

# Draft Bassetlaw Local Plan – Conservation Team Comments on Proposed Development Sites

Prepared by the Conservation Team  
March 2020 (Updated February 2021)



**Bassetlaw**  
DISTRICT COUNCIL  
— North Nottinghamshire —

## Document details

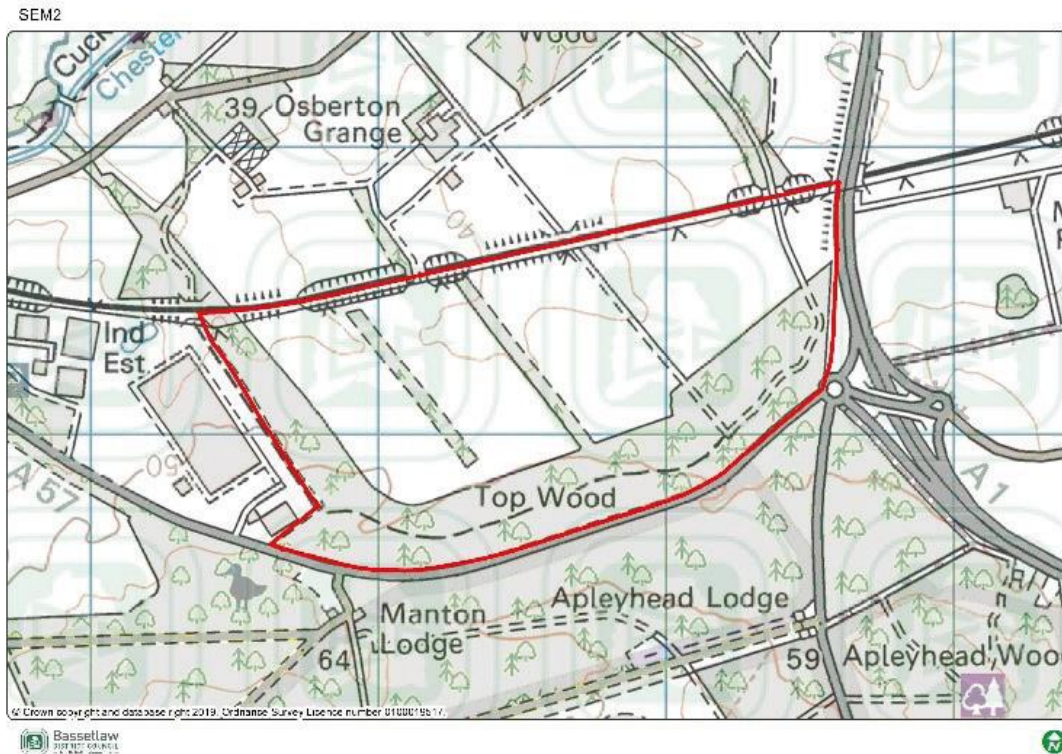
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**Title:** Draft Bassetlaw Local Plan – Conservation Team Comments on Proposed Development Sites

**Summary:** This document brings together the Conservation Team's comments on the proposed housing sites as identified in the Draft Bassetlaw Local Plan. These comments were either made in relation to this current consultation exercise, or as part of previous Neighbourhood Plan proposals.

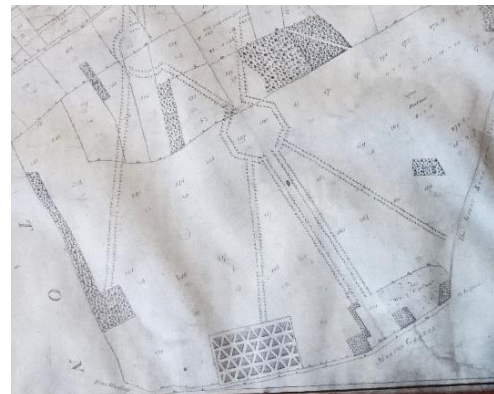
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# 1. Apleyhead Junction Strategic Employment Site (SEM1 / Policy 9)



This site is well screened from the A57 behind a large band of woodland across the southern boundary. Immediately to the south of the A57 is **Clumber Park, a grade I Registered Park & Garden**. Within this are a range of heritage assets, including **Apleyhead Lodge (grade I listed)**. The setting of Clumber Park is not merely what can be seen from within/around the site, but also includes the experience in the wider vicinity. In this case, the A57 along its northern boundary, which still retains its historic character of an estate route through woodland, is very much an important part of that setting.

