

### **Strategic Employment Site**

- 6.1.20 Policy ST7 allocates Apleyhead Junction as a strategic employment site to meet an evidenced need for regional/sub-regional logistics. So it is considered to be additional to the District's general employment provision set out in Policy ST7, Part 2.
- 6.1.21 The National Planning Policy Framework<sup>2</sup> requires policies to address specific locational requirements of different sectors, including provision for storage and distribution operations (logistics) at a variety of scales and in suitably accessible locations. In this case, the logistics market is large scale units and operations (100,000 sqft to 1,000,000 sqft or more) rather than final mile distribution.
- 6.1.22 Bassetlaw's general functional economic market area is broadly self-contained, with the District having strong links to Sheffield City Region and further links to Nottinghamshire authorities to the south. The Sheffield City Region Strategic Employment Land Appraisal 2020<sup>8</sup> recognised the potential of the A1 corridor in Bassetlaw, and that further assessment ~~should follow to~~ could enable a better understanding of the logistics needs in the City Region area.
- 6.1.23 ~~But~~ The Bassetlaw A1 Logistics Assessment Update 2022<sup>9</sup> recognises that occupiers considering large scale units cover wider areas of search than typical travel to work areas or general or potentially strategic functional economic market area boundaries. National planning practice guidance<sup>7</sup> supports this; recognising that the logistics industry has distinct locational requirements that need to be considered separately from those relating to general employment land.
- 6.1.24 In this case, the evidence<sup>9</sup> states that the property market area for large scale logistics in Figure 12A below ~~is considered~~ a more appropriate area of search (~~identified by Figure 12A below~~). The A1 (Doncaster to Newark with Bassetlaw at the core) is identified within a larger demand area.
- 6.1.25 ~~It adds<sup>9</sup> that This the property market area encompassing Bassetlaw~~ has seen a dramatic rise in logistics interest<sup>9</sup>; the A1 has connectivity, available labour and land to meet logistics needs that the wider property market area is currently not providing. The role of the A1 identified by the evidence<sup>9</sup>, is that of a sister logistics market to the M1 corridor.
- 6.1.26 With the Local Plans expected to plan for 15 years from adoption (expected to be in 2023) and the Bassetlaw A1 Logistics Assessment Update 2022<sup>9</sup> suggesting that the recent past rate of take up / delivery under represents future need, ~~it is considered that~~ a site in Bassetlaw could contribute to meeting ~~this future this~~ economic sub-regional/regional need for large scale logistics.
- 6.1.27 Policy ST7 aims to capitalise on this evidenced need, by allocating Apleyhead Junction. It is a significant site comprising 118ha of developable land so is capable of offering occupier flexibility for large scale logistics, and, can create a layout and quality of environment appropriate for a strategic site. Importantly for a strategic logistics site, Apleyhead has good accessibility both to the strategic highway network and the local labour market, being located almost

equidistant between Worksop and Retford. As such, it is also able to support the role of the Main Towns and bring significant economic benefits to the District by widening the employment offer in terms of job opportunities and/or skills involved, thereby supporting the Council Plan's economic priorities.

~~Policy ST7 aims to capitalise on this opportunity, by allocating site SEM001: Apleyhead Junction as a site capable of accommodating sub-regional/regional need for large scale logistics only within the property market area over the plan period. The site is considered to be sub-regionally unique<sup>9</sup>; capable of delivering up to 4.75m sqft of employment space, and the widest range of logistics occupier needs including the largest floorspace and site requirements in the market, as well as meeting the distinct locational requirements of the logistics industry. –namely accessibility to the strategic road network and a local labour market.~~

