 uses but identified that B2 and B8 uses may also be suitable. The associated plans illustrated that the maximum building heights would be 15m. The emerging Ashfield Local Plan Publication (August 2013) allocates the site under emerging Policy PJ2 'Business and Employment Development Sites' and specifically allocation PJ2Sd 'South West Oakham'. It should be noted that Hamilton Hill immediately beyond the A617 to the south is designated as a Site of Importance for Nature Conservation (SINC) and as a Scheduled Ancient Monument (SAM) under emerging Policy ENV4 (ENV11Ah and ENV4n65). The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available at Oakham. The site is identified in the East Midlands Northern Sub-region Employment Land Review (2008) and the Ashfield and Mansfield Joint Property Strategy (2009). Furthermore, the site is the subject of a development brief which was adopted in July 2004. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 1.3km away and Indicative core area of breeding Nightjar and Woodlark circa 3.7km away.	Flood Zone One	The site is located next to the Mansfield Ashfield Regeneration Route (MARR) A617 and benefits from signalised access junctions and internal access roads. The A617 provides a connection to the A38 which in turn connects to Junction 28 of the M1 circa 7.5km to the west. Therefore the site is considered to benefit from a good standard of access. Therefore, the site is considered to benefit from a good standard of access.	The site brief and development brief seek to ensure that the heights of buildings on the site are specifically limited to (up to 15m) in order to minimise visual instruction on the surrounding land and impact upon a Scheduled Ancient Monument. This is half the height of the proposed development (i.e. circa 30m). In the context of the planning policy requirements relating to the site's allocation and Development Brief, the impacts associated with the development of a circa 30m high building and related infrastructure (including exhaust stacks) would be in breach of the planning requirements and in all probabilities would be unacceptable. Such impact would make it extremely difficult to secure planning permission for the development of the nature proposed on this site. In addition to the above, it is also understood that the site is in the process of being promoted for other uses and is unlikely to be commercially available. In light of the above the site has not been carried forward into Stage Two.	**No**
10	Sherwood Oaks	Old Newark Road, off	Circa 4.5ha	Allocated for employment uses under Saved Policy E5 'Employment Proposals' and more specifically E5(A) 'Old Newark Road / Southwell	GB – No AONB – No	Flood Zone	Access to the site is achieved from Sherwood Avenue which	Initial desk top research has identified that the site benefits from outline planning permission for circa 100	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
	Business Park	the A6191 Southwell Road West, Mansfield		Road West' in the Mansfield Local Plan (November 1998). The Mansfield Employment Monitoring Report 2013 identifies the site under ref: E-RW001. The site is identified in the East Midlands Northern Sub-region Employment Land Review (2008) and the Ashfield and Mansfield Joint Property Strategy (2009). Furthermore, it is noted that the SHLAA (May 2011) identifies the site under reference 119: 'Land at Redruth Drive' and sets out that the site should be safeguarded for employment uses. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 400m away and Indicative core area of breeding Nightjar and Woodlark circa 1.6km away.	One	connects to the A6191 Southwell Road West via a roundabout. Southwell Road West connects to the A617 which provides a good connection to other areas of the County.	residential properties (ref: 2011/0254/ST). The application was in outline with all matters reserved (with the exception of access). The associated Committee Report identifies that residential uses are more acceptable on this site, due to the fact the site is bound by a large number of residential properties, car showrooms and office units. The close proximity of these sensitive receptors means that it would be very difficult to develop employment uses let alone a large scale waste management facility on this site. Considering the outline planning permission it is likely that there would be an option agreement in place with a residential property developer. Furthermore, due to the planning permission it would appear that the Council favour residential development at this site. In addition it should be noted that the Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 400m away and Indicative core area of breeding Nightjar and Woodlark circa 1.6km away. As a consequence, of the points above it is considered that the development of the site for the proposed use would be unacceptable and as a result this site has been discounted.	
11	Land off Clipstone Road East	Clipstone Road East, Forest Town Mansfield	Circa 19.0ha (in total)	Allocated for employment uses under Saved Policy E6 'Business Park Proposals', more specifically E6(B) 'Land at Mile Hill' as well as under Saved Policy LT21(A) 'Leisure Uses' (i.e. a hotel), in the Mansfield Local Plan (November 1998). Text associated with the employment policy identifies that the Council considers that the site is suitable for a low density and environmentally attractive business park, to ensure that it is in keeping with the character of adjoining land uses (i.e. residential properties and open space). The site is identified in the East Midlands Northern Sub-region Employment Land Review (2008) and the Ashfield and Mansfield Joint Property Strategy (2009). In addition the eastern extent of the site is identified in the Strategic Housing Land Availability Assessment SHLAA (May 2011) as being suitable for housing. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 300m away and Indicative core area of breeding Nightjar and Woodlark circa 1.2km away.	Flood Zone One	The site does not benefit from an existing access. However recent planning permission on the western half of the site would suggest that a suitable access could be achieved through minor highway works. The B6030 Clipstone Road East provides a connection to the centre of Mansfield or towards the village of Clipstone and onwards to the A6075. All routes require vehicles to travel past a number of residential properties which results in the site having an average standard of access.	It has been noted that the western half of the allocation has obtained planning permission in 2011, at appeal (ref: APP/X3025/A/10/2141924) for 313 dwellings and associated infrastructure. Therefore this part of the site is almost certainly unavailable. However, considering the size of the allocation a suitable plot still remains within the eastern half of the site. It is noted that the eastern half is also being promoted for residential properties through the SHLAA. In addition, the Local Plan allocation seeks a low density and environmentally attractive business park (with hotel) which is in keeping with the surrounding land uses. In addition, it should be noted that the Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 300m away and Indicative core area of breeding Nightjar and Woodlark circa 1.2km away. In summary, the site is clearly being promoted for housing and the western part of the site benefits from planning permission for residential development. In addition, the allocation for the site only seeks high quality business park / hotel development. In light of the above and in accordance with the ASA Methodology, it is not considered that the proposed development would accord with the land uses that are envisaged on the site and is unlikely to be acceptable in this location. As such, this site has been discounted.	**No**
12	Land at Abbott	Abbott Road	Circa 28.4ha	Allocated under Saved Policy E7 'Exceptional Employment Proposals' in the Mansfield Local Plan (November 1998). However it must be noted that	GB – No AONB – No	Flood Zone	The site does not benefit from an existing access and is	Saved Policy E7 seeks exceptional employment uses and safeguards the land for major employers which	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
	Road	(Penniment Farm), Mansfield		the policy indicates that planning permission will only be granted for the development of exceptional employment uses that meets a range of criteria (i.e. training centre, major company offices, and employers requiring 8ha or more, high end technology science park and campus style proposals). Furthermore, the policy seeks to ensure that access is achieved from the western bypass (i.e. the A617). The Mansfield Employment Monitoring Report 2013 identifies the site under ref: E-Pe001. Furthermore, the site is identified in the East Midlands Northern Sub-region Employment Land Review (2008). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 5.0km away and Indicative core area of breeding Nightjar and Woodlark circa 5.0km away.	One	located between the A617 and A6074 Abbott Road. The A617 provides a connection to Junction 29 of the M1 circa 7.5km to the northwest. As identified by the allocation access to the site would need to be developed from the A617.	require a site of 8ha or more. The policy also seeks 'campus style' development, infrastructure provision and landscaping. Finally, as set out by the allocation access to the site would need to be developed from the A617 which at the present time is not available. The site does not benefit from a suitable existing access or services and major infrastructure provision would be required to serve any development on the site (i.e. new access off A617 / A6075, internal site roads, utilities network extensions / reinforcement). In light of this, it is not considered that a single proposal on an individual development plot would be viable (i.e. the infrastructure etc. could only realistically be delivered as part of a comprehensive development solution). In addition to the above, it is also not considered that the proposed development would accord with the type of employment development that is being promoted through Policy E7 at this site. For the reasons identified above and in accordance with the ASA Methodology regarding access and servicing constraints, this site has been discounted.	
13	Top Wighay Farm	Off A611 Annesley Road, Hucknall, Gedling	Urban Extension of circa 27ha, circa 8.5ha of employment land	Allocated for employment uses under Saved Policy E1 'Employment Land' and more specifically E1(a) 'Top Wighay Farm'. Saved Policy H6 'Top Wighay Farm' proposes a comprehensive mixed use development (including residential properties) in the Gedling Borough Replacement Local Plan (July 2005). It is also noted that two Sites of Importance for Nature Conservation (SINC) cover parts of the site although these are not within the employment allocation. The Top Wighay Farm development brief was published in December 2008. The brief identifies that developers designing any proposal for the land allocated in the Local Plan will need to take account of the possibility that part of the land immediately to the north of the allocation may be required for development in the future. In addition to the above, the brief identifies that the majority of the site is owned by Nottinghamshire County Council and that two vehicular access points are proposed. The first would support the residential area and would be taken from a forth arm off the A611 roundabout. The employment area would be accessed from a new junction off the A611 Annesley Road slightly further to the north. The Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategy Publication Version (June 2012) with schedule of proposed changes and modifications (June 2013) includes emerging Policy 2 'The Spatial Strategy' and Policy 4 'Employment Provision and Economic Development' which seeks to promote significant new economic development as part of the sustainable urban extension at Top Wighay Farm and thus seeks to strengthen and diversify the economy. Furthermore, paragraph 2.8.7 identifies that: *"…other key areas for employment include Top Wighay Farm…"* Appendix A 'Strategic Site Schedules and Plans' includes this site and indicates the potential for 1,000 houses and 8.5ha of employment land. The Greater Nottingham Employment Provision Background Paper (2012) identifies that Top Wighay Farm is considered to be the prime employment location for industrial and warehousing development (Paragraph 132).	GB – No AONB – No SPA – No SAC – No Green Belt immediately beyond the A611 to the west and surrounding the site to the north and east Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 1.0km away and Indicative core area of breeding Nightjar and Woodlark circa 100m away.	Flood Zone One	The site does not benefit from a suitable existing access. In accordance with the development brief for the site new access would need to be created off the A611. The site is located next to the A611 Annesley Road which connects to the A608 circa 3km to the northwest. The A608 connects to Junction 27 of the M1 circa 2km to the west of the Junction of the A608 / A617. Therefore the site is considered to benefit from a good standard of access.	The site is being proposed as an urban extension. As set out in the site specific development brief access to the employment area (which is located on the western part of the site) is anticipated to be achieved from a new junction off the A611. The proposal is also carried forward in the emerging Aligned Core Strategy which is currently the subject of independent examination. It is noted that land immediately to the west of the site beyond the A611 is designated as Green Belt. However, although the site itself is not within the Green Belt the visual amenity of the Green Belt would also be a consideration for large scale development. In addition, it should be noted that the Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 1.0km away and Indicative core area of breeding Nightjar and Woodlark circa 100m away (to the west beyond the A611. The site does not benefit from a suitable existing access or services and major infrastructure provision would be required to serve any development on the site (i.e. new access off A611, construction / formation of internal site roads, implementation of utilities network extensions / reinforcement). In light of this, it is not considered that a single proposal for an individual development plot would be viable (i.e. the infrastructure etc. could only realistically be delivered as part of a comprehensive development solution). For the reasons identified above and in accordance with the ASA Methodology regarding access and servicing constraints, this site has been discounted.	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
				Furthermore, the site is specifically subject of a development brief which was adopted in December 2008. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.					
