

STATEMENT OF COMMON GROUND

BASSETLAW DISTRICT COUNCIL

AND

NOTTINGHAMSHIRE COUNTY COUNCIL

DATE: OCTOBER 2022

1. Introduction

- 1.1 This Statement of Common Ground (SoCG) has been developed in order to address strategic planning matters between the parties consisting of Bassetlaw District Council (DC) and Nottinghamshire County Council (NCC).
- 1.2 In relation to strategic planning matters, section 33A(1) of the Planning and Compulsory Purchase Act 2004 (PCPA 2004) indicates that Local Planning Authorities have a duty to cooperate with bodies (or other persons) within subsection (9) and paragraphs (a), (b) and (c) of subsection (1), in section 33A(1) of the PCPA 2004. This approach is also a requirement of national planning policy. Paragraph 35 of the National Planning Policy Framework (NPPF) seeks to ensure that the Local Plan is deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.
- 1.3 Both parties are prescribed bodies for the purposes of the Duty to Cooperate.
- 1.4 The Statement sets out the confirmed points of agreement between Bassetlaw DC and NCC with regard to strategic planning matters arising from the Bassetlaw Local Plan, specifically:
 - a) Economic Development
 - b) Apleyhead Junction strategic employment site allocation
 - c) Proposed housing allocations (NCC owned) identified within the Bassetlaw Local Plan
 - d) Gypsy & Traveller provision
 - e) Heritage and archaeology
 - f) Biodiversity and Geodiversity
 - g) Public Health and social care
 - h) Flooding and drainage
 - i) Local Highways Network, Public Transport and walking and cycling infrastructure
 - j) Education provision
 - k) Minerals and Waste
 - l) Infrastructure delivery.
- 1.5 The purpose of the SOCG is to inform relevant stakeholders about the areas of agreement or otherwise between Bassetlaw DC and NCC in relation to key strategic matters contained in the Bassetlaw Local Plan (2020-2038).

2. Background and Governance

- 2.1 Bassetlaw DC is the Local Planning Authority (LPA) for its administrative area. In relation to the Bassetlaw Local Plan NCC is responsible for the following statutory functions:
 - a) Minerals and waste
 - b) Education
 - c) Highways and public transport

- d) Public health and social care
 - e) Flood management, prevention and investment
- 2.2 Ultimately, both parties have a Duty to Co-operate on strategic planning matters affecting Bassetlaw at a district and county level.
- 2.3 The development of the Bassetlaw Local Plan has been enhanced by ongoing collaborative work to ensure that strategic planning matters are appropriately addressed. Bassetlaw DC and NCC meet on a regular basis to discuss the strategic matters identified above. Both parties meet quarterly at the North Derbyshire and Bassetlaw HMA Liaison Group meetings and quarterly at the Nottinghamshire Planning Officers Group meetings. Both Councils also liaise on specific strategic planning matters when required throughout the year.
- 2.4 Representations were submitted by NCC to all consultation stages of Bassetlaw DC's emerging Local Plan most recently in October 2021, February 2022 and June 2022. These have been considered and where appropriate informed the development of subsequent stages of the Plan.
- 2.5 A number of meetings have also been held since 2015 in relation to NCC's adopted Minerals Local Plan and emerging Waste Local Plan and in relation to the Bassetlaw Local Plan 2020-2038, most recently relating to the Publication Version, the Addendum (January 2022) and the Second Addendum (May 2022) as part of the Duty to Co-operate requirements. The Nottinghamshire Minerals Local Plan was adopted in March 2021, with the SOCG signed by Bassetlaw DC in December 2020, following discussions relating to strategic matters between the two parties.
- 2.6 This SOCG reflects the current position between Bassetlaw DC and NCC including points of agreement and where matters remain outstanding and subject to ongoing dialogue, and aligns with the Nottinghamshire Minerals Local Plan SOCG 2020 referred to in paragraph 2.5 above.
- 2.7 Bassetlaw DC and NCC will continue to meet to discuss strategic planning matters as the Bassetlaw Local Plan progresses through submission and examination. As a minimum, a meeting will take place prior to examination of the Bassetlaw Local Plan.