The site was formerly part of Osberton Hall's wider park, visible on the 1780 (below left) and 1798 (below right) maps, with the potential for associated archaeological landscape features possible. However, with the acquisition of the Scofton estate by the Osberton estate in the early-19<sup>th</sup> century, the area to the south of Osberton became farmland and the only trace of the earlier parkland today is the belt of trees along the southern edge.



Given the depth of the woodland belt between the A57 and the developable part of the site, it is unlikely that typical industrial development would be visible from the south, south west or south east. The site is also no longer visible from Osberton, being screened by 19<sup>th</sup> century trees and landscaping. Therefore, Conservation has no concerns with the principle of development on this site.

As part of any allocation, Conservation would require the retention of the woodland buffer alongside the A57. In addition, the scale of any buildings would need to have regard to the historic setting – buildings which are overly tall would fail to preserve the setting of Clumber Park so would not be supported.

## 2. Bassetlaw Garden Village (EM010 / Policy ST3)



As with the employment site previous, this site is also in the immediate setting of **Clumber Park Registered Park & Garden (grade I)**. As such, any development would need to have regard to the preservation or enhancement of the setting to the park and to its various heritage assets within. At present, the majority of this site is flat open field, but the recently widened A1/A57 junction has resulted in a strong visual barrier between the two sites. This has considerably reduced the relationship the site once had, as open countryside, on the setting to the park.

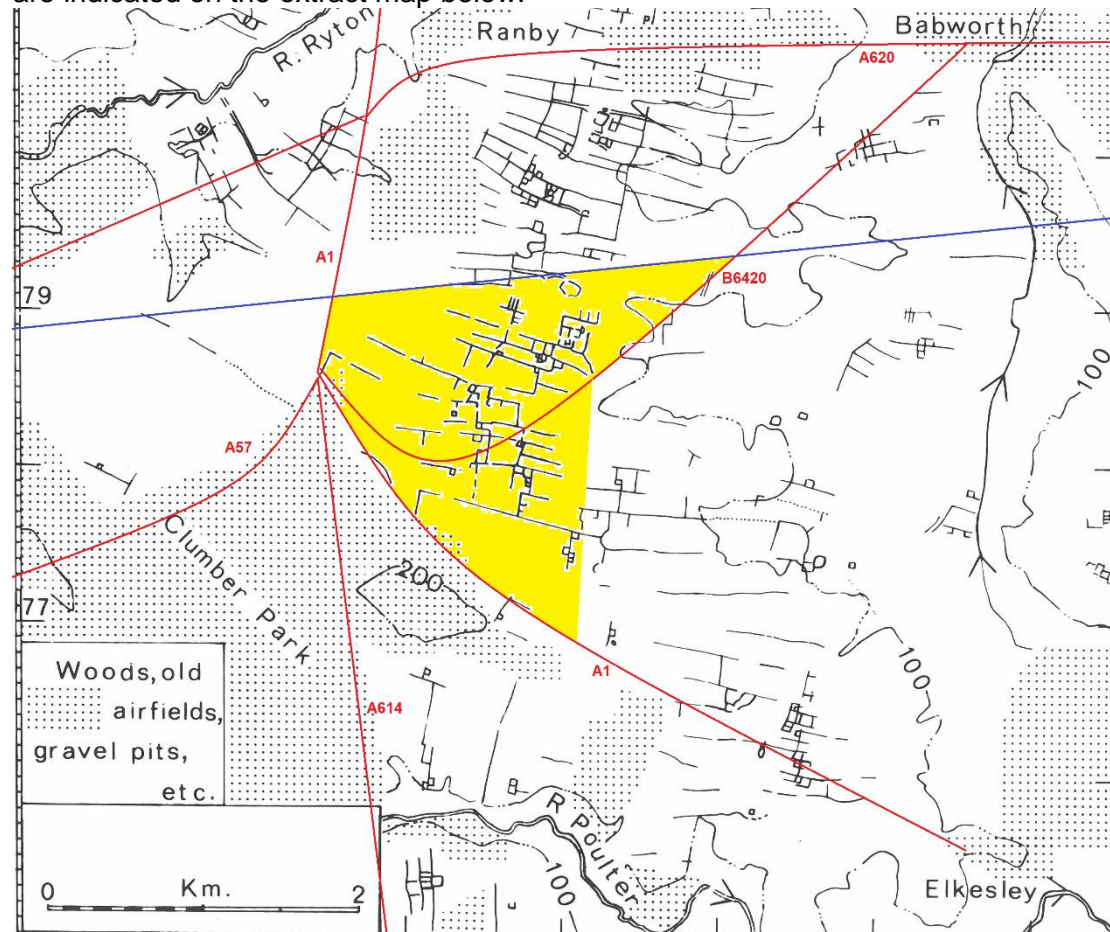
Within the site is **Morton Hill Farm, a non-designated heritage asset**, identified in line with the Council's approved non-designated heritage asset criteria. This is a late-18<sup>th</sup> and 19<sup>th</sup> century farm complex, typical of the enclosure period. Being of red brick and a combination of clay pantiles and natural slate. The site comprises a farmhouse and a range of historic barns (including stables, a double threshing barn and cart sheds). The double threshing barn is particularly rare, the others in the area only being found in the larger estates (e.g. Welbeck). This was part of the Newcastle (Clumber) estate when constructed, so this helps explain the large scale of the complex. In terms of their significance, these buildings are of equivalent historic and architectural interest to several Listed Buildings in the wider area.