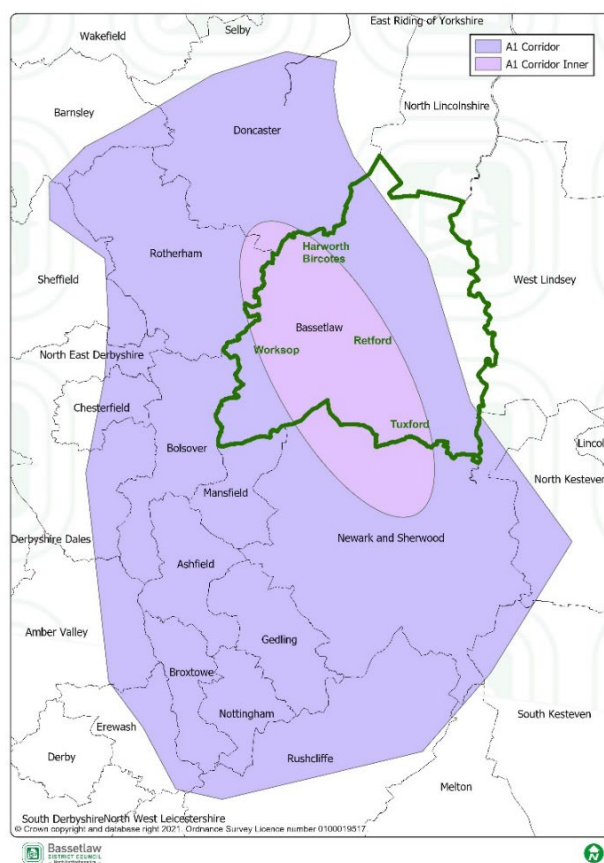


Figure 12A: A1 logistics property market area and focussed area of search within Bassetlaw District (green outline)

6.1.28 Indicative masterplanning work has been undertaken to inform the site is being actively promoted; pre-application consultation the delivery of Apleyhead Junction. was undertaken in November 2021, indicating a commitment to move forward with an appropriate scheme in the short term. This work identified the ability of the site to accommodate development of up to 440,175sqm of developable floorspace, whilst retaining the on site landscape features. It also identified the potential access arrangements from the A57 into the site.

- 6.1.29 As a sub-regional/regional site, it is vital that the economic benefits associated with Apleyhead are not lost from the property market area. Policy ST7 therefore seeks to ensure that proposals should reinforce rather than adversely impact delivery of relevant economic growth strategies and adopted Local Plans. On that basis, ongoing Duty to Cooperate confirms that partner authorities are accepting supportive of Apleyhead as a large scale strategic logistics site as a location capable of addressing an identified need for large scale sub-regional/regional logistics because of the important contribution the site could make in meeting an identified sub-regional/regional logistics need thereby reinforcing the partner authorities economic strategies within their adopted Local Plans.

### **Employment and Skills Plan**

- 6.1.30 To support the District's growth agenda it is necessary to secure equivalent growth in the area's employment base. The Council Plan<sup>1</sup> recognises the importance of initiatives to improve local employment, educational attainment and upskill residents. A highly skilled and employable workforce, with access to training and work opportunities is essential to support the delivery of Policy ST7 by helping to attract inward investment and enable local businesses to grow.
- 6.1.31 Policy ST7 aims to assist delivery of the job opportunities needed to achieve this ambition through securing Employment and Skills Plans from major employment development. These will support and promote opportunities for local people and businesses to be involved in the construction and implementation stages of new development. Each plan should be agreed with the Council's Economic Development team to ensure each scheme, and where relevant each phase, contributes appropriately.
- 6.1.32 Use of a Planning Performance Agreement will ensure that where appropriate a dedicated, specialist officer team is in place to progress each site allocation through the planning system.

## **POLICY ST7: Provision of Land for Employment Development**

1. To deliver the Council's strategy for economic prosperity and inward investment and to support job growth and upskilling of residents, sustainable economic growth will be directed to the General and Larger Unit Employment Sites and a Strategic Employment Site ~~identified by Part 2 of this policy~~ in this plan period.

### **Strategic Employment Site**

3. Proposals for land at SEM001: Apleyhead Junction (189ha, with a developable area of 118.7ha) as identified on the Policies Map will be developed ~~in this plan period to meet for up to 440,175 sqm of developable floorspace. Site SEM001 is allocated for sub-regional and/or regional large scale logistics (Class B8) only to contribute to meeting an identified~~ the needs within the property market area defined by the Bassetlaw A1 Corridor Logistics Assessment Update 2022<sup>9</sup> ~~for sub-regional and/or regional logistics (Class B8) only. Proposals should:~~

- ~~a) be in accordance with Policy ST9;~~
- ~~b) provide evidenced support from the D2N2 LEP in relation to delivery;~~