3. Areas of Common Ground

3.1 Economic Development

- 3.1.1 The Bassetlaw Local Plan seeks to promote economic growth and employment development in the district to the benefit of Bassetlaw's communities and to drive future investment in the county, sub-region and region, whilst securing an uplift in economic productivity, better paid and higher skilled jobs across the District.
- 3.1.2 Both parties agree that the general employment sites allocated by the Bassetlaw Local Plan provide an opportunity to deliver economic growth in various key regional/sub-regional growth sectors including digital logistics, energy and modern methods of construction.

- 3.1.3 Both parties agree to work as a one public sector voice to facilitate the growth, investment and delivery of the Local Plan strategic employment site allocation recognising that this is a means to facilitate a step-change in the local and regional/sub-regional economy.
- 3.1.4 The Bassetlaw Local Plan 2020-2038: Publication Version proposes to allocate 118.7 hectares of land at Apleyhead on the junction of the A1 and A57, to the east of Worksop, as a strategic employment site. The proposed employment use is Class B8 to meet the needs for sub-regional and regional logistics in the plan period.
- 3.1.5 The Bassetlaw A1 Corridor Logistics Assessment undertaken by Icen Projects Limited (August 2021), the 2022 Addendum and the Bassetlaw Housing and Economic Needs Assessment (November 2020) and Addendum (2022) identifies that the length of the A1 and A57 within Bassetlaw district is seen by the property market as an important location for the development of the logistics sector. Bassetlaw DC and the D2N2 LEP consider the site will contribute to the delivery of D2N2 LEP Recovery and Growth Strategy 2021 specifically the development of growth sectors, including digital adaption for logistics, by integrating with other sectors such as robotics, information technology and analytics.
- 3.1.6 The Bassetlaw A1 Corridor Logistics Assessment 2021 identifies a logistics property market area (shown in Appendix 1) stretching from south Barnsley to south Nottinghamshire and from the western side of the M1 corridor to Lincolnshire. This includes a well-defined impact area of the A1, including the length of the A1 corridor in Bassetlaw District. Nottinghamshire County Council is leading a study of the future need for logistics and distribution across the Nottingham Core and Outer Housing Market Areas. This recognises the Apleyhead site within the supply for logistics growth. Bassetlaw DC have signed a separate SOCG with the other A1 property market area authorities in relation to points of agreement or otherwise for Apleyhead.
- 3.1.7 The Bassetlaw Local Plan and the Infrastructure Delivery Plan (July 2022) sets out the infrastructure needed to deliver the Apleyhead strategic employment site and the general employment sites. Bassetlaw DC will continue to liaise with NCC in relation to infrastructure, particularly highways infrastructure relating to new employment development proposed through the Bassetlaw Local Plan.

3.2 Proposed Housing Allocations (NCC owned)

- 3.2.1 The Bassetlaw Local Plan: Publication Version proposes to allocate five sites that are wholly or partly owned by NCC. Bassetlaw DC consider these sites to be suitable, available and deliverable. This is based on the results of the Bassetlaw Land Availability Assessment undertaken by Bassetlaw DC (May 2022) and the Bassetlaw Sustainability Appraisal undertaken by LUC (May 2022) and informed by various evidence base documents.
- 3.2.2 NCC indicate that planning applications are expected to be submitted for the sites identified below following adoption of the Local Plan. NCC agree that the

housing trajectory below (as included in the Bassetlaw Local Plan) accurately reflects the proposed timescale for delivery of each site.

	2025-26	2026-27	2027-28	2029-30	2030-31	Total dwellings
Bassetlaw Pupil Referral Centre, Worksop	20					20
Former Manton Primary School, Worksop	30	30	30	10		100
Talbot Road, Worksop	15					15
Former Elizabethan School, Retford	16	30				46
St Michael's View, Retford	20					20

3.2.3 Policy ST58 identifies that these sites will be required to make provision for a range of physical, social and green infrastructure to address adverse impacts associated with the new development. Both parties agree that supporting infrastructure will need to be delivered in a timely manner, as agreed with the relevant infrastructure partner(s), and as identified through the Council's Infrastructure Delivery Plan, to provide policy compliant and deliverable schemes.

3.2.4 Bassetlaw DC agree to maintain a 'living' Infrastructure Delivery Plan to ensure the infrastructure requirements and the delivery timescales for infrastructure required as a consequence of these sites are clear and are appropriate to mitigate impacts associated with relevant developments.

