

Henry Boot Developments Ltd

Bassetlaw Local Plan Examination

Hearing Statement – Matter 2

November 2022



01 Introduction

Introduction

- 1.1 This is a Hearing Statement prepared by Spawforths on behalf of Henry Boot Developments Ltd trading as HBD in respect of:
 - Matter 2: Vision & Objectives, Spatial Strategy & Location of New Development, and the Site Selection Process
- 1.2 HBD has significant land interests in the area and has made representations to earlier stages of the Local Plan process.
- 1.3 The Inspector's Issues and Questions are included in **bold** for ease of reference. The following responses should be read in conjunction with HBD's comments upon the Bassetlaw Local Plan 2020-2038 Second Addendum Version, dated June 2022.
- 1.4 HBD has also expressed a desire to attend and participate in Matter 2 of the Examination in Public.

02 Matter 2 – Vision & Objectives, Spatial Strategy & Location of New Development, and the Site Selection Process

Issue

- 2.1 Are the provisions of the plan in relation to the Spatial Strategy & Location of New Development justified and consistent with national policy?

Questions

Question 1: Is the proposed spatial strategy and the distribution of development (as set out in policies ST1 and ST2) supported by robust and up-to-date evidence and otherwise soundly based? In particular:

- a) Does it reflect the vision and objectives of the plan?

b) To what degree is the spatial framework in Policy ST2 based on the settlement hierarchy in Policy ST1? Is the focus on strategic allocations in the larger urban settlements justified and soundly based?

c) Would the pattern of development proposed meet the needs of larger settlements in the district?

- 2.2 There is a national imperative to facilitate and deliver economic growth in the United Kingdom. This economic imperative is embedded within national planning policy through The Framework. Paragraph 8 of The Framework establishes the three overarching objectives of the Planning system, economic, social and environmental. The economic objective is concerned with ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity. Paragraph 81 seeks to ensure that policies and decisions create the right conditions in which businesses can invest, expand and adapt. The Framework considers that an area should build on its strengths, counter any weaknesses and address the challenges of the future. Furthermore, The Framework confirms that the specific locational requirements of different sectors should be recognised and addressed by policies and decisions, this includes making provision for “storage and distribution operations at a variety of scales and in suitably accessible locations”.
- 2.3 Furthermore, paragraph 82 of the NPPF sets out that Planning Policies should “a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local industrial Strategies.” The D2N2 LEP covers the Bassetlaw district, its Recovery and Growth Strategy seeks to address the challenge of rebuilding the regional economy post Covid.
- 2.4 Paragraph 82 goes on to state at point b) that Planning Policies should: *“set criteria, or identify strategic sites, for local inward investment to match the strategy...”* and at point d) that Planning Policies should: *“be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances”*. The current vision and objectives do not achieve this, the removal of a significant focal point for growth in the Garden Village has been removed without replacement. Gamston Airfield provides a suitable alternative for employment led development which should have been considered.
- 2.5 Within the Vision and Objectives at paragraph 4.3 the draft plan states that: “The District’s economy will be diverse and thriving. Prominent businesses in the key regional growth sectors of modern manufacturing, logistics, green energy, modern methods of construction and engineering will be capitalising on the District’s locational advantage, in terms of proximity to the A1 and the A57 growth corridors, and Sheffield Doncaster Airport.”
- 2.6 The removal of the Garden Village means that there is no longer a significant focus for growth in the A1 corridor. This will have damaging effects upon the local and regional economy by reducing the opportunity for growth and investment.