14	Former Gedling Colliery and Chase Farm Site	Gedling	Circa 6.0ha	Specifically allocated for employment uses under Saved Policy E1 'Employment Land' and more specifically E1(c) 'Gedling Colliery'. The site is also allocated through Saved Policy H3 which seeks to ensure a phased local programme of implementation to be agreed with the local and county council through a joint legal agreement. This is envisaged to ensure a comprehensive development solution, in the Gedling Borough Replacement Local Plan (July 2005). The Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategy Publication Version (June 2012) with schedule of proposed changes and modifications (June 2013) includes emerging Policy 4 'Employment Provision and Economic Development' which seeks to strengthen and diversify the economy. Furthermore, paragraph 2.8.7 identifies that: *"…other key areas for employment include Gedling Colliery…"* However, Gedling Borough Council and the Schedule of Proposed Changes to the Aligned Core Strategy (February 2013) acknowledge that due to the cost of the Gedling Access Road, the proposed redevelopment of the site for up to 1,100 homes and 6ha of employment land may not unlikely to happen in the period up to 2028. The Greater Nottingham Employment Provision Background Paper (2012) identifies that in the longer term opportunities for more general employment uses will be promoted in the broad location of Gedling Colliery / Chase Farm (Paragraph 133). Furthermore, the site is specifically subject of a development brief which was adopted in June 2008 which makes provision for new housing and employment as well as the Gedling Access Road. The brief envisages that initially an outline planning application would be submitted accompanied by a detailed application for the Gedling Access Road. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No Green Belt located to the east	Flood Zone One	The site currently benefits from access via the un-named former colliery access road onto the A6211 Arnold Road. The A6211 forms one of the major routes on the eastern side of Nottingham. The emerging Development Plan and Site Development Brief seek the construction of the Gedling Access Road through part of the former colliery as part of its redevelopment. However, the implementation of the Access Road would require significant investment which is recognised by the Council as not being available and thus unlikely to come forward in the development plan period.	The site includes 6ha of allocated employment land which from initial desk top research appears to comprise of an area of disturbed land in the centre of the restored colliery. Saved Policy H3 illustrates that the site is allocated for residential development for up to 1,100 houses and 6ha of employment land and a new access road. It also identifies a preference that the development should be forthcoming through a comprehensive development solution. The emerging Aligned Core Strategy continues to promote the site for a mixture of uses but recognises that development may not commence during the plan period. It is understood that the majority of the colliery is being restored to a country park. However, it is noted that a planning application for development of a solar farm on part of the restored colliery has been approved (ref: 2012/01335). Furthermore, pre-application community engagement has taken place in relation to an anaerobic digestion facility on part of the allocated employment site. At this stage the site (i.e. the 6ha of allocated employment land) does not appear to suffer from insuperable constraints and benefits from an existing allocation and T-junction off the A6211. Consequently, the site has been carried forward to Stage Two.	**Yes**
15	Land at Teal Close	Stoke Bardolph, Netherfield, Gedling	Urban Extension of circa 70ha with circa 17.0ha allocated for employment uses.	Specifically allocated under Saved Policy E1 'Employment Land', more specifically E1(f) 'Teal Farm'. In addition, Saved Policy H5 'Teal Close' proposes a comprehensive mixed use development (including residential) in the Gedling Borough Replacement Local Plan (July 2005). The Greater Nottingham Employment Provision Background Paper (2012) identifies Teal Close for employment uses. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No Green Belt boundary located immediately to the north	Mixture of Flood Zone One, Two and areas benefiting from flood defences	A new signalised junction off the Colwick Loop Road (A612) / Stoke Lane junction has been constructed. It is presumed that the works are associated with the Gedling Transport Improvement Programme, but they may also be facilitating the currently undetermined outline planning application for an urban extension at this location. Whilst the signalised junction with the A612 has been constructed other major	Initial desk top research has identified that an outline planning application has been submitted with all matters reserved except access (ref: 2013/0546).The application seeks the development an urban extension for amongst other things up to 830 houses and employment uses (B1, B2 and B8) covering 17ha. The parameters plan and design and access statement submitted with the application identify that the height of the employment buildings would be a maximum of 12m in height. This is significantly lower than the circa 30m building that would be required to house elements of the proposed waste management facility. Although the site currently comprises a number of open fields which are at risk from flooding. A suitably	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
							junctions into the site have not. However, the A612 provides a good connection to central areas of the site and therefore the site is considered to benefit from a good standard of access.	sized plot is available which benefits from flood defences (according to Environment Agency online flood mapping). This plot correlates to the land allocated for employment uses in the Local Plan. The site does not benefit from a suitable existing access and major infrastructure provision would be required (i.e. construction / formation of internal site roads and implementation of utilities network extensions / reinforcement in order to bring it forward for development). In light of this, it is not considered that a single proposal for an individual development plot would be viable (i.e. the infrastructure etc. could only realistically be delivered as part of a comprehensive development solution). For the reasons identified above and in accordance with the ASA Methodology regarding access and servicing constraints, this site has been discounted.	
16	Bilsthorpe Colliery / Business Park	Off Eakring to the north east of Bilsthorpe	Circa 4.6ha (but not Business Park to the rear)	Open fields between Eakring Road and the Bilsthorpe Business Park were allocated for employment uses in the Newark and Sherwood Local Plan (March 1999). Whilst, the allocation has not been carried forward in the adopted Newark and Sherwood Allocations and Development Management DPD (July 2013), The Business Park remains a committed employment site with the Development Plan and the aforementioned DPD identifying the site as an existing / designed employment area. In addition, the Development Plan also designates part of the Business Park site and part of the wider former Bilsthorpe Colliery site as a Site of Importance for Nature Conservation (SINC). The site is identified in the Newark and Sherwood Employment Land Availability Study (2012) and the East Midlands Northern Sub-region Employment Land Review (2008). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No (Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 1.8km away and Indicative core area of breeding Nightjar and Woodlark circa 1.8km away.	Flood Zone One	The site benefits from an existing access / egress off Eakring Road. Eakring Road connects with the A614 Old Rufford Road via Deerdale Lane. This is the most logical route as it is noted that there is a 7.5 weight restriction in the village of Bilsthorpe. The A614 provides a good connection to other areas of the County.	Initial desk top research has identified that this former colliery, now known as Bilsthorpe Business Park includes vacant land and a range of existing employment uses (i.e. a number of existing commercial properties, a coal mining gas energy generation compound, five wind turbines and the Nottinghamshire County Council Northern Area Highway Depot). The Business Park is an existing committed employment site as well as a Site of Importance for Nature Conservation (SINC), on part of the Business Park and wider part of the former colliery. At this stage, it is considered to represent a suitable site which does not appear to suffer from any insuperable constraints. Consequently, the site has been carried forward to Stage Two.	**Yes**
17	Land to the West of Colliery Lane	Adjacent to the A617, within Rainworth village	Circa 5.5ha	The site was allocated for employment uses (ref: E2-Wf) in the Newark and Sherwood Local Plan (March 1999). The allocation has been carried forward in the adopted Allocations and Development Management DPD (ref: Ra/E/1), July 2013. The allocation seeks the provision of a suitable access from the A617, pedestrian connection with the village, no development takes place outside of the land in Flood Zone One, buffer landscaping is provided and finally a drainage strategy for surface water and foul sewage is developed. The site is identified in the Newark and Sherwood Employment Land Availability Study (2012) and the East Midlands Northern Sub-region Employment Land Review (2008). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 100m away and Indicative core area of breeding Nightjar and Woodlark circa 200km away.	Flood Zone One (a strip of Zone Two covers the eastern part of the site)	The site does not benefit from an existing junction off the A617. As identified by the allocation an access off the A617 will be sought as vehicles travelling through the village would be unacceptable. The A617 provides access to the A614 circa 4km to the east or the A38 circa 8.5km to the west.	The site's allocation in the Allocations and Development Management DPD seeks to ensure that a new link from the A617 is provided. Although the 'old' Local Plan policies relating to this site have now been deleted, these policies sought small scale local employment development for the village. It is not implicit whether large scale development would be appropriate within the Allocations and Development Management DPD. In addition to the above, it should be noted that the Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 100m away and Indicative core area of breeding Nightjar and Woodlark circa 200m away. The site does not benefit from a suitable existing access or services and major infrastructure provision would be required (i.e. a new arm to the existing	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
								junction off the A617, construction / formation of internal site roads and implementation of utilities connection etc.). In addition to the above and whilst not specifically a high level constraint, the site is directly adjacent to residential properties and sports pitches and there may be difficulties regarding perceived / actual amenity issues if this site were to be pursued for a development of the type proposed. For the aforementioned reasons this site has been discounted.	
18	Cavendish Park	Close to Clipstone Colliery, Clipstone	Circa 20.0ha	Identified as a mixed use site, that benefits from planning permission in the adopted Allocations and Development Management DPD (July 2013). It has been noted that a national house builder has obtained outline planning permission for 420 dwellings and associated infrastructure across the entire site, furthermore a reserved matters application for part of the site was approved in October 2012. Only 1ha of the site is being proposed for business uses according to the site masterplan. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – Yes Birklands and Bilhaugh SAC circa 4.6km to northeast Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 1.5km away and Indicative core area of breeding Nightjar and Woodlark circa 1.5km away.	Flood Zone One	The site benefits from an existing arm off the Cavendish Way roundabout. Furthermore, internal access roads have been constructed which may have implemented the permission at the site. Cavendish Park connects to the B6030 Mansfield Road. The B6030 a connection to the centre of Mansfield or towards the village of Clipstone and the A6075.	Initial desk top research has identified that outline planning permission for 420 dwellings, 1ha of employment uses and community facilities has been granted (ref: 08/01905/OUTM). A national house builder has submitted reserved matter applications (refs: 11/00950/RMAM and 12/01168/RMA) in association with the outline planning permission and has commenced construction through the development of the site roads. In addition to the above, it should be noted that Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 1.5km away and Indicative core area of breeding Nightjar and Woodlark circa 1.5km away. Considering a national house builder has commenced construction at this site and, the level of employment land falls below the minimum site size threshold this site has been discounted.	**No**
19	Stanton Tip	Millennium Way East, Nottingham	Circa 42ha in total 4-6ha for employ ment	Allocated under Saved Policy MU9 'Stanton Tip' in the Nottingham Local Plan (November 2005). Policy MU9 allocates the site for a mixture of uses (including employment). The policy seeks to ensure that ground investigation works achieve comprehensive reclamation across the former tip. It also seeks to ensure any employment is located next to existing employment development and that it does not impact on the Site of Importance for Nature Conservation (SINC). The emerging Land and Planning Policies Development Plan Document (Preferred Options) (September 2013) identifies the site under reference LA63 and illustrates that the site is suitable for a mixture of uses (including 'B' uses). The document also identifies that the biodiversity value and SINC will be sought to be retained and enhanced. The Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategy Publication Version (June 2012) with schedule of proposed changes and modifications (June 2013) includes emerging Policy 7 'Regeneration' which in relation to the site states Stanton Tip provides a significant reclamation opportunity in Nottingham to provide housing, employment…details regarding the specific site and the mixture of uses and scale of development on the site will be identified within other policy documents or adopted masterplan. The site is identified in the Greater Nottingham Employment Background Paper (2012) and the Nottingham City Region Employment Land Provision Study (2008). The emerging Nottinghamshire and Nottingham Waste Core Strategy	GB – No AONB – No SPA – No SAC – No	Flood Zone One	Access to the existing employment uses is achieved from Millennium Way East which connects to the A610. The A610 provides a connection to Junction 26 of the M1 circa 1km to the west. It must be noted that the tip does not benefit from a suitable access junction and its topography means that access may be difficult to achieve.	Whilst the site is allocated for a mixed use development in the emerging Development Plan, it is the subject of a number of site specific policies which indicate that in order to come forward for development it would need to be the subject of a comprehensive site wide remediation scheme and ground stability works. As such, the redevelopment of the site would need to come forward through a comprehensive reclamation / master planning exercise. Given the major infrastructure works that would be required and the absence of any other firm proposals for the reclamation of the site, it is not considered a suitable site for a development of the type proposed and as such, has been discounted.	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
				Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.					
20	Former PZ Cussons Plant	off Wilkinson Street, New Basford Nottingham	Circa 5.2ha	The majority of the site is unallocated 'white' land previously occupied by 'Cussons'. Part of the south western corner of the site is allocated for employment uses under Saved Policy E2.12 'Bobbers Mill' in the Nottingham Local Plan (November 2005). The emerging Land and Planning Policies Development Plan Document (Preferred Options) (September 2013) identifies the site under reference LA77 and identifies that the site is suitable for a residential development. The site is identified in the Greater Nottingham Employment Background Paper (2012). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities.	GB – No AONB – No SPA – No SAC – No	Mixture of Flood Zones Two and Three	Access to the site is achieved via Wilkinson Street. Due to its location in Nottingham vehicles would need to travel along a number of roads to reach the major arterial routes.	Initial desk top research has identified that the site benefits from planning permission for residential development (ref: 10/00021/POUT) and that it has been cleared presumably in readiness for its redevelopment. The site is also identified as being at risk from flooding and is being promoted through the emerging Land and Planning Policies DPD as a housing site. However, only 1.28ha of land is allocated for employment uses within the emerging Land and Planning Policies DPD whilst the rest of the site forms an existing (albeit cleared) employment site / allocated for residential development in the emerging DPD. The extant permission, emerging allocation and the fact that the site is at risk from flooding is considered to generate significant constraints and as such, this site has been discounted.	**No**