3.3 Gypsy and Traveller provision

3.3.1 The Bassetlaw Gypsy and Traveller Accommodation Needs Assessment undertaken by RRR Consultancy Ltd (November 2019) and an update (December 2021 and July 2022) states that the district has a requirement for 49 permanent pitches during the plan period up to 2038, with 24 pitches required 2020-2029 and a further 25 pitches by 2038. The Bassetlaw Local Plan allocates sufficient land to meet the permanent accommodation needs of gypsy and travellers in Bassetlaw for the first nine years of the Local Plan. A criteria based policy will address the identified need for the remainder of the Plan period, up to 2038. The Assessment identifies no need for sites for Travelling Showpeople over the plan period.

3.3.2 Bassetlaw District Council is intending to develop and adopt a negotiated stopping protocol that will manage unauthorised gypsy and traveller encampments in the District appropriately. Bassetlaw District Council will liaise with the County Council in the drafting of the Protocol and will share outcomes upon completion of the document.

3.4 Heritage

- 3.4.1 NCC is responsible for maintaining the Nottinghamshire Historic Environment Record (HER). BDC has consulted the NCC HER on the site allocations and reasonable alternatives identified by the Bassetlaw Local Plan, the Bassetlaw Sustainability Appraisal 2022 and the Bassetlaw Land Availability Assessment 2022 in relation to heritage matters. NCC confirm their support for the site selection methodology undertaken in relation to heritage and agree that this will have no significant adverse impacts on the historic environment.

3.5 Biodiversity and Geodiversity

- 3.5.1 The district contains a range of nationally designated, locally designated and important ecological features that play a vital part in the district and county Nature Recovery Network. The Bassetlaw Local Plan: Publication Version recognises that biodiversity crosses district boundaries so ensures that development within or adjoining the Nature Recovery Network maintains the integrity, value and continuity of the wider network.
- 3.5.2 The draft Bassetlaw and Idle Valley Biodiversity Opportunity Mapping undertaken by NCC (2018) provides a robust baseline, identifying opportunities to help tackle network fragmentation and to enhance and expand its functionality and biodiversity particularly for the four main habitat networks - woodland, heathland and acid grassland, and other grassland and wetland - should be considered.
- 3.5.3 NCC confirm their support for planning for the natural environment at a landscape level, and agree that use of the draft Bassetlaw and Idle Valley Biodiversity Opportunity Mapping is an appropriate baseline to identify opportunities for enhancement of the natural environment over the plan period.
- 3.5.4 Bassetlaw DC agree to take into consideration the recommendations of the draft Bassetlaw and Idle Valley Biodiversity Opportunity Mapping when determining development proposals.

3.6 Public Health and social care

- 3.6.1 The Nottinghamshire Planning and Health Framework 2019-2022 undertaken by NCC aims to provide robust planning and health responses to planning applications, local plans, neighbourhood plans and other relevant planning documents, to ensure health is fully embedded into the planning process. The framework contains a Checklist for Planning and Health - the Nottinghamshire Rapid Health Impact Assessment Matrix which focuses on the built environment and issues directly or indirectly influenced by planning decisions.
- 3.6.2 NCC confirm their support for the approach the Bassetlaw Local Plan takes to healthy place-making, including the requirement in Policy ST44 that developments of 50 or more dwellings should submit a health impact assessment based upon the NCC Rapid Health Impact Assessment Matrix.

- 3.6.3 Bassetlaw DC agree to take the framework into consideration when preparing the Healthy Bassetlaw development accreditation scheme, and agree to liaise with NCC during the production of that scheme.
- 3.6.4 The Bassetlaw Local Plan proposes a site allocation at Ordsall South in Retford (site HS13). Policy 27 identifies that Ordsall South should provide an extra care facility to meet identified needs for the town's older, growing population over the plan period. Bassetlaw DC have discussed the proposal with NCC who provided in principle support for the scheme. NCC confirm their support for extra care in this location, and agree to work positively with Bassetlaw DC and the site promoter to agree the provision of extra care within the site promoter's emerging masterplan.