- 2.7 The site at Gamston Airfield is a suitable alternative location for significant growth and could be an important regional focus point to provide business opportunity, investment and a home for research and development along the A1 corridor. This would provide highly paid jobs within easy reach of population centres in Bassetlaw. Gamston Airfield should therefore have been considered as an alternative area for growth to serve the regional economy and deliver the strategic objectives of the plan in line with local economic strategies.
- 2.8 Importantly, Gamston Airfield is already home to thriving logistics and industrial businesses and Thatcham Research (The owners of the active Airfield site) who are currently developing state of the art automotive research and development facilities on their land. It is considered there is an opportunity to build upon this mix of existing employment uses and to create an industrial, logistics, research and development hub to serve the needs of the wider regional economy. Thus creating a cluster of advanced engineering, research and associated highly paid skilled jobs in Bassetlaw and sitting alongside the more traditional employment generated by industrial and logistics and supply chain demand.
- 2.9 HBD maintain their position from earlier representations to the Bassetlaw Local Plan Review that there is significant potential for the levels of economic growth, to be exceeded and achieve above trend growth as a result of interventions proposed in the Build Back Better, UK Decarbonisation Strategy, Northern Powerhouse Strategy, Northern Powerhouse Rail, including investment in the Sheffield to Hull and Leeds to Hull line, economic strategies, Goole Town Deal and the recent Freepport decision.
- 2.10 The spending review (November 2020) provided further commitment to the 'levelling up' agenda. This included £100 billion of capital expenditure to kickstart growth and support jobs. A key aspect is to strengthen the UK's place in the world and to maximise the UK's influence as a force for good and maintain the UK's position as a global leader in international development. The Government is investing in a recovery for all regions of the UK to build a stronger future as the country emerges from the Covid pandemic. The mantra being that investment drives economic recovery and support jobs and businesses across the UK.
- 2.11 Against this context of further investment in infrastructure and significant employment opportunities within Bassetlaw there is clear evidence that employment growth should be increased within the Plan.
- 2.12 The HEDNA 2020 considers the housing and economic development needs. However, the HEDNA prepared in 2020 reflects an out dated position on Covid-19 and the economic recovery considering for example it will take four years for jobs and unemployment to recover to pre-pandemic levels. The HEDNA 2022 Addendum focusses on updating the employment supply position and does not update the position on economic growth.
- 2.13 The Government is committed to a rebalancing agenda whereby it is seeking to "level up" economic growth and overcome regional disparities in order to allow the North of England to realise its potential. The Industrial Strategy – Building a Britain Fit for the Future, 2017, which aims to create an economy that boosts productivity and earning power throughout the UK. The Industrial Strategy establishes Grand Challenges to put the UK at the forefront of industry. The Grand Challenges, as updated January 2021, expands upon the Grand Challenges, and develops ambitious missions to tackle the challenges. The first 4 of the Grand Challenges are focused on

Global trends which are set to transform the future. These includes Artificial Intelligence and data; ageing society; **clean growth**; future of mobility. The UK Government aims to lead the world in development, **manufacture and use of low carbon technology**.

- 2.14 Bassetlaw lies in a strategically important area of the country in-between the Northern Powerhouse and the East Midlands. It will therefore benefit from growth in Yorkshire and the Midlands and needs to reflect these overarching growth strategies.
- 2.15 The Northern Powerhouse forms part of the Government's Industrial Strategy and has an objective to achieve a sustained increase in productivity across the whole of the North of England. It seeks to drive the transformation of the northern economy equating to 4% increase in productivity, an increase in GVA of almost £100 billion and the creation of up to 850,000 new jobs by 2050, rebalancing the gap in performance relative to southern England. The Northern Powerhouse Strategy seeks to achieve this aim through improvements in connectivity; addressing the disparity in skills; ensuring that the north is an excellent place to start and grow a business; and promoting trade and investment across the north. The economic review of the Northern Powerhouse identified four prime capabilities where the north is highly competitive, including **advanced manufacturing, digital, energy** and health innovation. It also identified a number of enabling capabilities including higher education, **logistics** and financial and professional services, which is a notable alignment with the economic strategies for Bassetlaw.
- 2.16 Furthermore, Bassetlaw is on the edge of the Sheffield City Region which aims **to build** on innovation capacity and capabilities, securing the future of the next generation by nurturing the economy whilst protecting people and the environment, investing in urban centres, building transport infrastructure, investing in zero carbon, making homes and land available for families and businesses to locate and grow and making good jobs that create opportunities.
- 2.17 The SEP vision aims by 2040 to create 33,000 extra people in higher level jobs and an extra £7.6bn growth in Gross Value Added in the economy. The vision also sets out to grow wages and for people to live longer with healthier lifestyles and for a net zero carbon city region.
- 2.18 Bassetlaw District is covered by the D2N2 LEP, which includes Derby, Derbyshire, Nottingham and Nottinghamshire. The Strategic Economic Plan aims to increase the overall value of the economy to £70bn with £9bn being added as a result, prosperity will rise and employment rates will be high and stable. The overall aim being to reduce the gap in economic activity levels between places in D2N2.
- 2.19 Despite its preparation relatively recently in 2020, the HEDNA does not reflect the scale of ambition and neither does the HEDNA Addendum (2022). There has been a significant change in circumstances since its preparation, and whilst the HEDNA nods to the potential to some of these changes it is clear that the implications of which are not fully reflected in the overall recommendations and consequently within the Plan. Similarly, the HEDNA Addendum reviews supply and the linkage between jobs and homes within the Plan, but it does not update employment analysis based on the current market for employment land.
- 2.20 The Local Plan evidence does not reflect fully on the impacts of Covid-19. It has become clear that the Covid-19 pandemic has not affected all sectors and markets in the same way. Several