21	Land at Bunny Hill Brickworks	A60 Bunny Hill to the south west of Bunny	Circa 6.7ha	The Rushcliffe Replacement Local Plan (1996) identifies that the site is washed with Green Belt. The emerging Rushcliffe Core Strategy Proposed Modifications Document (Oct 2012) does not identify this site. Furthermore, at the time of preparing this assessment the examination into the Core Strategy was on hold due to further consultation in relation to housing numbers, allocation of further land and Green Belt. The Green Belt has not been changed in relation to this location. The site is identified in the Greater Nottingham Employment Background Paper (2012) and the Nottingham City Region Employment Land Provision Study (2008).	GB – Yes AONB – No SPA – No SAC – No	Flood Zone One	The site currently benefits from an access junction off the A60. Vehicles would need to travel through several settlements before reaching other larger 'A' roads such as the A606 circa 6.5 km to the north. Desk-top research has identified that the planning application for the development of business units on the site is the subject of a Section 106 agreement which required the implementation of highway improvement works upon the commencement development. It is therefore clear that the current access is sub-standard and highway improvements would need to be undertaken in support of any development on the site.	Initial desk top research has identified that the site benefits from planning permission for business uses (refs: 05/00390/OUT, 08/01289/REM and 10/00777/EXT). As part of this research it has also been noted there is a Section 106 agreement attached to the planning consent which requires that highway improvement works are undertaken upon commencement of development. This is a clear indication that the existing site access is not of a suitable standard. The design and access statement supporting the application identifies that the buildings would extend to a maximum height of circa 10m which is likely to be reflective of the site being located within the Green Belt / open countryside and near residential receptors. This is significantly lower than the circa 30m building that would be required to house elements of the waste management facility proposed. In the context of the above, it is also important to note that the emerging Development Plan does not propose to remove the site from the Green Belt. The site does not benefit from a suitable existing access and major infrastructure provision would be required (i.e. new junction off the A60). Due to the site not benefiting from a suitable existing access / infrastructure this alone is considered to generate a significant constraint. Furthermore the site is located in the Green Belt. As a consequence there are a significant number of constraints to the development of this site and as such, it has been discounted.	**No**
22	Cotgrave	Colliers	Redevel	The Rushcliffe Replacement Local Plan (1996) includes Saved Policy E7	GB – Yes	Flood	Colliers Way provides the	Initial desk top research has identified that the site	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
	Colliery	Way, Cotgrave	opment of the former colliery with circa 4.5ha of employ ment allocatio n	'Redevelopment of Employment Sites' which identifies that planning permission will be grated for the redevelopment of Cotgrave Colliery for employment purposes. The emerging Rushcliffe Core Strategy Proposed Modifications Document (Oct 2012) includes emerging Policy 2 'Spatial Strategy' which identifies that significant new development will take place at the former colliery. Emerging Policy 4 'Employment Provision and Economic Development' mirrors the spatial strategy and identifies that circa 4.5ha of employment land is allocated. Furthermore, emerging Policy 22 provides the specific strategy allocation for the site and amongst other elements again identifies circa 4.5ha of employment land is allocated. The Proposals Map illustrates that the Council anticipate that the employment land will be located on the north eastern extent and are seeking to remove the site from the Green Belt although land surrounding the site would remain within the Green Belt. At the time of preparing this assessment the examination into the Core Strategy was on hold due to further consultation process in relation to housing numbers, allocation of further land and Green Belt. Paragraph 135 of the Greater Nottingham Employment Background Paper states: *"The Rushcliffe Core Strategy proposes mixed use developments at Bingham, former RAF Newton, and former Cotgrave Colliery which were previously identified as sites purely for employment development, and South of Clifton, a mixed use development including 20 hectares of employment land."* The site is identified in the Greater Nottingham Employment Background Paper (2012).	AONB – No SPA – No SAC – No Currently located within the Green Belt but the emerging plan seeks to remove the site from the Green Belt	Zone One	main access to the colliery and connects to Stragglethorpe Road which in turn connects with the A46 circa 1.5km to the east. Initial research has identified that as part of the outline planning permission junction improvement works at Colliers Way and Stragglethorpe Road are proposed (central ghost island). However, the site benefits from an existing access and minor improvement works are not considered to cause a significant issue at this stage.	benefits from outline planning permission (ref: 08/00567/OUT which was subsequently revised under ref: 10/00559/OUT) for 470 houses and 4.5 ha employment uses (B1, B2 and B8). From the associated plans the employment uses are proposed near to Colliers Way and that amongst other things highway improvement works are sought through a legal agreement. The decision notice associated with application ref: 10/00559/OUT identifies (through Condition 6) that the approval of reserved matters shall be in accordance with the principles and parameters described and illustrated in the design and access statement. A review of the statement has identified that almost all of the employment buildings are envisaged to be B1 related office use and a maximum height of 3 storeys. Having undertaken desk based research in relation to this site it would appear that part of the proposed employment development has come forward at the site. Given the presence of these existing units there is insufficient employment land remaining on the site to accommodate the proposed development. In light of this the site has been discounted. It should be noted that even if sufficient employment land was available on the site and the Green Belt designation was lifted a development of the type proposed would not fit with the type / extent of development that was envisaged at the site.	
23	Former Tarmac Site	Summit Close, Kirkby	Circa 6.5ha (althoug h L-shaped)	The site is not allocated but is located in the settlement boundaries as identified by the Ashfield Local Plan (2002). It has been noted that the owner is actively promoting the site through the LDF for residential development which has resulted in the site being allocated in the Ashfield Local Plan Preferred Approach (2013) under Policy HG1 and more specifically HG1Kf. The site is identified in the East Midlands Northern Sub-region Employment Land Study (2008).	GB – No AONB – No SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 3.1km away and Indicative core area of breeding Nightjar and Woodlark circa 2.4km away.	Flood Zone One	The site is accessed from Summit Close which connects to Southwell Lane and the B6021 Lowmoor Road. The B6021 provides a connection to the A38 almost immediately to the east. Whilst the A38 provides a connection to Junction 28 of the M1 circa 5km to the east. Therefore the site is considered to benefit from a good standard of access.	Initial desk top research has identified that site is being actively promoted by the owner for residential development through the emerging plan process. Considering that residential development is being actively pursued and the fact other residential properties immediately adjoin the site, this site has been discounted.	**No**
24	Former Clipstone Colliery	Mansfield Road B6030, Clipstone	Unknow n but circa 12ha of employ ment land	The site is allocated as a mixed use site (Ref: CL/MU/1) in the adopted Newark and Sherwood Allocations and Development Management DPD (July 2013). The allocation seeks housing and employment uses (12ha). Furthermore, it seeks to ensure that a site wide masterplan is prepared for the site which takes into consideration (options appraisal) the former colliery headstocks which are Grade II listed structures. The allocation also seeks to ensure that a suitable buffer with the adjoining Site of Importance for Nature Conservation (SINC) and the Vicar Water Country Park is also provided. The site is identified in the Newark and Sherwood Employment Land	GB – No AONB – No SPA – No SAC – Yes Birklands and Bilhaugh SAC circa 4.6km to northeast Sherwood Forest	Flood Zone One with Flood Zone Three on souther n and western	The site benefits from a minor access junction off the B6030 Mansfield Road. However this access would need to be improved to allow comprehensive development opportunities to come forward at this site. The B6030 provides a connection to the centre of	The mixed use allocation for this site seeks to ensure that a holistic site wide masterplan is developed not least to ensure the protection of the listed headstocks located centrally on the site. In addition it should be noted that the Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 275m away and Indicative core area of breeding Nightjar and Woodlark circa 275m away which could be a constraint.	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
				Availability Study (2012) and the East Midlands Northern Sub-region Employment Land Review (2008).	Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 275m away and Indicative core area of breeding Nightjar and Woodlark circa 275m away.	boundary due to brook.	Mansfield or towards the village of Clipstone and the A6075.	The site does not benefit from a suitable existing access and major infrastructure provision would be required to serve any development on the site (i.e. new access, internal site roads alongside potential utilities network extensions / reinforcement). In light of this, it is not considered that a single proposal on an individual development plot would be viable (i.e. the infrastructure etc. could only realistically be delivered as part of a comprehensive development solution. For the reasons identified above and in accordance with the ASA Methodology regarding access and potential servicing constraints, this site has been discounted.	
25	Land to the West of Eastwood Hall	A610, Eastwood	Circa 17ha	Allocated under Saved Policy EM1h 'Land West of Eastwood Hall' in the Broxtowe Local Plan (2004). The text supporting the policy identifies that development located close to the eastern boundary (i.e. next to Eastwood Hall a Listed Building) shall be restricted to B1 (office) uses. Furthermore, before any development is occupied a masterplan and application for the whole site shall be submitted. This shall include new access directly off the A610 and connection into employment uses to the south. Appendix 2 of the Local Plan provides a development brief for the site. It identifies that a planning application will need to be submitted for the entire site in the form of a masterplan to allow an overall assessment of the development proposed to be made. The site is identified in the Greater Nottingham Background Paper (2012) and the Nottingham City Region Employment Land Provision (2009)	GB – No AONB – No SPA – No SAC – No (Green Belt immediately to the north)	Flood Zone One with Flood Zone Three to the southern boundary.	The site does not benefit from an existing suitable access and the policy seeks a new access off the A610. This would require major highway works alongside internal access roads. However, the A610 provides a good level of access to other areas of the County.	Initial desk top research has identified that the site benefits from outline planning permission for the development of business uses (ref: 12/00721/OUT). Access to the employment land is currently restricted and in accordance with the requirements of Policy EM1h it would be necessary to create a new roundabout off the A610 in order to achieve a suitable access. Whilst outline planning consent has been granted for the site which if implemented could provide the access / services etc. to the site it must be noted that: - reserved matter applications have not been submitted; and -There is no certainty that that it will ever come forward. The site does not benefit from a suitable existing access and major infrastructure provision would be required (i.e. new junction off the A610, internal site roads and utilities network extensions / reinforcement in order to bring it forward for development). In light of this it is not considered that a single proposal on an individual development plot would be viable (i.e. the infrastructure etc. could only realistically be delivered as part of a comprehensive development solution. In light of the above and the fact that the site has planning consent it does not remove the fundamental constraint and as such, in accordance with the requirements of the ASA Methodology regarding access and servicing constrains, this site has been discounted.	**No**
26	Lindhurst / MARR	Land adjacent to the A617 Mansfield Ashfield Regeneration Route (MARR) between Nottingham Road and	Urban Extension of circa 170ha including circa 23ha of employment	The entire site is located outside of the urban / settlement boundary and is therefore 'white land' in the Mansfield Local Plan (November 1998). The Mansfield Employment Monitoring Report 2013 identifies the site under ref: E-Rw006. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for	GB – No AONB – No SPA – No SAC – No Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird	Flood Zone One	The site does not benefit from an existing suitable access. The masterplan associated with the outline planning permission illustrates that several new roundabouts off the A617 and A6117 would need to be developed in order to realise the development potential of this site.	Whilst the site is not specifically allocated for employment it is identified as an employment commitment in a number of documents and initial desk top research has identified that outline planning permission (ref: 2010/0089/ST) for the development of an urban extension including circa 23ha of employment land was granted by Mansfield Council (subject to S106). Following a review of the site wide masterplan, there are two areas identified for employment uses. These	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
		Southwell Road West, Mansfield		amongst others, energy recovery facilities. The site is identified in the Ashfield and Mansfield Joint Property Strategy (2009) and the East Midlands Northern Sub-region Employment Land Review (2008).	Breeding boundary circa 500m / 400m away (depending on site) and Indicative core area of breeding Nightjar and Woodlark circa 3.4km / 1.6km away(depending on site).			are discussed in turn below. The first area is located near to Nottingham Road / Southwell Road West. This area is identified for high quality B1 offices which are envisaged to act as a gateway to Mansfield. At the present time the site comprises of a number of agricultural fields. The proposal would not accord with the proposed B1 uses and access to this area is currently unavailable without major infrastructure improvements. The second area is located next to the cross roads of the A60 and A617. Again at the present time the site comprises of a number of agricultural fields and does not benefit from a suitable access / infrastructure provision. In addition it should be noted that the Sherwood Forest Potential Prospective (ppSPA) Sherwood Forest Important Bird Breeding boundary circa 500m / 400m away (depending on site) and Indicative core area of breeding Nightjar and Woodlark circa 3.4km / 1.6km away (depending on site). The site does not benefit from a suitable existing access and major infrastructure provision would be required (i.e. new junction off the A617, internal site roads and utilities network extensions / reinforcement in order to bring it forward for development). In light of this it is not considered that a single proposal on an individual development plot would be viable (i.e. the infrastructure etc. could only realistically be delivered as part of a comprehensive development solution. For the reasons identified above and in accordance with the ASA Methodology regarding access and servicing constraints, the sites have been discounted.	