3.7 Flood Risk and Drainage

- 3.7.1 NCC are the Lead Local Flood Authority for Bassetlaw. A significant proportion of the district lies within a higher risk flood zone. Bassetlaw DC has had regular liaison with NCC on flooding and drainage issues to inform the production of the Bassetlaw Local Plan. This includes ensuring that proposed site allocations are identified in sequentially preferable locations and/or development is within sequentially preferable parts of a site in accordance with national policy and that the approach taken to regeneration of towns and priority regeneration areas is appropriate from a flood risk and drainage perspective.
- 3.7.2 This is evidenced by the Bassetlaw Sustainability Appraisal undertaken by LUC (May 2022) and the Bassetlaw Strategic Flood Risk Assessments Level 1 and 2 undertaken by JBA Consulting (2020 and 2021). NCC agree that during the production of the Strategic Flood Risk Assessments, JBA Consulting has shared baseline data with NCC and that their views have been appropriately reflected in the final Strategic Flood Risk Assessments.
- 3.7.3 NCC also agree that the Bassetlaw Local Plan is supported by appropriate Strategic Flood Risk Assessment(s) and that the Bassetlaw Local Plan has sufficiently assessed impacts of flood risk and drainage.
- 3.7.4 Bassetlaw DC agree to continue to liaise with NCC where necessary on flooding issues and through the development and regeneration of sites where there is an identified flood risk.

3.8 Local Highways Network, Public Transport and walking and cycling infrastructure

Bassetlaw Transport Assessment and Retford Transport Assessment

- 3.8.1 NCC are the highway authority for a significant proportion of the main and local road network in Bassetlaw. National Highways are the other responsible body for strategic highway matters. To support the proposed spatial strategy and the distribution of growth across the District, Bassetlaw DC is preparing three Transport Assessments to provide a proportionate evidence base to inform the preparation of the Local Plan. These are:

- Bassetlaw Transport Study (May 2022)
- Retford Transport Assessment (May 2022)
- Worksop Transport Assessment – to support the preparation of the Worksop Central DPD (ongoing)

3.8.2 The Bassetlaw Transport Study provides an overview of the Districts' existing traffic operational capacity and the predicted operational capacity once the Local Plan and other background traffic growth are applied to the highway network. The Transport Assessments for Retford and Worksop provide the same overview at a local level.

3.8.3 All assessments are being prepared on behalf of Bassetlaw DC by Tetra Tech and have been shared with NCC and other statutory partners throughout their production and have been revised where appropriate.

3.8.4 Both parties agree that in summary, the Bassetlaw and Retford Transport Assessments identify that:

- The majority of the District's main and local road network will continue to operate within expected capacity by 2038 when the Local Plan and background growth are applied, apart from the following junctions and one link of the A57:
 - A620 Babworth Road / B6420 Mansfield Road / A620 Straight Mile / Sutton Lane
 - A620 Babworth Road / Ordsall Road
 - A620 Amcott Way / Bridgegate / A620 Hospital Road / A638 North Road / Hallcroft Road
 - A620 Amcott Way / A620 Moorgate / A638 Arlington Way
 - A638 Arlington Way / Grove Street
 - A638 Arlington Way / A638 London Road / Carolgate
 - London Road / Whitehouses Road
 - London Road / Whinney Moor Lane / Bracken Lane
 - B6041 Kilton Hill/Farmers Branch, Worksop
 - The A57 link between Millhouse roundabout at the A60/A57 and the A57/A1/A614 Apleyhead.
- Physical highway mitigation is required in parts of Retford, Worksop and along the A57 to aid the delivery of the proposed Local Plan growth.
- A series of mitigation measures are identified to alleviate any adverse impacts from the proposed Local Plan growth;
- The A620 Amcott Way / Bridgegate / Hospital Road / North Road, A638 Arlington Way / Grove Street and A638 Arlington Way / A638 London Road / Carolgate junctions in Retford are already at, or near to, capacity before the Local Plan traffic growth is applied;
- The proportional operational traffic impacts from each proposed site allocation within the Local Plan, are appropriate;

- The proportional split from each proposed site allocation in terms of their cost contribution towards both on and offsite highway mitigation measures are appropriate;
- Demand Management Measures for Retford are proposed – through enhanced public transport, where traditional forms of highway mitigation are undeliverable due to land availability constraints;
- There is enough spare operational traffic capacity on the A57 (within Bassetlaw) until 2030 (covering the first 5-years of the Local Plan) to support the delivery of growth;

3.8.5 In the case of the Bassetlaw Transport Assessment further collaborative work should be undertaken with partners on the scope and feasibility of a wider Improvement Plan for the A57 between the M1 in Rotherham and the A1 in Bassetlaw to help accommodate growth within the remaining plan period and beyond, both within and outside Bassetlaw district.