industry reports show that market activity returned post the first lockdown and that the outlook for the industrial and logistics sector is positive.

- 2.21 The impact of Covid-19 and Brexit has not been restricted to logistics. The UK Industrial Strategy has stressed the importance of manufacturing to the UK economy. Although some areas of manufacturing were affected initially by Covid-19, there are sectors, such as health and medical supplies, which experienced significant growth.
- 2.22 The UK Research and Development Roadmap 2020, updated 2021 is clear that Research and Development is critical to economic and social recovery from the impacts of the Covid-19 Pandemic. Beyond Covid the Roadmap notes that the greatest challenge is to decarbonise economies and build resilience to the impact of climate change, habitat loss and biodiversity. This approach is reflected in the Government's plans to Build Back Better and prioritise Levelling Up.
- 2.23 It is therefore concerning that given this political and strategic aims from a national to a regional and local level that the HEDNA adopts a pessimistic view on the economy and economic growth, which then transcends through to lower growth than would have otherwise occurred. This approach can harm the economy.
- 2.24 As stated earlier, paragraph 5.4 states that unemployment will have increased through Covid-19. This statement was already out of date at the time of publication of the report with the claimant count in September 2020 being 3.9%, which is lower than the East Midlands and GB average.
- 2.25 Furthermore, vacancy rates are low in the area at circa 2.98% and there is only 0.34 years supply of employment land. This all points towards the need for further employment land.
- 2.26 The Local Plan will therefore need to substantially increase employment delivery and the choice and number of sites. This range and choice will ensure the right conditions for a competitive market and create the number of sites needed to achieve the employment requirement.
- 2.27 It is concerning therefore that the Vision and Objectives do not set out a strategy to support economic growth and productivity and the approach is not building upon the strengths of Bassetlaw and the wider region, namely the advantages of the A1 corridor which runs through the district and the potential to grow regionally significant research and development, logistics and automotive testing facilities at Gamston Airfield.

Question 2: What is the evidential basis for the settlement hierarchy in policy ST2? Does this accurately reflect the pattern of settlements across the district? Is this up-to-date? How does this inform the development strategy? What other factors influenced the strategy, such as physical and environmental constraints?

- 2.28 HBD do not have any comments on this particular issue.

Question 3: What other spatial strategies and distributions of growth were considered during plan preparation, and why were they discounted? Where is the evidence for this? Were alternative approaches tested in the Sustainability Appraisal work?

- 2.29 HBD is concerned that the removal of the Garden Village without a significant replacement does not reflect the evidence base. The A1 is a key corridor for growth as set out within the Bassetlaw A1 Logistics Assessment August 2021. The A1 corridor parallels the M1 corridor running from Nottingham to Barnsley.
- 2.30 It goes on to state that The A1 area encompassing Bassetlaw and surrounds has seen a dramatic rise in logistics interest as the M1 becomes increasingly congested with constraints on available land and pipeline supply for logistics. It has connectivity, available labour and land to meet logistics needs that the wider market area is not sufficiently providing.
- 2.31 The report sets out the enhanced importance of the section of the A1 which runs through Bassetlaw, with connections to the M1 and being well connected to a significant labour pool. The report states that the A1 is therefore now a secondary or sister logistics market to the M1 corridor. The report concludes that further sites are most likely required beyond Apleyhead.
- 2.32 The additional Strategic Employment site is welcomed but should be enhanced with further growth along the A1 corridor to reflect the evidence base and economic aspirations as set out within local and regional economic studies in line with paragraph 82 of the NPPF.
- 2.33 Development along the strategic A1/A57 growth corridor can provide significant inward investment opportunities to address an identified regional or sub regional need for large scale logistics.
- 2.34 Removal of the Garden Village is counter to achieving the wider aspirations of the D2N2 Growth and Recovery Strategy. It will result in harm to the productivity of the local economy, it will reduce the number and quality of better paid jobs in the District and reduce the accessibility to services for the rural communities.
- 2.35 By including the omission site at Gamston Airfield as a Strategic Employment Growth Zone Bassetlaw can address all of the above concerns. See more below regarding the omission site.
- 2.36 It is concerning that reasonable alternatives such as Gamston Airfield do not appear to have been assessed as alternative realistic deliverable options for the delivery of a strategic employment site.
- 2.37 HBD considers that their strategic employment site at Gamston Airfield should be allocated within the plan.
- 2.38 A brief summary is provided for this site in our previous representations and a vision document is appended to this hearing statement. The site is supported by significant technical information