The **farmhouse and historic farm buildings would need to be retained** as part of any future development across the site. The setting of the farm would also need to be considered, with a **landscape buffer** around the farm likely the best way of retaining the isolated setting it currently enjoys. The farm is also well screened behind **trees** to the west, north and east, and these groups of trees would be expected to be retained and enhanced as part of any development nearby.

Immediately east of the site is Upper Morton Grange, a further non-designated heritage asset farm range. The setting of this site would also need to be taken into account as part of any development proposal.



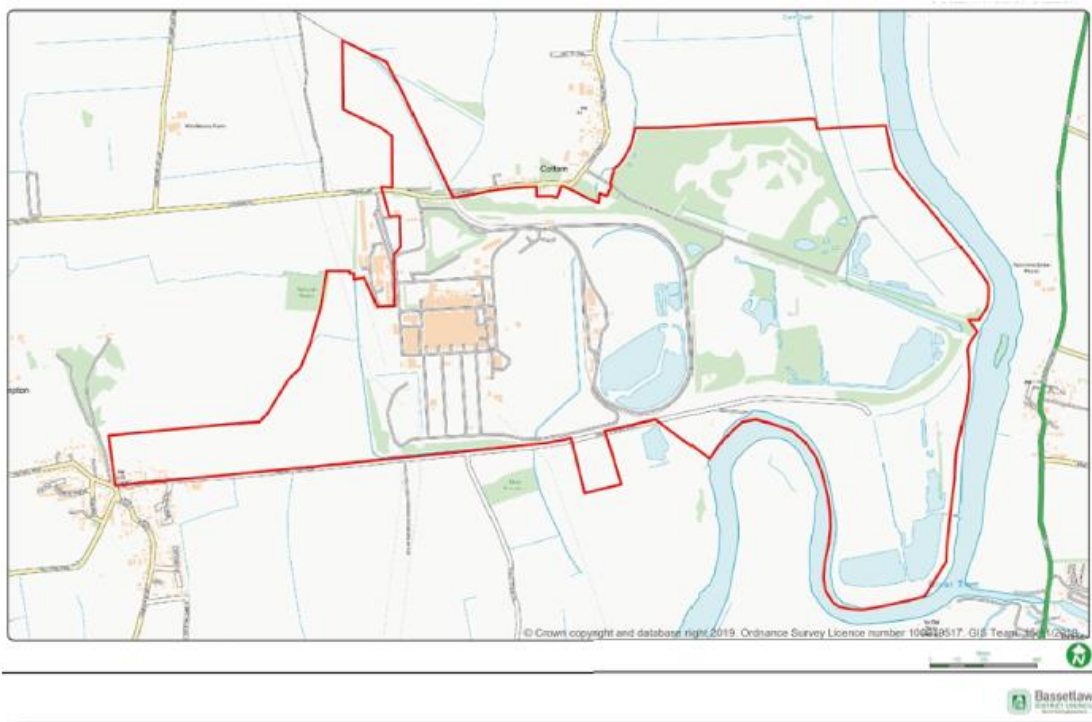
Whilst the Council's Archaeologist (from Lincolnshire County Council) will comment in detail regarding the **archaeological potential of the site**, it is important to state that the site is covered in cropmarks, as identified by the Derrick Riley aerial photographic survey carried out in the late-1970s. These cropmarks mostly relate to late-Iron Age and Romano-British field systems and small enclosures/farms, features which cover much of the wider Morton/Babworth/Ranby area. The most widely excavated of these is at Dunstan's Clump near Babworth. The cropmarks in this area are indicated on the extract map below.



