

Nottinghamshire County  
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**East Midlands Northern  
Sub-Region  
Employment Land  
Review**

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Final Report

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Sub-Region  
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Review**

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Final Report

March 2008

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# Executive Summary

## Introduction

The emerging RSS states that the economic, social and environmental regeneration of the Northern Sub-Region will be a regional priority (policy 8). One of the major ways this regeneration might be facilitated is through ensuring that there is a sufficient supply of quality employment land to meet the needs of future and present employers, while ensuring that employment land allocations support other national, regional and local policy objectives and aspirations. This Employment Land Review (ELR) provides an analysis of employment land demand and supply in the Northern Sub-Region which will form part of the evidence base for future policy decisions on employment land, including aiding decision-makers to work towards regeneration objectives. The ELR has been completed in line with the Employment Land Reviews: Guidance Note (ODPM, 2004) and is intended to inform the emerging RSS and LDFs.

Planning Policy Statement 11: Regional Spatial Strategies promotes sub-regional working and analysis to provide a consistent and integrated approach across a Sub-Region. The Northern Sub-Region of the East Midlands is one of four Sub-Regions identified in the emerging East Midlands Regional Spatial Strategy (RSS). It consists of seven district and borough authorities, namely Ashfield (excluding Hucknall), Bassetlaw, Bolsover, Chesterfield, Mansfield, Newark and Sherwood and North East Derbyshire (excluding the Peak District National Park).

## Issues in the Northern Sub-Region

The Northern Sub-Region has suffered from the adverse impacts of economic restructuring from colliery closures and the decline of the textile sector. This has necessitated that the Sub-Region develop new industries and sectors to provide employment. The closure of the collieries and other industrial premises has left a legacy of brownfield sites which, while providing an opportunity for future employment development, tend to have a negative impact on the image of the area and often present challenges in terms of land remediation. The redevelopment of these brownfield sites for employment or other uses may contribute towards the economic regeneration of the Sub-Region.

Draft RSS Policy 4 identifies four Sub-Regional centres in the area, namely Mansfield-Ashfield, Chesterfield, Newark and Worksop. The Panel Report for the RSS adds that Sutton-in-Ashfield should also be considered as a Sub-Regional centre. These centres, like many areas in the Sub-Region, benefit from good transport links with the regional and national networks, particularly to Nottingham, Derby and Sheffield, as well as lying in close proximity to Robin Hood Doncaster Airport. Given the good transport links, it may be unsurprising that significant numbers of people in the Sub-Region travel to Derby, Nottingham and Sheffield for retail, employment and leisure activities. Earnings of people working within the Sub-Region are lower than earnings of residents of the Sub-Region which suggests that many higher paid workers commute to work elsewhere (Regional Economic Strategy, 2006).

In light of the need for employment regeneration in the Northern Sub-Region, the draft RSS suggests the following locations for consideration for employment:

- **Around Staveley, Markham Vale and west of Bolsover** in particular by exploiting the brownfield land opportunities in the area;
- **Utilising brownfield opportunities along the A61 corridor** through Chesterfield to Clay Cross;
- **Around Barlborough and eastwards** towards Clowne, Whitwell and Creswell, with an emphasis on brownfield land.

- **Along the Mansfield Ashfield Regeneration Route (MARR)** while ensuring the maintenance and integrity of Green Wedges;
- **North of Worksop towards Robin Hood Airport** Doncaster Sheffield (RHADS), concentrating on the former mining communities and mining operations.

Employment sites located in these areas, and other areas throughout the Sub-Region were examined in terms of their potential to provide sustainable employment locations for the economic regeneration of the area. Although these broad areas were identified for employment, it is argued that sites are needed throughout the Sub-Region to support economic regeneration and reduce out-commuting with its negative impacts on sustainability.

## Employment Land Demand

The demand for employment land in the Northern Sub-Region was assessed using both quantitative and qualitative analyses. Several quantitative methods were devised to project future employment land demand based on past trends of employment land take up, economic modeling techniques and methods which calculated the quantity of land required to achieve certain policy objectives. These methods were:

- **Historic trends analysis:** examining the level of employment land take up and projecting this forward to estimate future land demand.
- **Baseline (policy off) analysis:** using the standard Experian projection baseline aligned with national projections from the Government's Actuary Department
- **Regional Economic Strategy (RES) policy on scenario:** based on the assumption that the RES target of closing the productivity gap that exists between the East Midlands and the UK is closed by 2009.
- **Regional Spatial Strategy (RSS) housing scenario:** based on population assumptions that reflect the pattern of housing proposed in the draft RSS.
- **Growth Zone scenario:** a supply-based, aspirational scenario that presents the employment capacity that could be accommodated in the event that all the sites identified in the Alliance SSP's economic Growth Zones come forward over the next twenty years.
- **Reducing out-commuting scenario:** involved adjusting employment growth on the basis of reducing net-commuting to other Districts outside the Sub-Region by a set amount.

The latter two methods are not strictly 'demand' analysis, instead acknowledging the mutually reinforcing relationship between supply and demand and setting out the employment land supply that might be required to support the demand aspirations of certain policy objectives.

Qualitative analyses conducted included discussions with local agents, local authorities and development agencies, a short postal survey sent to local agents and a detailed review of the 'Reactivity' database, which records property enquiries made by prospective developers and businesses in the area.

The demand projections and methodologies were discussed in detail at a stakeholder consultation event. The general consensus amongst attendees was that for the Sub-Region to make the necessary step forward in terms of attracting new businesses to the area, it was desirable to provide more land than has been taken up in the last few years. The Reducing Out-Commuting and RSS Housing Scenarios were generally felt to be the more desirable scenarios. Given the problems inherent in identifying one clear scenario for the sub-region as a whole (particularly allowing for the varying aspirations and characteristics of the seven



Districts), it was decided that a range of projections should be used that could be tailored to fit the specific requirements of individual Local Authorities.

With the exception of the historic trends analysis, which was considered unsuitable for the Sub-Region, the analyses above produce net employment land figures. Therefore, to translate these projections into gross employment land figures to inform allocations in Local Development Frameworks, it would be necessary to estimate the employment land losses over the Sub-Region. Generally, this would be calculated through using records of previous land losses and projecting these forward into the future. However, data on past employment land losses were inconsistent across the Sub-Region and it was considered that estimates of future losses would not be sufficiently sound to inform this process. Consequently, employment land requirements for the Sub-Region are presented as net figures.

The table below shows the employment land ranges identified for each district on the basis of the demand analysis focusing on the RSS housing and Out-Commuting scenarios. Bolsover have recently completed an Employment Land Study for their district and consequently did not require new demand projections beyond a review of their existing work. Consequently figures for Bolsover District are not included in the table below.

#### Net employment land demand projections 2006 - 2026

	Ashfield District*	Bassetlaw District	Chesterfield Borough	Mansfield District	Newark and Sherwood District	North East Derbyshire District
<b>Suggested Range of Demand (net)</b>	9.9-34.5	79.5-92.5	29-44.4	23.7-35.2	31.0-52.6	36.9-68.2

\*Excluding Hucknall

NB: All demand projections in the Northern Sub-Region ELR have been calculated to one decimal place. However, no significance should be attached to these figures as demand projections are necessarily estimates of future demand based on certain assumptions and it is not possible to generate demand projections with precision.

Although gross projections could not be calculated for most Districts, the exceptions were for Ashfield and Bolsover. Ashfield were able to provide data on previous employment land losses, which were then projected forward to provide an indication on the amount of employment land that would need to be provided to maintain the current level of employment land. This total was then added to the net demand projections to give a gross employment land figure for Ashfield. Bolsover had developed gross employment land projections as part of their previous Employment Land Study and so these figures are discussed here.

Therefore, the gross projections for these districts are as follows:

- **Ashfield District:** the lower end of the 43.5 – 69.6 hectare range
- **Bolsover District:** the lower end of the 165 – 220 hectare range

#### Employment Land Supply

The existing supply of employment land was established through analysis of the district's most recent Annual Monitoring Reports, and supplementary data from Bassetlaw District Council. This suggested that the Northern Sub-Region has 864.66 ha of committed (i.e. either allocated in Local Plans of extant planning permission) employment land. This employment land is spread unevenly throughout the Sub-Region from 76.96 ha in North East Derbyshire to 204.73 ha in Newark and Sherwood. This is a reflection of differences in population size, economic policies and local circumstances unique to each District. There are also substantial differences between Districts with regards to the proportion of

undeveloped employment sites that currently have planning permission, varying from 69% in Newark and Sherwood to 3% in Bassetlaw. The Sub-Region has a substantial amount of committed employment land when compared to past take-up rates and Structure Plan allocations. However, the picture varies substantially between districts and it would not be appropriate to generalise about whether the quantity of employment land needs to be reduced or increased in every district at this stage.

This Employment Land Review also conducted a qualitative assessment of employment sites in the Sub-Region. The employment site assessment involved the examination of 272 existing (i.e. sites that currently have active employment uses on them), committed (i.e. either allocated for employment use in the relevant Local Plan or with extant planning permission for employment use) or potential (i.e. other sites with no current employment use or commitment) employment sites across the Sub-Region. This assessment did not examine all the existing, committed or potential employment sites in the area, but those identified for assessment by Local Authorities. In general, sites that were assumed to be strong contenders for employment and sites assessed in the recent past were not assessed. Therefore, sites that were assessed tended to be those which Local Authorities were undecided as to their potential for employment use and those sites which had not been assessed previously. Therefore, the assessments in the present study do not give a comprehensive view of the sites in the Sub-Region and should be interpreted in the context of other existing and committed employment sites in the area.

Sites were assessed using 36 criteria related to the commercial viability of the site, local market conditions, site characteristics, quality of the external environment, strategic access and catchment, environmental sustainability and other policy considerations. The results of this assessment provide detailed information to Local Authorities about the strengths and constraints of individual sites in their District as well as giving an indication of the main issues for the districts in terms of the sites assessed. As a result of this process, advice is given on which sites should be considered for release and which sites should be considered for mixed use development. A summary of these results is provided in the conclusions section below.

## **Conclusions: Bringing Together the Demand and Supply of Employment Land**

Following the analysis of the demand and supply of employment land in the Sub-Region, conclusions were developed bringing together the results of the selected site appraisal process and the demand projection work. It presents an overview of the present situation for each District that may be used to inform policy decisions in the relevant Local Development Documents. A summary of the conclusions are presented below in relation to each district.

### **Ashfield District**

Ashfield District Council has been particularly vociferous in encouraging economic regeneration and inward investment through external financial assistance. By providing business support, encouraging enterprise and up-skilling local workers, the Council has helped enable small businesses to grow and evolve within the District, as well as contributing to larger success stories such as Sherwood Business Park (a scheme which has also been assisted by the area's Enterprise Zone status). In addition, the Mansfield, Ashfield Regeneration Route (MARR) initiative has enabled the release of land along this corridor for employment uses. Consequently, the past take up rates for the District are very high (although clearly influenced by the Enterprise Zone status as one of the primary drivers).

However, the future absence of such a designation is likely to result in take up rates declining over time, and so the net demand projections for Ashfield are generally negative, particularly for B2 and B8 land. Consequently, it was recommended that **the lower end of**

**the 43.5-69.6 hectare range (gross)** should be used to inform Ashfield's emerging LDF, although allocations should be weighted towards office use due to the current level of market demand. De-allocations of B2 land would need to substantially exceed new allocations over the coming years, although a moderate net increase in B1 and B8 land would be required.

In terms of how this level of projected demand might best be set against the current (and potential future) portfolio of employment land, the District has one of the larger forward supplies of employment land in the Sub-Region, with **99.5 hectares** either allocated or with extant planning permission for employment (excluding Hucknall), as of April 2006. The appraisal process analysed 25 existing sites (97 hectares) and 9 committed sites (92 hectares). The appraisal identified two committed sites, AS6 land off Coxmoor Road/A38 and AS9 Annesley Colliery that would benefit from a mixed use component in order to cross-subsidise and facilitate the development. Such a measure would reduce the overall amount of employment land by **6.95 hectares**, resulting in a final total of **92.55 hectares**. Set against the gross projection of between **43.5 to 68.6 hectares** (and towards the lower end of the range), it is apparent that the District would benefit from de-allocations of employment land. However, it should be noted that the market commentary for the District stated that Ashfield was overly reliant on a few key sites (which are nearing completion), and therefore there will still be a need for new, good quality sites to come forward alongside the de-allocations of those sites which perform particularly poorly in terms of the sustainability criteria and which have limited market demand.

Four existing sites were also recommended for re-allocation for mixed use should opportunities emerge. Should opportunities emerge this would represent a further reduction in employment land. A further six sites, whilst meriting retention for employment purposes, have significant constraints that would have to be overcome before development could be attempted.

Additional employment land, particularly for light industry, distribution and, to a lesser extent, office space should be allocated in Ashfield District. The opportunities presented by the Sherwood Growth Zone would suggest that the most suitable area for new allocations would be on land adjoining the MARR. It is suggested that Ashfield should work with Mansfield District Council to test whether allocations in Mansfield around the MARR could contribute to Ashfield's medium to long term needs.

The following table summarises the demand and supply for employment land in Ashfield:

<b>Gross employment land requirement</b>	<b>43.5-69.6</b>
Existing commitments <sup>1</sup>	99.5
Committed sites considered for release/mixed use	6.95
Existing sites for release/mixed use	6.85

### **Bassetlaw District**

Experian's net growth projections for Bassetlaw District are some of the highest in the Sub-Region. The range of demand projections, from **79.5 to 92.5 hectares (net)**, has partly been exacerbated by a couple of substantial, and anomalous, developments that have come forward in recent years, and hence the recommendation that **the lower part of the range** should be used to inform the District's Local Development Framework. However, the Robin Hood Growth Zone north of Worksop is a long term economic growth opportunity that will become increasingly important towards the end of the plan period. New sites in

<sup>1</sup> As present the Annual Monitoring Reports reviewed in Section 4.

particular should be weighted towards distribution related uses, or small industrial / office based businesses due to the current (and projected future) level of market demand.

In contrast, Bassetlaw District currently has only a moderate supply of employment land compared with other Districts in the area, at **114 hectares**. This figure would appear insufficient to cater for the full 20 year plan period, given that past take up rates in Bassetlaw are the highest in the Sub-Region. The observation that the current allocation of employment land is insufficient for the District is echoed in the Bassetlaw ELS. The Northern Sub-Region ELR supports the conclusions in the Bolsover ELS suggesting that there is a need to predominantly consider sites located in West Bassetlaw to support demand. The disparity between the current level of supply and projected demand is exacerbated by identified constraints on a number of committed sites and could require a comprehensive restructuring of the District's overall employment land portfolio.

The appraisal process analysed 31 existing sites (331.2 hectares), 20 committed sites (133.71 hectares) and six potential sites (56.34 hectares). The appraisal recommended that five committed sites should be de-allocated and released from potential employment use, removing **13.75 hectares** from the forward supply. The appraisal also identified four committed sites that would benefit from a mixed use component in order to cross-subsidise and facilitate the developments. Such a measure would further reduce the overall amount of employment land by **6.51 hectares**.

In conclusion, therefore, it is recommended that **20.26 hectares** of committed sites should be discounted from the overall portfolio of employment land in Bassetlaw District. This would effectively result in a net forward supply of **93.74 hectares**. Set against the net requirement of between **79.5 to 92.5 hectares** (albeit towards the lower end of the range), it is apparent that the District would require substantial new allocations of employment land.

An existing site, Bas52, was also recommended for mixed use given that part of the site is an existing retail site. A further eleven sites, whilst meriting retention for employment use, have significant constraints that would have to be overcome before development could be attempted.

Six potential sites were analysed as part of the appraisal process, and these could contribute a total of **56.34 hectares** to the overall forward supply for Bassetlaw District over the plan period. However, it should be noted that two of these were considered to have particular constraints which would need to be overcome to deliver the sites and one was considered suitable for mixed use development.

In terms of potential locations for future allocations, the restricted future opportunities for land along the M1 could stimulate opportunities for logistics based companies in the A1 / A57 area including Harworth at junction 34 of the A1 (M). Harworth also benefits from being close to Robin Hood Airport. At this northern part of the District there is an opportunity to make provision for employment land links to the airport that can meet supply, chain and logistical needs. It is further considered that Retford and particularly Worksop have high levels of demand that currently outstrips the supply of employment land in these areas.

Hence future provision of distribution related uses or small light industrial / office based businesses might best be concentrated at Haworth; North of Retford; Worksop; and around Robin Hood Airport, with public fund contributions necessary to stimulate the delivery of the constrained brownfield colliery sites across the District.

The following table summarises the demand and supply for employment land in Ashfield:

<b>Net employment land requirement</b>	<b>79.5-92.5</b>
Existing commitments <sup>2</sup>	114
Committed sites considered for release/mixed use	20.28
Existing sites considered for release/mixed use in the future	7.53
Potential sites for consideration <sup>3</sup>	38.09

### **Bolsover District**

Bolsover District Council completed an Employment Land Study (ELS) in August 2006. As well as calculating the likely level of employment land demand for the plan period, the ELS featured a detailed assessment of the allocated and existing employment sites using a similar methodology to that in the present study. Consequently, this section summarises the work undertaken to date for Bolsover District, setting it within the context of the outcomes of the existing ELS for Bolsover.

Bolsover District comprises a relatively small economy which is adjusting to the decline of traditional manufacturing and former mining industries. Its central and western parts in particular benefit from the M1 motorway, providing a good base for manufacturing and distribution firms which dominate the market. With competition from larger centres nearby, demand for office space locally is modest and primarily comprises small occupiers requiring a location near the motorway junctions.

Bolsover District's recently completed ELS (2006) concluded that, assuming future economic growth in the District followed a 'baseline' scenario, there was a need for at least 140 hectares gross of employment land, with potentially as much as 190 hectares required if an allowance was made for a safety margin. The equivalent figures would rise to 165 and 220 if a higher growth rate (assuming all current development sites are taken up) were applied. It is suggested that the ELS's projections appear appropriate, but it is recommended that the range of estimated demand could be between **165 and 220 hectares (gross)**, particularly if the **lower part of this range** is adopted.

The total supply of employment land, as reported in the 2006 AMR for the District, is equal to **126.75 hectares**, one of the larger in the Sub-Region. This reflects the presence of a large number of brownfield development sites in the District. In terms of the site appraisal work, this Sub-Regional ELR sought to add value to the existing work by selecting six existing sites from the previous ELS, testing them against the full criteria used for the other Districts in this study. Results indicated a high degree of convergence between the two studies regarding the final rankings of the sites against their peers.

Ten potential employment sites were also considered as a consequence of public consultation responses to have potential for employment use. Clearly, the substantial gap (in quantitative terms at least) between the projected demand and current levels of supply would suggest a need for additional employment site allocations to inform the forthcoming LDF for the District. The ten sites appraised comprised a total of **332.13 hectares**, substantially more than the divergence between the level of demand projected and the current level of supply. The task of the site appraisal work was to identify which (if any) of these ten sites would be most appropriate for further consideration in the Council's LDF review.

<sup>2</sup> As present the Annual Monitoring Reports reviewed in Section 4.

<sup>3</sup> This area was calculating by taking the total area of potential sites and subtracting the area identified for a potential mixed use component.

The appraisal process recommended that four of the potential sites should not be included as part of any future plan allocation, which would reduce the total potential supply by **131.32 hectares**. The appraisal also identified three potential employment sites that would benefit from a mixed use component in order to cross-subsidise and facilitate the developments. This would reduce the total potential land available for employment use by **97.25 hectares**.

The three sites remaining, the Former Creswell Colliery, Creswell; the Land at South Shirebrook; and the Land South of Barlborough Links, Barlborough, all scored in the top third of sites appraised in the District in terms of planning policy compliance and sustainability. In conclusion, it is recommended that these three sites and the reduced capacity on the three mixed use sites could contribute would be in the order of **103.56 hectares**. This would contribute substantially towards meeting the employment needs of the District over the Plan period.

<b>Gross</b> employment land requirement (adapted from Bolsover ELS)	165-220
Existing commitments <sup>4</sup>	126.75
Potential sites for consideration excluding parts of sites for mixed use	103.56

### **Chesterfield Borough**

Past take up rates in Chesterfield Borough are the lowest in the Sub-Region, and the Borough's growth trajectory is minimal (based on Experian's employment growth projections). However, demand for smaller business premises remains high, particularly from new starts and indigenous business expansions. In addition, Chesterfield is the largest established office location in the Northern Sub-Region, and has accommodated considerable B1-type growth in recent years with few significant closures to counter balance this growth. Given this sustained level of growth it is reasonable to conclude that office based employment in Chesterfield will continue to grow in the foreseeable future. This is given further credence by a number of office-based schemes either currently in development or proposed for the future (i.e. the A61 Corridor, Markham Vale and Staveley Works (all in the North Derbyshire Growth Zone the A61 corridor)). Allowing for this sustained level of growth, it is reasonable to conclude that office based employment in Chesterfield will continue to grow in the foreseeable future at a level above the base Experian projections. Consequently, it was recommended that the **higher part of the 29.1 to 44.4 hectare range (net)** should be used to inform Chesterfield's emerging LDF, with allocations weighted towards office and particularly quality warehousing/distribution uses.

The recent growth of service based sectors, coupled with a degree of diversification in the manufacturing base, has helped to compensate for the loss of traditional employment in Chesterfield Borough. The Council pro-actively supported this process through the construction of a range of industrial and office premises, including several successful Innovation Centres on Council-owned land. A number of tenants at these Innovation Centres have expanded and moved out into their own premises. However, one consequence of this success is that council-owned land stock that could be used for employment purposes has dwindled. Coupled with the relatively small scale (in land use terms) of the Borough, the total forward supply of sites is small, at **92 hectares** (as of 31/03/06).

In terms of how the current portfolio of employment sites in Chesterfield might best be modified to bring together the current portfolio in line with market/policy aspirations, the appraisal process analysed 44 existing sites (464.39 hectares), 21 committed sites (131.40 hectares) and 4 potential sites (4.55 hectares).

<sup>4</sup> As present the Annual Monitoring Reports reviewed in Section 4.



The appraisal process recommended that five existing sites should be released from employment use should alternative land use opportunities come forward. In addition, five committed employment sites should be considered for release. The loss of the committed sites would reduce the forward supply of employment land by **27.87 hectares**. The proposed loss of employment land through de-allocation could potentially reduce the forward supply of employment land in Chesterfield Borough to **64.13 hectares**. Given the likely future requirement for employment land, the size, type and location of the remaining portfolio would appear suitable for future needs.

The appraisal also identified five existing sites that would benefit from a mixed use component in order to cross-subsidise and facilitate the developments. A further five sites, whilst meriting retention for employment use, have significant constraints that would have to be overcome before development could be attempted.

However, the appraisal process has identified a number of existing sites that are unsustainable in the long term and would be more suited for alternative uses (including, in five instances, a reduction in the overall land area used for employment, with the remainder allocation for mixed use). Consequently, should opportunities arise for current occupiers on these sites to relocate, Chesterfield Borough Council should seek to work with the occupiers to ensure that suitable alternative premises can be found in more suitable locations elsewhere in the Borough. As such, it is likely that further site allocations would be required in the medium to long term. In terms of where this growth should be located, it is anticipated that needs would be met for distribution uses at Markham Vale (together with B2 and some office needs), whilst office and good quality light industrial premises would need to be provided along the A61 corridor. It is considered that Staveley Works has the potential to deliver substantial amounts of employment land, although this would be a longer term site.