27	Nottingham Business Park	Off the A6002 Woodhouse Way	Circa 24ha in total (less due to existing development on the site)	The Nottingham Local Plan (November 2005) allocates the site under Saved Policy E1 'Prestige Employment Sites' and more specifically E1.2 'Nottingham Business Park'. The policy seeks a prestige employment site of B1 (office) uses only. The site is identified in the Greater Nottingham Background Paper (2012) and the Nottingham City Region Employment Land Provision (2009).	GB – No AONB – No SPA – No SAC – No (Green Belt boundary on surrounding land)	Flood Zone One	The site benefits from existing suitable access roads / roundabouts to the A6002 Woodhouse Way which in turn connects to the A610 and Junction 26 of the M1.	The site is allocated as a prestige employment site (B1 uses only) and is being promoted by the developer as a modern high quality office campus style development. It is not considered that the proposed development would be in accordance with the envisaged land use / planning policy position. As a consequence, this site has been discounted.	**No**
28	Nottingham Science & Technology Park	University Boulevard	Circa 6ha in total (less due to the presence of existing development on the site)	The site is allocated under Saved Policy E1 Prestige Employment Sites' and more specifically E1.1 'Nottingham Science and Technology Park' which seeks a Prestige Employment Site of B1 (office) uses only and in this particular instance a science and ICT cluster in the Nottingham Local Plan (November 2005). The site is identified in the Greater Nottingham Background Paper (2012) and the Nottingham City Region Employment Land Provision (2009).	GB – No AONB – No SPA – No SAC – No	Mixture of Flood Zones Two and Three	The site benefits from access onto a service road which runs parallel and connects via a signalised junction to University Boulevard A6005. The A6005 connects to the A52 which provides a good connection to the rest of the City.	The site is allocated as a prestige employment site for B1 / Science and ICT uses. The site is being promoted for high tech offices and research and development units through joint funding partners. However, the site is also within Flood Zones Two and Three which means that it fails to accord with the fundamental assessment criteria. In light of the aforementioned points the site has been discounted.	**No**
29	Land north of Bingham	Bingham, Rushcliffe	Circa 91ha in total and	The Rushcliffe Replacement Local Plan (1996) includes Saved Policy E1 'Employment Land Provision' which allocated circa 11.5ha of land for employment purposes under the reallocation of existing commitments and	GB – Yes AONB – No SPA – No	Flood Zones One	The site wide masterplan identifies new access from the old A46 would be developed.	Initial desk top research has identified that the site has a history of planning permissions for employment uses. However, more recently, outline planning permission	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
			circa 15.6ha of Employment Land	a further 35ha of land for employment purposes on new sites at Chapel Lane, Bingham. The emerging Rushcliffe Core Strategy Proposed Modifications Document (Oct 2012) includes Policy 2 'Spatial Strategy' which identifies that significant new development will take place at land to the north of Bingham, Policy 4 'Employment Provision and Economic Development' mirrors the spatial strategy and identifies up to 15.5ha of employment land is allocated. Furthermore, Policy 20 provides the specific strategy allocation for the site and amongst other elements again identifies up to 15.5ha of employment land is allocated. At the time of preparing this assessment the examination into the Core Strategy was on hold due to further consultation in relation to housing numbers. Paragraph 135 of the Greater Nottingham Employment Background Paper states: *"The Rushcliffe Core Strategy proposes mixed use developments at Bingham, former RAF Newton, and former Cotgrave Colliery which were previously identified as sites purely for employment development, and South of Clifton, a mixed use development including 20ha of employment land."* The site is identified in the Greater Nottingham Background Paper (2012) and the Nottingham City Region Employment Land Provision (2009).	SAC – No (Green Belt boundary immediately to the north west beyond A46)	with Flood Zone Three covering the middle section of the allocation (land identified for employment uses is in Flood Zone One)	However at this stage no access junctions etc. have been developed. However, the new A46 provides a good connection to other areas of the County.	(ref: 10/01962/OUT) for an urban extension including circa 15.6ha of employment land was approved (subject to a S106 agreement). The masterplan identifies that the commercial and industrial land would be in the south western sector of the site near to the old A46. It should be noted that the site is currently washed with Green Belt although the emerging plan is seeking to remove the site from this important designation. Whilst outline planning consent has been granted for the site which if implemented could provide the access / services etc. to the site it must be noted that: - reserved matter applications have not been submitted; and -There is no certainty that that it will ever come forward. The site does not benefit from a suitable existing access and major infrastructure provision would be required (i.e. new junction off the old A46, internal site roads and utilities network extensions / reinforcement in order to bring it forward for development). In light of this it is not considered that a single proposal on an individual development plot would be viable (i.e. the infrastructure etc. could only realistically be delivered as part of a comprehensive development solution. In light of the above and the fact that the site has planning consent it does not remove the fundamental constraint and as such, in accordance with the requirements of the ASA Methodology regarding access and servicing constrains, this site has been discounted.	
30	Former RAF Newton	Newton, Rushcliffe	Large former airbase (including 5.2ha of employment)	The Rushcliffe Replacement Local Plan (1996) identifies that the site is located within the Green Belt. The emerging Rushcliffe Core Strategy Proposed Modifications Document (Oct 2012) includes Policy 2 'Spatial Strategy' which identifies that significant new development will take place at the Former RAF Newton site, Policy 4 'Employment Provision and Economic Development' mirrors the spatial strategy and identifies the existing hangers will be retained and circa 6.5ha of employment land is allocated. Furthermore, Policy 21 provides the specific strategy allocation for the site and amongst other elements again identifies up to 6.5ha of employment land is allocated. Furthermore, the associated Proposals Map illustrates that the Council are seeking to remove the site from the Green Belt although land surrounding the site would remain within the Green Belt. At the time of preparing this assessment the examination into the Core Strategy was on hold due to further consultation in relation to housing numbers. Paragraph 135 of the Greater Nottingham Employment Background Paper states: *"The Rushcliffe Core Strategy proposes mixed use developments at Bingham, former RAF Newton, and former Cotgrave Colliery which were previously identified as sites purely for employment development, and South of Clifton, a mixed use development including 20 hectares of employment land."* The site is identified in the Greater Nottingham Background Paper (2012) and the Nottingham City Region Employment Land Provision (2009)	GB – Yes AONB – No SPA – No SAC – No	Flood Zone One	The masterplan for the site identifies new access would be from Wellington Avenue via the rebuilt Margidunum roundabout. However, access to the proposed employment land would be from Main Street which connects to the new roundabout at the A46 (albeit highway improvements as part of the approved application are proposed). However, the new A46 provides a good connection to other areas of the County.	Initial desk top research has identified that outline planning permission (ref: 10/02105/OUT) for an urban village including circa 5.2ha of employment land has been approved (subject to S106). The masterplan identifies that the existing hangers are proposed to be re-used for B8 uses and that 4.4ha of commercial and industrial (B2 / B8) land would be directed to the south western corner of the sit, next to the new A46. Desk top research has identified that the masterplan envisages commercial and industrial land would be developed over two sites neither of which would meet the minimum site size criteria set out in the ASA Methodology. Furthermore, the employment uses are proposed to be located next to residential properties which has the potential to generate issues associated with perceived impact / compatibly of use. In light of the aforementioned points, this site has been discounted.	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
31	Melton Road	Edwalton, Rushcliffe	Urban Extension with circa 4ha of employment allocation	The Rushcliffe Replacement Local Plan (1996) identifies that the site is located in the Green Belt. The emerging Rushcliffe Core Strategy Proposed Modifications Document (Oct 2012) includes, Policy 19 provides specific details of the allocation for the site and amongst other elements again identifies up to 4ha of B1 use. Furthermore, the associated Proposals Map illustrates that the Council anticipate that the employment uses would be in the south eastern corner of the site are seeking to remove the site from the Green Belt although land surrounding the site would remain within the Green Belt. At the time of preparing this assessment the examination into the Core Strategy was on hold due to further consultation in relation to housing numbers. The site is identified in the Greater Nottingham Background Paper (2012).	GB – Yes AONB – No SPA – No SAC – No	Flood Zone One	Access to the existing employment uses located in the south eastern corner of the site already exists. However, the emerging proposals map and policy identifies that this will need to be enhanced.	The site, located within an urban extension, is identified for B1 employment uses in the emerging plan. It should be noted that the site is currently washed with Green Belt although the emerging plan is seeking to remove the site from this important designation. The site is specifically allocated for B1 office development only and as such the proposed development would not accord with this policy requirement. The employment development is only a small component of the residential led mixed use scheme. Considering that the site is allocated for B1 Office Development in line with the Methodology this site has been discounted.	**No**
32	Land South of Clifton	Clifton, Rushcliffe	Large Urban Extension with circa 20ha of employment allocation	The Rushcliffe Replacement Local Plan (1996) identifies that the site is located in the Green Belt. The emerging Rushcliffe Core Strategy Proposed Modifications Document (Oct 2012) includes Policy 2 'Spatial Strategy' which identifies that significant new development will take place on land south of Clifton, Policy 4 'Employment Provision and Economic Development' mirrors the spatial strategy and identifies that circa 20ha of employment land is allocated. Furthermore, Policy 23 provides the specific strategy allocation for the site and amongst other elements again identifies circa 20ha of employment land is allocated. Furthermore, the associated Proposals Map illustrates that the Council anticipate that the employment land will be located on the western extent are seeking to remove the site from the Green Belt although land surrounding the site would remain within the Green Belt. At the time of preparing this assessment the examination into the Core Strategy was on hold due to further consultation in relation to housing numbers. Paragraph 135 of the Greater Nottingham Employment Background Paper states: *"The Rushcliffe Core Strategy proposes mixed use developments at Bingham, former RAF Newton, and former Cotgrave Colliery which were previously identified as sites purely for employment development, and South of Clifton, a mixed use development including 20 hectares of employment land. The majority of the 20ha located at Clifton will be available to and will likely to be highly attractive to the industrial and warehousing market."* The site is identified in the Greater Nottingham Background Paper (2012).	GB – Yes AONB – No SPA – No SAC – No	Flood Zone One	At the present time, the site does not benefit from a suitable access from either Nottingham Road to the east or the A453 to the west.	Whilst this site is allocated for an urban extension in the Development Plan and includes significant provision for employment land it remains a large greenfield site that does not benefit from a suitable existing access or services. Major infrastructure provision would be required (i.e. a new junction off the A453 / Nottingham Road, internal site roads and utilities network extensions / reinforcements) in order to bring it forward for development. Whilst, the A453 is currently undergoing major improvements including widening and the construction of new junctions, the Highways Agency do not anticipate that these works will be completed until Summer 2015. Consequently, it is not considered that a single proposal on an individual development plot would be viable if it were required to deliver the infrastructure (i.e. internal site roads and utilities network extensions / reinforcements necessary to open up the site. Research has identified that an outline planning application for the site was submitted in 2009 (ref: 09/01025/OUT) and withdrawn in 2011. In the absence of an extant planning permission it is highly unlikely that the infrastructure required to facilitate the development of the site would be in place for a considerable amount of time (i.e. any proposal for the site would still need to go through the planning process etc.) For the aforementioned reasons and in accordance with the ASA methodology in respect of access and servicing constraints, this site has been discounted.	**No**
33	Toton Sidings	Land to the west and north west of Toton	Strategic Location for Growth	In January 2013 the Secretary of State for Transport announced that the preferred HS2 route would pass through the Toton Sidings and a 'Hub Station' would be developed. Although HS2 us not anticipated to be operation until 2032 Broxtowe Borough Council prepared a short document entitled 'Proposed HS2 Station Strategic Location for Growth' for consultation in February – April 2013 which, from initial research, identifies that the details of the mixture of uses will be determined through other planning policy documents.	GB – Yes AONB – No SPA – No SAC – No	Flood Zone One and small area in Flood Zone Two	Toton Sidings is currently accessed via a secure gated access off Station Road B5010 which requires vehicles to travel past a large number of residential properties to reach the A52 / M1 junction. Although unclear at this early stage of development plan documentation it is noted that a new access directly from the Toton Lane is being sought	This site is currently in the early stages of promotion through the emerging plan and has been included in this assessment due to the HS2 proposal. Initial desk top research has concluded that there is no suitably sized plot and therefore the sidings area has been discounted. In addition, it has been noted that part of the site is the subject of an outline planning application (ref: 2012/00585/OUT) for a mixed use development (on land to the south of the A52 and west of Toton Lane). This application proposes small scale office space (i.e.	**No**