Extract of map from *Early Landscape from the Air* (Derrick Riley, 1980), with main roads (red), railway line (blue) and site (yellow) shown (approximately). The cropmarks are clearly visible across the majority of the site.

With the above in mind, extensive archaeological investigation will be required, initially in the form of geophysical surveys, but later in ground works. Conservation would however defer to the Council's Archaeologist on these matters.

### 3. Cottam Priority Regeneration Area (EM009 / Policy ST5)



This site is in the setting of a range of heritage assets, including the **Fleet Plantation moated site (a Scheduled Ancient Monument)**, **Cottam Holy Trinity Church (grade II listed)** and several other Listed Buildings and non-designated heritage assets in **Rampton** village to the west (including **All Saints Church, grade I**). On the east side of the River Trent, in Lincolnshire, there are a number of heritage assets which have the potential to be affected by development on this site. These include 2 separate **Scheduled Ancient Monuments (Torksey Castle and Torksey Medieval Settlement)**, and several **Listed Buildings (Torksey Castle – grade I, St Peter's Church – grade II\*, and Torksey Viaduct [part of which is in Bassetlaw] – grade II\*)**.

The original power station cooling towers and turbine house are also identified as a **non-designated heritage asset**, although following the approval of a Certificate of Immunity from Listing, these structures are to be demolished in 2021.

This is clearly a large site which, once demolition works are completed, will be primarily brownfield land. In addition, the large scale of the existing structures on the site gives a precedent for development of a large scale. The western part of the site includes the eastern end of Rampton village and includes several heritage assets. It is suggested that this part of the site be removed from the allocation, as development here would harm those heritage assets in that part of the village, including several Listed Buildings.

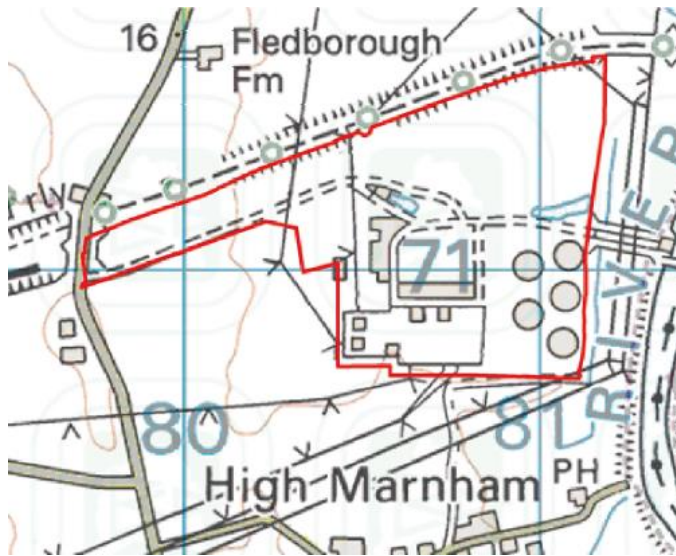


Notwithstanding the western part of the site, Conservation has no concerns with the principle of development across the remainder of the power station site. This is also an opportunity to ensure that the setting of the various

heritage assets in the vicinity are enhanced, through good quality design, landscaping and the use of high quality materials. Improving existing pedestrian links between the various heritage assets around the site, most of which are ancient routes, would also help to enhance setting.