- ~~c) be supportive of the role of key urban centres, such as Worksop;~~
- ~~d) demonstrate the ability to deliver significant economic development benefits in terms of development value and gross value added for the District, and to the wider property market area;~~
- ~~e) not adversely impact upon the economic growth strategies and/or compromise the deliverability of other employment allocations in this Local Plan and/or within Local Plans adopted within the property market area in relation to large scale logistics;~~
- ~~f) be satisfactorily accommodated by critical infrastructure, in terms of capacity and timescales associated with investment works;~~
- ~~g) have good access to key strategic transport routes;~~
- ~~h) provide for a significant number of new permanent jobs including skilled employment.~~

### **6.3 Site SEM001: Apleyhead Junction**

- 6.3.1 Situated adjacent to the strategic A1/A57 junction at the eastern gateway to Worksop, Apleyhead Junction (see Figure 13 below) provides a significant opportunity to provide an employment site in accordance with Policy ST7 to meet the needs of the sub-regional/regional logistics sector.
- 6.3.2 The site covers 189ha but is buffered by a substantial woodland to the south and west. The developable area is therefore 118.7ha.
- 6.3.3 The 71ha semi-natural broadleaved woodland is designated as Top Wood/Great Whin Local Wildlife Site. Development of the site must be sensitive to its nature conservation interests which must be preserved and enhanced during and post-construction. As such, an arboriculture management plan will need to be undertaken to ensure the woodland is appropriately integrated into the design, whilst an Ecological Impact Assessment will be required to ensure the qualities of the site are adequately considered, mitigated and compensated for, and so that future maintenance and management is agreed. Elsewhere on site, mature hedgerows and hedgerow trees that exist along field boundaries should be incorporated sensitively into the design. Biodiversity net gain will be required.

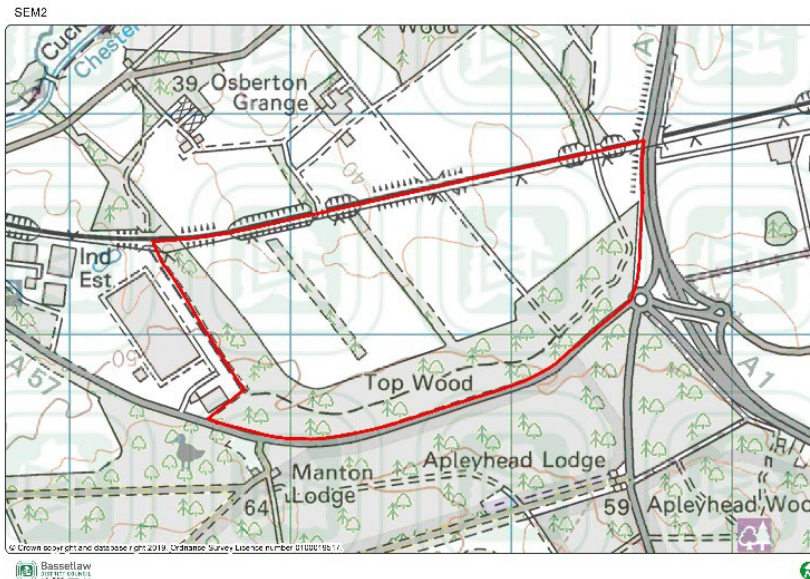


Figure 13: Apleyhead Junction

- 6.3.4 Clumber Park SSSI and the Sherwood Forest ppSPA lie within 400m of the site to the south. The Habitats Regulations Assessment 2024<sup>211</sup> requires relevant assessments be undertaken to ensure air quality is appropriately considered and managed, and to demonstrate compliance with the Habitats Regulations<sup>12</sup>. External lighting should be controlled to minimise impact on biodiversity assets and the impact of the appearance of the site when viewed from the north and east.
- 6.3.5 A number of heritage assets are in the locality including Clumber Park. A planning application should be informed by a heritage statement and archaeological assessment, which will inform the design, scale, layout and materials and will ensure these assets, their settings, including from visual impact are protected and where possible enhanced.
- 6.3.6 The development should meet BREEAM very good to excellent standards or any successor, and should incorporate low carbon, water efficient and energy efficient design. Integrated water management as well as use of renewable technologies that could make good use of the large areas of roof and wall space that are expected to exist on site will be supported.
- 6.3.7 The Bassetlaw Transport Study 2024<sup>213</sup> considers the potential transport impacts of Apleyhead at a strategic scale and sets out recommended transport mitigation. However, it is expected that the extent of transport mitigation will be confirmed through a detailed Transport Assessment (s) and Travel Plan (s) at planning application stage, in line with the provisions of Policy ST54 and Policy ST58. These include capacity improvements to the A57 and several key junctions. New suitable access arrangements to and from the A57 will be required.
- 6.3.8 It is vital that a site of this size, with the potential to generate approximately 3857 jobs<sup>6</sup>, a significant number of permanent jobs should make provision for access by active travel and public transport by the local workforce from nearby