Ref	Name	Location	Size in ha (if known)	Allocation / Key Policies	Environmental Constraints	Flood Risk Zone	Site Access	Comments (as necessary)	Carried Forward (Y / N)
							through an outline application on part of the site. However, at the present time the site does not benefit from a suitable standard of access.	B1 use) only and not the level of type of employment development that would be compatible with the proposed development. Moreover, this part of the site is not suitably allocated and in the absence of a suitable planning permission does not fit with the associated land use classification as set out in the ASA Methodology. For the aforementioned reasons this site has been discounted.	
34	Harrimans Lane (Boots Site)	Boots Campus, Beston, Nottingham	17.78ha Allocated for Employment Uses	The Nottingham Local Plan (November 2005) allocates the site under Saved Policy E2 'Industrial Development, Expansion and Restructuring' and more specifically E2.1 'Harrimans Lane'. A Statement of Development Principles – Regeneration of the Boots Campus (June 2007) has been published by Nottingham City Council, Broxtowe Borough Council and Boots. The statement identifies that a balanced sustainable mixture of quality commercial space, smaller science city related units, high density housing and supporting amenities would be provided on the site which would continue to be anchored by Boots. The Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategy Publication Version (June 2012) with schedule of Proposed Changes and modifications (June 2013) includes emerging Policy 4 'Employment Provision and Economic Development' which seeks to strengthen and diversify the economy. The site is identified in the Greater Nottingham Background Paper (2012) and the Nottingham City Region Employment Land Provision (2009).	GB – No AONB – No SPA – No SAC – No (Green Belt located to the south beyond the canal)	Mixture of Flood Zones Two and Three	Access to the Boots site is achieved from three points all of which include barriers and security gates. The two most likely access / egress points for HGVS is Harrimans Lane which provides a connection to Redfield Road and in turn the A52 or Thane Road connects to the A52.	This site is under the ownership of Boots who are working with Nottingham City Council and Broxtowe Borough Council to bring forward development on the site. The statement of development principles identifies that sustainable mixture of high quality commercial space; smaller science city related units and high density housing supporting amenities would be provided on the site which would continue to be anchored by Boots. In addition it is noted that two Grade I Listed Buildings are located on the site and that it is at risk from flooding. Considering that nature of proposed uses being brought forward by the statement of development principles (i.e. high quality commercial space which does not accord with the 'high level' criteria), flood risk and the presence of nationally important heritage features, it would make the development for the proposed waste management use unacceptable and therefore the site has been discounted.	**No**