3.8.6 Bassetlaw DC facilitate the A57 Improvement Plan Project Group. The Group comprises the District Council, Rotherham MBC, National Highways and NCC. The objectives and high level work programme as agreed by the Group are attached as Appendix 2.

Agreement: Bassetlaw Transport Assessment

NCC accepts the findings and recommendations of the Bassetlaw Transport Assessment (May 2022) and will continue to work with BDC on delivering these outcomes and finding joint solutions on any outstanding highway matters.

NCC agree to work with partners on the production of a wider Improvement Plan for the A57 and accept that the objectives and work programme are appropriate to progress a feasibility study for the A57 corridor.

Agreement: Retford Transport Assessment

NCC agree that the Retford Transport Assessment (RTA) has been produced in accordance with the National Planning Policy Framework (NPPF) but remains concerned about the impacts the Ordsall South allocation is likely to have on some of the road junctions and links within the town.

NCC agree that following the detailed assessment of 22 off-site junctions within Retford the following seven junctions are forecast to exceed their capacity by the end of the Plan period without the addition of Local Plan development traffic:

1. A620 Amcott Way/A620 Moorgate/A638 Arlington Way
2. A620 Babworth Road/B6420 Mansfield Road/A620 Straight Mile/Sutton Lane
3. A620 Babworth Road/Ordsall Road
4. A638 London Road/Whitehouses Road
5. A620 Amcott Way/Bridlegate/A620 Hospital Road/A638 North Road/Hallcroft Road
6. A638 Arlington Way/Grove Street
7. A638 Arlington Way/A638 London Road/Carolgate

A highway improvement has been identified to mitigate Local Plan traffic impacts for junction 1 above. For junctions 2, 3 and 4 above mitigation improvements have been identified but NCC has raised concern about the details of the suggested mitigation. NCC agrees to continue to work with Bassetlaw DC to identify acceptable mitigation solutions at these locations.

For junctions 5, 6 and 7 above no mitigation improvements have been identified due to space constraints adjacent to these junctions. Further design feasibility work which allows for land acquisition may result in a design solution at these locations. However the cost to implement such measures may be cost prohibitive.

Demand management measures have been suggested to help reduce traffic impacts at the locations where highway improvements have not been identified due to space constraints and to provide sustainable travel modes of transport. NCC has raised concern that reliance on demand management measures to achieve 'nil detriment' is unrealistic.

NCC agree that all other remaining affected junctions in Retford (other than those listed above) remain within capacity with Local Plan growth applied.

Peak period traffic delays are forecast to increase due to the addition of Local Plan traffic at the three junctions in Retford mentioned above where highway improvements cannot reasonably be delivered. However, Bassetlaw DC has commissioned further assessment work to examine the sensitivity of these junctions to the methodology applied to appraise their operation and agrees to continue to work with NCC once the findings from this latest work is available.

NCC agrees to continue to work with Bassetlaw DC and others on any outstanding highway issues within Retford.

Workshop Transport Assessment

- 3.8.7 To facilitate the ongoing regeneration of Workshop Central, the delivery of the Workshop Town Centre Masterplan and the preparation of the Workshop Central DPD, a detailed Transport Assessment is being prepared for Workshop which will also support the evidence base for future regeneration proposals and the wider Development framework for the area . This assessment assesses the existing

operational capacity of the local road network and the proposed highway options to support the regeneration of the area. The assessment considers the proposed development sites within the DPD in conjunction with committed sites and other proposed Local Plan allocations in Worksop, and assesses any impacts and mitigation on a proportional basis.

- 3.8.8 A draft assessment was shared with NCC in January this year. Feedback from NCC is now being considered and a revised draft assessment is currently being prepared by Tetra Tech.

Agreement: Worksop Transport Assessment

Both parties will continue to work collaboratively together to finalise the outcomes of the Worksop Transport Assessment.

Public Transport, Walking and Cycling

- 3.8.9 Bassetlaw DC is a partner to the Nottinghamshire Bus Service Improvement Plan and has signed an MOU to continue to work with NCC, neighbouring authorities and commercial bus operators to ensure that public transport services are appropriate and effective in the district, including those that cross boundaries. Bassetlaw DC and NCC agree to continue to investigate appropriate use of developer contributions and sources of external funding to support public transport services in the district.