which demonstrates that the site is available, suitable and achievable and therefore deliverable in accordance with the Framework and PPG.

- 2.39 Previous objections to the development of Gamston Airfield are now irrelevant as the Aviation 2050 consultation has concluded with the site not being identified as strategically important to support general aviation.
- 2.40 HBD have prepared a deliverable vision for Gamston Airfield which protects the existing airfield and businesses operating onsite currently whilst significantly building upon this with a campus style employment development which will provide high paying jobs in research and development, advanced manufacturing and innovative logistics.
- 2.41 A Strategic Employment Site at Gamston presents a unique opportunity to deliver regionally significant levels of good growth along the strategically important A1 corridor on a site which was previously identified as the preferred option for a new settlement and therefore has been rigorously tested and consulted upon.

Question 4: Do policies ST1 and ST2 allow sufficient development in large rural settlements, small rural settlements and other villages to comply with para 79 of the Framework? How were the proportions of development proposed for each settlement arrived at?

- 2.42 HBD do not have any comments on this particular issue.

Question 5: Are the proposed settlement development boundaries appropriately drawn? What factors were taken into account in designating these? Is the approach taken in relation to settlement boundaries in Small Rural Settlements justified and consistent with national policy?

- 2.43 HBD do not have any comments on this particular issue.

Question 6: Have the sites allocated for development in the plan been appraised and selected in comparison with possible alternatives using a robust and objective process?

- 2.44 HBD suggests that their Strategic Employment land at Gamston Airfield be allocated to address the requirement to make the most of the strategically important A1 corridor and deliver on the vision and aspirations of the Local Plan, national, regional and local economic strategies to deliver good growth to Bassetlaw.

- 2.45 At Paragraph 35 point b) the Framework sets out that local plans are sound if they are: *“Justified – an appropriate strategy, taking into account the reasonable alternatives, and based upon proportionate evidence.”* There is no evidence presented which details how reasonable alternative strategic employment sites have been assessed. Therefore, as currently drafted the plan is **unsound**.
- 2.46 HBD agree with the council’s position that there is a clear and pressing need for strategic employment allocations along the A1 Corridor.
- 2.47 HBD is concerned that the potential of the site for employment has not been recognised within the Site Selection Methodology (Update May 2022). HBD are also concerned that it has not been recognised that HBD’s proposal will safeguard the working airfield and build upon this. The Site selection methodology notes that: *“Whilst the site is potential suitable for development as a new settlement, it would be contrary to national policy (NPPF para. 105) due to the loss of the airport. The closure of the airport could also have an adverse impact on associated employment uses on the site if there are no opportunities for relocation.”*
- 2.48 HBD’s proposals at Gamston Airfield **will not result in the closure of the airport** and will not have an adverse impact on associated employment uses. In fact, the proposals will build upon the existing good high skilled employment activity to develop a cluster of knowledge and data driven, high technology development as envisaged by Paragraph 83 of the Framework, which is set out below for reference: *“Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”* (Emphasis added).
- 2.49 HBD is concerned that Gamston Airfield has only been considered as a new settlement and not as a Strategic Employment Site. The site is clearly a deliverable alternative Strategic Employment Site which has not been assessed. At page 157 of the Site Selection Methodology (May 2022) Gamston Airport is within the New Settlements section. The summary notes that: *“The site has been assessed in terms of its ability to deliver a sustainable new garden settlement.”* The involvement of HBD in promoting a Strategic Employment Site in this location is a significant change, the site needs to be assessed as a deliverable alternative strategic employment allocation.
- 2.50 Furthermore, the summary at page 157 of the site selection methodology (May 2022) sets out that: *“... it is not appropriate to take the site forward as a new settlement due to the Government’s Aviation Strategy and provisions of the NPPF relating to general aviation airfields.”* This is now no longer applicable. The Government aviation consultation ended without Gamston being safeguarded and regardless of this fact **the current proposals will not result in the closure of the airport**.
- 2.51 The site has not been assessed for Strategic Employment uses and has been assessed on the basis that the airport will close, this is demonstrably not the case. **Therefore the plan has not taken reasonable alternatives into account and is not based on proportionate evidence. It is therefore not justified and is currently unsound.**