Of the four potential employment sites that are neither existing nor current allocations, but which could contribute to the forward supply following the LDF review, the appraisal process concluded that all four sites would be more appropriate for alternative uses and should not be considered for employment allocation.

The table below summarises the results for Chesterfield Borough:

<b>Net employment land requirement</b>	29.1-44.4
Existing commitments <sup>5</sup>	92
Committed sites considered for release/mixed use	27.87
Existing sites considered for release/mixed use in the future	75.06

### Mansfield District

Mansfield District accommodates a number of established industrial areas along with a number of initiatives that are improving overall vitality. In Mansfield town itself, the station redevelopment and the Town Hall conversion into office space will improve Mansfield's attractiveness as an urban centre. Whilst the District predominantly caters still for a predominantly local market, its future prospects have been significantly improved by the MARR growth corridor, which has opened up opportunities for land release around the southern and western sides of Mansfield to enable a mixed-use urban extension. Consequently, despite Experian's low job growth projections for Mansfield District over the next twenty years, future demand for land is expected to be high, providing the land can be offered on a flexible range of employment uses. Consequently, it was recommended that, given the opportunities arising from the MARR growth corridor, the **higher part of the 23.7 to 35.2 hectare range (net)** should be used to inform Mansfield's emerging LDF. These

<sup>5</sup> As present the Annual Monitoring Reports reviewed in Section 4.

figures are net of employment land losses, so should be supplemented with further allocations to compensate for future losses of employment land.

In addition, whilst the current forward supply of allocated employment land (or land with extant planning permission for employment use) is moderate, at **116 hectares** (as of 31/03/06), the provision of the MARR is expected to free up large swathes of potential employment sites in the near future. However, this is not to say that all of the existing employment land portfolio is suitable to meet the projected level of demand, and indeed the detailed site appraisal of 41 sites in Mansfield District (comprising 32 existing employment centres, 6 allocated sites and 3 potential allocations) revealed that a high number would require a degree of cross-subsidisation to make them economically viable, whilst others may be better suited to alternative uses altogether.

The appraisal process recommended that three existing sites and two committed sites should be released from employment use/allocation. The loss of the committed sites would reduce the current employment land portfolio by **5.50 hectares**. Should opportunities arise for current occupiers on the three existing sites to relocate, Mansfield District Council should seek to work with the occupiers to ensure that suitable alternative premises can be found in more suitable locations elsewhere in the District.

The appraisal also identified five existing sites which may be suitable for mixed use with a reduced employment component should opportunities arise.

Two committed sites and one potential site, whilst meriting retention for employment use, also have significant constraints that would need to be overcome before development could be brought forward.

In conclusion, therefore, it is recommended that a further **5.50 hectares** should be discounted from the overall forward supply of employment land in Mansfield District, which would decrease to **110.50 hectares**. Set against the net requirement of between **23.7 to 35.2 hectares** (and looking at the higher part of that range) and taking account the only available gross figures based on the historic take-up rate of over 100 hectares (2006-2026), it is probable that the District would benefit from a moderate level of new allocations of employment land.

It is clear that the new MARR provides excellent greenfield development opportunities, and three opportunity sites were appraised in this area. The three MARR sites could contribute a total of **138.36 hectares** to the overall portfolio of land supply. However, it should be noted that both site **M39** and site **M40** are noted to suffer from significant constraints which could decrease the developable area of the site. This could further reduce the employment land supply in Mansfield. However, it is considered that the significant amount of land available along the MARR route would still more than compensate for the de-allocations described above, whilst fulfilling the need for strategic employment sites in the Sherwood Growth Zone.

It is recommended that (as is already underway at site M39), a masterplan approach for land around the MARR would be the most effective (and flexible) way to bring the land forward. As noted in Section 9.4.1, Mansfield District and Ashfield District should work together to test the extent to which Mansfield's allocation around the MARR could contribute to Ashfield's medium to long term needs.

In conjunction with this, supply gaps have been identified in the market appraisal of small sites of between 0.3-0.8 hectares to allow local companies to expand and construct their own premises. These should be distributed around the District, although clearly the focus would be on sites adjacent to existing employment areas, with the focus on Mansfield urban area.

The table below summarises the demand and supply conclusions for the District:



<b>Net employment land requirement</b>	23.7-35.2
Existing commitments <sup>6</sup>	116
Committed sites considered for release/mixed use	5.50
Existing sites considered for release/mixed use in the future	16.63
Potential sites for consideration	138.36

### Newark and Sherwood District

Newark and Sherwood District covers a diverse area ranging from traditional colliery areas to the west, a predominantly rural environment within the centre and the Sub-Regional centre at Newark, together with the key transport corridors of the A1 and the A46. Newark town has experienced good levels of growth in recent years, with established industrial areas (Including Dixon's main distribution facility on the A1 at Newark) now fully occupied. Key prestige sites include the Newark Northern Road Industrial Estate, Blidworth Industrial Estate, Southwell Mill Lane Industrial Estate and Sherwood Energy Village. These sites were not subject to detailed appraisal but form an important part of the present supply. However, Newark and Sherwood has relatively low rates of growth projected in the Experian Scenarios. Past take up rates, at around 100 hectares, are also relatively moderate compared to other Districts in the Sub-Region.

Newark town itself has opportunities for future expansion following its designation as one of the Governments' designated Growth Points, which could see a substantial amount of residential development, a new southern bypass and, potentially, 100 hectares of employment land. It was recommended that a holistic view be taken with regards to future allocations of land in the District, given the future growth opportunities of Newark town set against the District's mining legacy. As the town may see substantial economic expansion in coming years following its Growth Point designation, it was recommended that the **higher part of the 31 to 52.6 hectare range (net)** should be used to inform the District's emerging LDF. These figures are net of employment land losses and would need to be supplemented with additional allocations to compensate for future losses of employment land.

However, this demand projection should be set against the current supply of employment land, which, at **204.73 hectares**, is by some way the highest in the Sub-Region. Consequently, it is likely that substantial de-allocation of much of the older, less sustainable sites will be necessary, particularly in light of the wider imperatives of the Newark Growth Point Initiative, which could result in a substantial new allocation to the south of the town.

The appraisal process reviewed 26 sites comprising 11 existing employment sites, 12 committed sites and 3 potential sites.

The appraisal process recommended that two existing sites and four committed sites should be released from employment use/allocation should alternative land use opportunities come forward. The loss of the four committed sites would reduce the current employment land portfolio by **49.69 hectares**. Should opportunities arise for current occupiers on the two existing sites to relocate, Newark and Sherwood District Council should seek to work with the occupiers to ensure that suitable alternative premises can be found in more suitable locations elsewhere in the District.

The appraisal also identified one existing site and two potential sites that could be considered for mixed use should opportunities arise. One committed site and one potential site, whilst meriting retention for employment use, have significant constraints that would need to be overcome before development could be attempted.

<sup>6</sup> As present the Annual Monitoring Reports reviewed in Section 4.

In conclusion, therefore, it is recommended that **49.69 hectares** should be discounted from the overall forward supply of employment land in Newark and Sherwood District, which would decrease to **155.04 hectares**. Set against the net requirement of between **31 to 52.6 hectares**, even if the top end of the range were to be delivered, it is apparent that the District could require further rationalisation of its current portfolio. This would of course be subject to employment losses information. Potential sites for de-allocation include the large ex-coliery sites in less favoured locations.

However, there is an undoubted opportunity for further growth of Newark town as part of the Growth Point Initiative, and the Land South of Newark has been appraised as a result. Whilst this 100 hectare site would be part of a wider masterplan for the area, incorporating around 5,000 - 6,000 new homes and a new southern bypass, the site itself did not score particularly well in the appraisal process. This was due to a number of reasons that might preclude against the site coming forward in the short term, with constraints such as flood risk, accessibility and market viability (given the size of the site) being highlighted. However, against this, it is clear that the employment component of the Growth Point Initiative is key to the sustainability of the town's extension, and consequently the long term phasing of this land in accordance with a carefully designed masterplan would be appropriate. This will put additional pressure on the Local Authority to further manage the portfolio of existing and allocated sites elsewhere to ensure that the supply of land is reduced to compensate for the Council's strategic aspirations in this regard.

The table below summarises the results for the District:

<b>Net employment land requirement</b>	<b>31-52.6</b>
Existing commitments <sup>7</sup>	204.73
Committed sites considered for release/mixed use	49.69
Existing sites considered for release/mixed use in the future	9.86
Potential sites for consideration <sup>8</sup>	104.02

#### North East Derbyshire District

North East Derbyshire's traditional reliance upon coal, steel and heavy engineering industry ensured that when these industries began to experience serious structural decline in the 1970s, 80s and 90s, the District suffered from concentrations of high unemployment compared to the rest of the region. This factor, combined with poor access from the M1 motorway to certain sites, contributed to some of the lowest rates of employment land take up in the Sub-Region. However, North East Derbyshire District could be about to experience a significant change in employment land demand over the next twenty years. Following substantial public sector investment, this area is now becoming more established, with the south eastern areas of the District in particular being seen as major locations for new investment. Consequently, factoring in the employment growth for the District projected in the RSS Housing / Reducing Out Commuting Scenarios boost the past take up rate trends by the highest proportionate amount in the Sub-Region. It should be recognised, however, that there is a need to temper this with an element of realism, given certain limitations to development in the District, particularly in terms of poor accessibility to the M1, making it a secondary location and of interest (at present) generally only to the local market. Consequently, it was recommended that, **the mid-part of the 36.9 to 68.2 hectare range** should be used to inform the District's emerging LDF. These figures are net of employment losses.

<sup>7</sup> As present the Annual Monitoring Reports reviewed in Section 4.

<sup>8</sup> This figure represents the total area of potential employment land subtracting the area considered suitable for mixed use.

In terms of how this level of demand relates to the current supply of employment land in North East Derbyshire, the Council has sought to focus economic development in the south of the District, in particular at Clay Cross and to the north in Eckington and Killamarsh. Take up has been slow, principally due to poor access from the M1 motorway via the A6175 and restrictions on how the land was historically sub-divided. However, with public sector funding, this area is now becoming more established and there is a further phase of land available as is common with many areas within the Sub-Region. In general, however, it is considered that there is a lack of new traditional industrial premises to allow local companies to evolve and grow. Opportunities to extend these sites may cater for this need. Studies have also identified a shortfall of quality business and office accommodation in the District, with a need to provide flexible business premises including managed work space, incubation units and a range of plot sizes to allow companies to grow and expand without needing to relocate out of the district. In addition, the south eastern areas of the district are seen as the major locations for new investment as it is here where there is the greatest need for new employment.

The upshot of this is that the current supply of employment land in the District, at **76.96 hectares**, is considered insufficient for its current needs. In addition, not all of the current employment sites are considered suitable to meet the needs of future occupiers. The site appraisal analysed a total of 30 sites (24 existing sites and six allocations). It was recommended that one existing site should be released from employment use should alternative land use opportunities come forward, and that North East Derbyshire Council should seek to work with the occupiers to ensure that suitable alternative premises can be found in more suitable locations elsewhere in the District.

The appraisal also identified four committed sites that may benefit from a mixed use component in order to cross-subsidise and facilitate the developments. However, as these sites are all allocated for mixed use in the 2005 Local Plan for the District, this designation would not necessarily reduce the level of forward supply identified in the 2006 AMR for North East Derbyshire.

Three other sites, whilst meriting retention for employment use, also have significant constraints that would need to be overcome before development could be attempted.

Consequently, the site appraisal concluded that whilst there were a number of constraints to overcome before all of the sites were to come forward as planned, no committed sites should necessarily be released for alternative uses, and the sites most appropriate for a mix of uses to cross-subsidise their development had already been designated as such by the Local Authority and therefore would not affect the final forward supply figure.

There is still, therefore, a shortfall in terms of the difference between the projected level of demand and the current portfolio of sites. With the provision of several large strategic sites, such as Markham Vale, the Avenue Coking Works and the Biwaters Site, it was considered that new allocations in the District should concentrate on providing small sites to meet local needs. Such sites should comprise of expansion sites for existing businesses; small serviced plots to allow local companies to build their own premises; or small, modern, light industrial buildings, particularly in the south eastern part of the District.

The table below summarises the results for the District:

<b>Net</b> employment land requirement	36.9-68.2
Existing commitments <sup>9</sup>	76.96
Existing sites considered for release/mixed use in the future	53.27

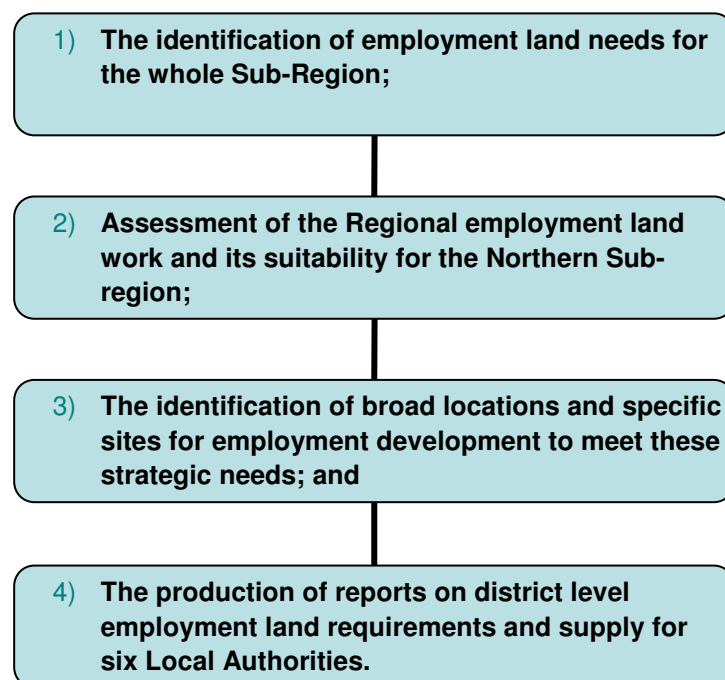
<sup>9</sup> As present the Annual Monitoring Reports reviewed in Section 4.

# 1 Introduction

Arup and Savills were commissioned by Nottinghamshire County Council in collaboration with Derbyshire County Council and seven District/Borough authorities to conduct an Employment Land Review for the East Midlands Northern Sub-Region. The seven Local Authorities are as follows:

- Ashfield District;
- Bassetlaw District;
- Bolsover District;
- Chesterfield Borough;
- Mansfield District;
- Newark and Sherwood District; and
- North East Derbyshire District.

The study was divided into four parts:



The study assessed the demand and supply of employment land within the region and will play an important role in shaping each local authority's Local Development Framework (LDF).

The study has, at a strategic level:

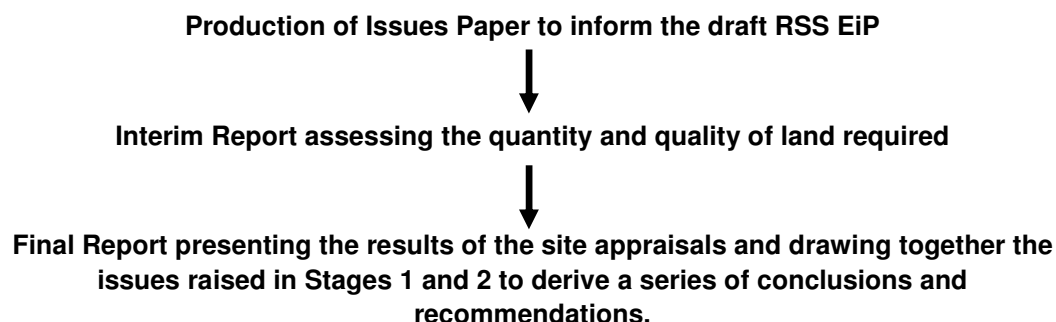
- Established a context within which likely employment demand should be established and give a balanced picture of the qualitative, quality, type, sector and scale of quantitative requirement for employment land across the Sub-Region with a broad geographical distribution;
- Assessed broad locations for employment development that have been identified (e.g. those in draft Northern SRS Policy 2, and through local authority and SSP work) in the context of market demand and the objectives of the SRS and give guidance on employment development in these areas;
- Assessed key strategic sites and identified with a reasoned case those to be protected or those of poorer quality by ranking or comparison across the Sub-Region.

At local level, the study:

- Will guide LDF preparation with reports on district level land requirements and portfolios (focusing on six of the seven Districts; as Bolsover District has recently completed its own Employment Land Review, this study will act as a 'check' on the requirements and portfolios already assessed by the District).

## **1.1 Approach**

The study was undertaken in three main stages:



### **1.1.1 Stage 1: Production of Issues Paper:**

The draft Regional Spatial Strategy (RSS) was going through the Examination in Public (EiP) at this stage of the work but the RSS Panel Report has subsequently been published. The Interim Report to this study was originally intended to inform the EiP by ensuring that policies in the draft RSS will support the sustainable delivery of employment land for the Sub-Region. However, due to time constraints regarding the production of employment land projections, an Issues Paper was drafted that provided an initial overview of the issues with regards to employment land in the East Midlands Northern Sub-Region as the first stage of the Employment Land Review.

The Issues Paper was therefore prepared specifically to inform the RSS EiP. Employment land policies in the draft RSS were reviewed, with a particular focus upon the Northern SRS Policy 2 'Sub-Regional Employment Regeneration Priorities'. The Issues Paper was informed by key policy documents; interviews with Local Authorities and the Alliance Sub-Region Strategic Partnership (SSP); and examination of market factors influencing employment. The Issues Paper set out the initial context for a detailed demand and supply analysis which was conducted in the subsequent stages of the review.

### **1.1.2 Stage 2: Interim Report**

This stage reported on the quality and quantity of employment land provision needed for the Sub-Region in the context of the employment land market, with guidance over district level requirements, broad locations and comments on RSS policies. The Interim Report drew conclusions regarding:

- The future quantitative and qualitative demand for employment land in the Sub-Region up to 2026;
- An assessment of the draft RSS Sub-Regional objectives and Growth Point proposals;
- High level discussion regarding how the need for employment land fits into the context of sustainable development, and the objectives and policies of the RSS and other policy documents relevant to the study area;
- The contextual relationship between the Regional Employment Land Study Sub-Regional results and the findings at District level, as well as incorporating the results of Bolsover's and Bassetlaw's Employment Land Review work to date to ensure consistency of approach;

- The impact of RSS (part 1 and 2) objectives and the policies of EMDA, the Alliance SSP, Local Authority economic development divisions and other regeneration initiatives including the Newark Growth Point proposal.

The Interim Report concluded with comments on the level of provision needed for the Sub-Region in the context of the employment land market, with guidance over broad locations and comments on the Regional Plan (Part 2) policies.

### **1.1.3 Stage 3: Final Employment Land Review Report**

This document represents the Final Employment Land Review Report. It provides additional detail on the relationship of demand and supply in the Sub-Region and report on District level land requirements and portfolios for the seven Districts under discussion. Consequently, this final report provides commentary on the following subject areas:

- Summary of the quality, type, location, sector and scale of quantitative requirement for employment land at District level and its relationship with likely levels of demand, based upon the various economic growth scenarios for five year periods up to 2026;
- Assessment of the broad locations for employment development identified in the six broad locations identified in SRS and the extent to which they could accommodate any quantitative or qualitative deficiencies in the current supply for specific uses;
- Identification of key sites to be released or afforded greater protection from alternative, higher value end uses;
- Reconciliation of the study's outputs with existing ELRs in Bolsover and Bassetlaw;
- Assessment of whether the employment site supply within the study area meets existing and future demand for sites of local and more strategic importance;
- Advice on future priorities for investment in employment land and premises in the study area by the public and private sector in order to deliver a balanced portfolio of sites and premises;
- Provision of guidance to inform the preparation of LDFs for each District in a consistent and comprehensive manner and the assessment of future development proposals involving employment land and premises;
- Provision of a clear methodology of assessing individual planning applications that involve the potential loss of an existing or allocated employment land and premises, which could be included as a policy within the LDF;
- Guidance on the delivery of sites and the ways in which landowners of appropriate sites can be encouraged to bring the land or premises forward;
- Recommendations on employment land provision for each District.

## **1.2 The Study Area**

The study area covers the East Midlands Northern Sub-Region, which focuses on north Nottinghamshire and north-east Derbyshire (as illustrated in Figure 1). Within the Sub-Region there are seven District/Borough Council areas within the two County Council areas:

- **Nottinghamshire County Council**
- Ashfield District Council
- Mansfield District Council
- Newark and Sherwood District Council
- Bassetlaw District Council



- **Derbyshire County Council**
- Bolsover District Council
- Chesterfield Borough Council
- North East Derbyshire District Council

The area does not include the part of North East Derbyshire located within the Peak District National Park or the four wards in the Hucknall part of Ashfield which fall into the Three Cities Sub-Region. The Sub-Region contains 16.4% of the East Midlands population with 702,900 residents in 2004. The area has recently been experiencing the lowest population growth of the five East Midlands Sub-Regions.

The draft RSS Policy 4 identifies four Sub-Regional centres in the area, namely Mansfield-Ashfield, Chesterfield, Newark and Worksop. These centres, like many areas in the Sub-Region, benefit from good transport links with the regional and national networks, particularly to Nottingham, Derby and Sheffield, as well as lying in close proximity to Robin Hood Doncaster Airport. The Panel Report for the RSS supports the designation of these four centres and also states that Sutton-in-Ashfield should be ranked as a sub-regional centre given that *'more than 53% of the local population shop there'*<sup>10</sup>. The draft RSS Sub-Regional Strategy recognises that significant numbers of people in the Sub-Region travel to Derby, Nottingham and Sheffield for retail, employment and leisure activities. While the RES also acknowledges the strong influence of these three cities on the Sub-Region, Sheffield is identified as a particular influence in terms of provision of jobs and services (RES, 2006). Earnings of people working within the Sub-Region are lower than earnings of residents of the Sub-Region which suggests that many higher paid workers commute to work elsewhere (RES, 2006).

### 1.3 Report Structure

The Final Report is structured as follows:

- Section 2 provides a summary of the various methodologies used in this study;
- Section 3 provides a summary of the Key Contextual Employment Land, Planning Policy and Regeneration Strategy findings, focusing on the key employment issues relevant to the study area;
- Section 4 identifies the quantity of committed employment land currently available in the seven Districts;
- Section 5 presents the approach to consultation taken by the study, and discusses the outcomes of the main stakeholder workshop;
- Section 6 describes the employment site assessment, discussing the key issues with regards to the quality of existing sites;
- Section 7 presents the Qualitative Demand Assessment, describing the local market assessment work and the commercial response to future aspirations;
- Section 8 presents the Employment Land Demand Analysis, describing the historic trends analysis and the modelling work undertaken for EMDA as well as the commercial response to future aspirations;
- Section 9 matches Policy Objectives, Supply and Demand with an understanding of which sites should be retained, which should be de-allocated and which should be afforded special protection from development. Gaps in the portfolio would also be identified.

<sup>10</sup> East Midlands RSS Report of the Panel, Examination in Public [22 May – 19 July 2007], November 2007, p152.

- Section 10 presents the Key Policy Choices to be addressed, detailing how the future supply of employment land might best be distributed across the Sub-Region and how this might be delivered.