#### 4. High Marnham Energy Hub (EM006 / Policy ST7)

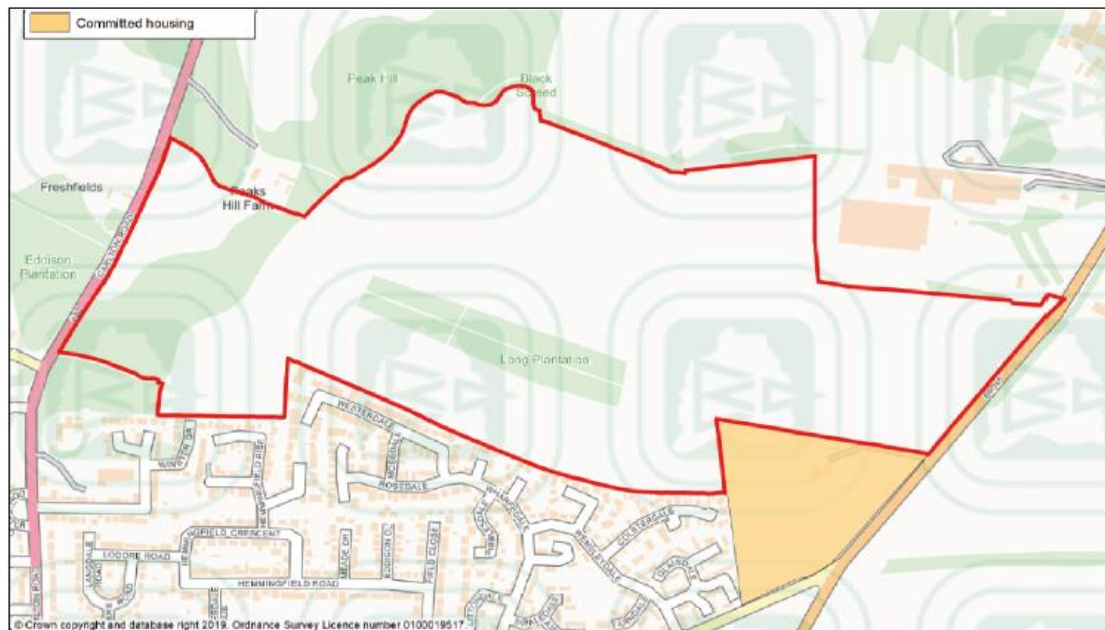


This site is within the setting of various **Listed Buildings**, including in **Fledborough (St Gregory's Church, grade I, and Manor Farm, grade II)**. There are also various **non-designated heritage assets** in the vicinity, including the **viaduct and bridge** over the River Trent. Several heritage assets on the east side of the River Trent (part of NSDC) are in close proximity including at **South Clifton (St George's Church, grade II\* listed, being the most significant)**.

Notwithstanding the historic setting, this is a former power station which was demolished several years ago and has remained brownfield land since that time. Previously there were several large buildings on the site together with 5 cooling towers, so the precedent for large scale development has already been established. Development here could also help to enhance the setting of those nearby heritage assets.

With the above in mind, Conservation has no concerns with the principle of new development on this site.

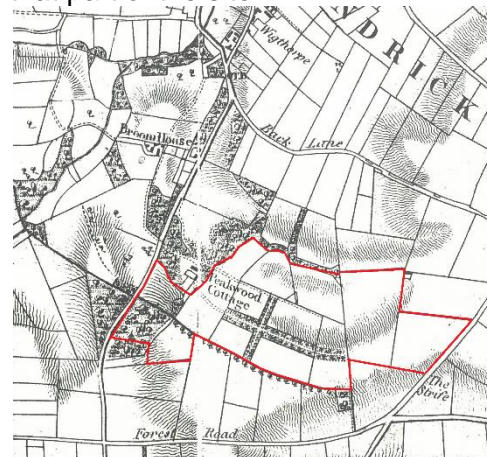
## 5. Peaks Hill Farm, Workshop (HS1 / Policy 15)



The western parts of this site are in the wider setting of **Broom Farm (grade II listed)** and **Peaks Hill Farm (a non-designated heritage asset)**. In addition, the site is also the location of a crashed Wellington bomber which occurred in 1944 and in which two servicemen were killed.

- **Layout of wooded plantations**

The woodland on the site was planted primarily in the 1770s/80s period, likely designed or influenced by the William Emes<sup>1</sup> landscape changes to Carlton Hall in 1783 for the Ramsden family (who also owned this site). It is likely that Emes designed the layout for Broom Farm, with the farm in the centre and amphitheatre of tree clumps, and also the continuous tree line along the ridge east of the A60. The maps below (1769 left and 1835 right) show the changes to the landscape during that time. It is evident that a 17<sup>th</sup> or early-18<sup>th</sup> century rectangular wooded plantation previously covered the very top of the hill. Little trace of this exists today, other than the circular shape of the woodland boundary in that part of the site.