2.52 HBD are currently seeking a Strategic Employment proposal at Gamston Airfield. However, HBD would also be open to the delivery of a mixed use development on this site if that was deemed to be more preferable and market facing.

2.53 HBD do not believe appropriate site assessments have been undertaken.

Question 7: Are the plans assumptions in relation to the amounts and timing of development to be delivered through neighbourhood plans and the Worksop Central Development Plan soundly based?

2.54 HBD do not have any comments on this particular issue.

Question 8: Are policies ST1 and ST2 otherwise justified and consistent with national policy? Are there any omissions in the policies and are they sufficiently flexible?

2.55 HBD consider that inadequate provision of strategic employment land has been made within the Bassetlaw Local Plan and therefore it is not in accordance with national policy. Therefore, to resolve this further strategic employment land needs to be identified, including land under HBD's control at Gamston Airfield.

Question 9: Do the vision and objectives of the plan adequately address matters of climate change and air quality?

2.56 HBD do not have any comments on this particular issue.

Question 10: Are the Council's proposed modifications to the policies necessary for soundness?

2.57 HBD do not have any comments on this particular issue.

Proposed Change

2.58 To overcome the soundness matters HBD proposes the following changes:-

- Increase the employment allocations to reflect the economic need and the economic growth aspirations for the District and region.
- Alter the growth strategy to focus on the strategically important A1 corridor.
- Identify further Strategic Employment sites to increase flexibility in the Plan.
- Allocate HBD's strategic employment land at Gamston Airfield.

Appendix 1: Gamston Airfield Vision



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Gamston Airfield

**A regionally significant
strategic employment
opportunity**



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Places with purpose

Henry Boot Developments Ltd

Henry Boot Developments Ltd (HBD) are a trusted delivery partner with significant experience of bringing innovative commercial projects to life. Gamston Airfield will deliver a regionally significant industrial and logistics development providing opportunities for Research & Development, advanced manufacturing, automotive testing.

HBD take on ambitious developments across the UK. The sectors that HBD work in are diverse, but all their projects share the goal of creating places with purpose.

Henry Boot Developments (HBD) are part of the Sheffield based Henry Boot Group of Companies which includes property investment & development arms (HBD and Stonebridge), a land promotion arm (Hallam Land Management), and construction arms Henry Boot Construction, Banner Plant and Road Link (A69).

HBD are currently involved with significant development projects across the country including the delivery of 14m sq.ft of development, £1.3bn commercial development pipeline and 22 partnerships and have a turnover of £251m.

HBD has a proven reputation and track record for successfully delivering commercial projects and has been responsible for over 1million sq.ft of development during the last 12 months. HBD has considerable experience across a wide range of property sectors and can demonstrate an extensive track record of delivering both small and large-scale schemes and multi phased developments from planning through to construction and completion.

HBD take on ambitious developments across the UK. The sectors they work in are diverse, but all their projects share the goal of creating places with purpose.

HBD undertake many of their developments in partnership with others. Working with different businesses and experts means they are always pushing their processes and picking up new knowledge. HBD welcome close collaboration. Whether that means sharing a local authority's

vision for a site or pooling resources with fellow developers, HBD take time to really understand what is driving our partners. That way, HBD can invest in their goals and make sure they are on track to achieving them.

HBD has an extensive track record across the commercial property sectors; from big brand logistics to small-scale start ups. Our track record speaks for itself and shows our knowledge and expertise in multi-phased developments, from planning through to construction and completion.

Major commercial developments include IAMP, which was a partnership with Sunderland City Council and South Tyneside Council. The site is to deliver over 7000 new jobs on a 370 acre nationally significant advanced manufacturing park. The scheme will deliver over 4m sqft of developable floorspace by 2032. IAMP One will deliver 1,650,000 sq ft of bespoke manufacturing space.