## 2 Methodology

### 2.1 Introduction

This Employment Land Review for the East Midlands Northern Sub-Region is dependent upon a transparent and robust methodology to facilitate the assessment of future employment land projections. Wherever possible, the methodology for this study complies with the guidance outlined in the ODPM documents 'Employment Land Reviews: Guidance Note' (December 2004) and Roger Tym and Partners' East Midlands Land Provision Study (December 2006), which was commissioned by the East Midlands Regional Assembly to propose indicative employment land requirements to inform the emerging RSS and LDFs.

It is important to recognise that it is not appropriate to rely on quantitative methods alone. There are limitations to the use and applicability of detailed projections of supply and demand by employment type and their spatial distribution partly due to unknown variables and a degree of questionable accuracy. It is therefore vital to consider a range of methods and data sources for both quantitative and qualitative, to ensure a comprehensive and well grounded approach, which is necessary to provide a robust evidence base for the Sub-Region's LDFs.

It is recognised that the methodology for Employment Land Reviews (ELRs) details analysis of employment demand and supply focusing on developments that fall into the 'B' use classes. This is a limitation of ELRs that is becoming more evident as the UK moves towards a knowledge economy and a growing proportion of jobs are provided within non-B use developments. This limitation should be borne in mind when interpreting the results of this ELR.

### 2.2 Quantitative Methods Used

A detailed discussion of the various methodologies used is presented in Appendix A, with a concise summary of the most salient points presented in the sub-sections below. It should be noted that most of the methodologies calculate net projections of land, i.e. they account for losses, and consequently in certain instances, a negative land requirement is identified. However, for the historic take up scenario and the Bolsover ELS work, the total figures are gross, i.e. no de-allocations are considered.

#### 2.2.1 Historic Take Up Methodology and Data Source

The records of annual average historic take up rates for employment land were provided by the seven Local Authority Districts between 1992 and mid 2006. All data is recorded as a gross figure, detailing the total amount of completions of employment land for any one year. These records represent a continuous flow of land that is allocated and being taken up for development. Whilst records were requested from the individual Local Authorities relating to particular types of employment land take up, this was not provided consistently across all seven authorities. Consequently, the focus was placed upon assessing the total amount of employment land (B1, B2 and B8 included together) taken up year on year for each District to ensure consistency across the Sub-Region.

This methodology assumes that similar take up rates might be expected for the future<sup>11</sup>. As such, the local summations of the historic take up rates were factored up to provide a forecast of the total amount of employment land likely to be required by the market in the period 2006-2026. The resultant figure represents a **gross** employment land forecast.

Subsequent scenarios sought to reduce the reliance on past trends by factoring in employment change over time as presented in the housing scenario modelled for the RSS,

<sup>11</sup> It should be noted that the Regional Economic Strategy emphasises that the regional economy is restructuring with a significant decline in demand for industrial floorspace over the next 15 years. Consequently the use of historic take up rates in calculating forward demand for employment land should be treated with caution.

and also, following the stakeholder workshop event (as detailed in Chapter 5), the out-commuting scenario.

### 2.2.2 Projections Based upon Econometric Modelling

The economic modelling for this study is based upon a variety of scenarios produced by Experian Business Strategies. EMDA commissioned a number of scenarios from Experian during the course of the development of their Regional Economic Strategy in 2006, and also as part of EMDA's response to the draft RSS. All of these were produced with the same suite of Experian models, ensuring a certain amount of consistency outside of the specific assumptions made for each scenario. The scenarios commissioned were as follows:

- **Policy Off** – baseline as now;
- **RES low macroeconomic scenario**- based on the assumption of an oil price spike in 2006 (data available for East Midlands only);
- **RES high macroeconomic scenario** - based on the assumption of faster than expected growth in 2006 (data available for the East Midlands only);
- **RES 'policy on' scenario** - this scenario is based on the assumption that the RES target of closing the productivity gap that exists between the East Midlands and the UK is achieved by 2009.
- **RSS housing option scenario** - this is based on population assumptions that reflect the pattern of housing proposed in the draft Regional Spatial Strategy, i.e. housing growth is focused in urban areas and growth is limited against the DCLG trend elsewhere.

All of these scenarios are variations on the standard **Experian projection baseline (otherwise known as the policy off scenario)**, which was made available at district level. The standard baseline projections are aligned with national projections from the Government's Actuary's Department.

Whilst the first two scenarios were excluded from the analysis on the basis that data was only available at regional level, the other three scenarios (i.e. the 'policy on' scenario, the 'housing option' scenario and the 'policy off' baseline, scenario) were subject to analysis. The East Midlands Land Provision Study (December 2006) chose to use the preferred housing scenario as the basis for their study. This was due to variances in the composition and integrity of the three data sets.

For the purposes of this Northern Sub-Region ELS, all three scenarios were used for comparative purposes. It should be noted that these are scenarios for regional economic prospects and, as scenarios, they should not be taken as predictors of what will happen.

It should be noted that the Panel Report on the draft Regional Spatial Strategy was published on 28<sup>th</sup> November 2007 and recommends an increase in housing levels of 6% on the figures in the draft RSS. However, as demand projections are provided in ranges, this would be within the margin of error allowed for in this study. Therefore, it was not considered necessary to alter demand projections based on recommendations in the Panel Report.

The employment projections produced by the Regional Econometric Model have been translated into employment land scenarios for the Northern Sub-Region through the application of employment densities, plot ratios and vacancy rates, which are described in greater detail in Appendix A.

The difference between the current and future employment land scenarios represents the **net change** of employment land that should be planned for over the plan period. It is standard practice to produce net employment land projections through the use of Econometric Modelling.

### 2.2.3 The Growth Zone Scenario

The key socio-economic characteristics of the Sub-Region, namely the presence of a number of small to medium sized market towns set within an attractive rural hinterland, presents specific issues with regards to compliance with RSS policy. RSS policy seeks to encourage and facilitate growth in the larger towns and cities in the East Midlands, particularly Nottingham, Leicester and Derby, with growth to a certain extent restricted elsewhere, including most of the area of this study.

This has been interpreted by Experian for their Housing Scenario economic projections by focusing growth in urban areas, and limiting growth against the CLG trend elsewhere, which has clear repercussions for the Northern Sub-Region. The steering group for this study were of the opinion that the aspirations (and indeed the reality) of future economic growth in the seven Districts that comprise of the Sub-Region were insufficiently catered for in any of the three Experian Scenarios (i.e. the Baseline, RES Policy On and Housing Scenario).

Consequently, a new, supply-driven analysis was formulated on the basis that since a number of significant developments have either come forward since the Experian modelling took place, such as Sherwood Oaks Business Park, or are at an advanced stage in the planning process, the Sub-Region as a whole has the capacity to accommodate sustained levels of investment in years to come. This scenario is supported by the Alliance SSP's proposals for a series of economic Growth Zones in the Sub-Region, specifically the Sherwood Growth Zone (which includes the MARR); the North Derbyshire Growth Zone; and the Robin Hood Airport Growth Zone. To this, we have also included the potential impacts of the proposed Newark Growth Point initiative.

Whilst the first two Growth Zones are already progressing, the Robin Hood airport Growth Zone is still at an embryonic stage, although the employment land growth impacts are still likely to be felt within the 20 year period of this study. However, without any firm job creation numbers, and even less information with regards to the impact in Bassetlaw District Council's administrative areas, the Robin Hood Airport Growth Zone has been excluded from the quantitative assessment.

Consequently, the potential employment generated by the Sherwood, North Derbyshire Growth Zones and the Newark Growth Point has been broadly calculated on the basis of discussions with the appropriate economic development officer at the Alliance SSP and reference to existing planning permissions and masterplans. These have been subsequently applied to the Housing Scenario projections.

This should be considered a supply-based, aspirational scenario, and it is recognised that there is inevitably an element of self-fulfilment about the figures, given that some of the job numbers estimated are based on applying density assumptions to an indicative land area to be developed. The resultant figures should therefore be treated in the right manner.

The assumptions made for each Growth Zone are presented in Appendix A. It should be emphasised that the numbers in Table 68 in Appendix A are an indication of the theoretical capacity of employment and do not suggest a presumption for development on these sites.

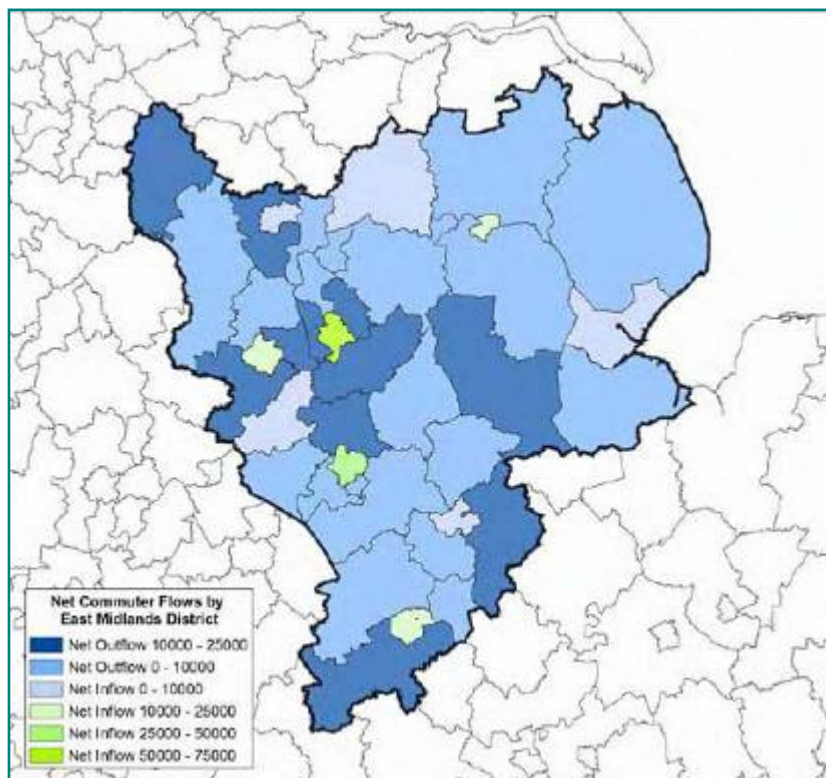
### 2.2.4 Adjusting Employment Growth on the Basis of Reducing Net Out-Commuting to other HMAs

A further scenario modelled analysed the potential impact of adjusting employment growth on the RSS housing scenario on the basis of reducing net-commuting to other HMAs and regions by a set amount. This would address below-average employment levels in Districts such as North East Derbyshire and Ashfield.

This required an estimation of the net outflow from each District/HMA to areas outside the HMA, increasing the jobs in that District by a proportionate amount. This had the effect of boosting employment projections for each District and translating this into a quantifiable estimation of the resultant employment land required to accommodate this.

The primary data source for this information comprised 2001 Census workplace statistics as used in Experian's 'Commuting Flows in the East Midlands', produced for the East Midlands Development Agency in April 2007. The study investigated the size and nature of commuting, retail and leisure travel flows within, to and from the East Midlands region. Chart 1 (taken from the report) presents the net commuter flows at District level, and indicates the extent to which most of the Districts in the Northern Sub-Region have substantial net outflows of commuters to areas such as Nottingham and Sheffield.

**Chart 1: Net Commuter Flows by East Midlands District**



Source: EMDA (April 2007): 'Commuting Flows in the East Midlands'

The statistics from EMRA / Experian were subsequently obtained and manipulated in order to reduce the overall level of out-commuting for each HMA by a third, apportioning the resulting increase in jobs to each district in the HMA, as agreed with the Steering Group. Internal commuting between Districts within the Northern Sub-Region was excluded from the analysis (presented in Appendix A). The resultant increase in local employment was applied to the RSS Housing Scenario to derive a new, increased employment land projection for each District.

## 2.3 Qualitative Methods Used

In addition to the quantitative assessment and the historic trends analysis, a qualitative assessment of past and likely future employment land requirements has been undertaken. This provides a greater understanding of the drivers behind the economic trends and how these might affect future employment land requirements. This is particularly important where future employment trends may differ from the trends in recent years. The qualitative assessment assists in understanding the differences in the results of the different quantitative and historic trends scenarios. It also serves as a check on the results of these scenarios and thereby improves the robustness of the assessment.

Two methods have been used in the qualitative assessment. Firstly, a **commercial market** overview has been undertaken, drawing on the experiences of local, regional and national commercial agencies operating in the seven Districts which comprise of the Northern Sub-

Region. This involved a review of available data on recent employment developments across the District as well as discussions with local agents, local authorities and development agencies, where appropriate. This involved discussions with economic development officers at each of the seven Local Authorities, and detailed discussions with officers representing the Alliance SSP. In addition, a short postal survey was sent out by Savills to local agents to request information on local trends, the results of which fed into the overall analysis.

Secondly, a detailed review of the **Tracktivity database** was undertaken. This is a resource maintained by the Alliance SSP on behalf of the seven Districts in the Northern Sub-Region. It records property enquires made by prospective developers and businesses in the area, and records the type of enquiry and also the sector, property type and size requested. The data was cleaned to take out duplicate enquiries. The data were analysed and used to inform the short term market trends assessment.

The findings of the qualitative assessments are presented in Chapter 7 of this report.

## 3 Summary of Policy Context – Key Issues

### 3.1 Introduction

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There are an extensive range of studies, strategies and policy documents which are relevant to the development of the Northern Sub-Region Employment Land Review. These documents have been reviewed in an extensive appraisal exercise, with the key issues relating to planning policy summarised. This Section draws out the key issues that emerged from the assessment. A more comprehensive review can be found in Appendices B, C and D at the end of this report.

### 3.2 Planning Policy Issues

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- **National planning policies** actively promote sites which would encourage high quality developments well served by a choice of means of transport (PPS1). They state that local planning authorities should ensure that infrastructure and services are provided to support new and existing economic development (PPS1) and consider regeneration needs, firm size, market availability, sustainability, types of sectors and economic potential when deciding on site allocations (PPG4 Review).
- In relation to the methodology advised for employment land studies, the PPG4 Review raised concerns about the accuracy and validity of current methodologies, such as forecasting and modelling techniques, and called for a more co-ordinated approach to estimating the demand for employment land.
- In a related vein, the report also found evidence that approaches to estimating the demand and supply of employment land can be fairly simplistic, often relying on past trends. The present study takes note of this by ensuring that although past take-up rates is one element of predicting future demand, other qualitative measures are used to ensure that allocations do not overheat the economy and to give a more in-depth, locally specific analysis of employment demand.
- The **draft Regional Spatial Strategy** (RSS) for the East Midlands aims to improve economic prosperity, employment opportunities and regional competitiveness by ensuring good access to labour and markets and ensuring sufficient good quality land and premises are available to support economic activity in sectors targeted for growth by the Regional Economic Strategy (RES).
- The RSS seeks to concentrate new development in urban areas, advocating the sequential approach to development site selection and prioritises development on brownfield land. The RSS identifies Priority Areas for development including five Principal Urban Areas (PUAs) three Growth Towns (GTs), where significant levels of new development should be located, and Sub-Regional Centres (SRCs) where appropriate development of a lesser scale will be located. The Northern Sub-Region hosts no PUAs or GTs and four SRCs, namely Chesterfield, Mansfield-Ashfield, Newark and Worksop. The Northern Sub-Region SRS proposes urban extensions in these areas subject to urban capacity.
- SRS Policy 1 also provides for smaller scale development in other settlements and requires that this be justified through the relevant Local Development Frameworks (LDFs). These other settlements include 14 located in the Sub-Region, such as Bolsover, Clowne and Clay Cross.



- In response to Policy 20 of Part 1 of the RSS, SRS Policy 2 for Sub-Regional employment regeneration of the Northern SRS requires Local Planning Authorities to review employment land allocations and to consider other locations, in addition to the SRCs and other settlements, to assist growth and regeneration objectives. The policy sets out specific areas for consideration, including additional locations to those set out elsewhere in the RSS:
  - **Around Staveley, Markham Vale and west of Bolsover** in particular by exploiting the brownfield land opportunities in the area;
  - **Utilising brownfield opportunities along the A61 corridor** through Chesterfield to Clay Cross;
  - **Around Barlborough and eastwards** towards Clowne, Whitwell and Creswell, with an emphasis on brownfield land.
  - **Along the Mansfield Ashfield Regeneration Route (MARR)** while ensuring the maintenance and integrity of Green Wedges;
  - **North of Worksop towards Robin Hood Airport** Doncaster Sheffield (RHADS), concentrating on the former mining communities and mining operations.
- An extensive overview of the RSS Sub-Regional Employment Land Regeneration Priority Areas is provided in Appendix I.
- **Local planning policies** for the area promote the selection of sites which are accessible by a choice of modes of transport, can promote high quality development, can support aspirations to encourage knowledge based industries into the area, foster links with education and skill establishments and positively contribute towards regeneration of the area. Planning policies also promote the sequential approach to development but this is caveated with statements suggesting that sites in other areas could be considered if they contribute positively to the regeneration of rural areas. Major employment proposals in the area include (but are not limited to) the Nottinghamshire and Nottingham Joint Structure Plan's aspiration for a Science and Technology Park in Ashfield or Mansfield and a large parcel of land at Markham Vale in Derbyshire. The Derby and Derbyshire Structure Plan does not identify particular sites for employment proposals. The policy aims should inform the criteria used in the site appraisals in this employment land review.
- Local Plans in the Northern Sub-Region vary with regards to the type of employment encouraged. Although all districts acknowledge the decline of traditional industries, only Chesterfield's Local Plan specifically states the aim to provide sites suitable to accommodate growth in the knowledge based economy. In terms of the quantity of employment land for each district, many Local Plans were developed prior to the existing Structure Plans. In these cases the present study assumes that the most recent documents take precedence over previous figures. The employment land review will take account of the latest guidelines on employment land, but use qualitative information provided by Local Councils in Local Plans and in interviews, as well as background research to inform recommendations on the appropriate level, location and type of employment land allocated in the area. It may also be appropriate to consider whether the quantity of employment land allocated in the other districts is also appropriate given the ambition to move towards developments which are likely to use less land.

### 3.3 Regeneration Strategies and Initiatives Issues

- The main aim of the **East Midlands Regional Economic Strategy (RES)**<sup>12</sup> is for a '*flourishing region with growing and innovative businesses, skilled people in good quality jobs, participating in healthy, inclusive communities and living in thriving and attractive places*'. The strategy notes the importance of striking a balance between addressing underperforming areas and areas of greatest opportunity. It seeks to focus actions on the key economic drivers of skills, innovation, enterprise and investment, this is underpinned by the cross cutting themes of raising productivity, ensuring sustainability and achieving equality.
- Within the Northern Sub Region, the RES recognises the adverse impact of economic restructuring from colliery closures and the decline of the textile sector. It raises the significant issues of a low skilled workforce with a low proportion having higher level qualifications. The RES identifies that employment growth in the sub region is forecast to grow in line with national average over the next decade, with highest levels of growth located close to Sheffield and Rotherham and reduction in employment levels forecast for the central coalfields area. The RES recognises that Mansfield and Chesterfield play important sub regional roles for economic activity and growth.
- One of the issues facing the region is the linkage between population growth, labour and skills supply and employment growth. The '**Impact of Housing Options**'<sup>13</sup> report identifies the need for working age population that is evenly spread across the region, with population growth that maximises positive impact on economic growth. The report identifies that the draft RSS housing allocation for the East Midlands are at risk of having negligible impact or slowing economic growth.
- The **Alliance Sub-regional Strategic Partnership (SSP) Economic Scenarios Study** (2005) states that their headline target is to move the Northern Sub-region into the top four sub regions within East Midlands by 2016, based on GVA per capita. The Economic Scenarios Study states that employment growth across the region will largely be in the service sector with manufacturing industries continuing to decline. Within the Northern Sub-region employment growth is forecast for Newark and Sherwood, followed by Bolsover. The lowest level of growth is forecast for North East Derbyshire. One issue for the East Midlands is the decline in working age population. Low growth in labour terms and associated below average skills means realising best case employment growth will not happen.
- **Growth Zones Within The Northern Sub Region:** The Alliance Sub Regional Strategic Partnership proposes the sequential development of three growth zones within its Three Year Investment Plan 2007/8-2009/10 with the intention of encouraging development by the market; encouraging population growth and skilled workers; attracting and retaining smaller, innovative businesses and support follow on growth and supporting the transition to higher value added manufacturing and services.
- The prioritisation of high levels of economic growth focused in specific growth zones does not currently align with the regional policy framework. The Alliance SSP raises the issue that the RES target growth rate of 2.7% per annum for 2004 – 2014 does not align with its objectives for growth. The partnership proposes a target growth rate of 3% should be set in order to achieve its objective of moving into the top four sub regions in the East Midlands. It links this target with the expansion of working age population growth, concentrated in the Sherwood, North Derbyshire and Robin Hood Airport growth zones<sup>14</sup>.

<sup>12</sup> East Midlands Regional Economic Strategy 'A Flourishing Region' 2006 - 2010

<sup>13</sup> Impact of Housing Options to Inform the Development of the RSS (August 2006)

<sup>14</sup> Growth Zones Positioning Statement on the Economic Case



- The short term priority is investment in the **Sherwood Growth Zone** to support a high quality business park with strong links to HE institutions. The initiative focuses on, but is not limited to, exploiting development opportunities within the Mansfield Ashfield Regeneration Route (MARR)<sup>15</sup>.
- The Sherwood Growth Zone Partnership raises the issue of a lack of specific allocations for employment land in the Sherwood Growth Zone area within the East Midlands draft RSS. The partnership requests the RSS make provision for employment land in the Sherwood Growth Zone to enable the aspiration of 10,000 new jobs to be realised<sup>16</sup>. The employment land study will investigate the potential of employment land allocations in contributing to the aspirations of the Sherwood Growth Partnership with regard to employment land.
- The medium term priority is for the **North Derbyshire Growth Zone** which includes opportunities for development at the Dema Glass site, Arnold Laver site, Chesterfield Canal, Bryan Donkin site, Avenue site and Biwater site (all adjacent to the A61). The North Derbyshire Growth Zone (A61 corridor) offers major investment and regeneration opportunities with 449 ha of employment land. The employment land study will seek to maximise the opportunity for sites in the North Derbyshire Growth Zone to come forward in the future.
- The long term priority is to focus on opportunities offered by **Robin Hood Airport** and the associated business park with the possibility of allocating this as a third growth zone. This opportunity is also identified in the Robin Hood Airport prospectus. Robin Hood Airport currently has consent for 2 million sq ft of new development for B1, B2 and B8 uses. The employment land review should consider how it can complement and support proposals at Robin Hood Airport in the long term.

### 3.3.1 District Level Regeneration Strategies and Studies

- At the Sub-regional level, all seven districts have a need for regeneration of some scale and type. The following section reviews the Chesterfield and North East Derbyshire Economic Regeneration Framework, Mansfield's Town Centre Economic Regeneration Framework, the Commercial and Employment Site/Premises Study and Nottingham County Council's Innovation and Incubation Survey in order to establish the regeneration needs for each district.
- The **Chesterfield and North East Derbyshire Economic Regeneration Framework** states its vision for North East Derbyshire is to facilitate the transition to high value added manufacturing. Chesterfield's focus is on establishing the town centre and environs as a Sub-regional service centre. The issue within both districts is dependency on low value added manufacturing sectors with associated low skilled employment. There is also a lack of quality serviced employment sites available for immediate use. The Chesterfield and North East Derbyshire Economic Development Strategy seeks to exploit opportunities supporting the follow on growth of small businesses from existing innovation and business centres, and maximising knowledge based employment along the A61 corridor and Markham Vale Development. The strategy proposes continued investment in a range of quality office accommodation, secure sufficient supply and range of serviced employment land and provision managed workspace to encourage growth of business start-ups.
- The **Mansfield Town Centre Economic Regeneration Framework** focuses on increasing business productivity and supporting enterprise and innovation in growing economic sectors in Mansfield. The Regeneration Framework identifies a number of schemes to provide B1 office space within the town centre, as well as developing opportunities from the relocation of West Notts College to the MARR corridor. Stockwell

<sup>15</sup> Alliance SSP Strategic Area: Investment Project (March 2007)

<sup>16</sup> Sherwood Growth Zone Partnership's Response to the Draft East Midlands Regional Plan

Gate is identified in the framework as the functional area for economic and business renewal and with potential for office and retail space on the site. Mansfield Brewery is identified for a mixed use scheme, with the I-Centre expanding to continue support for biotech, IT and high end engineering start ups.