Workshop. On that basis, Policy ST9 seeks the extension of the existing cycle network along the A57 to nearby development as well as the extension of the current bus service to serve the new employment site.

~~6.3.9 The Local Plan identifies the potential for the Bassettlaw Garden Village to the east of the A1. To support active travel between the sites in the long term, opportunities to provide connectivity for pedestrians and cyclists on land adjoining the railway line should be explored.~~

### **POLICY ST9: Site SEM001: Apleyhead Junction, Workshop**

1. Land at site SEM001: Apleyhead Junction, Workshop (developable area of 118.7ha) as identified on the Policies Map, will be developed as a strategic employment site in accordance with Policy ST7 ~~in this plan period.~~
2. The proposed development on land at Apleyhead Junction will be expected to deliver a scheme in accordance with a comprehensive masterplan framework for the site consistent with Policy ST58 which makes provision for:  
~~Proposals to develop land at Apleyhead Junction will be expected to deliver:~~

#### **Good quality design and local character**

- a) the sensitive design and location of buildings that support the positive development of the site whilst respecting local character and distinctiveness;
- b) ~~an appropriate~~ scheme that ensures no significant adverse impacts upon the Clumber Park SSSI and the Sherwood Forest ppSPA ~~within 400m of the southern boundary~~, evidenced by an Air Quality Management Strategy, a Landscape Visual Impact Assessment, lighting strategy and a project level Habitats Regulations Assessment, including winter bird surveys;
- c) BREEAM very good-excellent standards (or any successor scheme) for energy, water efficiency and sustainable construction;
- d) a scheme of an appropriate scale, layout, form and materials which respects the significance and setting of affected heritage assets supported by a heritage statement and archaeological assessment comprising a geophysical survey and intrusive site investigations, and mitigation strategy;
- e) connectivity to relevant utilities infrastructure, in terms of capacity and timescales associated with investment works;

#### **Green/blue infrastructure and biodiversity**

- f) a scheme of an appropriate scale, layout, form and materials which protects and enhances the special characteristics of the Top Wood/Great Whin Covert Local Wildlife Site and biodiversity value on the site informed by an Ecological Impact Assessment and arboriculture assessment, with management agreed through the planning application;
- g) green/blue infrastructure connectivity within the site and to neighbouring green/blue infrastructure assets to support climate resilience;
- h) an appropriate landscape buffer between the site and the A1 to the east and to the railway line to the north;

#### **Transport and connectivity**

- i) all necessary transport infrastructure improvements through direct mitigation or contributions to new and improved infrastructure, as evidenced by a referring

~~to the development's Transport Assessment(s) and Travel Plan(s) for the proposal, informed by Local Highways Authority advice detailing This should include but not be limited to:~~

- ~~i. safe access/egress to and from the site from the A57 for vehicles, public transport, cyclists and pedestrians;~~
- ~~ii. any appropriate, proportionate financial contribution(s) towards improving highways infrastructure;  
an appropriate financial contribution to improve the capacity of the A57 and the following junctions:
  - ~~i. the A57/B6040 roundabout;~~
  - ~~ii. the A614 Blyth Road/A57/A1 roundabout;~~~~
- iii. any appropriate financial contribution towards extending a high frequency bus service between the site and Worksop town centre supported by appropriate public transport infrastructure within the site;
- iv. quality, safe and direct pedestrian and cycle links along the A57 to connect with existing development;
- v. appropriate servicing and parking provision for each development parcel.