HBD are committed to delivering an innovative campus style employment park at Gamston Airfield which will deliver good jobs in a strategic location. Gamston Airfields mix of advanced manufacturing and innovative logistics offer will build upon the existing research activities at the Airfield site.





Introduction

Gamston Airfield can deliver a regionally important hub for research and development, advanced manufacturing and innovative logistics in a campus style development which will provide good jobs and economic growth on a previously developed site. The site is eminently suitable and achievable and with HBD as delivery partner Bassetlaw have a trusted partner with ample experience of delivering ambitious schemes at significant scale.

The Site

The site is in a highly sustainable location for general employment and logistics. The site fronts and has direct access to the A1 and is in close proximity to the A57/M18/A46. As demonstrated by the background evidence when this site was a preferred location for the a new Garden Village it is highly suitable for large scale development.

Thatcham Research, who are owners of the active Airfield and hangars are currently onsite creating a testing and research facility following approval of detailed planning permission. The proposals will build upon this unique centre for research and development in Bassetlaw creating a hub for new highly paid jobs and building upon the excellent progress which Thatcham have already made.

Development of the site will provide significant levels of employment to meet the needs of Bassetlaw District and the wider region. These will be good jobs in research and development, advanced manufacturing and logistics which aligns with the Councils

vision for the region.

Gamston Airfield can provide a Gateway scheme for both the Sheffield City Region and East Midlands (D2N2). The site is strategically located with direct access to a larger motorway (A1) with key junctions and the site has the scale to deliver real transformative change.

Furthermore, the site is previously developed and would represent an efficient use of currently underutilised land to meet strategic employment needs. HBD consider that Gamston Airfield is deliverable in the short term and will reinforce the economic growth aspirations of the District. Early phases of the site are fully capable of being delivered in the short term to meet immediate gaps in the supply.



Image: IAMP, North East



Image: Wyvern Park, Skipton

The Need for Employment Land

There is a clear and demonstrable need for significant economic growth in Bassetlaw to deliver transformative regeneration and good growth. The Local Plan evidence base points to a need of approximately 190 ha of new employment land up to 2040 plus a Strategic Employment allocation at Apleyhead. However, given the national, regional and local context there is a need to deliver significantly higher levels of employment land to achieve the Local Plan Vision for Bassetlaw that it will be a vibrant, prosperous place and the economy will be diverse and thriving.

There is a national imperative to facilitate and deliver economic growth in the United Kingdom. This economic imperative is embedded within national planning policy through The Framework. The economic objective is concerned with ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, expand and adapt. Furthermore, the Framework confirms that the specific locational requirements of different sectors should be recognised and addressed by policies and decisions, this includes making provision for "...clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations."

There is significant potential for planned levels of economic growth, to be exceeded and achieve above trend growth as a result of interventions proposed in the Build Back Better, UK Decarbonisation Strategy, Northern Powerhouse Strategy, Northern Powerhouse Rail, including investment in the Sheffield to Hull and Leeds to Hull line, economic strategies, Goole Town Deal and the recent Freeport decision.

The spending review (November 2020) provided further commitment to the 'levelling up' agenda. This included £100 billion of capital expenditure to kickstart growth and support jobs. A key aspect is to strengthen the UK's place in the world and to maximise the UK's influence as a force for good and maintain the UK's position as a global leader in international development.

The Government is investing in a recovery for all regions of the UK to build a stronger future as the country emerges from the Covid pandemic.

Furthermore, Bassetlaw is on the edge of the Sheffield City Region which aims to build on innovation capacity and capabilities, securing the future of the next generation by nurturing the economy whilst protecting people and the environment, investing in urban centres, building transport infrastructure, investing in zero carbon, making homes and land available for families and businesses to locate and grow and making good jobs that create opportunities.

The SEP vision aims by 2040 to create 33,000 extra people in higher level jobs and an extra £7.6bn growth in Gross Value Added in the economy. The D2N2 Strategic Economic Plan aims to increase the overall value of the economy to £70bn with £9bn being added as a result, prosperity will rise and employment rates will be high and stable. The April 2022 HEDNA Update shows the supply position at 189.4ha, which is below the HEDNA requirement of 196.7ha. Furthermore, Policy ST7 identifies 188.8ha gross employment supply, with residual available of 183.2ha.