### 3.4 Employment Land Contextual Research Issues

- In December 2004 the ODPM published a **guidance note** for local planning authorities in order to assess the demand for and supply of land for employment. It recommends a consistent and integrated approach for employment land reviews at regional, district and town levels. It can be used to assist local planning authorities in the identification of suitable sites for employment development, to safeguard the best sites in the face of competition from other higher value uses and to help identify those sites which are no longer suitable for employment development, and made available for other uses. The Northern Sub-Region employment land review has been conducted in line with the ODPM guidance.
- **Existing research on employment land** in the Northern Sub-Region, including the East Midlands Land Provision Study (2006), concludes that currently there is a substantial oversupply of employment land. Recent employment land studies for Newark and Sherwood, Bassetlaw and Bolsover all recommend some degree of reduction in the quantity of employment land in those districts.
- The **East Midlands Land Provision Study** (2006), produced on behalf of EMRA, states that the East Midlands is planning for a considerable oversupply of employment land. The report indicates that the Northern Sub-Region as a whole has a huge disparity between the current supply of employment land, at 791 hectares, and the projected demand, at 52 hectares, over the 13 year plan period. It recommends that local employment land studies should reconsider the demand-supply balance, making more accurate assessments of potential losses, taking into account of recent change, the qualitative fit of demand and supply, fine grained geography and the practical availability (deliverability) of sites.
- Although there may be an oversupply of employment land in general, studies identify that there is an undersupply of quality employment sites. In particular, employment land allocations must meet the increasing demand for office space, particularly in town centres. There is a possible undersupply of sites for distribution in the Sub-Region and some sites identified for industrial use may not meet market needs.
- At a district level, there is an identified need for incubator space and graduation space for high-technology firms in Bassetlaw, although regional studies suggest that this requirement may also be applicable to most districts in the Sub-Region. In Bassetlaw, particular issues are a lack of fully serviced sites, site locations and sites targeted at particular sectors. In contrast, the majority of employment land in Bolsover is of good quality, but there is a lack of land for B1 use land in accessible locations, with the Bolsover ELS identifying a number of areas it deems suitable for long term B1 demand and incubator and graduation premises. The Newark and Sherwood ELS identifies a number of sites that may be particularly suitable for review as they are unlikely to be developed in the near future.
- The **Bolsover Employment Land Study** (2006) states that there are 20 locations in the district allocated for employment uses providing scope for around 136 ha of employment land. There is potential for a further 32 hectares from the redevelopment of existing sites such as at the former Coalite works. Only 23 ha of this allocation are of poor quality (mostly former colliery sites requiring remediation). Forecast employment land requirements for the district up to 2026 range from 190 ha (low growth scenario) to 220ha (high growth scenario) although a low growth scenario is recommended resulting

in sufficient supply for the next 10 years. The Study indicates a total of 168 ha is potentially available over the plan period, including all allocated sites, existing sites identified for redevelopment and sites that may be suitable for other uses.

- The study identifies a shortage of employment land in accessible locations for B1 uses and indicates an additional need of 12 ha for B1 use. It states there is a reasonable choice of large sites for B2 and B8 uses. The employment land review forecasts an additional requirement of 22 – 27ha (low growth scenario) or 52 ha (high growth scenario) of employment land for the district towards the end of the plan period, and suggests phasing allocations to ensure demand is met.
- The **Newark and Sherwood Employment Land Study** (2004) states that employment land already committed in the District totals 198 ha, leaving a net over-supply of 91 ha. The ELS indicates that a large proportion of the over supply will probably be recommended for de-allocation. In the Newark Area 91 ha of employment land is allocated, 58 ha has outline permission and a further 20 ha is allocated in the Local Plan for general industry or strategic sites. The study indicates that 77 ha of employment land across the Newark Area is not currently development and is unlikely to be developed in the near future. In the Western Area of the 39 ha of committed employment land less than 2 ha is under construction. Despite this, the Local Plan has allocated a further 45 ha of land for future development.
- **Bassetlaw's Employment Land Study (ELS)** states that, as of April 2005, there were a total of 183 ha of employment land available across the district, with 80.73 ha in West Bassetlaw and 102.21 ha in East Bassetlaw. The Joint Structure Plan (JSP) proposes a reduction of 41 ha in employment land for East Bassetlaw. The Bassetlaw ELS raises the issue of lack of fully serviced sites within the district and recommends reducing the supply of land and targeting supply to meet the demand of distinct market sectors. For specific sites in the district both the Masterplan and the Bassetlaw ELS recommend the de-allocation of Bevercotes Colliery and Lound Hall. The Bassetlaw ELS also recommends identification of 60 ha of additional employment and in West Bassetlaw provided around Harworth Bircotes. In East Bassetlaw, there should be an additional 17 ha situated in more suitable locations than those sites put forward for de-allocation.

## 4 Quantity of Committed Employment Land

### 4.1 Introduction

This section examines the quantity of supply of land that has been categorised for future employment uses in the Northern Sub-Region. For the purposes of this report, employment land supply is taken to be either land with outstanding planning permission for employment use, or undeveloped employment land allocations in the relevant District's Local Plan. Consequently, this does not take into account existing employment stock (or vacant sites), although the more marginal existing sites have been reviewed in Section 6 of this Report. Where available, data have also been separated into use classes, although most of the Districts only record 'general' employment land. This Section therefore provides an indication of the total level of employment supply in the Sub-Region as of March 2006. This will then be compared with employment demand to identify (at a crude level) where there is an excess or a shortfall in the supply of employment land within the Sub-Region.

### 4.2 Overview of Employment Supply by District

Table 1 presents the quantity of undeveloped employment land by district, including a break-down (where available) of the B use class of that site or whether a site has planning permission. According to the Districts' most recent Annual Monitoring Reports (i.e. March 2006) and supplementary data obtained from Bassetlaw District Council, it is estimated that the Northern-Sub Region has **864.66 ha** of committed (i.e. either allocated in Local Plans or with extant planning permission for employment use) employment land. This employment land is spread unevenly throughout the Sub-Region, with North East Derbyshire District having just 76.96 hectares of employment land compared to Newark and Sherwood's 204.73 hectares. This is to be expected given the differences in population size, economic policies and local circumstances unique to each District. However, it does highlight that investigations into the total employment land supply should strongly consider the diversity of the Sub-Region when considering the impact of individual District allocations.

There are also substantial differences between Districts with regards to the proportion of undeveloped employment sites that currently have planning permission. For example, in Newark and Sherwood 69%<sup>17</sup> of the land on undeveloped employment sites currently has planning permission, whereas in Bassetlaw the corresponding figure is just 3%. However, these could be interpreted in many different ways; for example, the high proportion of land area on sites with outstanding planning permission in Mansfield (68%) could indicate that there is a shortage of land for new or expanding local firms and may be representative of strong economic growth. Similarly, the low level of employment sites with planning permission in North East Derbyshire could mean that existing sites are unsuitable for new businesses or that employment growth in the area has stagnated. However, any interpretations should be made with caution as there is no guarantee that sites with planning permission will come forward and reasons behind the supply figures are often complex and interlinked.

<sup>17</sup> Percentages were calculated using figures in Table 1.

**Table 1: Employment Supply by District**

<b>Annual Monitoring Reviews<sup>18</sup> (as of March 2006)</b>	<b>Ash-field</b>	<b>Basset-law</b>	<b>Bolsover</b>	<b>Chester-field</b>	<b>Mansfield</b>	<b>Newark and Sher-wood</b>	<b>North East Derby-shire</b>	<b>SUB-REGION TOTAL</b>
Undeveloped allocated employment sites	73.2 ***	91.10	107.94	36.52 plus estimate d 10ha B Uses within Mixed Use Allocatio ns	B1: 5.72 B1/B2: 7.72 Mixed: 23.6 TOTAL: 37.04	63.35	74.08	-
Undeveloped sites with outstanding planning permission for employment use	26.3 ***	B8: 12.8	18.81	80.13	B1: 21.45ha B1/B2: 30ha B2: 8.73ha Mixed: 18.95ha TOTAL: 79.13	141.38	2.88	-
<b>Total Employment Land Supply</b>	<b>99.5 ***</b>	B1: 10 B8: 12.8 General B Use: 91.10 <b>TOTAL: 113.9</b>	<b>126.75**</b>	<b>126.65</b>	B1: 27.17ha B1/B2: 37.72ha B2: 8.73ha Mixed: 42.55ha <b>TOTAL: 116.17</b>	<b>204.73*</b>	<b>76.96</b>	<b>864.66</b>

\* Figures exclude an area of land adjacent to the Newark and Nottingham Showground, Winthorpe of 14 hectares which may potentially come forward in the future.

\*\*Figure includes 18 ha of land at Seymour site at Markham Vale, which was excluded from the AMR 2006 figures.

\*\*\*Figure excludes Hucknall (36.8ha)

#### **4.2.1 Quantitative Employment Allocations**

The table below presents the employment land allocations for all seven districts as specified in the relevant Structure and Local Plans. Commitments in Structure Plans are for the 20 year period of the Structure Plan, whereas allocations in Local Plans are for the period of the Local Plans validity. This varies between 10 and 15 years between the districts studied. Therefore, for comparative purposes, the figures provided relate to the annual average employment land allocation for each plan in the first instance, with the actual allocation in brackets below.

<sup>18</sup> Given the data constraints associated with obtaining data on the quantity of undeveloped employment land in many districts, the majority of data was obtained from the Districts' Annual Monitoring Reports. Consequently, employment land figures are as of March 2006. Bassetlaw District Council provided subsequent figures which relate to employment land quantities as of March 2007.

**Table 2: Quantitative Employment Allocations**

District/ Borough	Average Annual Allocation in Local Plan (ha)	Annual Allocation in Structure Plan (ha)	Location for development / Comments
Ashfield	13.6 (149.4)	8 * (160)	Annual figures are higher in the Local Plan than the existing Structure Plan, despite the latter incorporating a specific allowance for Strategic High Quality Employment Sites. This is partially because figures in the Local Plan are based on the previous Structure Plan.
Bassetlaw	23.02 (230.17)	11 * (220)	Bassetlaw Local Plan specifies employment locations as follows:  West Bassetlaw: 133.26 East Bassetlaw: 96.91  Annual figures are higher in the Local Plan than the existing Structure Plan. This is partially because figures in the Local Plan are based on the previous Structure Plan. Structure Plan allocations include a specific allowance for Strategic High Quality Employment Sites.
Bolsover	8.31 (166.2)	10 ** (200)	The Structure Plan breaks down employment allocations as follows: <ul style="list-style-type: none"> <li>• South Normanton / Pinxton: 50 ha</li> <li>• Barlborough/Clowne/Bolsover: 65 ha</li> <li>• Creswell/Whitwell: 20 ha</li> <li>• Shirebrook: 65 ha</li> <li>• Pinxton Castle: 32ha;</li> <li>• Wincobank Farm: 26ha.</li> </ul> The latter two sites are over and above the JSP requirement.
Chesterfield	8.64 (86.36)	5.5 ** (110)	The Local Plan allocates 44.6 ha of land for redevelopment of existing employment sites, but this is not counted against Structure Plan allocations.  Lower than average amount of employment land has come forward in Chesterfield during the Structure Plan period to date. Consequently, Chesterfield must allocate a larger amount per year in the Local Plan.
Mansfield	18.94 (189.4)	12 * (240)	Structure Plan allocations include a specific allowance for Strategic High Quality Employment Sites. The difference between allocations is because the Local Plan figures are based on figures in the previous Structure Plan.
Newark & Sherwood	17.2 (258)	6.6 * (132)	The Local Plan specifies locations for employment areas as follows: <ul style="list-style-type: none"> <li>• Newark area: 135 ha</li> <li>• Western area: 120 ha</li> <li>• Southern Area: 3 ha</li> </ul> The Local Plan argues that low take-up rates in the past are partially due to the lack of readily available industrial land and inadequate infrastructure. This is used to justify the increased allocations in the Local Plan. The Local Plan allocations are larger than those in the existing Structure Plan because they are based on guideline figures in the previous Structure Plan.



District/ Borough	Average Annual Allocation in Local Plan (ha)	Annual Allocation in Structure Plan (ha)	Location for development / Comments
North East Derby- shire	6.01 (60.57)	6.25 ** (125)	<p>The Structure Plan allocations are as follows:</p> <ul style="list-style-type: none"> <li>Clay Cross/Heath area/fringes of Chesterfield: 95 ha</li> <li>Northern Parishes: 30ha</li> </ul> <p>The Local Plan argues that a significant decline in the demand for industrial floorspace and an increase in office floorspace over the Local Plan period justifies a smaller employment land allocation than that designated in the Structure Plan. It should be noted that the SP figure represents total supply, so includes existing employment areas developed since 1991.</p>

\* Nottinghamshire and Nottingham Joint Structure Plan, 2006

\*\* Derby and Derbyshire Joint Structure Plan, 2001

Employment allocations in Local Plans for Ashfield, Bassetlaw, Newark and Sherwood and Mansfield are based upon figures in superseded Structure Plans, and consequently differ from the level of development proposed in the subsequent 2006 Nottinghamshire and Nottingham Joint Structure Plan. Ashfield, Newark and Sherwood and Bassetlaw propose significantly higher levels of employment land allocations than is recommended in the Structure Plan. Newark and Sherwood's Local Plan justified increased employment allocations because past rates of development have been constrained by the lack of readily available employment land and sites with infrastructure. The qualitative and quantitative analyses will examine whether the increased quantities suggested in the Local Plans for these areas are justified or whether it would be better to allocate a smaller number of sites while ensuring that these are developable and of a high quality.

The employment land allocations in Chesterfield's Local Plan are based upon figures in the existing Structure Plan and so the two figures are broadly similar in terms of the quantity of employment sites proposed. For North East Derbyshire, the Local Plan allocations consider the existing Structure Plan allocations but argue that a lower level of allocations is appropriate as the employment market is moving towards office rather than industrial floorspace.

### 4.3 Summary

The quantitative employment land supply and allocations for each district is summarised below:

#### Ashfield

Ashfield has 99.5 ha of committed employment land, excluding the 36.8 ha available in Hucknall, which lies outside the study area boundary. Allocated employment land figures are based on figures in a previous Structure Plan which are significantly higher than current Structure Plan figures for the District. However, the Structure Plan does include an allowance for Strategic High Quality Employment sites in Ashfield which justifies employment land allocations that may be higher than would be otherwise expected. The quantity of employment land in Ashfield is still considered reasonably high.

#### Bassetlaw

Bassetlaw currently has 113.9 ha of committed employment land, which is one of the lowest of the districts in the Sub-Region. Of this total, only one site, of 12.8 hectares, has existing

planning permission, and that permission relates to B8 uses. This means that at present there is no employment land coming forward to support the knowledge economy in line with District and Sub-Region aspirations. The allocations in the Bassetlaw Local Plan allocate double the annual allocation in the Nottinghamshire and Nottingham Joint Structure Plan. This is partially because figures are based on supply numbers in the outdated Structure Plan.

### **Bolsover**

Bolsover currently has 126.75 ha of committed employment land which is average for the Sub-Region. Examination of the Local and Structure Plans indicates that the annual allocations are relatively similar.

### **Chesterfield**

Chesterfield Borough has one of the highest amounts of committed employment land in the Sub-Region with 126.65 ha committed. A small amount of land has been earmarked specifically for B1 uses (4.44), although as B1 uses generate significantly more jobs per ha than B8 uses, for example, this figure remains significant. Much of the employment land is specifically committed for B2 uses while 10 hectares is estimated for employment within mixed use allocations. Separating employment land into use classes may help promote particular land uses which work towards Chesterfield's aspirations for the area. In the recent past, Chesterfield has not experienced the projected levels of employment land take-up as expected, and so currently has larger annual allocations in their Local Plan than recommended in the Structure Plan.

### **Mansfield**

Mansfield District has an average amount of committed employment land for the Sub-Region with 116.17 hectares. Of this, 37.04 hectares is land with outstanding planning permission for employment uses; the majority for mixed use development and the remainder for B1/B2 uses. This means that Mansfield has one of the highest proportions of employment land with outstanding planning permissions. As with many of the districts, the levels of employment allocations in the Local Plan significantly exceed those in the Structure Plan because they are based on outdated Structure Plan figures.

### **Newark and Sherwood**

Newark and Sherwood District has the largest amount of employment land of all the districts in the Sub-Region, with 204.73 ha of committed employment land. The majority of this employment land is subject to outstanding planning permissions (141.38 ha), with the largest proportion subject to planning permissions in the Sub-Region. The Newark and Sherwood Local Plan allocates almost three times the employment land as that specified in the Structure Plan, arguing that this is partially justified because in the past low take-up rates were caused by a lack of employment land supply. In addition, figures in the Local Plan were based on a previous Structure Plan. The Newark Growth Point also means that employment land figures in the district may be high in the future. The quantity of employment land excludes a 14 ha site adjacent to the Newark and Nottinghamshire Showground which was brought to the attention of the study team in November 2007 as a potential site for a high quality business park. This site may be worthy of consideration at a later stage in the LDF process.

### **North East Derbyshire**

North East Derbyshire has the lowest amount of committed employment land in the Sub-Region, with 76.96 hectares of land committed. Of this, only 2.88 hectares is subject to outstanding planning permission suggesting that only a small amount of land is coming forward in the District. Local Plan employment land figures are broadly in line with Structure Plan figures with the Local Plan emphasising that a demand for office floorspace over industrial floorspace justifies a smaller level of allocation.



**Sub-Region Summary**

The Sub-Region has a substantial amount of committed employment land when compared to past take-up rates and Structure Plan allocations. However, the picture varies substantially between districts and it would not be appropriate to generalise about whether the quantity of employment land needs to be reduced or increased in every district at this stage. This matter is addressed in Section 9.

## 5 Consultation

### 5.1 Introduction

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Consultation with stakeholders is essential to ensure that employment land projections and allocations meet the needs and aspirations of the Sub-Region. Therefore, stakeholder engagement and consultation formed an integral part of the Employment Land Review throughout the project. The project steering group featured all of the Local Authorities in the Sub-Region (including the relevant County, District and Borough Councils) and also the Alliance Sub-Regional Strategic Partnership (SSP). These bodies were involved in the project through regular steering group meetings and frequent telephone and e-mail conversations. In addition, face to face meetings were organised with nine key stakeholders and an open stakeholder workshop was conducted with attendance from a variety of stakeholders including public sector bodies, potential investors and businesses.

### 5.2 Key Stakeholder Consultation

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Key stakeholder interviews were carried out to obtain the general aspirations of each organisation and particularly aspirations with regard to employment. In-depth interviews were carried out with the following stakeholders:

- Nottinghamshire County Council;
- Derbyshire County Council;
- Ashfield District Council;
- Bassetlaw District Council;
- Chesterfield Borough Council;
- Mansfield District Council;
- Newark and Sherwood District Council;
- North East Derbyshire District Council;
- Alliance SSP.

Due to the short timescale given to conduct the interviews, Bolsover District Council was unable to attend a meeting and felt that the only course of action was for the consultant team to rely on the information presented in Bolsover's recent Employment Land Study.

Along with a review of planning policy relating to the Sub-Region, the consultations provided qualitative economic development and employment information to inform Section 7 of this Report.

### 5.3 Stakeholder Workshop

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A stakeholder event for the Northern Sub-Region Employment Land Review (ELR) took place on 25th September 2007 at Mansfield District Council's Civic Centre. The event provided developers, consultants, Local Authorities, the East Midlands Development Agency and other stakeholders with the opportunity to voice their views on the demand projections developed by Arup to inform the ELR.

Following presentations describing the various demand projections, stakeholders were split into five groups to discuss the different scenarios. Three groups discussed the scenarios in the context of Ashfield, Newark and Sherwood and Mansfield, whilst the remaining two groups discussed how the scenarios related to Bassetlaw, North East Derbyshire, Bolsover and Chesterfield. Responses to the demand projections were recorded by a 'note-taker' in each group and through distributed feedback forms.

### **5.3.1 Group Discussions**

Stakeholders generally had high aspirations for the Sub-Region and argued that this should be reflected in employment land figures. It was emphasised that the Sub-Region has suffered from recent employment losses and that a high level of allocations are needed to ensure future economic growth. However, it was noted that if allocations were too high the market could become flooded and developers may not take forward brownfield sites in urgent need of regeneration.

Stakeholders emphasised that the overall approach to the ELR should consider employment generating activities which are not necessarily B1, B2 or B8 uses and the type of employment generated. The latter point was emphasised because the relationship between land requirements and the number of jobs created depends on the type of employment (e.g. offices versus distribution warehouses). Stakeholders emphasised that the adopted scenario be applied across the whole Sub-Region but that the ELR should as a whole should consider the diversity of the region and how allocations in one District will impact upon allocations in another.

Comments were also made regarding the specific locations of employment allocations. This included suggestions that there is significant growth potential in the Mansfield-Ashfield Regeneration Route (MARR) and the Sherwood Growth Zone. Concerns were also raised that if employment sites in Ashfield are developed in accordance with planning applications they will bring forward significantly more office space than is anticipated by any of the various scenarios. As most of the scenarios suggest that Ashfield will have a net negative employment land requirement, this would not reflect recent experience or local policies and would not cater for the needs of local companies.

The following sections provide summaries of the comments regarding each demand scenario modelled.

#### **Historic Take up and Adjusted Take up scenarios**

Most stakeholders considered that the historic take up and adjusted take up rate scenarios were inappropriate for the Sub-Region. These methods were seen as providing a good baseline indication of the employment land requirements but as being too simplistic to be used in isolation. A significant number of stakeholders stated that past employment trends may not predict future employment demand because they can be skewed by past employment types and one-off large developments. It was also noted that this approach ignores future aspirations and could perpetuate declining employment levels.

#### **Policy Off Scenario**

Overall, stakeholders felt that the policy off scenario was based on crude national population assumptions and painted a negative picture for the Sub-Region. Stakeholders also expressed unease that the figures are very different to other scenarios.

#### **Regional Spatial Strategy (RSS) Housing Policy Scenario**

Most stakeholders stated that this scenario provides a good baseline position but did not allocate sufficient land to meet stakeholders' aspirations. Positive comments included that this provided a logical approach which linked employment and housing. This approach would also provide consistency between the RSS and emerging Local Development Frameworks. However, a significant number of stakeholders expressed concern that a low requirement for employment land would not meet their aspirations, although it was noted that RSS housing numbers are likely to increase when the final RSS is published.