- 3.8.10 The Retford Walking and Cycling Audit undertaken by Tetra Tech (2021) assessed the network in Retford and identified opportunities for enhancement. The Worksop Transport Assessment that is underway will highlight opportunities for sustainable travel in Worksop. NCC agree that the Retford audit is a baseline document for further development of realistic future opportunities for sustainable travel in the town and also agree to continue to work with Bassetlaw DC to identify options within Worksop.

Agreement: Public Transport, Walking and Cycling

Both parties agree to maintain ongoing discussions through the development management process to ensure that measures to address the potential strategic impacts on the local highway network due to committed development in the district are delivered and funded appropriately.

3.9 Education provision

- 3.9.1 Policy ST58 identifies that new development will be required to make provision for a range of physical, social and green infrastructure to address the impacts associated with new development. This includes education facilities. Both parties

agree that supporting infrastructure will need to be delivered in a timely manner, and appropriately funded, as agreed with the relevant infrastructure partner(s), and as identified through the Council's Infrastructure Delivery Plan, to provide a policy compliant and deliverable scheme.

- 3.9.2 Bassetlaw DC agree to use planning obligations, including developer contributions, the Community Infrastructure Levy and/or land to address the adverse impacts of new development upon education facilities. NCC is the Local Education Authority for Bassetlaw district, and agrees that at the time of writing, the yield, current cost of school place provision and timescale for delivery of education infrastructure within the Infrastructure Delivery Plan have been generated by the LEA and are sufficient to meet demands from relevant development.

3.10 Minerals and Waste

- 3.10.1 NCC is the minerals and waste authority for the district. Bassetlaw DC signed a SOCG with NCC relating to the Nottinghamshire Minerals Local Plan in 2020. Both parties agree that the Bassetlaw Local Plan appropriately reflects the provisions of the Nottinghamshire Minerals Plan and the SOCG, including the minerals safeguarding areas, and thereby ensures that proposed site allocations would not sterilise important mineral reserves.
- 3.10.2 Bassetlaw DC agree to safeguard existing and proposed waste management facilities as set out in the Nottinghamshire and Nottingham Replacement Waste Local Plan. Both parties agree to liaise over the emerging Nottinghamshire Waste Local Plan to ensure the emerging plan is consistent with the Bassetlaw Local Plan.
- 3.10.3 NCC is the statutory Waste Disposal Authority for the district and is responsible for the safe treatment and disposal of household and other Local Authority Waste. It is also responsible for the provision of one or more household waste Recycling Centres where residents can deposit their waste. NCC confirm that the additional housing development proposed in the Bassetlaw Local Plan does not result in the need for any additional waste recycling facilities being required in the plan period.

3.11 Infrastructure delivery

- 3.11.1 Bassetlaw DC has produced an Infrastructure Delivery Plan (IDP) that identifies the key infrastructure needed to mitigate the impacts of planned development in the Bassetlaw Local Plan. The Bassetlaw Local Plan sets out in site specific policies necessary infrastructure requirements sought to mitigate identified impacts. Both parties agree that the infrastructure sought as a consequence of new development in these policies must be consistent with the three tests set in national legislation.
- 3.11.2 Bassetlaw DC agree to ensure the most appropriate mechanism for securing infrastructure is used through the development management process; on site provision; and/or via an appropriate financial contribution to support

infrastructure provision and/or enhancement; the Community Infrastructure Levy (CIL) and/or through off site works.