<sup>1</sup> William Emes was a noted landscape designer in the 18<sup>th</sup> century, working on a number of high profile sites across the country. As well as designing Carlton Hall's landscaped park in 1783, Emes was also head gardener at Kedleston Hall for a considerable period, with much of that important landscape designed by him.

- **WW2 Wellington Bomber Crash**

With regard to the WW2 Wellington Bomber crash, this occurred close to the highest point of Peaks Hill. The plane hit trees in that area and it appears that the body of the plane ended up close to the site marked on the map below. Of the 5 man crew, all Polish, two were killed and the other three were injured. The crew were returning from a 'nickelling' (leaflet dropping) mission over northern France.



Details from ***'Aircraft lost on Allied Force's Special Duty Operations & Associated Roll of Honour'***, by Roy Tebbutt of the Carpetbagger Aviation Museum, Harrington:

Date: 19<sup>th</sup>/20<sup>th</sup> May 1944  
Type: Wellington Mk X LP381  
Unit: 18 OTU RAF  
Crew: 1) Sgt J Pawlik PAF – Pilot – died  
 2) F/O Z. Norski PAF - Navigator – injured  
 3) Sgt W. Sledziewski PAF - Air Bomber – injured  
 4) Sgt Z Bukalo PAF - Wireless Op / Gunner – injured  
 5) Sgt P (Piotr) Pawlowski PAF - Gunner - died  
 Sgt Pawlik & Sgt Pawlowski buried in the Polish Plot at Newark-upon-Trent Cemetery

Location: Peak Hill, Carlton Road, Worksop, UK

Cause: T/O 2158 hrs from Worksop on nickelling operation to France. The crew carried out their assigned task but at 0233 hrs while preparing to land flew into trees at Peak Hill, Carlton Road, about 2 miles north **[actually west north west]** of the airfield.

Source: Page 293 Bomber Command Losses Vol 7



Details from <http://rafworksop.btck.co.uk/ThosewhoservedanddiedfortheRAF>:

*On 19 May 1944 Wellington X LP381 crashed into trees at Peak Hill, Carlton Road Worksop attempting to land on the way back from France on 'Nickeling' operation. The pilot Sergeant Jozef Pawlik, from Łobaczowie, Poland and Sergeant (gunner) Piotr Pawlowski were both killed and are buried in the Polish Cemetery at Newark on Trent, the rest of the crew survived: Flight Officer Z Norski, Sergeant W Sledziewski and Sergerant Z Bukalo.*



Details from <https://www.findagrave.com/memorial/70225048>:

Airman Piotr Pawlowski  
705430RAF#  
Birth: 10 October 1914  
Death: 20 May 1944  
Burial: Newark-on-Trent Cemetery  
Plot: War Graves Plot Section P Grave 320 (shown below left).  
Memorial ID: 70225048  
Inscription: Polish Air Force  
Gravesite Details: P 705430

Details from <https://www.findagrave.com/memorial/70225047>:

Sgt Jozef Pawlik (shown on photograph below)  
RAF#780953  
Birth: 17 March 1921  
Death 20 May 1944  
Burial: Newark-on-Trent Cemetery  
Plot: War Graves Plot Section P Grave 320 (shown below centre).  
Memorial ID: 70225047  
Inscription: Polish Air Force  
Gravesite Details: P 780953



PAWLÓWSKI PIOTR -  
Niebieska Eskadra

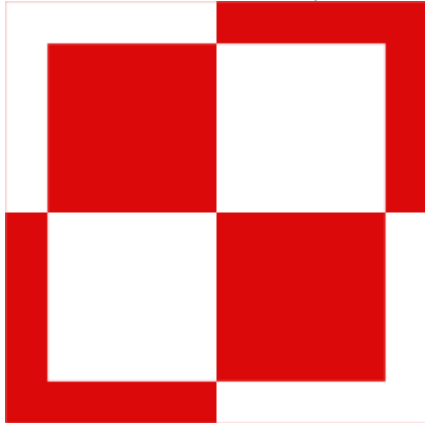


PAWLIK JÓZEF - Niebieska  
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Obrazek 2 z 2



Given the significance of this event, Conservation would recommend some form of remembrance be included in the policy relating to the development of the site. This should be two fold: Firstly in the form of an area of open space, perhaps a memorial park with interpretation panel. Secondly, with the installation of a memorial structure/monument, perhaps on the lines of the memorial cairn in Blyth erected in 1997 (in remembrance of two WW2 plane crashes near the village).