#### **Reducing Out-commuting Scenario**

The out-commuting scenario was the most favoured amongst stakeholders. Stakeholders noted that this option would contribute towards sustainability objectives, minimise net negative land requirements and work towards district and county aspirations. However,

concerns were raised over whether it is realistic scenario given the competition from large nearby cities, the Sub-Region's rural nature, the fact that knowledge based firms tend to locate in clusters and that it requires behavioural change. It was also questioned whether it would be possible to create the level and types of jobs to reduce out-commuting by 1/3. Stakeholders also noted that the scenario does not consider intra-commuting, the implications of this approach on Sheffield City Region and ignores the distance of commuting. Some stakeholders argued that the scenario may not be attractive for Mansfield as there is currently relatively little outflow from Mansfield to outside the Sub-Region.

### **Growth Zone Scenario**

The Growth Zone scenario was viewed as a good option that would contribute towards stakeholder's aspirations for the Sub-Region. Positive comments included that it was the only scenario that considered the impact of the Newark Growth Point. Initially, however, stakeholders expressed differing views on whether this scenario was achievable and realistic. In particular, negative comments were that the scenario did not consider market realities or the impact the scenario would have on housing and infrastructure. In addition, the over allocation of land may undermine regeneration aspirations.

### **Overall Preference**

The preference for different scenarios varied between and within groups, with most stakeholders advocating a hybrid approach. Overall, the historic take-up and adjusted take-up scenarios emerged as the least popular scenarios. The favoured scenario was the out-commuting scenario, followed by the Growth Zone scenario.

Hybrid solutions were also suggested, including:

- the housing scenario forming the base then adding the Growth Zone scenario figures in a phased way with a monitoring exercise element;
- a mixture of the RSS and the Out-Commuting scenarios; and
- somewhere between the Growth Zone scenario and the Out-commuting scenario.

### **5.3.2 Feedback Forms**

During the event forms were available inviting stakeholders to give their views on the demand projections to ensure that stakeholders' voices were all heard. In total 15 feedback forms were received.

The most frequent comment from stakeholders was that the region had experienced significant job losses and needed inward investment. However, as in the stakeholder discussions it was emphasised that demand projections should consider the type of employment which will be provided, make allowances for non B1/B2/B8 employment uses (e.g. tourism) and ensure that they support brownfield regeneration. With regard to the location of allocations it was suggested that the approach should focus development near accessible centres. In addition, one stakeholder suggested that Bolsover should be moving towards a balance between jobs and population, but that current projections are signposting fewer jobs than population.

The following sections provide summaries of the comments on the demand scenarios mentioned.

### **Historic and Adjusted Take-up**

Feedback forms revealed a greater number of positive comments regarding the take-up scenario than group discussions although these scenarios were still viewed as a baseline indicator, which should be adjusted further to allow for additional growth. It was pointed out that it was difficult to compare this option with other options because it did not consider loss of employment land.

### Regional Spatial Strategy (RSS) Housing Policy Scenario

Stakeholders recognised that this scenario could generate a close connection with housing development which could encourage shorter commuting distances and support mixed use developments. Some stakeholders also emphasised that this option was realistic, although others suggested that this option was too low and did not consider the Growth Zone.

### Reducing Out-commuting Scenario

Comments received on the out-commuting scenario were positive, including that it would reflect the aspiration for a more sustainable settlement pattern and provide a good choice for potential investors.

### Growth Zone Scenario

This scenario was seen as ensuring a wide choice for potential inward investors, representing an aspirational target for the Sub-Region and as being a good option because it considers the new Growth Point. However, it was emphasised that growth in the service sector and in adjacent areas should be factored into this option as a constraint.

### Overall Preferences

The feedback form provided stakeholders with the opportunity to specify which approach was the most appropriate for the Sub-Region. Overall, responses per scenario are presented in Table 3:

**Table 3: Option Preference**

RES Policy On	Housing Scenario	Growth Zone Scenario	Out-Commuting Scenario	Historic Take Up (gross)	Adjusted Take-Up (gross)
1	8	9	6	2	2

The feedback forms showed that the historic take-up, adjusted take-up, and RES scenarios were seen as poor methods for calculating demand projections for the Sub-Region. Scores for the favoured three scenarios differed from the discussion findings in that the Growth Zone Scenario and Housing Scenario emerged as the favourite options. The out-commuting scenario emerged as a popular option.

### 5.3.3 Summary

Information gained through key stakeholder interviews, stakeholder workshop discussions and completed feedback forms suggest that the Out-Commuting Scenario and the Growth Zone scenario were the most popular options. Stakeholder's considered that their aspirations for the Sub-Region were very important and should be incorporated into any demand projections. It was generally considered that the other options would not satisfy these aspirations because they produced lower figures for employment land which may perpetuate economic decline in the Sub-Region.

The Growth Zone Scenario emerged as the favoured option in feedback forms, whereas the out-commuting scenario was favoured in notes from group discussions. It should be noted that less than 25% of attendees completed a feedback form, whereas all participated in discussions.

## 6 Employment Site Assessment

### 6.1 Introduction

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The employment site assessment involved the examination of 272 existing (i.e. sites that currently have active employment uses on them), committed (i.e. either allocated for employment use in the relevant Local Plan or with extant planning permission for employment use) or potential (i.e. other sites with no current employment use or commitment) employment sites across the Sub-Region. This assessment did not examine all the existing, committed or potential employment sites in the area, but those identified for assessment by Local Authorities. In general, sites that were assumed to be strong contenders for employment and sites assessed in the recent past were not assessed. Therefore, sites that were assessed tended to be those which Local Authorities were undecided as to their potential for employment use and those sites which had not been assessed previously. Therefore, the assessments in the present study do not give a comprehensive view of the sites in the Sub-Region and should be interpreted in the context of other existing and committed employment sites in the area. The committed sites that were excluded from the appraisal process will contribute to the overall supply figure discussed in Chapter 4.

The number of sites assessed in each local authority depended on the nature of the area, the size and type of sites available, the aspirations of the area and the level of employment assessment that had been completed prior to the commencement of the study. For example, Bolsover had recently completed an Employment Land Review, so the employment site assessment for Bolsover focused on sites that had not been assessed previously and 6 'test' sites to ensure that the present study came up with similar scores to those generated in Bolsover's employment land study.

The types of sites assessed in each District can be separated into three broad categories, 'committed sites' which are sites which are either allocated in Local Plans or with extant planning permission for employment use; 'existing sites' which are sites currently used for employment purposes; or 'potential sites', which are sites that have been put forward for consideration for employment use in the future, but which have no current employment status. Whether a site is subject to planning permission is taken into account when assessing sites, but does not have a role in the categorisation of sites because a site with planning permission would not necessarily provide employment opportunities in the future. The tables of sites in each local authority area that are provided in this section combine the committed sites with the potential sites in terms of the scores, as they generally exhibit similar characteristics as distinct from the existing sites. However, the differentiation becomes relevant when examining demand relative to allocations in Local Plans and this is explored in subsequent chapters.

Table 4 shows the number and areas of sites assessed in each Local Authority area.

**Table 4: Number of employment sites assessed by Local Authority area**

	25	96.77	9	92.1	-	-
	31	331.2	20	133.71	6	56.34
	6	50.2	-	-	10	332.13
	44	464.39	21	131.40	4	4.55
	32	251	6	60.52	3	138.36
<b>Sherwood</b>	11	154.91	12	99.08	3	211.83
<b>Derbyshire</b>	24	281	6	109.08	-	-
	<b>173</b>	<b>1629.47</b>	<b>70</b>	<b>604.56</b>	<b>29</b>	<b>764.92</b>

The assessment was designed to assist in the assessments to ascertain whether the current supply of employment land can meet the requirements set out in the demand projections in Section 8. The assessment examines the existing and potential employment sites put forward by the seven Districts to see whether they are of an appropriate size, quality, deliverability and location to support economic growth in the Sub-Region. In addition, sites were assessed in terms of how commitments may support or hinder stakeholder aspirations and whether they would be compatible with regional and local planning policies for the Sub-Region.

The assessment was not designed to provide a definitive site ranking, but to identify potential benefits and constraints associated with different sites to inform the site selection process in the development of Local Development Frameworks. Therefore, all scores should be interpreted in the context of the qualitative analysis below to identify why a site scored in the way it did.

## 6.2 Appraisal Methodology

In order to provide a comprehensive site appraisal, sites were assessed on 33 or 34 different attributes, depending on whether the site was a committed/potential site or an existing employment site. A full list of attributes and criteria used to assess sites is provided in Appendix J. The attributes varied marginally between committed/potential and existing employment sites to reflect the site's status. The attributes and criteria were developed in consultation with all local authorities in the Sub-Region and were agreed at the beginning of the assessment process to ensure consistency and to make the assessment as objective as possible.

Each attribute was given a score of between 1 and 5, with 1 representing the best option. The attributes were separated into seven categories as shown in the table below:



**Table 5: Categories Assessed in the Employment Site Assessment**

Category	Issues Considered
Commercial viability	Market interest, commercial viability, ownership constraints, opportunities for expansion and the timeframe to deliver the site.
Local market conditions	Site context, local rents and occupancy levels
Site characteristics	Quality of site, age of premises, contaminated land, topographical constraints, highways constraints and utilities.
Quality of the external environment	Amenity considerations, external profile of the site and proximity to facilities.
Strategic access and catchment	Access to public transport, accessibility of the site by surrounding population, ability of site to improve accessibility to jobs, pedestrian/cyclist access, existing congestion, access for Heavy Goods Vehicles (HGVs) and road access.
Environmental sustainability	Flood risk, green infrastructure public benefit and environmental designation constraints.
Other policy considerations	Relationship to Sub-Region's economic assistance areas, SRS Policy 1 and 2 priorities, local deprivation, contribution to area's vitality, interest for other uses and other considerations.

To ensure that the most accurate local knowledge was captured in the assessment and that assessments were carried out by skilled individuals, different criteria were rated by different individuals. For example, 'access to public transport' was assessed by Nottinghamshire County Council using a sophisticated computer programme which was able to systematically rate sites across both counties. In addition, all final scores were distributed to the County, District and Borough authorities for their input and to provide a check on figures.

Different criteria required different expertise, with District, Borough and County authorities all having a role in rating sites in addition to the study team. Within each criterion, as far as possible ratings were completed by the same individual across the Sub-Region to ensure consistency. However, this was not always possible, for example where criteria were rated by Local Authorities, sites were rated by the respective Authorities. In these cases individuals and Local Authorities were encouraged to talk to one another when rating sites. Nevertheless, this means that there is likely to be minor differences in the way in which sites were rated between different Authorities. Therefore, any comparisons between Local Authority areas should be undertaken with caution.

Sites were assessed on the basis of the average conditions of the site. For example, a large site with an average score for 'ground conditions' may have parts of the site which have difficult conditions and parts which would be good for development. Therefore, the site area should be taken into consideration when interpreting the site assessment and scores associated with very large sites should be interpreted with care.

Results of the employment site assessment have also been interpreted in the context of qualitative information gathered about each district and site. Overall summaries are presented for each local authority in the sub-sections below.

The summaries provide an overview of the quality of the potentially marginal employment sites in the District and identify particular strengths and weaknesses associated with committed, potential and existing employment sites. Where these constraints are considered to mean that sites are unlikely to come forward for development, these sites are recommended for release. However, the assessment has been conducted with particular regard to the current market conditions and policy context which may change in the future. A number of sites were also recommended for mixed use development because of the nature of the site, market interest for other uses or existing planning permissions. Where a

particular site is subject to particularly strong constraints, this is also highlighted in the summary at the end of each section, although this is not to say that these are the only sites subject to major constraints, or that these sites are un-developable.

In the final tables, sites in each Local Authority area were divided into thirds to show the top, middle and poorest scoring sites in the District. These scores are not intended to provide a firm site ranking, but to indicate how sites compare across the Districts in terms of the market and policy/sustainability criteria examined. Within the tables, the sites at the top are shaded in green and represent the top scoring sites, with the sites in red being given the poorest scores.

## **6.3 Ashfield District Results**

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### **6.3.1 Introduction**

Ashfield District is a predominantly urban District with rural elements. Most of the population lives in the three towns of Sutton in Ashfield, Kirkby in Ashfield and Hucknall. A total of 34 sites were assessed in the District. This included nine (92.1 ha) committed sites and 25 (96.77 ha) existing sites. No potential sites were put forward for detailed appraisal. A map showing the locations of the assessed sites is provided in Appendix L. Eight existing employment sites over ten hectares in size were not subject to the appraisal process. Following an initial site sieving process by Ashfield District Council officers, it was considered that these eight sites, which contribute some 278 hectares to the District's employment land portfolio, formed such an important part of the present supply of employment land they should remain in their current use for the foreseeable future and consequently require protection from alternative uses. Details of the eight sites are presented in Table 80 in Appendix K.

All but one of the 34 employment sites appraised lie in the north of the District, with the majority in and around the two major towns. The north of the District contains part of the Mansfield Ashfield Regeneration Route (MARR). The sites were separated into committed employment sites and existing employment sites. The criteria for assessing the two different types of sites varied, for example, committed sites were scored for ownership constraints whereas existing sites were not. Therefore, the two assessments are separated below.

### **6.3.2 Ashfield District Committed Sites**

The sections below set out how the selected committed sites were scored in terms of market viability and policy/sustainability.

#### **6.3.2.1 Market Scores**

Table 6 shows the market scores for those committed sites in Ashfield that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 6: Ashfield District Committed Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
AS8	South West Oakham Business Park	18	23.50
AS6	Land off Coxmoor Road/A38	24	3.30
AS7	Pinxton Lane	24	28.00
AS2	Kings Mill Road East/Oddicroft Ln	25	6.30
AS10	Fulwood Road North	27	1.60
AS5	West of Fulwood	26	14.40
AS1	Portland Industrial Estate	28	4.30
AS3	Fulwood Industrial Estate	29	1.70
AS9	Annesley Colliery	37	9.00

Committed sites in Ashfield tend to have average to good market scores. It is noteworthy that the two largest sites in the District achieve two of the highest market scores, so the top third of the sites account for over half the area of committed sites examined. South West Oakham Business Park and Pinxton Lane have two of the best market scores in the Sub-Region. The majority of sites score very well for commercial viability with all sites lacking ownership constraints and most being associated with strong market interest and commercial viability. The local market conditions vary significantly between sites, with the South West Oakham Business Park obtaining the best possible score in terms of site context and local rents. In contrast Annesley Colliery, Fulwood Industrial Estate, Land off Coxmoor Road and Fulwood Road North all have a relatively poor site context. Site quality does not vary significantly across the District in terms of overall scores and no site achieves a very poor score.

Portland Industrial Estate and Annesley Colliery are identified as suffering from severe land contamination and/or ground stability issues. However, Portland Industrial Estate is within the National Coalfields Programme for assistance for redevelopment so it is likely that grant funding will be available to overcome contamination issues. Kings Mill Road East/Oddicroft Lane is also identified as suffering from significant highways constraints. However, planning permission has been granted for the site and off site highways works have already been agreed with the developer.

### 6.3.2.2 Policy/Sustainability Scores

The table below shows the policy/sustainability scores for those committed sites in Ashfield that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 7: Ashfield Committed Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/Sustainability Scoring	Area in Hectares
AS8	South West Oakham Business Park	42	23.50
AS1	Portland Industrial Estate	47	4.30
AS2	Kings Mill Road East/Oddicroft Ln	48	6.30
AS6	Land off Coxmoor Road/A38	48	3.30
AS7	Pinxton Lane	51	28.00
AS3	Fulwood Industrial Estate	52	1.70
AS5	West of Fulwood	53	14.40
AS10	Fulwood Road North	54	1.60
AS9	Annesley Colliery	58	9.00

Ashfield's committed sites tend to achieve average to good scores on policy and sustainability overall. Annesley Colliery and Fulwood Road North have a poor external

profile but all other sites achieve a relatively good score. The assessment found that over half of the committed sites in Ashfield had no facilities within a 10-15 minute walk which may need consideration if sites are brought forward. A number of sites also have issues relating to how well the surrounding population can access the sites using public transport. This includes Fulwood Industrial Estate, West of Fulwood, Pinxton Lane, Annesley Colliery and Fulwood Road North. However, with the exception of the site to the west of Fulwood, all sites are located relatively near to bus stops. Fulwood Road North and Fulwood Industrial Estate also have no pedestrian or cycle routes nearby.

All sites score well for green infrastructure public benefit mapping, meaning that there would be a large public benefit generated from locating green infrastructure on those sites. Most sites do not suffer from flood risk although West of Fulwood and the Land off Coxmoor Road have a high risk of flooding on part of the sites. Kings Mill Road, Pinxton Lane and South West Oakham Business Park are located on 100% greenfield sites. Portland Industrial Estate and Pinxton Lane are SINC sites and Annesley Colliery is situated in a Conservation Area. These designations will need to be considered when developing the sites.

All of Ashfield's committed employment sites are located in the Sub-Region's Economic Assistance areas and are in line with the Northern Sub-Regional Strategy (SRS) Development Priorities. However, most sites are located outside the SRS Employment Regeneration Priority Areas. Most sites are located in very deprived areas so there is a large potential benefit to local people from increased employment opportunities around these areas. The market has a strong interest to utilise the Land off Coxmoor Road for other uses.

### **6.3.3 Ashfield District Existing Sites**

The sections below set out how existing sites were scored in terms of market viability and policy/sustainability.

#### **6.3.3.1 Market Scores**

Table 8 shows the market scores for those existing sites in Ashfield that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 8: Ashfield Existing Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
AS4	Hamilton Road/ Coxmoor Road	17	10.80
AS22	Coxmoor Road	24	15.00
AS26	Factory to north of Coxmoor Road	25	1.30
AS16	Welshcroft Close	26	4.70
AS21	Maun Valley Industrial Park	26	5.20
AS29	Land to south of Station Road	26	3.10
AS18	Clover Street	27	3.80
AS23	Reform Street Industrial Estate	27	3.20
AS33	Land at junction of Station Road and Kirkby Folly Road	27	1.40
AS19	Wolsey Drive	28	5.40
AS27	Factories to the south of Coxmoor Road	28	1.20
AS11	Summit Close	30	8.10
AS24	Garth Avenue	30	4.20
AS32	Bowne Street/Stoney Street	31	2.12
AS14	Portland Street/Lowmoor Road	31	3.80
AS15	Lowmoor Road (opposite Clover Street)	31	1.70
AS30	Factory at North Street, Huthwaite	32	2.10
AS31	Factory to north of Blackwell Road, Huthwaite	32	1.10
AS13	New Line Road	34	1.10
AS25	Sutton Forest Side/ Eastfield Side	34	6.80
AS28	Works to north of Station Road	34	1.80
AS34	Langton Colliery, Pinxton Lane. Kirkby in Ashfield	34	1.85
AS17	Factory at Lime Street	35	2.00
AS20	Factory to south of: Southwell Lane	37	1.20
AS12	Lane End	38	3.80

The market scores for Ashfield's existing employment sites vary widely across the District. There is weak market interest to reoccupy the Factory to the South of Southwell Lane and Sutton Forest Side, which are very poorly occupied sites. Local rents are generally average to good, with the exception of the Factories at North Street and north of Blackwell Road which have poorer rents than other sites.

The quality of existing sites is generally good, with no sites achieving the lowest possible score and three achieving 4/5 (5 being the poorest score). Almost half of Ashfield's sites were identified as having problematic land contamination and/or ground stability but no sites were considered to have severe problems. Most of Ashfield's sites have very few infrastructure, utilities or topographical constraints and none have identified serious issues.

### **6.3.3.2 Policy/Sustainability Scores**

Table 9 shows the policy/sustainability scores for those existing sites in Ashfield that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 9: Ashfield Existing Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/Sustainability Scoring	Area in Hectares
AS4	Hamilton Road/ Coxmoor Road	39	10.80
AS16	Welshcroft Close	41	4.70
AS15	Lowmoor Road (opposite Clover Street)	42	1.70
AS18	Clover Street	42	3.80
AS31	Factory to north of Blackwell Road, Huthwaite	42	1.10
AS11	Summit Close	43	8.10
AS19	Wolsey Drive	43	5.40
AS23	Reform Street Industrial Estate	43	3.20
AS22	Coxmoor Road	44	15.00
AS20	Factory to south of: Southwell Lane	45	1.20
AS26	Factory to north of Coxmoor Road	45	1.30
AS33	Land at junction of Station Road and Kirkby Folly Road	45	1.40
AS14	Portland Street/Lowmoor Road	46	3.80
AS25	Sutton Forest Side/ Eastfield Side	46	6.80
AS28	Works to north of Station Road	46	1.80
AS32	Bowne Street/Stoney Street	47	2.12
AS17	Factory at Lime Street	47	2.00
AS21	Maun Valley Industrial Park	47	5.20
AS27	Factories to the south of Coxmoor Road	47	1.20
AS30	Factory at North Street, Huthwaite	48	2.10
AS13	New Line Road	49	1.10
AS24	Garth Avenue	49	4.20
AS12	Lane End	50	3.80
AS29	Land to south of Station Road	50	3.10
AS34	Langton Colliery, Pinxton Lane. Kirkby in Ashfield	51	1.85

There is significantly less variation in scores for policy and sustainability than for market scores. One of the largest issues is the lack of accessible facilities near employment sites. In particular, Langton Colliery and Hamilton Road have no facilities within 10-15 minutes walking distance. In contrast to some of the committed sites, all existing sites have good access to the public transport network and local people have moderate access to sites using public transport. The road access to the majority of sites is poor with most sites lying adjacent to B roads. The Works to the north of Station Road is noted as having awkward access and slope. Access to Portland Street is worsened by congestion. Many sites also have poor access for pedestrians and cyclists.

Lane End and Coxmoor Road lie within an area at relatively high risk of flooding. All existing sites are located within the Sub-Region's Economic Assistance areas and all are located within the SRS's Development Priority Areas. All sites except Hamilton Road are located outside the SRS's Employment Regeneration Priority Areas. There would be significant interest for other uses at Lowmoor Road, but this site is also relatively good for employment. There would also be significant interest for other uses at Bowne Street, with the site currently being partially occupied for residential use. This site is one of the lower scoring sites but does not emerge as a particularly poor site. Therefore, interest for other uses may not undermine its allocation as an employment site. Planning permission has now been granted for a nursing home at the Factories to the south of Coxmoor Road so any future employment development on the site would not be able to take up the whole site.

#### **6.3.4 Ashfield Site Summary**

Sites assessed range from established and popular industrial estates such as Portland and Fulwood, through to historic employment buildings which are still used for employment purposes but reaching the end of their useful life. Where these sites are in residential areas, there will be strong pressure for a change of use to residential.

Demand for employment land tends to come from local companies seeking more modern accommodation or to expand their business within the area. Generally, the need is for light industrial, general industrial and distribution uses with limited office demand. There is an argument that Ashfield is relying primarily upon Pinxton Lane, Oddcroft Lane and southwest Oakham Business Park to deliver new employment land and these sites are all beginning to be developed. Additional employment land may need to be considered to give flexibility and it is suggested that, given that the broader sub-regional approach is to be promoted, Ashfield should consider Mansfield's land around the MARR to meet the District's needs. Consideration could be given to land adjoining the MARR for future allocations but at present these are subject to open countryside restrictions.

Based upon the employment land assessment above, the following tables indicate sites suitable for mixed use and sites with particular constraints. Where the supply of employment land in Ashfield is greater than the employment land demand, these sites may be considered for release before other sites in the District. However, this does not provide a full list of constraints associated with sites in the area and should be interpreted in the context of the information above and demand projections. Within Ashfield six sites are suitable for mixed use development and six sites are identified as having particular constraints.