APPENDIX D: STAGE TWO: PRO-FORMAS

axis

Site Evaluation and Categorisation Pro-forma

Site Reference: 5	
Site Name: Oddicroft Lane	
Site Location / Address: Off Penny Emma Way, Sutton-in-Ashfield	
Existing Use: Employment site (within wider estate know as Gateway 28)	
Criterion	**Comment**
Land use allocation/designation and identification of potential planning/policy constraints.	Allocated under Saved Policy EM1 *'Employment Land Allocations'* and more specifically EM1Ke *'Kings Mill Road / Oddicroft Lane'* in the Ashfield Local Plan (November 2002). The emerging Ashfield Local Plan Publication (August 2013) allocates the site under emerging Policy PJ2 *'Allocations, Locally Significant Business Areas and Protection of Economic Development Sites'* and specifically allocation PJ2Kd *'Oddicroft Lane'*. The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available at Oddicroft Lane. The site is also identified in the East Midlands Northern Sub-region Employment Land Review (2008) and the Ashfield and Mansfield Joint Property Review (2009). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes emerging strategy Policy WCS6 'General Site Criteria' which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities. Desk-top research has identified that the site benefits from outline planning permission with all matters reserved (ref: V/2012/0568) for the development of an industrial / distribution warehouse with office accommodation. Whist all matters have been reserved and the drawings are for illustrative purposes only they identify a building of circa 14m in height. This is lower than the circa 30m building that would be required to house the proposed development.
Size, shape and topography	The emerging allocation in the Ashfield Local Plan Publication (August 2013) illustrates that the site is 5.2ha in size. This is consistent with the site size specified on the planning application forms prepared for the outline planning application. The site visit confirmed that it is both level and regular in shape. As a consequence, it would be of a suitable size and shape to accommodate the proposed development.
Access and highway arrangements (including consideration of multi-modal transport solutions).	Although the site does not currently benefit from a suitable access or internal roadways, it is considered that infrastructure (i.e. T-junction off the existing spine road) could be constructed off Oddicroft Lane relatively simply, based on existing gates and the proposed illustrative access provided on the drawings.

	Oddicroft Lane connects to Penny Emma Way B6021 which provides a connection to the A38 almost immediately to the east. In turn, the A38 provides a connection to Junction 28 of the M1 circa 5km to the east. Therefore the site is considered to benefit from good access to the strategic road network. The site is not located next to other infrastructure which would facilitate a multi-modal transport option. As such, only a road transport solution exists at this site.
Landscape and visual constraints	The nearest residential properties to the site are at the junction of Oddicroft Lane / Penny Emma Way circa 130m from the south eastern corner of the site. However, this is on land at a lower topography than the surrounding area and is extensively screened by existing vegetation. As such, these receptors are unlikely to experience views of the proposed development. Other residential receptors include Elderfield Drive (circa 170m to the west) and Taylor Crescent (circa 170m to the northwest). Properties on these streets are slightly elevated above the industrial estate and may have clear views into the site. In addition, given the likely height and scale of the proposed development views are likely to also be afforded by properties in the wider area including those located to the north east (i.e. at Mabel Avenue and Orchard Drive). In terms of the wider landscape context, it must be noted that the surrounding area is predominantly flat. Accordingly, a development of the scale and height proposed (circa 30m high building and associated exhaust stacks) would be prominent in this location. Indeed, from some locations the development would break the skyline. In addition to the above, it should be noted that there is a public right of way which runs along the southern boundary of the site. Users of this route would experience significant views of the proposed development albeit in the context of the existing industrial estate. Given that the site is located in an industrial estate and is within an area that is generally characterised by urban and industrial development it is not considered that the proposed development would result in any fundamental or significant affect upon landscape character or fabric. With regard to visual effects, whilst the development would sit within an established industrial estate, it would be significantly higher than existing buildings. In addition, there would also be a series of vantage points of the site which are not screened, including from a number of residential properties. Views would also be afforded of the development from the wider area. As a consequence, there is the potential that the proposed development in this location could give rise to significant visual effects from certain viewpoints / receptors. However, this would need to be assessed in more detail.
Other environmental constraints	The site is understood to have formed part of the Crown Aerosols site who have now reduced their operations onto the site immediately to the north. Demolition of the former Crown Aerosol buildings on the site has taken place. The site visit confirmed that demolition had taken place some time ago as parts of the site have begun to regenerate naturally. There

	was grassland and low level shrubs vegetation on the central part of the site with a linear strip of woodland along the eastern and southern boundaries. At this stage, it is not considered that the vegetation would represent a significant constraint in terms of reducing the overall developable area of the site. However, it may harbor some ecological potential and this would need to be assessed further. The site is located within the in combination assessment area associated with the potential prospective Special Protection Area. The site is located circa 2.9km away from the indicative bird breeding boundary and circa 2.4km from the indicative core area for Nightjar and Woodlark. This is known to have been a constraint to applications for other waste management development within Nottinghamshire although given the distances involved, it is unlikely to be a significant constraint to the development of this site.
Compatibility with surrounding land uses	The site sits centrally within a medium size industrial estate and the immediately adjacent land uses primarily comprise of medium sized storage and distribution industrial units. However, beyond the units to the west and north are a number of residential properties and a small pocket of housing is also located to the immediate south of the estate.
Proximity to potentially sensitive receptors	The site is located within the middle of an industrial / commercial area (Gateway 28). The nearest sensitive residential receptors are located immediately next to the junction of Oddicroft Lane / Penny Emma Way circa 130m from the south eastern boundary of the site. There are other residential streets at Taylor Crescent (circa 170m to the north west), Elderfield Drive (circa 170m to the west) and Mabel Avenue / Orchard Drive (circa 240m to the north east). At this stage it is difficult to determine whether the immediate commercial and industrial buildings include office floorspace which could also be considered sensitive. It is noted that a footpath runs along the southern boundary of the site, people walking along this footpath would experience significant views of any development (especially from the bridge over the A38).
Potential technical constraints	It has been noted that the Phase I Land Contamination Assessment provided in support of the outline planning application illustrates that there are potential risks associated with contaminated soils, groundwater and ground gas. At this stage it is not entirely clear what the precise extent of ground contamination is on the site or the extent or any other issues regarding ground conditions (i.e. below ground foundations / floor plates) and thus the extent of remediation that would be required at the site to make it ready / acceptable to development. However, it is clear that there are issues and that there is a potential constraint to development at this site. Whilst it was unclear during the site visit whether a suitable utility connection was available based upon the surrounding recent developments, the outline planning permission and fact that the site was previously occupied by Crown Aerosols is has been concluded that a suitable connection could be achieved.
Commercial Availability (The commercial availability	Marketing boards identified that CBRE were acting as agents on-