HBD is concerned that insufficient employment land is identified in the Local Plan. There is an under provision of new employment allocations when compared to the "appropriate target" of 196ha to meet the needs of Bassetlaw. It is therefore evident that the economic growth aspirations are not being met and therefore further employment allocations need to be identified.



Image: Wakefield Hub



Image: IAMP, North East

Employment Demand

There is a significant market demand for large strategically located sites such as Gamston Airfield to deliver strategic employment growth along the A1 Corridor. The Covid-19 pandemic, Brexit, the climate crisis and global economic conditions have all contributed to a significant change in conditions. HBD are working alongside award winning Sheffield based property agency who specialise in commercial property.

CPP have advised that the industrial and logistics sector performed remarkably during 2021, breaking records in terms of take up as e-commerce continues to accelerate trends which are driving the market. According to CPP this shows no sign of abating during the first half of 2022, with take up at the end of Q1 2022 totalling just over 10m sq. ft, 40% ahead of the quarterly average since 2010.

National take up of warehousing space (100,000 sq. ft plus) reached 50.7m sq. ft in 2021, 3.4% up year on year, as occupiers continue to remodel their supply chain in order to meet with current order fulfilment requirements. ESG requirements are increasingly at the forefront of occupiers requirements when considering warehousing space, which is undoubtedly causing a “flight to prime” approach, with take up of new build speculative facilities the highest it’s been since 2011.

CPP explain that rents continue to grow rapidly due to a chronic shortage of supply and record levels of demand in the sector. Finding the right warehousing space for occupiers is becoming increasingly challenging due to lack of availability, which is driving rental growth and reducing incentive periods.

Construction costs continue to rise which is challenging viability of certain schemes, however, large scale speculative development has and continues to take place across the country, due to favourable supply and demand dynamics, strong rental growth and a buoyant investment market due to the strong fundamentals within the sector.

Within the region the mid box sector (20,000 – 100,000 sq. ft.) continues to perform well and the supply dynamic in the local market remains very acute. There has been only isolated pockets of new industrial development over the past 10 years within the East Midlands region, as developers retain their land, promote design and build solutions with little appetite for speculative development.

The industrial and logistics sector has continued to perform well, predominantly down to the accelerated growth in online retail, which has forced retailers and Third Party Logistics businesses to take additional space in order to cope with increased demand.

The North Midlands market has attracted large scale requirements over the last 5 years, including Amazon (1.75m sq. ft), Alloga (249,000 sq. ft), Eddie Stobart/iForce (268,800 sq. ft), DHL (528,000 sq. ft) & Eurocell (268,800 sq. ft).

The vast majority of this activity has occurred along the M1 corridor, focused around junctions J28 – J30 of the M1, however, this market is becoming more constrained and large scale requirements have landed along the A1 corridor including the DHL and B&Q deals referred to above.

Indicative Masterplan



A Deliverable Scheme

Highways AMA Highways Consultants have reviewed the proposals. The site is well-located for a Strategic Employment Development, being within very close proximity to the A1 which provides access to the regional and strategic road networks. The site is also located close to the existing towns of Retford and Worksop where significant housing growth is expected.

Despite the large nature of the scheme, given the proximity of the site to the A1 it is expected that trips will disperse quickly, without significant impacts upon the local road network.

A number of improvements to the local highway network will be required to deliver the scheme. These can all be accommodated within highways land or land under HBD's control.

Sustainable travel options will be utilised to reduce reliance on the private car. Shuttle buses and pedestrian/cycle routes will help to encourage modal shift.

Landscape TPM Landscape Consultants have help to shape the proposals. The proposed development will be contained within a landscape setting which retains the important woodland copses and hedgerows, and does not affect the more sensitive landscapes to the north of the airfield or the setting of Eaton settlement.

The Landscape Framework Plan demonstrates an approach which minimises potential impact to the wider landscape through the creation of a substantial landscape buffer to soften the built form and to integrate the built form into the landscape.

Air Quality BWB consultants have provided advice on Air Quality. The site is not within an Air Quality Management Area and sustainable transport options (Shuttle buses, electric car charging, pedestrian and cycle links) will reduce the impact upon local air quality.

Noise BWB consultants have provided advice on Noise. The scheme is designed to ensure that the impact upon noise sensitive receptors in the vicinity of the site is as minimal as possible. Mitigation features will be put in place to ensure noise impacts are negligible.