**Table 10: Ashfield Sites to be Considered for Mixed Use Development**

Site Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
AS6	Land off Coxmoor Road/A38	Committed	3.30	1.10	2.20	The site is more suitable for mixed use due to location and market desirability. Site also has a high risk of flooding on part of the site.
AS9	Annesley Colliery	Committed	9.00	5.85	3.15	Outline planning permission granted for mixed use development including residential (4.51ha), employment development (B1, B2, B8, 3.15ha), Public Open Space (0.48ha) and A1 Retail including a Health Centre and Visitors Centre.
AS14	Portland Street / Lowmoor Road	Existing	3.8	2.0	1.8	Identified in masterplan for mixed use.
AS25	Sutton Forest Side / Eastfield Side	Existing	6.8	4.0	2.8	Parts of the premises are in a state of disrepair due to vacancy. Premises may not suit modern requirements, therefore partial or whole redevelopment may be required.
AS27	Factories to the South of Coxmoor Road	Existing	1.2	0.6	0.6	Planning permission granted for nursing home on part of the site.
AS33	Land at the Junction of Station Road and Kirkby Folly Road	Existing	1.4	0.25	1.15	
<b>Subtotal</b>			<b>25.5</b>	<b>13.8</b>	<b>11.7</b>	



**Table 11: Ashfield Sites with Particular Constraints**

Site Ref.	Site Name	Type	Constraints
AS1	Portland Industrial Estate	Committed	SINC site and contaminated land issues, but otherwise a very strong site
AS3	Fulwood Industrial Estate	Committed	Poor site context, difficult to access for the local population by public transport, cycling or no foot
AS5	West of Fulwood	Committed	Part of the site at high risk of flooding
AS7	Pinxton Lane	Committed	Greenfield SINC site but otherwise a strong site
AS22	Land off Coxmoor Road	Existing	Part of the site at high risk of flooding
AS28	Works to North of Station Road	Existing	Subject to extremely awkward access and slope.

## 6.4 Bassetlaw District Results

### 6.4.1 Introduction

Bassetlaw is a large District which is mostly rural in nature. In total, 57 sites were assessed in Bassetlaw of which 20 (133.71 ha) were committed sites; 6 sites were identified as having potential for further investigation (totalling 56.34 ha) and 31 (331.2 ha) were existing employment sites. The sites were separated into committed/potential employment sites and existing employment sites as there were slightly different criteria used for the two types of sites. Employment sites are spread out across the District with a large cluster in and around Worksop and smaller clusters around Retford and Harworth. A map showing the locations of the assessed sites is provided in Appendix L. It should be noted that four additional sites included in this assessment (Bas8 and Bas14, Bas44 and Bas47) have existing employment uses on them (and consequently would be categorised as existing sites) but Bassetlaw District Council chose to categorise these sites as committed sites to allow their value to be assessed alongside other committed/potential sites. This should be borne in mind when results of the study are interpreted at a later date.

### 6.4.2 Bassetlaw District Committed/Potential Sites

The sections below set out how the selected committed/potential sites were scored in terms of market viability and policy/sustainability. The sites have been assessed collectively as the committed/potential sites have similar characteristics in respect of the appraisal process. The potential sites (sites Bas15, Bas17, Bas22, Bas24, Bas30 and Bas53) have a very different status to the committed sites in policy terms, however, and their inclusion here should not necessarily be interpreted as a willingness on the part of the Local Planning Authority to allocate or protect these sites for employment uses in the forthcoming LDF review process.

#### 6.4.2.1 Market Scores

Table 12 shows the market scores for those committed/potential sites in Bassetlaw that were examined, with the sites highlighted in green receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 12: Bassetlaw Committed/Potential Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
Bas11	Plumtree Allocated Site	25	0.00
Bas36	North of Randall Way	25	8.16
Bas50	Gateford Common West	26	10.00
Bas14	Plumtree Industrial Estate	27	9.33
Bas44	Peppers Warehouse	27	6.50
Bas49	Gateford Common East	27	8.50
Bas22	Fox Covert Lane North (POTENTIAL SITE)	28	1.02
Bas20	Markham Moor roundabout	29	1.69
Bas24	Newell Jenkins Marsh Lane (POTENTIAL SITE)	30	2.17
Bas31	South of Thrumpton Lane	30	2.59
Bas33	Bellmoor, North Road	30	9.50
Bas16	Blyth Road East	31	12.80
Bas8	Manor Farm	32	1.91
Bas19	Harrison Drive	33	2.49
Bas23	Foxcovert Lane South	33	1.71
Bas3	Bevercotes Colliery	34	35.75
Bas30	North Of Bellmoor North Lane (POTENTIAL SITE)	34	3.05
Bas28	North of Sewage Works	35	2.00
Bas32	Bridon Works, West Carr Road	35	6.29
Bas6	Firbeck Colliery	35	9.47
Bas2	Lound Hall	36	1.26
Bas17	Harworth Colliery (POTENTIAL SITE)	37	36.50
Bas15	SLI Glass factory, Snape Lane (POTENTIAL SITE)	38	10.60
Bas43	Canal Road South	39	0.85
Bas47	Tranker Lane	39	2.97
Bas53	Steetley Colliery (POTENTIAL SITE)	39	3.00

The market scores for Bassetlaw's sites show less variance than for some other districts. The assessment found that Lound Hall had very weak market interest and commercial viability with few expansion opportunities. Similarly, Firbeck Colliery suffers from weak market interest and commercial viability. Gateford Common West is a complex site with two owners, one of which owns a ransom strip. However, access can be gained from Gateford Common East, which is also in the ownership of the second party. The poor site context at Foxcovert Lane South coupled with the weak market interest, weak commercial viability and strong interest for other uses suggests that this site may be more appropriate for other uses.

The SLI Glass Factory is found to have particularly poor site quality with a poor existing site quality, problematic contamination and/or ground stability issues and significant highways infrastructure constraints. These factors may all affect the attractiveness of the site should it fall vacant. Similarly, Harworth Colliery has a poor internal environment, relatively old buildings, with problematic contamination and topographic constraints.

Steetley Colliery has a number of constraints related to site quality including problematic contamination/ground stability issues, moderate topographical constraints and the need for off-site highway works. A number of sites have an issue in one particular area which would need consideration should the site come forward. Bevercotes Colliery A, Blyth Road East and North of Randall Way will require off-site highway works and Canal Road South is subject to severe land stability or contamination issues.

#### **6.4.2.2 Policy/Sustainability Scores**

Table 13 shows the policy/sustainability scores for Bassetlaw's committed/potential sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 13: Bassetlaw Committed/Potential Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/Sustainability Scoring	Area in Hectares
Bas17	Harworth Colliery (POTENTIAL SITE)	50	36.50
Bas14	Plumtree Industrial Estate	51	9.33
Bas36	North of Randall Way	51	8.16
Bas43	Canal Road South	51	0.85
Bas6	Firbeck Colliery	52	9.47
Bas19	Harrison Drive	53	2.49
Bas22	Fox Covert Lane North (POTENTIAL SITE)	53	1.02
Bas31	South of Thrumpton Lane	53	2.59
Bas30	North Of Bellmoor North Lane (POTENTIAL SITE)	55	3.05
Bas50	Gateford Common West	55	10.00
Bas11	Plumtree Allocated Site	56	0.00
Bas49	Gateford Common East	56	8.50
Bas44	Peppers Warehouse	57	6.50
Bas47	Tranker Lane	57	2.97
Bas32	Bridon Works, West Carr Road	58	6.29
Bas15	SLI Glass factory, Snape Lane (POTENTIAL SITE)	60	10.60
Bas16	Blyth Road East	60	12.80
Bas24	Newell Jenkins Marsh Lane (POTENTIAL SITE)	60	2.17
Bas33	Bellmoor, North Road	60	9.50
Bas28	North of Sewage Works	62	2.00
Bas3	Bevercotes Colliery	62	35.75
Bas20	Markham Moor roundabout	65	1.69
Bas23	Foxcovert Lane South	65	1.71
Bas2	Lound Hall	66	1.26
Bas8	Manor Farm	70	1.91
Bas53	Steetley Colliery (POTENTIAL SITE)	72	3.00

Five of Bassetlaw's committed/potential sites are significantly constrained by the amenity of adjacent occupiers, namely Foxcovert Lane South, Newell Jenkins, South of Thrumpton Lane and Bridon Works. Similarly, Bridon Works is in a residential location and would be more likely to suit residential development. The external profile of the sites ranges from average to poor with North of Sewage Works and Steetley Colliery all having a very low quality appearance of site and streetscape. Just under half of Bassetlaw's committed/potential sites have no facilities within a 10-15 minute walk.

The majority of committed/potential sites in the District have good access to the public transport network with the exception of Steetley Colliery, Lound Hall and Blyth Road East. However, over half the sites have poor or very poor access by public transport for the local population. In addition, over 60% of sites have no cycle of pedestrian routes nearby. All committed/potential sites are located in areas where employment opportunities are poor so with improvements to public transport there is the potential for these sites to improve employment accessibility in the area. Markham Moor Roundabout and Canal Road South all have high levels of congestion on the surrounding network. The site North of the Sewage Works also has poor access. The assessment found that there was strong interest in Harrison Drive and the Newell Jenkins site for other uses.

With regards to environmental sustainability a number of sites are located entirely on greenfield land, namely Plumtree Allocated Site, Blyth Road East, North of Sewage Works, Bellmoor and Gateford Common East and West. As is often the case, these sites tend to have fewer constraints than many of the previously developed sites. Therefore, to encourage development on previously developed land, constraints will need to be addressed to dissuade developers from focusing on easier, cheaper greenfield sites. Lound Hall, Bevercotes Colliery, Foxcovert Lane, Newell Jenkins, North of the Sewage Works, Bellmoor and Steetley Colliery are subject to high levels of flood risk on part of the sites.

As Bassetlaw is a predominantly rural district, the majority of sites do not fall into SRS Development or Employment Regeneration Priority Areas. Exceptions include South of Thrumpton Lane, Bridon Works, North of Randall Way and Canal Road South which all fall into SRS Development but not Employment Regeneration Priority Areas.

#### 6.4.3 Bassetlaw District Existing Sites

The sections below set out how the selected existing sites were scored in terms of market viability and policy/sustainability.

##### 6.4.3.1 Market Scores

Table 14 shows the market scores for Bassetlaw's existing sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores.

These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 14: Bassetlaw Existing Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
Bas56	Manton Colliery	25	34.90
Bas54	Manton Wood East	28	22.02
Bas55	Manton Wood West	28	25.90
Bas12	Blyth Road West	29	6.46
Bas51	Shireoaks Colliery (Shireoaks Triangle),	29	10.30
Bas13	Blyth Road South	32	8.10
Bas34	Hallcroft Industrial Estate	32	10.34
Bas40	Ollerton Road East	32	14.00
Bas58	Dukeries Industrial Estate (Claylands Avenue)	32	64.79
Bas9	Gamston Airport South	32	2.94
Bas38	Ollerton Road West	33	5.30
Bas52	High Grounds Industrial Estate (Highgrounds Way)	33	15.05
Bas7	Lawn Road Industrial Estate	33	11.55
Bas10	Gamston Airport North	34	4.93
Bas42	Canal Road North	34	2.74
Bas48	Carlton Phoenix Industrial Estate (Eastgate)	35	6.26
Bas35	West Carr Industrial Estate	37	1.59
Bas57	Sandy Lane Industrial Estate (Sandy Lane)	37	40.38
Bas21	Misson Mill Off Bawtry Road	38	2.13
Bas46	Kilton Terrace Industrial Estate (Eastgate)	38	5.70
Bas37	Ashvale Road	39	1.59
Bas45	Retford Road East	39	1.72
Bas5	Hundred Acre Lane	39	2.07
Bas39	Lodge Lane	40	6.35
Bas41	Retford Road West	40	1.51
Bas1	Beckingham Ship Yard	41	5.16
Bas29	North of Thrumpton Lane	41	2.11
Bas18	Headon Camp	42	3.45
Bas27	Thrumpton Goods Yard	42	1.70
Bas25	Old Chemical Works	44	2.82
Bas26	Access Road	46	7.34

There is a large amount of variability in the market scores across the District. The most commercially viable sites tend to be located around Worksop or Harworth, although not all sites in these areas score well. The sites with the lowest market interest and commercial viability are Beckingham Ship Yard and Dukeries Industrial Estate. All sites are fairly well occupied but Hundred Acre Lane, Headon Camp and Ashvale Road score poorly for site context. Many other sites have moderate issues associated with the quality of the existing sites but are generally acceptable.

**6.4.3.2 Policy/Sustainability Scores**

Table 15 shows the policy/sustainability scores for Bassetlaw's existing sites with the sites highlighted in green receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 15: Bassetlaw Existing Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/Sustainability Scoring	Area in Hectares
Bas45	Retford Road East	41	1.72
Bas56	Manton Colliery	41	34.90
Bas42	Canal Road North	44	2.74
Bas55	Manton Wood West	44	25.90
Bas41	Retford Road West	45	1.51
Bas48	Carlton Phoenix Industrial Estate (Eastgate)	45	6.26
Bas57	Sandy Lane Industrial Estate (Sandy Lane)	47	40.38
Bas54	Manton Wood East	48	22.02
Bas58	Dukeries Industrial Estate (Claylands Avenue)	48	64.79
Bas12	Blyth Road West	49	6.46
Bas46	Kilton Terrace Industrial Estate (Eastgate)	49	5.70
Bas51	Shireoaks Colliery (Shireoaks Triangle),	50	10.30
Bas9	Gamston Airport South	50	2.94
Bas10	Gamston Airport North	51	4.93
Bas27	Thrumpton Goods Yard	51	1.70
Bas29	North of Thrumpton Lane	51	2.11
Bas37	Ashvale Road	51	1.59
Bas34	Hallcroft Industrial Estate	52	10.34
Bas39	Lodge Lane	52	6.35
Bas7	Lawn Road Industrial Estate	52	11.55
Bas25	Old Chemical Works	54	2.82
Bas35	West Carr Industrial Estate	54	1.59
Bas52	High Grounds Industrial Estate (Highgrounds Way)	54	15.05
Bas13	Blyth Road South	55	8.10
Bas38	Ollerton Road West	57	5.30
Bas40	Ollerton Road East	57	14.00
Bas5	Hundred Acre Lane	59	2.07
Bas1	Beckingham Ship Yard	62	5.16
Bas21	Misson Mill Off Bawtry Road	63	2.13
Bas18	Headon Camp	65	3.45
Bas26	Access Road	65	7.34

The major issue in terms of the external environment is the availability of services in the locality, with a number of sites having no facilities within a 10-15 minute walk of the site. Unsurprisingly, these tend to be the sites located in more remote locations. Beckingham Ship Yard, Hallcroft Industrial Estate, High Grounds Industrial Estate are in the flood plain with all or part of the site having 1/100 risk of flooding.

Ollerton Road East, Ollerton Road West, Blyth Road South and Beckingham Ship Yard are hard for the local population to access and have no bus stops within 10 minutes walk of the sites. In addition, all sites in the District have limited or no pedestrian or cycle access. All sites have the potential to provide job opportunities in areas where access to employment is poor. However, if sites are inaccessible by public transport this may limit whether sites achieve this potential.

The majority of employment sites are adjacent to A or B roads, with no sites located on unclassified roads. Congestion is not a significant issue for the majority of sites, with the exception of sites in the centre of Worksop. The vast majority of sites are not in line with the priorities of SRS Policy 1 or 2 and lie outside the Sub-Region's Economic Assistance areas.

However, some central sites in Worksop and Retford are in line with SRS Development Priorities and sites in and around Worksop which are in the Sub-Region's Economic Assistance areas.

#### 6.4.4 Bassetlaw Site Summary

Worksop is the main town in the District, which benefits from good connections to the A1 and the M1 motorways. Key potential growth areas are Retford and Harworth which are both close to the A1. Existing buildings mainly comprise established industrial estates within Worksop, Retford and Harworth with smaller employment premises within town centres. The newly established developments at Manton Colliery and Manton Wood are now fully occupied. The main opportunity sites are Steetley Colliery, Gateford Common, Firbeck, Harworth and Bevercotes Collieries. There is a strong demand around Worksop, particularly along the A57 for distribution, some manufacturing and, to a lesser extent, offices. In general, demand is stronger to the west of the District around Worksop and towards the M1 but there is limited supply of future employment land in Worksop and around the A57.

Based upon the employment land assessment above, the following tables indicate sites which could be considered for release, sites suitable for mixed use and sites with particular constraints. Colliery sites may need public fund contribution towards decontamination issues. This should seek to ensure the delivery of brownfield colliery sites and promote the growth around the Robin Hood Airport. Further supply around Worksop should also be considered.

Within Bassetlaw, five sites are proposed to be considered for release, five sites as being suitable for mixed use development and eleven sites are identified as having particular constraints.

Following detailed appraisal of the ten potential sites put forward by Bassetlaw District Council, it was concluded that nine would be suitable for employment use for the foreseeable future. The justification for the exclusion of one of the sites put forward, Bas24, is as follows:

- **Bas24: Newell Jenkins Marsh Lane:** The site would have significant impact on adjacent occupiers and there is a strong interest for residential use. The site also has a high risk of flooding.

A further potential site, Bas17 Harworth and Bircotes, was deemed suitable for mixed use development, as this is a very large site which would not be likely to come forward exclusively for employment. The costs of site remediation would require mixed use and would create a more sustainable site. Therefore, if the site were to be put forward for mixed use, it is recommended that 50% of the site area (amounting to 18.25ha) could be allocated for employment, with the remaining 18.25ha comprising residential and other uses.

**Table 16: Bassetlaw Sites to be Considered for Release**

Site Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Justification
Bas2	Lound Hall	Committed	1.26	1.26	Very weak market interest and commercial viability. Poor site in a poor location with high flood risk and access issues.
Bas19	Harrison Drive	Committed	2.49	2.49	Site is currently used as a playing field adjacent to green space. Therefore, development may constitute an intrusion into open space. The location is also relatively residential and it is considered that there are more appropriate sites in the area.
Bas23	Fox-covert	Committed	1.71	1.71	Isolated site with difficult access and high flood risk. Site may be more appropriate for



Site Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Justification
	Lane South				residential development.
Bas28	North of Sewage Works	Committed	2.00	2.00	Poor site which is hidden and suffers from poor access. Neighbouring uses would deter developer and part of the site has a high risk of flooding.
Bas32	Bridon Works, West Carr Road	Committed	6.29	6.20	In a residential location. Poor buildings. Would suit residential development.
	<b>Subtotal</b>		<b>13.75</b>	<b>13.75</b>	

**Table 17: Bassetlaw Sites to be Considered for Mixed Use Development**

Site Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
Bas17	Harworth Colliery	Potential	36.5	18.25	18.25	Very large site which would not be likely to come forward exclusively for employment. Costs of site remediation may require mixed use and would create a more sustainable site. Therefore, 50% of the site recommended for employment with the remainder residential and other uses.
Bas6	Firbeck Colliery	Committed	9.47	4.74	4.73	Viability requires mixed use so recommended for 50:50 residential/employment.
Bas20	Markham Moor roundabout	Committed	1.69	0.85	0.85	Suitable as a mixed use site to include non-B class employment business and services.
Bas31	South off Thrumpton Lane	Committed	2.59	0.50	2.09	Residential development to the back of the site and it would be wise to create a buffer between uses. Recommended for partial residential/employment with the land to the rear would be more suitable as residential and the section near the railway appropriate for employment.
Bas43	Canal Road South	Committed	0.85	0.42	0.43	Half of the site is recommended for employment with the remainder to merge with neighbouring residential uses.
Bas52	High Grounds Industrial Estate (High Grounds Way)	Existing	15.05	7.53	7.53	Part of the site is existing retail which has been deducted from the figures (approximately half of the site).
	<b>Subtotal</b>		<b>29.65</b>	<b>14.03</b>	<b>15.62</b>	



**Table 18: Bassetlaw Sites with Particular Constraints**

Site Ref.	Site Name	Type	Constraints
Bas3	Bevercotes	Committed	Remediation, servicing and infrastructure costs should be taken into account. Part of the site at high risk of flooding.
Bass11	Plumtree Allocated Site	Committed	Requires improved access. Owner unlikely to sell for employment purposes.
Bas16	Blyth Road East	Committed	Development of site restricted by overhead conveyor currently in-situ.
Bas49	Gateford Common East	Committed	Owner unlikely to sell for employment purposes.
Bas50	Gateford Common West	Committed	Complex site in multiple ownership. Owner unlikely to sell for employment purposes. Ransom strip owned by one of the two owners. However, access can be gained from Gateford Common East which is owned by the second party.
Bas53	Steetley Colliery	Potential	Consent granted on part of the site for employment use. Masterplan required for the remainder of the site. Proposal requires improvements to the roads outside the site boundaries. Problematic site in terms of contamination/ground stability and topography. Part of the site is also subject to high flood risk.
Bas15	SLI Glass Factory, Snape Lane	Potential	If this site falls completely vacant, the buildings would be unlikely to meet modern requirements and demolition and reclamation costs may deter a developer.
Bas9	Gamston Airport South	Existing	Access is unclear and poorly signed and is also of very poor quality. Needs improvement.
Bas10	Gamston Airport North	Existing	Access is unclear and poorly signed and is also of very poor quality. Needs improvement.
Bas26	Access Road	Existing	Poor access which would need improving.
Bas39	Lodge Lane	Existing	Poor access which is acceptable for the current use but would need improving for subsequent occupiers.

## 6.5 Bolsover District Results

### 6.5.1 Introduction

Bolsover District is a predominantly rural District containing the four main towns of Clowne, Bolsover, Shirebrook and South Normanton. The area has benefited from input from EMDA for the development of Brook Park at Shirebrook. Bolsover District Council completed an Employment Land Study (ELS) for the District in August 2006. This included a detailed assessment of the potential and existing employment sites using a similar methodology to that in the present study and which are being considered as part of the LDF process. Consequently, the present study examined 10 (332.13 ha) potential employment sites that had not been included in the previous study and which are being considered as part of the LDF process. As Bolsover District Council need to consider all sites together, it was vital that the methodologies and scoring were similar so that they could incorporate the additional sites into their previous site appraisal. Therefore, 6 sites (comprising 50.2 ha) from Bolsover's ELS were appraised to check that scores in the two studies were comparable. A map showing the locations of the assessed sites is provided in Appendix L

### 6.5.2 Bolsover District Potential Sites

The sections below set out how the selected potential employment sites were scored in terms of market viability and policy/sustainability.

#### 6.5.2.1 Market Scores

Table 19 shows the market scores for those potential employment sites in Bolsover that were examined, with the sites highlighted in green at the top of the table receiving the most

positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 19: Bolsover Potential Employment Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
Bol10	Land South of Barlborough Links, Barlborough	30	23.82
Bol1	Land West of South Normanton	32	34.60
Bol2	Land North of Clowne	32	64.00
Bol5	Land at South Shirebrook	35	13.76
Bol3	Ringer Villa farm/Ramper Avenue, Clowne	36	28.95
Bol9	Land South of Slayley Hill, Clowne	36	23.34
Bol4	Former Creswell Colliery, Creswell	37	14.90
Bol6	Land North of Woodhouse Lane, Bolsover	37	52.39
Bol7	Land West of Mansfield Road, Clowne	37	26.64
Bol8	Land East of Low Road/South Cliff Hill, Clowne	37	49.73

The market interest and commercial viability for the additional sites in Bolsover is moderate to weak. Land South of Barlborough Links is the main exception with strong market interest and commercial viability. Ringer Villa Farm, Former Creswell Colliery, Land at South Shirebrook, Land North of Woodhouse, West of Mansfield Road and East of Low Road all have weak market interest and commercial viability. Ringer Villa Farm is associated with a strong interest for other uses. All sites would require significant timeframes to deliver (between 6-10 years) with the exception of the Land South of Barlborough Links which would be deliverable in 4-5 years.