assessment is based on whether the site is being actively marketed (i.e. by marketing boards). A detail assessment by suitably quantified agent has not been undertaken at this stage)	behalf of the land owner. Furthermore, the application forms associated with previous application illustrate the applicant was Clowes Development (UK) Ltd. However, a commercial availability assessment would need to be undertaken to determine whether the site is commercially available.
Site Evaluation	Positive • The site is within an established industrial area (Gateway 28). • The site is allocated for employment development in the extant and emerging plan. • The site benefits from outline planning permission (albeit with all matters reserved and for a development of a different type and scale to the proposed development). • The site is well connected to the strategic road network and areas of waste arisings in the area of search. • The site is flat and level. Negative • The site (estate) is surrounded by a number of potentially sensitive receptors, circa 130m to circa 240m from the boundary of the identified site. • The significance of effect upon the sensitive receptors would vary depending on the orientation of each property, amount of intervening screening and relative prominence of the development within views. However, it is likely that some properties could experience significant visual effects. • Due to the scale of the proposed development it would extend beyond the existing industrial buildings and could result in visual effects on the wider area which could be significant depending on the sensitivity of the view. • It is known that the site is the subject of ground contamination and would require remediation. The extent of the ground contamination is unclear at this stge. • The central areas of the site included grassland and low level shrubs vegetation with a linear strip of woodland along the eastern and southern boundaries. At this stage, it is not considered that the vegetation would represent a significant constraint in terms of reducing the overall developable area of the site but could have some ecological potential (which would need to be assessed). • The site is located within the in combination assessment area circa 2.9km from an indicative bird breeding area and circa 2.4km from an indicative core area for Nightjar and Woodlark associated with the potential prospective Special Protection Area. Commentary: There are a number of benefits associated with this site, not least its location on an established industrial estate and proximity / connectivity to the strategic highway network. However, the benefits would need to be balanced against the fact that whilst located in an established industrial estate the proposed development would be significantly larger than adjacent buildings and could have the potential to give rise to significant visual effect on surrounding receptors. Particularly as there are a number of surrounding vantage points which benefit from very little screening. In addition, the site would also require remediation and may have some ecological potential.

	Based upon the site assessment provided above the site has been classified as a **Category 1** site.

axis

Site Evaluation and Categorisation Pro-forma

Site Reference: 7	
Site Name: Blenheim Lane Industrial Estate	
Site Location/Address: Blenheim Park Road / Dabell Avenue, Hucknall	
Existing Use: Employment site within Blenheim Lane Industrial Estate	
Criterion	**Comment**
Land use allocation/designation and identification of potential planning/policy constraints.	Allocated under Saved Policy EM1 *'Employment Land Allocations'* and more specifically EM1Ra *'Blenheim Lane'* in the Ashfield Local Plan (November 2002). Appendix 4 provides an Employment Site Brief, whilst a Development Brief was published in July 2003. In both instances these briefs illustrate that alongside the Green Belt (immediately beyond the allocation boundaries) the extension is also bound by two Sites of Importance for Nature Conservation (SINC) (i.e. Bulwell Wood and Blenheim Lane). Furthermore, Bulwell Wood is designated as a Site of Special Scientific Interest and Ancient Woodland. As a consequence of these designations the development brief sought to ensure that buffer landscaping is provided around the extension. The emerging Ashfield Local Plan Publication (August 2013) allocates the site under emerging Policy PJ2 '*Allocations, Locally Significant Business Areas and Protection of Economic Development Sites'* and specifically allocation PJ2Hd *'Blenheim Lane Industrial Estate'.* The landscape and nature conservation designations remain as illustrated in the paragraph above. The Ashfield Employment Land Monitoring Report (April 2012) identifies that land is available at Blenheim Lane Industrial Estate. The site is identified in the Nottingham City Region Employment Land Provision Study (2007 and 2009). The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes emerging strategy Policy WCS6 *'General Site Criteria'* which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities. Desk-top research has identified that outline planning permission for B1, B2 and B8 uses supported by spine roads and surface water balancing pond was granted in 2005 (ref: V/2005/0589). Furthermore, a Reserved Matters Application (ref: V/2005/1050) which provided details of the landscaping and buffer treatment in accordance with Condition 1(d) attached to ref: V/2005/0589 was also granted. However, due to the age of the permissions no details were available on the online planning registers.
Size, shape and topography	The most contemporary employment land monitoring report illustrates that circa 7.8 hectares of land remains undeveloped. The site visit confirmed that a suitably sized plot of land was available, that was flat and regular in shape. As a consequence, the site would

	be of a suitable size to accommodate the proposed development.
Access and highway arrangements (including consideration of multi-modal transport solutions).	During the site visit it was noted that the site did not benefit from an existing access. However, considering the nature of the industrial spine road and fact a 'stub' T-junction access currently exists, it is considered that this infrastructure could be constructed relatively simply. Access to this site (which is located in the extension to the industrial estate) is achieved from Dabell Avenue / Seller's Wood Drive which connects to the A6002 Camberley Road. The A6002 connects to the A610 which in turn connects to Junction 26 of the M1 circa 2.5km to the southwest. Given the nature of the highway access associated with Blenheim Industrial Estate and the identified site, it is not envisaged that development at the site would give rise to any notable highway concerns. Therefore the site is considered to benefit from good access to the strategic road network. The site is not located next to any other infrastructure which would facilitate a multi-modal transport option. As such, only a road transport solution exists at this site.
Landscape and visual constraints	The site is located within an extension to the Blenheim Lane Industrial Estate which comprises a range of commercial and industrial buildings circa 15m in height. The proposed development would be approximately twice the height of the existing buildings. The site is located directly adjacent to the Green Belt and the briefs for the site requires that a 15 – 25m deep tree buffer be put in place around the periphery of the extension. It was confirmed during the site visit that this was in place but that the planting was still semi-immature. The site is relatively remote from few residential properties. The nearest receptors to the site are limited to isolated farmsteads all of which would have views of the upper half of the proposed development on account of existing landscape features. The nearest block of residential properties are located circa 450m to the south east and all views of the development would be entirely screened by a combination of existing landscape screening and built development on Blenheim Industrial Estate. It should also be noted that a planning application has been submitted for a large residential development on land associated with the existing Rolls Royce site to the north. This is currently under determination. It is likely that views of the development would be affected from this location but again they would be limited by intervening existing development, landscaping features and any screening that is implemented in association with that scheme. In terms of landscape character, whilst the development would be prominent the existing area is characterised by numerous other industrial and urban development and as such, only minor impacts are likely occur to the character of the area. In terms of visual effect the development would be much taller and

	larger in scale and massing that the other existing buildings within the industrial estate and would be visible over the buffer landscaping and existing woodland which screens the site. As a consequence, views of the upper part of the building would be afforded from isolated farmsteads. However, they would be seen in the context of other industrial development and as such are unlikely to be significant. The NPPF seeks to protect the visual amenity of the Green Belt and this includes views into and out of designated areas. The proposed development would undoubtedly have some degree of effect upon the visual amenity of the Green Belt. However, given the screening afforded by existing landscaping and woodland next to the site and the built context within which the site sits, it is debatable whether the effects would be assessed as significant / unacceptable.
Other environmental constraints	In addition to the designated Green Belt, the wider estate is bound by two SINCs (Bulwell Wood and Blenheim Lane). Furthermore, Bulwell Wood is designated as a Site of Special Scientific Interest and an Ancient Woodland. Whilst it is not clear what these features have been designated for the effects of aerial deposition from the development would need to be assessed. This could be a potential constraint to the development of the site. The site visit confirmed that the identified site had been entirely cleared of vegetation in preparation of future development and contained no existing Waterbodies. As a consequence, the ecological potential of the site for many specifies would be low, albeit the site is very attractive for certain protected ground nesting bird species such as little ringed lover that prefer recently cleared sites like this. Thus a breeding bird assessment would be required to assess the potential ecological potential of the site. The site is located within the in combination assessment area associated with the potential prospective Special Protection Area. Whilst, the site is located circa 5.9km away from the indicative bird breeding boundary it is located circa 4.5km from the indicative core area for Nightjar and Woodlark. This is known to have been a constraint to applications for other waste management development within Nottinghamshire albeit given the distances indicated it is unlikely to be a significant issue in the context of this site.
Compatibility with surrounding land uses	The site is located within the extension to the Blenheim Industrial Estate which includes a number of existing constructed industrial and commercial buildings. However, as noted previously the site is on the edge of the industrial estate which is surrounded by land within the Green Belt and an Ancient Woodland that is the subject of a series of ecological designations.
Proximity to potentially sensitive receptors	The nearest sensitive receptors are considered to be the isolated farmsteads of Woodhall Farm, circa 170m to the north and New Farm, circa 270m, to the south west (measured from site boundary to buildings). It has been noted that surrounding buildings include office accommodation which at this stage is not considered to significantly constrain the site. As identified above land surrounding the Rolls Royce operational site is being promoted for a mixture of employment and residential

	uses. As such, the proposed residential properties may also form sensitive receptors in the future. As noted above, there are a number of potentially sensitive ecological receptors on land to immediately to the west of the site.
Potential technical constraints	The southern part of the site is known to have been formally used as a landfill *'Land off Dabell Avenue / Matrixgrade'* as such the potential for land contamination and construction issues may be present in this area. However, it was noted from the site visit that other buildings have been constructed (to the east of the spine road) and therefore this is not considered to be a significant constraint. Nevertheless ground conditions would be a consideration. The Development Brief identifies that the industrial estate is located in close proximity, circa 200m to the north, of the airfield used predominantly by Rolls Royce (to test new engines) but also several model flying clubs. As such, consideration of airfield safeguarding and subsequent consultation may need to be undertaken. However, this is tempered by the currently undetermined application on the Rolls Royce site. In any respect this would need to be investigated further should this site be taken forward. It was noted during the site visit that gas wells / vents were present on the industrial estate and as such gas migration / building foundations may also need to be considered in greater detail.
Commercial Availability (The commercial availability assessment is based on whether the site is being actively marketed (i.e. by marketing boards). A detail assessment by suitably quantified agent has not been undertaken at this stage)	The site is believed to be owned by Wilson Bowden Developments due to the site visit identifying that a marketing board illustrating units up to 230,000sq.ft was available. However, the site would require a commercial availability assessment to be undertaken to determine whether the site is commercially available.
Site Evaluation	Positive • The site is located within an established industrial area. • The site is allocated for employment uses in the extant and emerging plan. • The site benefits from outline planning permission. • The site is well connected to the strategic road network. • The site is flat, level, clear of vegetation. Negative • The site is located next to the Green Belt, two SINCs, a SSSI and an Ancient Woodland. Any development would need to assess the indirect effects on these designations (i.e. air quality, ecology and surface water). • A building of circa 30m in height would extend above the existing buildings and buffer landscaping. As a result it is almost certain that there would be some form of impact on the surrounding Green Belt. Given the context of the site it is debatable whether the visual impact on the Green Belt would be unacceptable. • Part of the site is identified as forming part of an authorised landfill site. Whilst, the site visit confirmed that no landfilling activities were on-going there maybe land contamination and construction issues that would need to be considered in greater detail.

