

BASSETLAW LOCAL PLAN EXAMINATION

RESPONSE OF NOTTINGHAMSHIRE COUNTY COUNCIL TO THE INSPECTORS MATTERS, ISSUES AND QUESTIONS

Matter 3 Employment Land Need and Allocations

3.3 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?

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

3.4 Are the requirements of policies ST7 (Provision of Land for Employment Development page 57) and Policy 9 (Apleyhead Junction page 60) clear, and would the criteria identified to assess proposals on these sites be likely to be effective? In particular:

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?

Response of Nottinghamshire County Council

Nottinghamshire County Council has jointly funded and led a study of future demand for large strategic distribution units in the Nottingham Core and Outer Housing Market Areas (covering all Districts/Boroughs in Nottinghamshire apart from Bassetlaw. The Study was published in late summer 2022. Based on the evidence gathered, the study identified the need to provide approx. 1,486,00 sqm or 425 ha of land to meet future needs. In terms of existing future supply in the study area, there is around 315,000 sqm of committed supply, reducing the need to 1,171,000 or 335ha.

Allowing for the implementation of draft allocations and undetermined applications and potential redevelopment of existing logistics or other large manufacturing units, the residual need fall to 137 ha – 155 ha. This results in the likely need for two or three additional large logistic parks over the period to 2040.

Much of the Study Area around Nottingham and the M1 corridor is subject to Green Belt policy. Apleyhead adjoining the A1 in Bassetlaw should be considered in the context of this recent Study and the prior evidence obtained by the District Council concerning the demand for logistics space within its own market area.

The IDP identifies a schedule of improvements and indicative cost contributions from Apleyhead to junctions along the A57 and elsewhere in the vicinity of the site, which has been drawn from the Bassetlaw Transport Study and result from the implementation of all the BLP allocations.

The delivery mechanism for the A57 improvements remains far from certain (Bassetlaw Transport Study (BTS) 11.6.23 to 11.6.25 page 91).

An A57 project group has been established (BTS 11.6.25) which involves the County Council, District Council, and other partners. The project group work programme indicates that the preliminary design, cost estimate, and implementation strategy is not expected until 2024/25.

Assuming an improvement scheme is feasible, there is no secured or assured funding mechanism. The IDP references S106, but this requires that a direct link is demonstrated between these improvements and the scheme.

The Worksop Central Area Transport Assessment being prepared in support of the Worksop allocations is yet to be finalised.