\*Since these comments were first submitted in March 2020, Conservation has been in contact with the Polish Consulate. They responded by expressing their support for a memorial, and suggested that the symbol of the Polish Air Forces be added to any memorial structure, and also stated that they would provide a memorial bench for this site. The contact is Patryk Gowin, Vice-Consul, email is [Patryk.Gowin@msz.gov.pl](mailto:Patryk.Gowin@msz.gov.pl).



\*\*In addition, the Worksop Branch of the Royal British Legion and the 303 (Worksop) Qqn ATC (local cadets) have both indicated their support for a Blyth-style cairn to be used as the basis of a memorial design for this site.



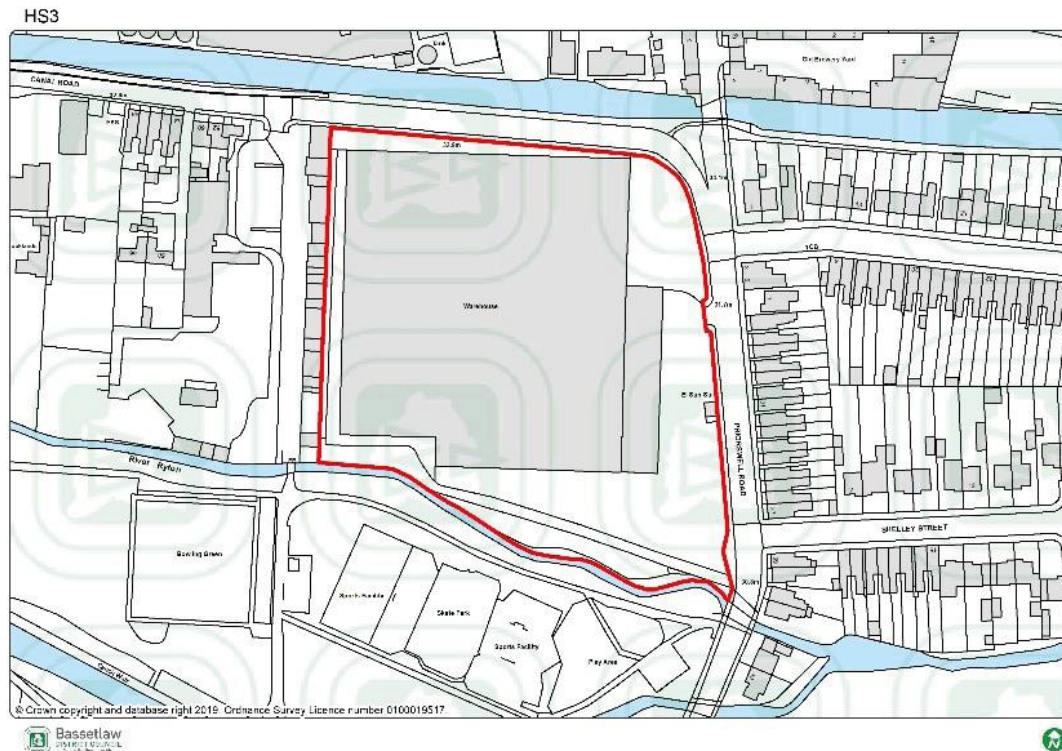
\*\*\*The Air Historical Branch RAF have provided the following copy of the Aircraft Accident Card for this site:



[illegible]

wider setting to Broom Farm (grade II listed). Large scale development across this part of the site would likely cause harm to that setting. Therefore, Conservation would suggest that development be limited to the land east of the trees. In addition, any road through this part of the site be constructed as close to the edge of the woodland as possible and with as small a gap in the woodland as possible, to help minimise the visual impact. Alternatively, a different access point, perhaps to the south closer to the Eddison Park Avenue junction, might be a suitable route (in heritage terms).

## 6. Canal Road, Worksop (HS3 / Policy 17)



This site is outside of, but within the immediate setting of the **Worksop Conservation Area**. In addition, the site is in the wider setting of several **Listed Buildings**, including **Worksop Priory Church (grade I)**.

Given the large scale of the existing building, it is clear that the principle of residential development would be acceptable in heritage terms. Any development would need to have regard to the historic setting, and seek its preservation or enhancement. The retention of the front boundary wall and railings, which relate to the Worksop & Retford Brewery that previously occupied the site, would also be important in assimilating any new development into its historic surroundings.