- 3.11.3 Bassetlaw DC agree to ensure that relevant infrastructure will be secured via planning conditions, section 106 agreement, s278 agreement, and/or the CIL associated with a planning permission.
- 3.11.4 The Bassetlaw Local Plan and the Infrastructure Delivery Plan (July 2022) sets out the infrastructure needed to deliver the growth identified in the Local Plan. Bassetlaw DC will continue to liaise with NCC in relation to infrastructure, to ensure the potential individual and cumulative impacts of planned growth are addressed appropriately in the Local Plan, and that the appropriate mechanism for securing infrastructure is identified through the Infrastructure Delivery Plan.
- 3.11.5 National policy states that the costs of infrastructure should not put an unnecessary burden on new development. In Bassetlaw district, the cost of securing the Community Infrastructure Levy alongside other developer contributions required to deliver infrastructure associated with new development impacts on the viability of new development. This is evidenced by the Bassetlaw Whole Plan and CIL Viability Assessment, undertaken by NCS (2022).
- 3.11.6 The Bassetlaw Whole Plan and CIL Viability Assessment recommends that Local Plan site allocations of 50 dwellings or more should therefore be CIL exempt. Bassetlaw DC confirm that in these cases the Local Plan will require all relevant infrastructure to be secured via planning condition, s106 agreement and/or s278 agreement. NCC acknowledge that this is an appropriate approach to securing relevant infrastructure from new development.
- 3.11.7 Bassetlaw DC confirm the Draft CIL Charging Schedule has been subject to consultation alongside the development of the Local Plan, and has been submitted to the Secretary of State for consideration alongside the Bassetlaw Local Plan.
- 3.11.8 Bassetlaw DC will continue to positively liaise with NCC to ensure infrastructure is able to be delivered in a timely manner. Bassetlaw DC will also work closely with NCC to consider potential impacts on strategic infrastructure over the plan period. Where necessary Bassetlaw DC will work with NCC to consider a suitable phasing programme to ensure that each phase of a development can be accommodated appropriately by the infrastructure network.
- 3.11.9 NCC agree to liaise with Bassetlaw DC as a one public sector voice to identify sources of external funding to help accelerate the delivery of strategic infrastructure projects and development in the district.
- 3.11.10 Bassetlaw DC note that on the 30 September 2022 Nottinghamshire County Council together with Nottingham City, Derbyshire County and Derby City Councils agreed proposals for a Mayoral Combined County Authority (MCCA) for its constituent area which will see greater powers and budgets devolved to the local area including Bassetlaw. The East Midlands devolution deal is expected to unlock significant long-term funding for infrastructure and

enable local leaders to decide how best to meet local needs. The constituent Councils will work with the District and Borough Councils in the area to develop arrangements for appropriate district council input to the MCCA. The MCCA will have significant powers devolved from central government in areas including skills, transport planning and green energy and has the potential to ensure that infrastructure priorities in Bassetlaw and elsewhere in Nottinghamshire are supported and funded.

AGREEMENT

Signed on behalf of Bassetlaw District Council



Councillor Jo White

Portfolio Holder for Regeneration and Deputy Leader of Bassetlaw District Council