	• Airfield safeguarding would need to be investigated further considering the nearby airfield which is understood to be used by a model aircraft club at the present time. • As the site is cleared it may be attractive to certain species of ground nesting birds and this would need to be the subject of further assessment. • A development of the nature proposed would be visible from some isolated farmsteads in the surrounding area. Whilst there would be an impact given the sites character (in a large industrial estate) it is unlikely to be significant / unacceptable but would need to be assessed. Commentary: The site does have a number of benefits including its allocation, access to the strategic road network and readiness for development. In addition, whilst there are some environmental and technical constraints to the development of the site that would need to be assessed if it were to come forward for development (i.e. ecology, ground conditions, airfield safeguarding and aerial deposition) they are not considered at this stage to represent significant / insuperable constraints to the development of this site. The key environmental issue associated with the development of this site is the potential visual impact and whilst it is considered that visual impacts on the Green Belt / residential properties would result from the nature of development proposed on this site, it is not considered at this stage that they would ultimately be assessed as unacceptable. Based upon the site assessment provided above the site has been classified as a **Category 1** site.

axis

Site Evaluation and Categorisation Pro-forma

Site Reference: 16	
Site Name: Bilsthorpe Business Park (former Bilsthorpe Colliery)	
Site Location/Address: Off Eakring Road, Bilsthorpe	
Existing Use: Employment Site within wider Bilsthorpe Business Park.	
Criterion	**Comment**
Land use allocation/designation and identification of potential planning/policy constraints.	The Newark and Sherwood Employment Land Availability Study (2012) identifies that employment uses are anticipated to come forward on the Business Park. In addition, other employment land reviews / studies also identify the Business Park for employment uses. The emerging Nottinghamshire and Nottingham Waste Core Strategy Proposed Submission Document (March 2012) read alongside various schedules / modifications and Inspector's Report (October 2013) includes emerging strategy Policy WCS6 '*General Site Criteria'* which identifies that employment land and derelict / other previously developed land is likely to be suitable, for amongst others, energy recovery facilities. The Business Park has come forward as a function of the restoration / regeneration of the former Bilsthorpe Colliery which proposed employment development on the former pit head area. This redevelopment has come forward through a series of planning consents and associated developments which have subsequently formed the Bilsthorpe Business Park. The site is identified as an existing / committed employment site within the statutory Development Plan with the recently adopted Allocations and Development Management DPD specifically identifying the site as a designated employment area. Desk-top research has established that the site is currently the subject of a Section 106 agreement which seeks to limit the amount of development (i.e. 10,000sqm of B2 / B8 related development) that can come forward on the Business Park, before it is necessary to implement off-site highway improvement works at the junction of the A614 and Deerdale Lane. This would need to be considered and assessed as part of any development on the site but at this stage it is not considered to be an insuperable constraint. In addition to the above, a 5 turbine wind farm has been developed on land surrounding the Business Park and planning consent has recently been granted for a large Solar Farm on former colliery land to the south of the Business Park .
Size, shape and topography	The Allocations and Development Management DPD (July 2013) and Employment Land Availability Study (2012) illustrate that the remaining undeveloped areas of the Business Park cover an area of circa 9.74ha in size. The site visit confirmed that it is flat and regular in shape; as a consequence the site would be of a suitable size to accommodate the proposed development.

Access and highway arrangements (including consideration of multi-modal transport solutions).	The Business Park benefits from an existing main spine road which leads to a T-junction off Eakring Road. Eakring Road connects to Deerdale Lane to the north which in turn connects to the A614 Old Rufford Road to the west. The A614 provides a good connection to the strategic road network (A614 to Nottingham or the A617 to Mansfield). It was noted during the site visit that this route was signposted specifically for HGV due in part to the 7.5 tonne weight restriction on vehicles from travelling through Bilsthorpe village. In light of the above it is considered that the site has a good standard of access to the strategic road network and it is not envisaged that development at the site would raise any notable concerns in this regard. The site is not located next to other infrastructure which would facilitate a multi-modal transport option. As such, only a road transport solution exists at this site.
Landscape and visual constraints	The Businesses Park lies within a bowl-shaped landform which is bound to the north, east and south by restored colliery spoil tips upon which vegetation / scrubland is growing. A disused railway runs along the southern boundary and appeared to be used as a footpath / trail. An earth mound upon which a dense belt of mature trees is located to the west. The nearest residential properties are located off Eakring Road to the west and south west of the site at a distance of circa 350 – 400m. The proposal would be of a greater size and scale than the existing buildings (i.e. the Nottinghamshire County Council Northern Area Highways Depot) but it would be screened to a large extent by the bowl-shaped landform and mature trees. Furthermore, whilst was noted (during the site visit) that the 5 wind turbines exert an influence upon the surrounding landscape. In this context, it is not considered that the development of a site would give rise to any effects on landscape fabric or character beyond the Business Park itself. Visual effects would similarly be restricted by the landform and vegetation, both at the periphery of the Business Park and also in the wider landscape. For these reasons, it is considered that the proposed development would be well screened and would have little influence upon any views available from the surrounding area.
Other environmental constraints	As identified above the Business Park and wider former colliery is designated as a SINC. However, it was observed on the site visit that the site has been cleared of any vegetation and does not include any waterbodies. It is understood that this is on the account of recent works carried out to the neighbouring cycle route and minerals extraction. In addition, it is also understood that planning consent has recently been granted for a Solar Farm on part of the SINC to the south. Notwithstanding the environmental effects of the development the SINC would need to be assessed. As a local environmental designation and given the current state of the site it is considered that whilst this is a constraint to the site it should not be

	seen as insuperable at this stage pending further investigation. In terms of surrounding features Eakring Brail Wood a designated Ancient Woodland is located circa 800m to the south east of the site. The site is located within the in combination assessment area associated with the potential prospective Special Protection Area. The site is located circa 1.8km away from the indicative bird breeding boundary and circa 1.8km from the indicative core area for Nightjar and Woodlark. This is known to have been a constraint to applications for other waste management development within Nottinghamshire and would need to be assessed.
Compatibility with surrounding land uses	Whilst of a different scale the proposed development would be compatible with the other commercial and industrial premises on the Business Park.
Proximity to potentially sensitive receptors	The nearest potentially sensitive receptors are considered to be the residential property located off Eakring Road circa 350 - 400m to the west. Other residential properties located within the main village of Bilsthorpe are located circa 500m to the south east. It has also been noted that the agricultural field between the business park and the village of Bilsthorpe is allocated for residential and retail development. Therefore, additional residential properties may be developed circa 250m to the south east in the future. However, this site has not been the subject of a planning application / approval.
Potential technical constraints	Considering the sites previous use as a colliery there may be land contamination and stability constraints which may constrain development. It is clear that this does not represent an insuperable constraint following the construction of other buildings on the Business Park. However, it would however need to be investigated. A further technical constraint is the Section 106 agreement relating to the site which has been discussed previously in this pro-forma.
Commercial Availability (The commercial availability assessment is based on whether the site is being actively marketed (i.e. by marketing boards). A detail assessment by suitably quantified agent has not been undertaken at this stage)	The site is known to be available and therefore a commercial availability assessment would not need to be undertaken in this instance.
Site Evaluation	Positive • The site is located within an existing Business Park. • The Allocations and Development Management DPD (July 2013) and Employment Land Availability Study (2012) both identify the Business Park as an existing / committed employment site. • The site is well connected to the strategic road network. • The site benefits from existing junctions, internal roadways and infrastructure. • The site is flat, level and clear of vegetation. • Due to the bowl-shaped landform and mature trees the Business Park is screened from the surrounding environment which would significantly limit the landscape and visual impact of a circa 30m

	high building at the site. • The nearest potentially sensitive receptor is located circa 350 - 400m to the west of the nearest available site within the Business Park. Negative • The site is located within the in combination assessment area circa 1.8km from an indicative bird breeding area and circa 1.8km from an indicative core area for Nightjar and Woodlark associated with the potential prospective Special Protection Area. • Part of the Business Park and the surrounding former Colliery is designated as a SINC in the Allocations and Development Management DPD (July 2013). • The extent of any land contamination as a result of the previous use of the site is unclear and would need to be investigated. • The Section 106 agreement relating at the site limits the level of development that could come forward before off-site highway improvement works are required. Commentary: The site at Bilsthorpe Business Park has a number of benefits including a good standard of access to the strategic road network. However, it's most significant benefit is the level of screening which is afforded to the site as a result of its former use as a colliery. This would mitigate the vast majority of landscape and visual effects of the proposed development. The site is not without its dis-benefits and it would be necessary to carry out further assessment work in relation to a number environmental and technical issues. Principal of which would be potential impact on the SINC. Notwithstanding none of these issues are considered to pose significant or insuperable constraints to the development of the site. Based upon the site assessment provided above the site has been classified as a **Category 1** site.