## 7. Former Knitwear Factory, Retford Road, Worksop (HS6 / Policy 20)



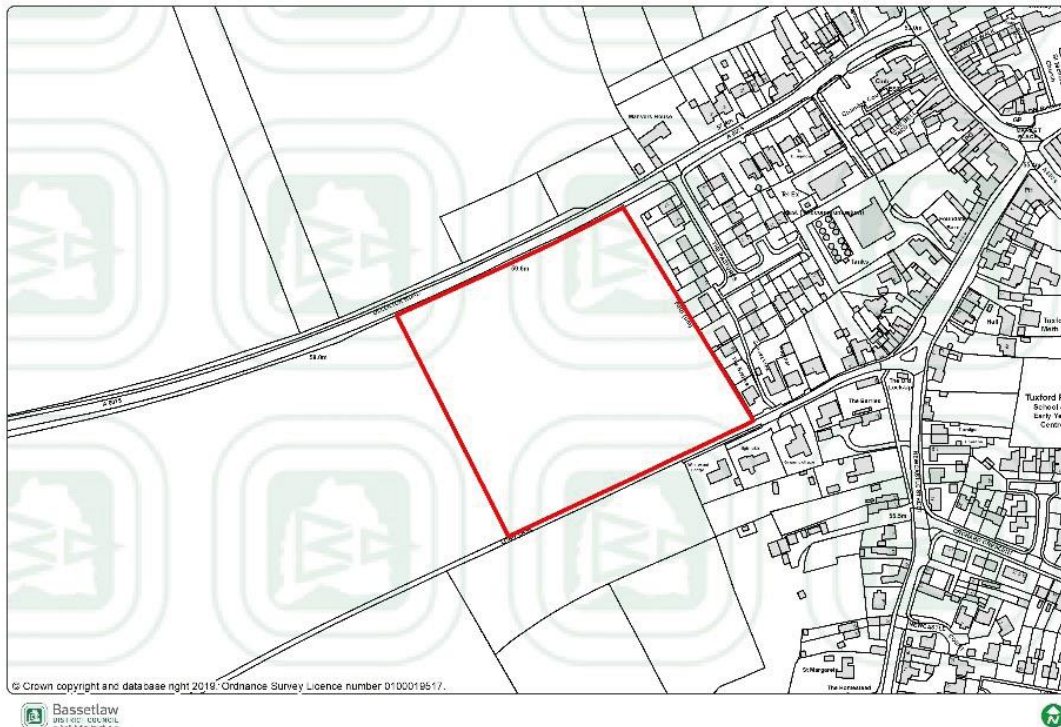
The site is in the immediate setting of the **Worksop Conservation Area**, being on its southern boundary. In addition, the **grade II listed Bracebridge Pumping Station** is also in close proximity, being around 80m to the north east. The site has been brownfield land since the 1950s factory was demolished several years ago.

Given the previous uses on the site and its current appearance, Conservation has no concerns with the principle of development here. This is, however, subject to the setting of the Listed Building and Conservation Area being preserved. This can be achieved through good quality design and materials, and a layout which respects the traditional layout of buildings in the vicinity.

\*It should be stated that planning permission has already been approved for a restaurant in the southern part of the site, and this is currently being built (February 2021).

\*\*In addition, a scheme for 54 dwellings was submitted for the rest of the site, to which Conservation had no concerns. It is understood that application has not yet been determined due to legal matters, but is likely to be recommended for approval.

## 8. Land south of Ollerton Road, Tuxford (NP04 / Policy 24)



This site is within the setting of the **Tuxford Conservation Area** and is also in the setting of several **Listed Buildings**, including **4, 6, 8 and 12 Ollerton Road and Tuxford Windmill (all grade II)**. The tower of **St Nicholas' Church (grade I)** is also visible from parts of Ollerton Road.

With regard to the principle of development, the south side of Ollerton Road is effectively on a plateau of land, with a downward slope beginning on the north side of the road. In addition, a range of modern housing exists immediately to the east. This means that any development here is likely to be seen more in the context of the existing modern developments adjacent rather than affect any important historic views (which from this point are to the north). With this in mind, Conservation has no concerns in principle with the allocation of this site, subject to a design, layout and materials which help preserve the setting of the Conservation Area and nearby Listed Buildings.