Ground BWB consultants have provided advice on Geotechnical Matters. Given the previously developed nature of the Airfield site it is likely that made ground is present. However, it is not considered to be of significant depth to cause significant viability or safety concerns.

Flood Risk BWB consultants have provided advice on Flood Risk and Drainage. The site is in Flood Zone 1 with low surface water susceptibility. Surface water attenuation will ensure run-off is restricted to Greenfield rates. It is anticipated that there is sufficient capacity within the foul water sewer system to accommodate the proposals.

Heritage/Archaeology BWB consultants have provided advice on Heritage matters. There is low potential for below ground archaeology onsite. There are no listed buildings or significant heritage assets on site which would preclude development or cause significant viability concerns.

Utilities BWB consultants have provided advice on utilities – There are no concerns regarding the provision of utilities to the site. Upgrading works and diversions are not anticipated to be significant in terms of delivery or viability.

Key Benefits

Conclusion

Economic

Social

Environmental



Regionally significant levels of investment into Bassetlaw.



A Gateway scheme for both the Sheffield City Region and East Midlands (D2N2)



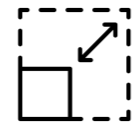
Strategically located with direct access to a large scale motorway with key junctions



Opportunities for R&D, advanced manufacturing, automotive testing and research



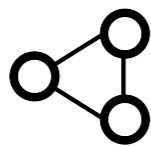
Meeting the employment needs of Bassetlaw and the wider region



The site has the scale to deliver sustainable growth



Delivery of significant industrial and logistics development



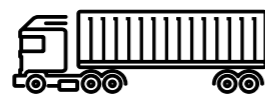
Delivery of a strategic employment hub to drive good growth in the region



Opportunity for wildlife and habitat enhancements and biodiversity net gain



Redevelopment of previously developed land



Maximising the opportunity for employment growth from motorway junctions



Sustainable travel options for workers

There is a demonstrable need and market demand for more Strategic Employment Sites along the A1 corridor. Gamston Airfield is a deliverable and sustainable site, which can accommodate a Strategic Employment Site. Gamston is strategically located and is being promoted by a significant developer in the market (HBD) who are seeking to deliver a unique scheme which will deliver transformative economic change to the region. Gamston Airfield is uniquely placed to deliver good jobs and good growth.

The site is situated directly adjacent to the A1, approximately 10 miles to the east of Worksop and 3 miles to the south of Retford. The site's position, offering immediate access to the A1 and close to its intersection with the A57/M18/A46, provides excellent transport links from both north – south and west – east, providing good connectivity with larger conurbations such as Sheffield, Newark, Mansfield, Nottingham and Lincoln and beyond.

Gamston Airfield already accommodates operational employment occupiers including industrial & logistics, alongside Thatcham's newly formed research & development facility.

Gamston Airfield was previously a preferred site for the new Bassetlaw Garden Village, as set out in the Bassetlaw New Settlement Study, April 2018. The study concluded that: "The site at Gamston Airport was found to be relatively free from any significant constraints and the site also benefits from being classified as previously developed land due to its current use as an Airport."

The site provides a development opportunity that is available, suitable and achievable and therefore it is considered that the site is deliverable, in accordance with national planning policy and guidance. It is promoted by HBD which further demonstrates the site's deliverability within the plan period.

HBD is working alongside the landowner of the old airfield and surrounding farmland at Gamston Airfield. The active Airfield buildings

and runway are controlled by Thatcham who are actively developing automotive research and development facilities on site for which Gamston airfield will be a key UK strategic site for. This is considered likely to generate demand for connected and complementary businesses and supply chain providers. The wider development of Gamston Airfield would enable this growth to be facilitated and in turn further employment opportunities. Part of the site is already home to thriving logistics and industrial businesses. The site therefore will deliver a cluster of "knowledge and data-driven, creative or high technology industries; and for storage and distribution operations" in line with Paragraph 83 of the Framework.

The site is located in a highly sustainable location for general employment and logistics. The site fronts and has direct access to the A1 and is in close proximity to the A57/M18/A46. As demonstrated by the background evidence when this site was preferred for the location for a new Garden Village the site is highly suitable for large scale development.

A range of technical work has been undertaken and further survey work is ongoing. From the initial assessments there are no technical issues that would prevent development or are insurmountable. The site is therefore considered to be achievable and therefore deliverable in accordance with national guidance. The technical assessments will be submitted in due course and are available upon request.

H B D

Places with purpose