

Henry Boot Developments Ltd

# Bassetlaw Local Plan Examination

Hearing Statement – Matter 3

November 2022



# 01 Introduction

## Introduction

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- 1.1 This is a Hearing Statement prepared by Spawforths on behalf of Henry Boot Developments Ltd trading as HBD in respect of:
  - Matter 3: Employment Land
- 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 Publication Second Addendum Version, dated June 2022.
- 1.4 HBD has also expressed a desire to attend and participate in Matter 3 of the Examination in Public.

# 02 Matter 3 – Employment Land

## Issue

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- 2.1 Are the provisions of the plan in relation to the provision of employment land justified and consistent with national policy? Would the allocations be developable, deliverable and otherwise soundly based? Whether the Local Plan has been positively prepared and whether it is justified, effective and consistent with national policy in relation to economic growth and development.

## Questions

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**Question 1: Is the supply of 183 ha of local employment land justified in order to provide for future employment needs in the district? How were the sites selected? Were they selected in comparison with possible alternatives using a robust and objective process?**

- 2.2 As stated in response to Matter 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 HBD note that Policy ST1 bullet point f states that 196ha of employment land will be allocated and that Apleyhead is not included within that as it is meeting a separate regional/sub-regional employment need.
- 2.4 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.
- 2.5 HBD is concerned that **insufficient employment land is identified in the Local Plan**. HBD is concerned that 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.
- 2.6 HBD would like to emphasise that a lower employment land supply in general employment land does not provide flexibility in meeting a target and does not provide the range and choice need to meet overall employment land requirements. The general employment land identified in the Plan is insufficient and will harm the local economy.
- 2.7 HBD maintain their position from their earlier submitted 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 Freeport decision.
- 2.8 The recently published British Property Federation (BPF) paper Levelling Up – The Logic of Logistics, highlights both the increase in skilled jobs and wage growth across industrial and logistics space compared with the national average with wages £4.6k per annum higher than the national average for logistics and £4.9k per annum higher for logistics according to ONS data. It is clear industrial and logistics jobs are becoming increasingly diverse, as recent years have seen a large increase in professional and technical jobs generated (Append??).
- 2.9 As stated in response to Matter 2 Question 1 the Government’s focus is on economic growth 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. **Against this context of further investment in infrastructure and significant employment opportunities within Bassetlaw there is the evidence that employment growth should be increased within the Plan.**
- 2.10 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.
- 2.11 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 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.

- 2.12 Furthermore, 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. **There is no evidence that this relationship has been considered.**
- 2.13 Similarly, 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. **There is also no evidence that the impacts of this on Bassetlaw have been considered.**
- 2.14 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.
- 2.15 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.
- 2.16 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.
- 2.17 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.
- 2.18 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.
- 2.19 As stated earlier, paragraph 5.4 of HEDNA 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.

- 2.20 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.
- 2.21 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.
- 2.22 HBD therefore considers that Gamston Airfield should be allocated in the Local Plan. This site which was previously a preferred option for a new Garden Village should be assessed for its suitability as a Strategic Employment site. This has not happened, therefore reasonable alternatives have clearly not been assessed.
- 2.23 Despite recent economic turbulence and adjustments in the industrial and logistics market HBD believe that the underlying market dynamics remain strong. Due to many of the trends mentioned above including on-shoring and the rise in internet shopping the long term need and demand for industrial and logistics space will remain strong.

**Question 2: Is the restriction to B2, B8 and Class E (g) justified for new employment allocations**

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

**Question 3: In relation to strategic employment needs:**

**a) Is the allocation of 119ha at Apleyhead, in addition to land identified for “General and Larger Unit Employment Sites” justified and consistent with national policy?**

**b) What factors led to its allocation? Is it based on up-to-date evidence?**

**c) Has the allocation had appropriate regard to the potential wider strategic impact of the development?**

- 2.25 The proposed allocation at Apleyhead is meeting a specific identified strategic sub-regional need. However, there are clear market signals and a substantial base of evidence which points to the fact that further Strategic Employment sites are required. In response to Matter 2 and Question 1 of this Hearing Statement it is apparent that the Local Plan is not meeting those needs and it is essential this matter is addressed in full.

- 2.26 HBD consider that the proposed allocation at Apleyhead is not justified as reasonable alternatives, such as Gamston Airfield, have not been properly assessed. The Council needs to re-assess Gamston Airfield based upon the latest position.
- 2.27 Gamston Airfield was previously one of the preferred options for a new Garden Village and as such has been assessed through the Sustainability Appraisal and Site Selection Methodology process for that use. The results of the assessment were that the site was a highly sustainable location for a Garden Village development. The site was discounted previously due to the loss of airfield activities and the potential loss of the existing employment. The current proposals will **protect airfield activities** and **build upon the existing research and development offer** at Gamston Airfield in line with Paragraph 83 of the Framework.
- 2.28 The proposal is fully aligned with the Vision of the Council, national, regional and local economic strategies and will deliver good growth to a region in need of significant investment.
- 2.29 Gamston Airfield is demonstrably available, suitable and achievable and therefore deliverable in accordance with the provisions of the Framework. It meets an identified need in a strategic location and will make provision for a cluster of research and development, advanced manufacturing and innovative distribution centres which will deliver good jobs for local people and allow local businesses to thrive.
- 2.30 The details of the Gamston Airfield scheme are set out within the appended Vision document.

**Question 4: Are the requirements of policies ST7 and Policy 9 clear, and would the criteria identified to assess proposals on these sites be likely to be effective? In particular:**

- a) Is the requirement of 3(e) necessary and what does it seek to achieve?**
- b) Is there sufficient evidence to demonstrate that the site can be implemented and that all necessary infrastructure and mitigation measures required to support it are achievable and can be delivered?**
- c) What assumptions have been made in relation to the timescale for delivery and are these justified?**

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

**Question 5: In relation to policy ST10 is the policy based on up-to-date evidence and is the policy consistent with national policy?**

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

**Question 6: In relation to policies ST11 and ST12, are the policies justified by appropriate available evidence, having regard to national guidance, and local context? Do the policies provide clear direction as to how a decision maker should react to a development proposal? In relation to camping, caravanning and chalets, do the proposals pay appropriate regard to the biodiversity impacts of such proposals?**

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

**Question 7: Are there any omissions in the policies and are they sufficiently flexible?**

2.34 HBD consider that greater flexibility is needed with the provision of employment land. Local Plans should be planned positively and should meet identified needs now and to meet longer term strategic needs.

2.35 Gamston Airfield should be included as a Strategic Employment Allocation in the Local Plan. The site is deliverable in accordance with the Framework, would meet an identified need in a strategic location and will deliver a multitude of benefits to the local, regional and national economy.

**Question 8: Are the Council's proposed modifications to these policies and the supporting text necessary for soundness?**

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

## Proposed Change

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2.37 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.
- Identify further sites to increase flexibility in the Plan.
- Allocate further Strategic Employment Allocations to meet the identified need and drive economic growth.
- Allocate HBD's site at Gamston Airfield as a Strategic Employment Allocation.

# Appendix 1: Gamston Airfield



# H B D

## 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.

SITE LOCATION



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

# 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.



Image: IAMP, North East

# 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 helped 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)



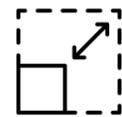
Strategically located with direct access to a large scale motorway with key junctions



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



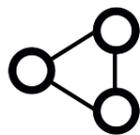
Meeting the employment needs of Bassetlaw and the wider region



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**