Generally the site context is moderate to poor and local rents are relatively low. The Former Creswell Colliery, Land at South Shirebrook, Land North of Woodhouse Lane and the Land South of Slayley Hill all have difficult topographical constraints. The sites South of Barlborough Links and Ringer Villa Farm are likely to require off-site highway works and the remainder will require them (subject to a Transport Assessment).

#### **6.5.2.2 Policy/Sustainability Scores**

Table 20 shows the policy/sustainability scores for Bolsover's additional sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 20: Bolsover Potential Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/Sustainability Scoring	Area in Hectares
Bol4	Former Creswell Colliery, Creswell	51	14.90
Bol5	Land at South Shirebrook	54	13.76
Bol8	Land East of Low Road/South Cliff Hill, Clowne	55	49.73
Bol10	Land South of Barlborough Links, Barlborough	57	23.82
Bol7	Land West of Mansfield Road, Clowne	59	26.64
Bol2	Land North of Clowne	60	64.00
Bol9	Land South of Slayley Hill, Clowne	60	23.34
Bol6	Land North of Woodhouse Lane, Bolsover	61	52.39
Bol3	Ringer Villa farm/Ramper Avenue, Clowne	64	28.95
Bol1	Land West of South Normanton	65	34.60

Bolsover's additional sites are generally located outside, but in close proximity to the main towns. As such, most would not have significant adverse effects on adjacent occupiers, although there may be moderate impacts and all are within 10-15 minute walk of a small shopping parade or town centre. All sites have a low quality external site profile with the exception of the site East of Low Road which has a moderate appearance.

Access to the public transport network is generally good, especially given the rural nature of the District, with the sites West of South Normanton, South of Barlborough Links and the Former Creswell Colliery having bus stops nearby with buses relatively frequently. The exception is Ringer Villa Farm with infrequent bus services. Accessibility of the site by the surrounding local population using public transport is very poor for all sites. However, as the sites are located in areas where the accessibility of job opportunities are poor, sites have the opportunity to improve employment accessibility.

The main issues with regards to road access are found at the sites West of South Normanton and Ringer Villa Farm, which are both located adjacent to highly congested roads. The Land South of Slayley Hill and the Land East of Low Road have poor access and would require significant financial input to improve the sites' infrastructure. The rural nature of the District means that half the sites are located adjacent to rural unclassified roads. Cycle and pedestrian access is generally poor with all sites having a few un-coordinated routes or none at all.

The Former Creswell Colliery consists of around 50% brownfield land with the remainder of the sites are all 100% greenfield sites. It is worth noting that all sites would have a large public benefit for green infrastructure which could be incorporated into development of the sites. The Land North of Clowne is within attractive open countryside and is located on Grade II agricultural land, and is adjacent to nature conservation sites; and the Land North of Woodhouse is an area of green space separating settlements. Similarly, land west of Mansfield Road suffers from transport constraints which mean the site is less well regarded than other sites in the District and, all sites represent an intrusion into open countryside. Ringer Villa Farm, the Land West of Mansfield Road, the Land North of Clowne and the Land West of South Normanton are all located on Grade II agricultural land. All additional employment sites are located in the Sub-Region's Economic Assistance areas and all but Creswell Colliery are located just outside towns identified as SRS Development Priority Areas. All additional employment sites are within areas designated as SRS Employment Regeneration areas with the exception of the sites West of South Normanton and at South Shirebrook.

### 6.5.3 Bolsover District Existing Sites

The Bolsover ELS assessed 53 existing employment sites across the District and separated sites into those of good quality, average quality and poorer quality. Two sites were selected from each category to be assessed in the present study. In each category a small and a large site were selected. These sites were then rated using the same methodology used for the remainder of the study. The table below shows the results of the assess

Table 21 shows the comparison between the scores and ranking given in the present ELR and the scores and ranking in the present study. It should be noted that in the Bolsover ELS a high score is a good score, whereas in the Sub-Region ELR a high score is a poor score.

**Table 21: Comparison between Scores Received by Sites in the Bolsover ELS and the Northern Sub-Region ELR**

Site	Size	Score in Bolsover ELS	Bolsover ELS Category	Sub-Region ELR Score	Sub-Region ELR Category
Wincobank Farm	19.5	31	Good	79	Good
Intake Industrial Estate	4.4	30	Good	78	Good
Sawpit Lane, Tibshelf	11.2	24	Average	89	Average
Bolsover Business Park	3.9	24	Average	83	Average
East View Industrial Estate	10.7	18	Poor	92	Poor
Dennis Rye Builders Yard	0.5	15	Poor	102	Poor

Scores were also compared by category to check that scores were similar because both studies were noting similar issues. As the Northern Sub-Region ELR assessed 35 criteria, these were grouped so that these represented similar measurements as those in Bolsover ELS's eight categories. Two of these comparisons are shown below for illustration. The measurement used for comparison is 'Road Access' in the Northern Sub-Region ELR.

**Table 22: Strategic Access**

Site	Bolsover ELS Score /5	Bolsover ELS Category	Sub-Region ELR Score /5 (Road Access)	Sub-Region ELR Category
Wincobank Farm	5	Good	1	Good
Intake Industrial Estate	4	Good	3	Average
Bolsover Business Park	3	Average	3	Average
Sawpit Lane, Tibshelf	1	Poor	4	Poor
Dennis Rye Builders Yard	2	Poor	4	Poor
East View Industrial Estate	1	Poor	5	Poor

**Table 23: Market Attractiveness**

Site	Bolsover ELS Score /5	Bolsover ELS Category	Sub-Region ELR Score /30 (Market interest, occupancy, site context, site quality, commercial attractiveness, expansion opportunities)	Sub-Region ELR Category
Wincobank Farm	5	Good	12	Good
Intake Industrial Estate	4	Good	16	Average
Bolsover Business Park	3	Average	15	Average
Sawpit Lane, Tibshelf	4	Good	14	Good
Dennis Rye Builders Yard	1	Poor	20	Poor
East View Industrial Estate	3	Average	16	Average

These comparisons showed that although there were small differences in the criteria used to score sites, the broad characteristics examined were the same and results were very similar. Overall, the sites ranked in the same way as in Bolsover's ELS and highlighted similar constraints. Therefore, it was decided that the methodology and ratings were sufficiently consistent that previous site assessment scores could be used and there was no need to assess the sites again in this study.

#### **6.5.4 Bolsover Site Summary**

The District has good proximity to the M1 and established industrial areas at Barlborough Links, South Normanton and Pinxton Castle. With the exception of Creswell Colliery, the remaining sites are all greenfield. The key sectors of need within Bolsover are distribution along the M1 corridor and small-to-medium sized light industrial buildings for both start-up companies and locally based companies seeking to expand. However, it is recognised that there is an aspirational need for diversification into environmental, creative and knowledge based industries. The District does not have a strong office core and need in this area is limited. Identified areas around Bolsover, Clowne and close to Barlborough Links are suitable areas for employment provision. In addition, the land at South Normanton would be suitable if access can be addressed. Sites with good existing infrastructure will enable development to take place without public sector intervention.

Those sites that comprise natural urban extensions or are situated on good transport links with good connections to the M1 motorway are considered more favourable. Given that the majority of employment sites were assessed in the Bolsover ELS, the summary tables below relate solely to the ten sites assessed as part of this study. Within Bolsover, of the ten potential employment sites appraised, four sites are considered to be less suitable for employment use in the future, whilst a further three sites are identified as being more suitable for mixed use development.

**Table 24: Bolsover Potential Sites Considered to be a Low Priority**

Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Justification
Bol3	Ringer Villa Farm / Ramper Avenue, Clowne	Potential	28.95	28.95	Preferable as a residential-led urban extension site. Currently poor access via public transport and in next to a highly congested B road.
Bol6	Land North of Woodhouse Lane, Bolsover	Potential	52.39	52.39	Site is part of a green space separating settlements and suffers from ownership constraints. Not likely to be suitable for employment development in the near future.
Bol7	Land West of Mansfield Road, Clowne	Potential	26.64	26.64	Would represent a significant intrusion into open countryside and a less suitable location for employment development due to poor transport links.
Bol9	Land South of Slayley Hill, Clowne	Potential	23.34	23.34	Very poor access. Would require significant financial input to improve the infrastructure of the site.
<b>Subtotal</b>			<b>131.32</b>	<b>131.32</b>	

**Table 25: Bolsover Sites to be Considered for Mixed Use Development**

Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
Bol1	Land West of South Normanton	Potential	34.6	25.95	8.65	25% employment as part of a wider mixed use scheme. Does have access issues which need to be resolved.
Bol2	Land North of Clowne	Potential	64.0	34.0	30.0	Representation currently in for residential development so 30ha employment and 34ha residential development.
Bol8	Land East of Low Road / South Cliff Hill, Clowne	Potential	49.73	37.3	12.43	Site has poor access and significant infrastructure would be required. Only part of the site would then be suitable for employment.
<b>Subtotal</b>			<b>148.33</b>	<b>97.25</b>	<b>51.08</b>	

Bol4	Former Cresswell Colliery	Potential	Constrained by access from the A616 and on-going issues concerning the retention land for contaminated mine water pumping which could increase the timeframe for delivery.			
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## 6.6 Chesterfield Borough Results

### 6.6.1 Introduction

Chesterfield Borough is a strong urban centre with very little rural space compared to the majority of districts in the Sub-Region. 69 sites were assessed of which 21 (131.396 ha) were committed sites; 4 sites were identified as having potential for further investigation (totalling 4.549 ha) and 44 (464.394 ha) were existing employment sites. Sites are located across the District, with the majority of smaller sites around the centre of Chesterfield and larger sites to the north of the District around Staveley and north Chesterfield. The assessments for committed/potential and existing employment sites varied slightly so the two sets of scores are separated below. A map showing the locations of the assessed sites is provided in Appendix L



Within the Borough there are several major sites allocated in the Replacement Chesterfield Local Plan (2006) for mixed-use development. These are mainly areas of former industry intended for redevelopment including the provision of many jobs within a mix of land uses, both industrial and non-industrial. Design Briefs have been prepared for two of the sites, which are both referred to as 'Areas of Major Change' (A61 River Rother Corridor and Land South of Chatsworth Road). The third area is the Town Centre Northern Gateway which is to be redeveloped for town centre uses which may include some offices. Following an initial site sieving process by Chesterfield Borough Council officers, it was considered that these three sites should be excluded from the detailed appraisal process, as they are mixed use sites and since the employment will be in many uses, as well as B1, B2 and B8. Taken together, it is estimated that these sites might provide the equivalent of 10 hectares-worth of B uses.

### 6.6.2 Chesterfield Borough Committed / Potential Sites

The sections below set out how the selected committed/potential sites were scored in terms of market viability and policy/sustainability. The sites have been assessed collectively as the committed/potential sites have similar characteristics in respect of the appraisal process. The potential sites (sites CH29, CH67, CH68 and CH69) have a very different status to the committed sites in policy terms, however, and their inclusion here should not necessarily be interpreted as a willingness on the part of the Local Planning Authority to allocate these sites for employment in the forthcoming LDF review process.

#### 6.6.2.1 Market Scores

Table 26 presents the market scores for those committed/potential sites in Chesterfield that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 26: Chesterfield Committed/Potential Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
CH51	(m) Land at Dunston Road (N)	25	1.74
CH61	(k) Land at Dunston Road (S)	26	3.80
CH62	land at Donkins	27	3.90
CH50	(i) Land at Station Road	29	6.00
CH68	Multi-Storey Car Park, West Bars <b>(POTENTIAL SITE)</b>	30	0.35
CH53	Markham Vale (Plot 7 and 7A, East of Middle Farm)	32	4.00
CH59	Markham Vale (Plots 1 & 2, adjacent to Commerce Park)	32	30.65
CH60	Markham Vale (Plots 6 & 6A, East of Robinson's Avenue)	32	1.34
CH64	Troughbrook Works	32	7.56
CH52	(h) land at Whitting Valley Road	33	10.12
CH54	Markham Vale (Plot 5, North of the A632)	33	6.23
CH55	Markham Vale (North of the Oaks)	33	1.30
CH63	North Brimington	33	20.00
CH67	Chesterfield Football Club, Saltergate <b>(POTENTIAL SITE)</b>	33	1.94
CH58	Markham Vale (Plot 15, South of Woodthorpe)	34	8.30
CH69	Health Centre, Saltergate <b>(POTENTIAL SITE)</b>	34	1.08
CH39	East of M1/West of railway, Adjoining railway	36	2.69
CH4	West of Works Road, Works Road	36	2.21
CH56	Markham Vale (Plot 14, South of Woodthorpe, Oxcorft Junction)	36	5.00
CH57	Markham Vale (Plot 13, South of Woodthorpe)	37	8.40
CH30	West of Station Road, Station Road	40	2.40
CH66	Land East/West of Private Drive, Private Drive	40	1.54
CH29	Gas Holding Station, Chester Street <b>(POTENTIAL SITE)</b>	42	1.18
CH49	(j) Hartington Tip	43	2.50
CH65	Former Railway East of Whittington Way, Brimington Road North	44	1.72

The market scores for committed/potential sites in Chesterfield vary significantly throughout the District. In terms of market interest score vary between very weak and strong. Sites with very weak market interest include the Former Railway, the Gas Holding Station (one of the four potential sites) and West of Station Road. Similarly, sites vary in terms of



commercial viability although only the Former Railway site had very weak viability. None of Chesterfield's sites have prohibitive ownership constraints and, with the exception of the Former Railway and the Football Club, most have expansion opportunities.

The Markham Vale site, South of Woodthorpe, Plot 13 (CH57), the Former Railway and the Land East/West of Private Drive are isolated sites with low local rents and Hartington Tip is subject to problematic contamination issues. West of Station Road, the Gas Holding Station and the Former Railway all have critical topographical constraints. The largest issue for the District is the presence of Highways Infrastructure Constraints with 19 out of 25 allocated sites being recognised as definitely requiring off site highways works (subject to a Transport Assessment).

### 6.6.2.2 Policy/Sustainability Scores

Table 27 shows the policy/sustainability scores for Chesterfield's committed/potential sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 27: Chesterfield Committed/Potential Sites Policy/Sustainability Scores**

ref	Address	Summary Policy/ Sustainability Scoring	Area in Hectares
CH61	(k) Land at Dunston Road (S)	43	3.80
CH51	(m) Land at Dunston Road (N)	44	1.74
CH52	(h) land at Whitting Valley Road	47	10.12
CH54	Markham Vale (Plot 5, North of the A632)	50	6.23
CH60	Markham Vale (Plots 6 & 6A, East of Robinson's Avenue)	50	1.34
CH69	Health Centre, Saltergate <b>(POTENTIAL SITE)</b>	50	1.08
CH53	Markham Vale (Plot 7 and 7A, East of Middle Farm)	51	4.00
CH55	Markham Vale (North of the Oaks)	52	1.30
CH57	Markham Vale (Plot 13, South of Woodthorpe)	52	8.40
CH66	Land East/West of Private Drive, Private Drive	52	1.54
CH56	Markham Vale (Plot 14, South of Woodthorpe, Oxcorft Junction)	53	5.00
CH62	land at Donkins	53	3.90
CH68	Multi-Storey Car Park, West Bars <b>(POTENTIAL SITE)</b>	53	0.35
CH67	Chesterfield Football Club, Saltergate <b>(POTENTIAL SITE)</b>	54	1.94
CH49	(j) Hartington Tip	55	2.50
CH59	Markham Vale (Plots 1 & 2, adjacent to Commerce Park)	55	30.65
CH50	(i) Land at Station Road	56	6.00
CH58	Markham Vale (Plot 15, South of Woodthorpe)	56	8.30
CH65	Former Railway East of Whittington Way, Brimington Road North	58	1.72
CH29	Gas Holding Station, Chester Street <b>(POTENTIAL SITE)</b>	59	1.18
CH30	West of Station Road, Station Road	59	2.40
CH64	Troughbrook Works	60	7.56
CH39	East of M1/West of railway, Adjoining railway	62	2.69
CH4	West of Works Road, Works Road	62	2.21
CH63	North Brimington	62	20.00

As with many other Districts, the policy and sustainability scores do not vary as significantly as market scores. Quality of the wider environment is similar over the district. As most committed/potential sites are large sites located away from residential areas, most are not constrained by the amenity considerations of adjacent occupiers but most have no facilities within 10-15 minute walk. The external site profile is variable with the West of Works Road emerging as having very low quality.

Access to the public transport network is generally average, although the Land at Donkins and the Health Centre site (the latter comprising a potential site) both have very good access, whereas Markham Vale, South of Woodthorpe, Plot 15 (CH58) has no bus stops within a 10 minute walk of the site. It should be noted that access to the site by public transport is likely to improve dramatically due to the planning conditions and 106 agreement accompanying the planning permission for the site, the latter stipulating a bus improvement programme. Fourteen committed/potential sites are identified as being difficult to access via public transport for the surrounding population. This is problematic if surrounding populations do not own a car and may perpetuate sustainability issues. In addition, over

70% of committed/potential employment sites are adjacent to rural unclassified roads and all are subject to moderate to very high congestion. West of Works Road would require major junction development and The Land at Station Road, Whittington Valley Road and Hartington tip are all subject to very high congestion. In addition, a large proportion of the sites to the north west of Staveley and the Gas Holding Station are subject to critical HGV restrictions and routes through unsuitable areas.

Over half the employment sites in the area are located on sites which are predominantly or completely brownfield land. The majority of sites on 100% greenfield land are located near the centre of Chesterfield. Troughborough Works, Former Railway, Land at Station Road, Land at Donkins and East of M1 are all subject to a high risk of flooding. All sites would create large amount of public benefit from the inclusion of green space and none suffer from environmental designation constraints as examined in the study.

Most committed/potential employment sites lie with the Sub-Region's Economic Assistance areas, with the exception of the Markham Vale sites near Duckmanton. Similarly, all lie within the Northern Sub-Regional Strategy (SRS) Priority Areas except Chesterfield Football Club, Multi-Storey Car Park and the Gas Holding Station, all of which are potential, rather than committed, sites. Similarly, all sites are within the Northern SRS Economic Regeneration Priority Areas except West of Station Road and West of Works Road. This means there is a positive policy context for the majority of committed sites in Chesterfield. There would be strong developer interest for non-employment uses on the potential employment site at Gas Holding Station which scored very poorly overall. Therefore, it may be difficult to justify promoting this site for employment use.

### **6.6.3 Chesterfield Borough Existing Sites**

The sections below set out how the selected existing sites were scored in terms of market viability and policy/sustainability.

#### **6.6.3.1 Market Scores**

Table 28 shows the market scores for those existing sites in Chesterfield that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 28: Chesterfield Existing Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
CH32	Dunston Innovation Centre, Dunston Road	18	4.93
CH35	Ireland Industrial Estate, Meadows Drive	19	10.13
CH43	Sheepbridge & Dunston Trading Estates	19	114.50
CH34	Fan Road Industrial Estate, Fan Road	22	17.52
CH36	Vanguard Trading Estate, Storforth Lane	24	24.20
CH41	Rowland Hill House Royal Mail Offices, Boythorpe Lane	26	2.28
CH15	Calow Lane Industrial Estate, Calow Lane	27	2.98
CH2	Speedwell Industrial Estate, Stephenson Road	28	11.13
CH42	Portland Works, Goyt Side Road	28	3.05
CH14	Storforth Lane Trading Estate, Storforth Lane	29	4.84
CH22	Industrial Units, Brimington Road North/Sheffield Road	29	2.85
CH37	Stand Park Industrial Estate, Sheffield Road	29	2.90
CH19	Spa Lane	31	1.34
CH17	Alma Leisure Park, Derby Road	32	3.01
CH26	Corporation Depot, Stonegravels Lane	32	6.62
CH31	Sheepbridge House, The Brushes, Sheffield Road	32	4.03
CH45	Armytage Industrial Estate, Station Road	32	43.56
CH28	NE of Whittington Way, Station Road	33	1.06
CH48	South of Whittington Way, Station Road	33	5.63
CH8	Ringwood Centre, Station Road/Victoria Street	33	1.04
CH16	Former William Cook Foundry, Clayton Street	34	7.62
CH25	Lockoford Lane	34	1.14
CH46	Chestreffield Small Business Centre, Pottery Lane West	34	2.98
CH13	Riverside House, Hady Hill	35	0.06
CH3	Hartingdon Industrial Estate, Eckington Road	35	11.82
CH38	Wharf Lane	35	1.75
CH23	Brampton Manor, Old Road	36	1.02
CH21	Brimington Road North	37	1.11
CH5	South Of Whittington Way, Whittington Road	38	1.41
CH1	Commerce Park, Markham Lane	39	11.95
CH12	Industrial Estate, Henry Street/Pottery Lane East	39	4.52
CH33	Stonegravels bus depot, Sheffield Road	39	5.78
CH10	Brimington Road North	40	4.60
CH24	South of Chatsworth Road, Chatsworth Road	40	2.91
CH7	Clock Tower Business Centre, Works Road	40	1.29
CH18	Lane between Markham & Horns Bridge Roundabouts	41	1.61
CH9	Station Lane Industrial Estate, South Street North	41	2.99
CH11	Brimington Road North	42	1.26
CH20	Boat Yard, The Brushes, Sheffield Road	43	3.97
CH40	Clarence Industrial Estate, Thompson Street	43	6.02
CH27	Barrow Hill Engine Shed, Campbell Drive	48	6.80
CH47	Baden Powell Road	50	5.58
CH6	Works Road	50	25.62
CH44	Staveley Chemicals, Hall Lane	54	83.02

The large number of existing employment sites in Chesterfield unsurprisingly means that there is very significant variation in market scores. The market interest to reoccupy the Alma Leisure Park for employment uses is very weak. The Lane between Markham and Horns Bridge Roundabouts has very little opportunity for expansion and Staveley Chemicals may require a long timeframe to re-occupy or redevelop the site. Brampton Manor, South of Chatsworth Road, Barrow Hill Engine Shed, Clarence Industrial Estate, Staveley Chemicals and Baden Powell Road all have the combination of weak market interest for redevelopment and weak commercial viability meaning that it may not be easy to persuade the market to utilise one of these sites should they fall vacant.

The majority of Chesterfield's existing sites are relatively well occupied, although only a few are fully occupied. However, Works Road is less than 20% occupied and Staveley Chemicals, Riverside House and Stonegravels Bus Depot are between 20% and 40% occupied. Riverside House, Brampton Manor and the Rowland Hill House Royal Mail

Offices have a particularly poor site context and Barrow Hill Engine Shed and Baden Powell Road have low local rents, although no sites have rents within the lowest threshold.