Dated: 23 November 2022

Signed on behalf of Nottinghamshire County Council

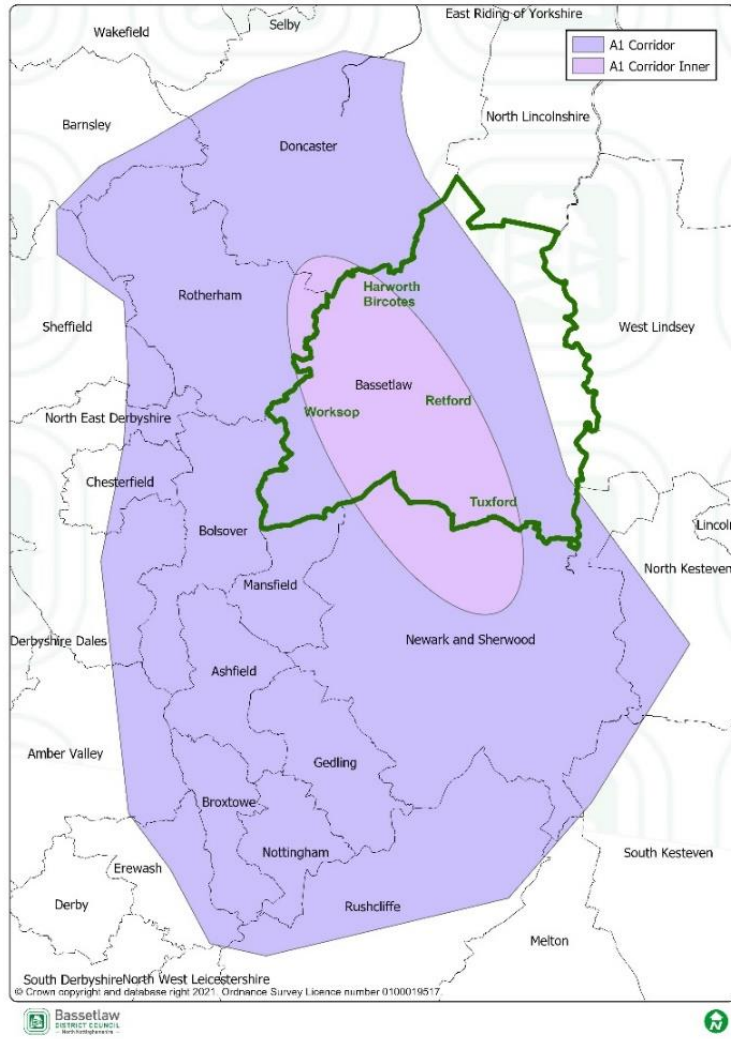


Service Director (Investment and Growth)

Place Department

Dated: 21 November 2022

APPENDIX 1: BASSETLAW A1 LOGISTICS PROPERTY MARKET AREA



APPENDIX 2: A57 PROJECT OBJECTIVES AND WORK PROGRAMME

Project objectives

To aid the delivery of the A57 Improvement Plan:

- monitor the delivery and timing of relevant Local Plan growth in Bassetlaw, Rotherham and Sheffield affecting the A57 between the A1/A57 junction and the M1/A57 junction;
- sharing of relevant transport and infrastructure data where appropriate;
- agree to use a traffic reassignment model to assess the implications for current and future Local Plan growth within the study area and the surrounding network in terms of an origin destination matrix;
- consider sustainable and public transport options to address Local Plan growth across the study area impacting on the corridor;
- consider the feasibility of improvements at junctions and links taking into account the constraints on the corridor referenced in the Bassetlaw Transport Study 2022 and the Rotherham Infrastructure Strategy
- assess how options can positively contribute to reducing carbon emissions across the study area
- assess how improvements might be phased, taking into account the expected future levels of development;
- ensure that capacity improvements add resilience to the highway network to support the economic ambitions of the local authorities, thereby boosting productivity and reducing costs to businesses;
- ensure that support is provided to all road users by adding resilience to the route which will help support the strategic and main road network during major works or incidents;
- identify the mechanism by which each relevant development might fund a proportionate and legislatively compliant contribution towards improvements including the mechanism for securing delivery (i.e. planning condition or S106 agreement);
- identify any potential forecast gap in funding to enable the works to take place to support bids to help deliver the identified solution;
- produce within the Improvement Plan a credible mechanism to determine how the improvements might be achieved by the relevant authorities over the lifetime of relevant Local Plans;
- upon completion, keep the improvement plan under review.

Work Programme

To enable the A57 Improvement Plan to be progressed to preliminary design phase to inform the Bassetlaw Local Plan review (expected to be completed by 2028):

- 1. Strategy, shaping and prioritisation: 2022**
 - a. Agree area of search
 - b. Agree a shared-vision for the project
 - c. Agree project objectives and critical success factors
 - d. Agree the scheme brief, timescale, scope and budget
 - e. Appoint consultants to undertake the project work
 - f. Identify and prioritise potential transport issues
 - g. Shape, investigate and assessment of the viability of transport scheme solutions to the problem, including road network solutions
- 2. Option identification: 2022-2023**
 - a. Identify potential options
 - b. Assess all potential options in terms of environmental impact, planning constraints, land availability, traffic forecasts and economic benefits and against critical success factors
 - c. Refine the cost estimate of the identified potential options (including an allowance for risk/contingency)
 - d. Produce an initial preferred options report
- 3. Option selection: 2023-24**
 - a. Undertake public and stakeholder consultation on preferred option(s)
 - b. Analyse comments and produce a consultation report
 - c. Refine the cost estimate of preferred options (including an allowance for risk/contingency)
 - d. Refine the environmental impact assessment, traffic forecasts and economic benefits, where appropriate
 - e. Produce a feasibility report for the preferred option
- 4. Preliminary design: 2024-25**
 - a. Carry out surveys (e.g. topographical, environmental)
 - b. Complete the preliminary design options for scheme specific consultation
 - c. Undertake consultation with stakeholders including neighbouring authorities, statutory consultees, Parish Councils
 - d. Update design and complete the environmental assessment and prepare the environmental statement, as a result of consultation feedback
 - e. Agree initial target cost within a cost and implementation strategy