Several sites in the District are subject to very poor internal site quality, in particular, Works Road was found to consist of pre-war buildings with serious considerations affecting building quality, severe geotechnical issues, difficult topographical constraints and would require off-site highways works (subject to a Transport Assessment) to be redeveloped. Similarly, Staveley Chemicals have severe contamination issues, critical topographical constraints, and significant known issues relating to utilities and would probably require off site highways works. These constraints may partially explain the low occupancy levels on these sites. In terms of highways infrastructure, Hartington Industrial Estate, South of Whittington Way, Clock Tower Business Centre, Station Lane Industrial Estate, Brimington Road North, Henry Street Industrial Estate, Corporation Depot, Barrow Hill Engine Shed, Clarence Industrial Estate, Armytage Industrial Estate and Baden Powell Road are all assumed to require off-site highways infrastructure (subject to a Transport Assessment).

#### **6.6.3.2 Policy/Sustainability Scores**

The table below shows the policy/sustainability scores for Chesterfield's existing sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 29: Chesterfield Existing Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/ Sustainability Scoring	Area in Hectares
CH32	Dunston Innovation Centre, Dunston Road	35	4.93
CH19	Spa Lane	37	1.34
CH18	Lane between Markham & Horns Bridge Roundabouts	40	1.61
CH22	Industrial Units, Brimington Road North/Sheffield Road	41	2.85
CH46	Chestreffield Small Business Centre, Pottery Lane West	41	2.98
CH13	Riverside House, Hady Hill	42	0.06
CH2	Speedwell Industrial Estate, Stephenson Road	42	11.13
CH35	Ireland Industrial Estate, Meadows Drive	42	10.13
CH37	Stand Park Industrial Estate, Sheffield Road	42	2.90
CH17	Alma Leisure Park, Derby Road	43	3.01
CH21	Brimington Road North	43	1.11
CH33	Stonegravels bus depot, Sheffield Road	44	5.78
CH43	Sheepbridge & Dunston Trading Estates	44	114.50
CH25	Lockoford Lane	45	1.14
CH34	Fan Road Industrial Estate, Fan Road	45	17.52
CH38	Wharf Lane	45	1.75
CH40	Clarence Industrial Estate, Thompson Street	45	6.02
CH26	Corporation Depot, Stonegravels Lane	46	6.62
CH31	Sheepbridge House, The Brushes, Sheffield Road	46	4.03
CH42	Portland Works, Goyt Side Road	46	3.05
CH16	Former William Cook Foundry, Clayton Street	47	7.62
CH36	Vanguard Trading Estate, Storforth Lane	47	24.20
CH41	Rowland Hill House Royal Mail Offices, Boythorpe Lane	47	2.28
CH45	Armytage Industrial Estate, Station Road	47	43.56
CH28	NE of Whittington Way, Station Road	48	1.06
CH44	Staveley Chemicals, Hall Lane	48	83.02
CH47	Baden Powell Road	48	5.58
CH48	South of Whittington Way, Station Road	48	5.63
CH1	Commerce Park, Markham Lane	49	11.95
CH10	Brimington Road North	50	4.60
CH12	Industrial Estate, Henry Street/Pottery Lane East	50	4.52
CH15	Calow Lane Industrial Estate, Calow Lane	50	2.98
CH3	Hartington Industrial Estate, Eckington Road	50	11.82
CH7	Clock Tower Business Centre, Works Road	50	1.29
CH8	Ringwood Centre, Station Road/Victoria Street	50	1.04
CH14	Storforth Lane Trading Estate, Storforth Lane	51	4.84
CH20	Boat Yard, The Brushes, Sheffield Road	52	3.97
CH6	Works Road	52	25.62
CH11	Brimington Road North	54	1.26
CH23	Brampton Manor, Old Road	56	1.02
CH5	South Of Whittington Way, Whittington Road	56	1.41
CH27	Barrow Hill Engine Shed, Campbell Drive	60	6.80
CH9	Station Lane Industrial Estate, South Street North	61	2.99
CH24	South of Chatsworth Road, Chatsworth Road	62	2.91

The majority of Chesterfield's existing employment sites are located on industrial estates, business parks and other sites separated by infrastructure from residential areas. Where this is not the case, the poor site quality may mean that development may improve the amenity of adjacent occupiers. However, the Ringwood Centre is on the edge of an established residential area and is well utilised as a health centre which should be retained, and is therefore recommended for released. Most sites are located within the urban area so have average access to facilities. The notable exceptions being Commerce Park, Hartington Industrial Estate, South of Whittington Way which are located outside of Chesterfield on more isolated sites.

In comparison to other Districts in the Sub-Region, access to employment sites by public transport is relatively good with bus stops within 10 minutes walk with at least hourly services on weekdays. Local people can generally reach sites by public transport, with the notable exceptions of Commerce Park, Hartington Industrial Estate, South of Whittington

Way, Works Road, Barrow Hill Engine Shed and Station Road Industrial Estate. Congestion on the surrounding network is high with over 60% of existing employment sites experiencing very high levels of congestion. Sites to the north west of Staveley and a number of sites around Chesterfield centre are subject to critical HGV restrictions or routes through unsuitable areas.

A number of sites to the north west of Staveley and directly north of Chesterfield are located in areas at high risk of flooding. In particular, the sites North East and South of Whittington Way, Alma Leisure Park, Former William Cook Foundry, Brimington Road North and the Clock Tower Business Park all have a high risk of flooding. Existing employment sites largely lie within areas identified for Development and Employment Regeneration in the Northern SRS, and within the Sub-Region's Economic Assistance areas. This is because they are located within or in close proximity to the Sub-Regional centre of Chesterfield. The only exceptions are Commerce Park, which is not in an Economic Assistance area, South of Whittington Way, Ringwood Centre, Station Lane Industrial Estate, Calow Lane Industrial Estate, Brampton Manor, South of Chatsworth Road, Barrow Hill Engine Shed, Rowland Hill House Royal Mail Office and Portland Works which are outside the SRS's designated Employment Regeneration areas.

#### **6.6.4 Chesterfield Site Summary**

Chesterfield is a strong urban centre with growth opportunities on the A61, Markham Vale and in the longer term, Staveley Works. Although not an established office location, the town has reinvented itself through provision of incubation units for small businesses. There is now a need for follow-on space to cope with the expansion of local companies and the critical mass that the town is obtaining. Needs are expected to be met for distribution uses at Markham Vale together with other general industrial and some office needs. The provision of the new J29a on the M1 will unlock land at Markham Vale. It is anticipated that office and good quality light industrial premises will be provided along the A61 corridor (Chesterfield Waterside). In the longer term, with improved road infrastructure in place, Staveley Works has the potential to deliver a further 150 hectares of brownfield land. However, further consideration needs to be given to additional land around the A61 corridor. The tables below summarise the quantity of employment land to be considered for release and sites considered to have major constraints.

Within Chesterfield, ten sites are proposed to be considered for release, of which five are existing employment sites. Six sites are identified as suitable for mixed use development, whilst a further five sites are identified as having particular constraints that would need to be overcome before development could commence.

Following detailed appraisal of the four potential sites put forward by Chesterfield Borough Council, it was concluded that none would be suitable for employment use for the foreseeable future. The justification for this is as follows:

- **CH29 Gas Holding Station, Chester Street:** the site has very limited access and would require significant decommissioning costs. It is also in close proximity to residential area.
- **CH67 Chesterfield Football Club:** The site would be more suitable for residential redevelopment, if it is to be redeveloped at all.
- **CH68 Multi-storey Car Park, West Bars:** The site is suitable for its existing use due to prominence. No need to redevelop for employment use.
- **CH69 Health Centre, Saltergate:** Acceptable as per its existing use or for residential development; it is considered that this site is unsuitable for employment use due to its constrained access.

**Table 30: Chesterfield Sites to be Considered for Release<sup>19</sup>**

Site Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Justification
CH4	West of Works Road, Works Road	Committed	2.21	2.21	Site would require major junction development and suffers from a poor external site profile. Neighbouring brownfield sites are preferable for development.
CH30	West of Station Road, Station Road	Committed	2.40	2.40	National Grid site behind residential development adjoining public open space. Not attractive to employment developers.
CH63	North Brimington	Committed	20.0	20.0	No access and a secondary location. Other sites may be more preferable.
CH65	Former Railway, East of Whittington Way, Brimington Road North	Committed	1.72	1.72	The shape of this site and its former use make it less attractive to the market and difficult to create a satisfactory development scheme.
CH66	Land East / West of Private Drive	Committed	1.54	1.54	The site is split by Private Drive and is in a secondary location.
CH6	Works Road	Existing	25.62	25.62	Poor quality site in a poor quality location with severe contamination issues, difficult topographical constraints and a likely need for off-site highways infrastructure. This may increase costs for a developer and may prevent the site coming forward if allocated. Site also has a high risk of flooding. Major junction development would be required although this would also benefit other sites.
CH8	Ringwood Centre, Station Road / Victoria Street	Existing	1.04	1.04	On the edge of an established residential area and well utilised as it's existing use as a health centre. This use should be retained.
CH17	Alma Leisure Park, Derby Road	Existing	3.01	3.01	Existing use as a mixed use leisure park. Not likely to come forward for redevelopment.
CH23	Brampton Manor, Old Road	Existing	1.02	1.02	Poor access and location for employment. More suitable for residential development.
CH27	Barrow Hill Engine Shed, Campbell Drive	Existing	6.81	6.81	Currently a museum and tourist attraction rather than employment use. Site is difficult to access for the local population.
<b>Subtotal</b>			<b>65.37</b>	<b>65.37</b>	



**Table 31: Chesterfield Sites to be Considered for Mixed Use Development<sup>19</sup>**

Site Reference	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
CH22	Industrial Unit, Brimington Road North / Sheffield Road	Existing	2.85	1.5	1.35	Some of the site is occupied by car dealerships and bungalows, and should remain so.
CH24	South of Chatsworth Road, Chatsworth Road	Existing	2.91	1.45	1.46	Site contains a mixture of uses at present, including a public house, a hospice and a car showroom. Unlikely to come forward for redevelopment for employment as a whole.
CH25	Lockoford Lane	Existing	1.14	1.0	0.14	Currently car sales showrooms and associated buildings. Unlikely to come forward for redevelopment in the near future. Recommend partial release for mixed use (although not for residential).
CH37	Stand Park Industrial Estate, Sheffield Road	Existing	2.90	1.5	1.40	Part of the site is currently retail use. Recommend partial release for mixed use (although not for retail or residential).
CH44	Staveley Chemicals Hall Lane	Existing	83.02	49.81	33.21	The site will require a mix of uses to improve viability and to offset remediation costs. The possibility of mixed uses should be negotiated through a Staveley Area Action Plan (currently being prepared).
<b>Subtotal</b>			<b>92.82</b>	<b>55.26</b>	<b>37.56</b>	

**Table 32: Chesterfield Sites with Particular Constraints**

Site Reference	Site Name	Type	Constraints
CH49	Hartington Tip	Committed	Subject to problematic geotechnical issues.
CH9	Station Lane Industrial Estate	Existing	Subject to weak market interest for reoccupation, highways infrastructure constraints, poor road access for cars and HGVs, and a high risk of flooding on part of the site
CH16	Former William Cook Foundry, Clayton Street	Existing	Site constrained by waterways – restricted access to part of the site.
CH28	North East of Whittington Way, Station Road	Existing	Part of the site currently in use, however, it does have topographical issues affecting further development.
CH47	Baden Powell Road	Existing	Site boundary cuts through existing buildings. Will need careful consideration if redeveloped, to mitigate the effects on neighbouring residential development.

<sup>19</sup> It should be noted that a number of 'existing' sites already have some non-employment (non B1, B2 or B8) uses on them, and so are not entirely existing sites. Therefore, when interpreting the figures in this table, these would not constitute a 'loss' of employment land but instead indicate where there is a need to acknowledge that the 'existing' site is smaller than that stated at the outset of the study.

## 6.7 Mansfield District Results

### 6.7.1 Introduction

Mansfield is an established Sub-Regional centre with a number of good quality employment sites. Within the District a total of 41 sites were examined, of which 6 (60.52 ha) were committed sites; 3 sites were identified as having potential for further investigation (totalling 138.36 ha) and 32 (251 ha) were existing employment sites. The majority of employment sites are located within the built up area of Mansfield or around the periphery. A map showing the locations of the assessed sites is provided in Appendix L. The District contains part of the Mansfield Ashfield Regeneration Route (MARR) which runs around the outskirts of Mansfield.

### 6.7.2 Mansfield District Committed/Potential Sites

The sections below set out how the selected committed/potential sites were scored in terms of market viability and policy/sustainability. The sites have been assessed collectively as the committed/potential sites have similar characteristics in respect of the appraisal process. The potential sites (sites M39, M40 and M41) have a very different status to the committed sites in policy terms, however, and their inclusion here should not necessarily be interpreted as a willingness on the part of the Local Planning Authority to allocate these sites for employment in the forthcoming LDF review process.

#### 6.7.2.1 Market Scores

Table 33 shows the market scores for those committed/potential sites in Mansfield that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 33: Mansfield Committed/Potential Sites Market Scores**

ref	Address	Summary Market Scoring	Area in Hectares
M11	Abbott Road, M'field	28	31.64
M41	Mansfield Ashfield Regeneration Route, M'field (POTENTIAL SITE)	28	28.87
M39	Mansfield Ashfield Regeneration Route, M'field (POTENTIAL SITE)	29	83.83
M40	Mansfield Ashfield Regeneration Route, M'field (POTENTIAL SITE)	30	25.66
M7	Netherfield Lane, Market Warsop	31	3.43
M8	Ratcher Hill Quarry, Southwell Road West, M'field	31	35.07
M10	Clipstone Road East, M'field	35	20.01
M6	Former Wood Bros., Mansfield Road (A60), Spion Kop	35	2.07
M3	Debdale Lane (South), Mansfield Woodhouse, M'field	37	3.37

The committed/potential sites in Mansfield tend to score relatively well on the market criteria analysed, with the majority located in areas with relatively good market conditions and commercial viability. In contrast there is significant variation in site quality across the District. In particular, the three sites on the Mansfield Ashfield Regeneration Route have average overall market scores, but with the poorest scores in terms of site quality. Site quality is brought down by the fact that they are agricultural sites with significant utilities and highways infrastructure constraints.

Poor market scores are found for sites located on the periphery or outside of Mansfield, particularly Debdale Lane (South), the Former Wood Brothers Yard and Clipstone Road East. The latter two have poor market interest, commercial viability and significant utilities constraints. Debdale Lane is constrained by topography and utilities with average scores on the majority of criteria giving the site the lowest market score. Ratcher Hill Quarry is also subject to significant topographical constraints.

Three of the better scoring sites in terms of site quality are the potential sites on the MARR (M41, M39 and M40). In terms of policy considerations the main variations are on whether

the sites fit into the areas specified by the Northern Sub-Regional Strategy, with isolated sites outside the centre tending to score lower.

### 6.7.2.2 Policy/Sustainability Scores

Table 34 shows the policy/sustainability scores for Mansfield's committed/potential sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 34: Mansfield Committed/Potential Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/Sustainability Scoring	Area in Hectares
M41	Mansfield Ashfield Regeneration Route, M'field (POTENTIAL SITE)	44	28.87
M11	Abbott Road, M'field	45	31.64
M8	Ratcher Hill Quarry, Southwell Road West, M'field	45	35.07
M3	Debdale Lane (South), Mansfield Woodhouse, M'field	48	3.37
M39	Mansfield Ashfield Regeneration Route, M'field (POTENTIAL SITE)	50	83.83
M10	Clipstone Road East, M'field	53	20.01
M6	Former Wood Bros., Mansfield Road (A60), Spion Kop	54	2.07
M40	Mansfield Ashfield Regeneration Route, M'field (POTENTIAL SITE)	56	25.66
M7	Netherfield Lane, Market Warsop	57	3.43

The sites in Mansfield have average to good policy/sustainability scores overall and scores do not vary very significantly between sites. All the committed sites have very similar scores in terms of strategic access and catchment, all scoring 15-20 out of 35. The biggest access issues appear to be pedestrian and cycle access to the two potential MARR sites to the south of Mansfield and Ratcher Hill Quarry. There is also existing congestion on sites around the Debdale Lane (North and South) and Abbott Road sites. The latter site already has planning consent and off-site highway works have been agreed. Sites around Southwell Road West Junction may require upgrading the junction and the widening of Southwell Road West. The MARR site adjacent to Oakham Business Park is currently landlocked with no means of access. This would need to be considered if this site was to be taken forward. It is also noteworthy that Clipstone Road East, which scores relatively poorly, scores highly for development interest for other uses. This may make the site harder to defend as an employment site than other sites. However, it is noted that these elements may be mutually reinforcing, with the poor market interest for employment encouraging interest for other uses.

### 6.7.3 Mansfield District Existing Sites

The sections below set out how the selected existing sites were scored in terms of market viability and policy/sustainability.

### 6.7.4 Market Scores

Table 35 shows the market scores for Mansfield's existing sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 35: Mansfield Existing Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
M2	Millenium Business Park, Chesterfield Road North, M'field	18	18.59
M5	Oakham Business Park	21	48.65
M20	Brunts Business Centre, Brunts Way, M'field	22	0.97
M4	Old Mill Lane Industrial Estate, Old Mill Lane, M'field	22	21.49
M13	Commercial Gate, M'field	25	3.8
M1	Sherwood Oaks Business Park, Southwell Road West, M'field	26	16.9
M12	Debdale Lane (North), M'field Woodhouse	26	2.51
M19	Broadway Industrial Estate, The Broadway, M'field	26	3.78
M14	Crown Farm Industrial Estate, Crown Farm Way, M'field	27	54.13
M27	Whittle Caravans, Southwell Road West, M'field	28	1.99
M37	Transco Depot, Church Lane, M'field	28	1.64
M18	Oak Tree Business Park, Oak Tree Lane, M'field	29	6.32
M32	Aizlewoods Buildbase/Hermitage Mill, Sheepbridge Ln, M'field	29	1.21
M29	Bradder Way, M'field	30	2.68
M9	Ransom Wood Business Park, Southwell Road West, M'field	30	8.51
M31	Kitchen Direct Factory, Hermitage Ln, M'field	31	1.56
M33	Halls Workshops, Hermitage Ln, M'field	31	0.8
M17	Bellamy Road Industrial Estate, Bellamy Road, M'field	33	15.6
M15	Botany Commercial Park, Botany Avenue, M'field	34	3.64
M22	Victoria Street, M'field	34	4.18
M28	Dale Farm Milk Depot, Quarry Lane, Mansfield	34	1.93
M34	Cemex Ready Mix, Hermitage Ln, M'field	34	1.97
M23	Grove Way, M'field Woodhouse	35	3.85
M21	Pelham Street, M'field	36	1.74
M35	ICS Waste Recycling, Sheepbridge Ln, M'field	36	3.41
M16	Intake Industrial Centre, Kirkland Avenue, M'field	37	2.66
M25	Former Mansfield Brewery, Great Central Road, M'field	37	2.66
M26	Mansfield Standard Sand Co., Sandhurst Avenue, M'field	37	3.35
M38	Crow Hill Drive, Mansfield	37	1.43
M30	Crown Speciality, Rock Valley, M'field	39	2.78
M36	Marshalls Builders Merchants, Oxclose Lane, M'field Woodhouse	39	3.41
M24	Gregory's Quarry, Nottingham Road, M'field	47	2.86

Market scores for existing employment sites are relatively good overall, although there is significant variance between sites. The sites with the best overall scores were the Millennium Business Park, Oakham Business Park, Brunts Business Park and Commercial Gate (all fairly new premises) and Broadway Industrial Estate. The poorest scoring site by some margin is Gregory's Quarry which has poor scores for future market interest, commercial viability, opportunities for expansion, site context, topographical constraints and utilities. Marshalls Builders Merchants and Crown Speciality also score poorly.

Most sites achieved average or good scores for local market conditions, with the notable exception of Marshalls Builders Merchants which achieved poor ratings for occupancy levels and site context. Scores for commercial viability were variable, with particularly good scores at Broadway Industrial Estate, Brunts Business Centre and Commercial Gate. Particularly low scores were found for Gregory's Quarry and Crown Speciality, Rock Valley. The largest range of scores was found for site quality, with scores ranging from 8 to 24 out of 35. Again, the lowest score was for Gregory's Quarry with the quarry's poor access and utilities constraints bringing the score down.

#### **6.7.5 Policy/Sustainability Scores**

The table below shows the policy/sustainability scores for Mansfield's existing sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 36: Mansfield Existing Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/ Sustainability Scoring	Area in Hectares
M20	Brunts Business Centre, Brunts Way, M'field	34	0.97
M2	Millenium Business Park, Chesterfield Road North, M'field	36	18.59
M30	Crown Speciality, Rock Valley, M'field	36	2.78
M28	Dale Farm Milk Depot, Quarry Lane, Mansfield	37	1.93
M29	Bradder Way, M'field	37	2.68
M1	Sherwood Oaks Business Park, Southwell Road West, M'field	38	16.9
M17	Bellamy Road Industrial Estate, Bellamy Road, M'field	38	15.6
M19	Broadway Industrial Estate, The Broadway, M'field	38	3.78
M5	Oakhams Business Park	39	48.65
M9	Ransom Wood Business Park, Southwell Road West, M'field	39	8.51
M14	Crown Farm Industrial Estate, Crown Farm Way, M'field	40	54.13
M22	Victoria Street, M'field	40	4.18
M23	Grove Way, M'field Woodhouse	40	3.85
M31	Kitchen Direct Factory, Hermitage Ln, M'field	40	1.56
M4	Old Mill Lane Industrial Estate, Old Mill Lane, M'field	40	21.49
M13	Commercial Gate, M'field	41	3.8
M15	Botany Commercial Park, Botany Avenue, M'field	41	3.64
M12	Debdale Lane (North), M'field Woodhouse	42	2.51
M21	Pelham Street, M'field	42	1.74
M33	Halls Workshops, Hermitage Ln, M'field	42	0.8
M37	Transco Depot, Church Lane, M'field	42	1.64
M25	Former Mansfield Brewery, Great Central Road, M'field	43	2.66
M16	Intake Industrial Centre, Kirkland Avenue, M'field	44	2.66
M27	Whittle Caravans, Southwell Road West, M'field	44	1.99
M38	Crow Hill Drive, Mansfield	44	1.43
M18	Oak Tree Business Park, Oak Tree Lane, M'field	45	6.32
M35	ICS Waste Recycling, Sheepbridge Ln, M'field	45	3.41
M36	Marshall's Builders Merchants, Oxclose Lane, M'field Woodhouse	45	3.41
M24	Gregory's Quarry, Nottingham Road, M'field	46	2.86
M34	Cemex Ready Mix, Hermitage Ln, M'field	47	1.97
M26	Mansfield Standard Sand Co., Sandhurst Avenue, M'field	48	3.35
M32	Aizlewoods Buildbase/Hermitage Mill, Sheepbridge Ln, M'field	51	1.21

The majority of existing sites score very well for environmental sustainability with sites located outside the flood plain in areas where there would be a large public benefit associated with green infrastructure. This indicates that there is potential to provide valuable green infrastructure within Mansfield's existing sites or if the site should fall vacant. The poorest scoring site for environmental sustainability is Aizlewoods Buildbase as part of the site suffers from flood risk and contains Grade II listed buildings. Quality of the wider environment varies across Mansfield with some sites, such as Commercial Gate, achieving very good scores and in general it has not been highlighted as a major constraint.

The major issue in the district with regards to strategic access and catchment tends to be existing congestion and pedestrian and cycle access. In particular Marshall's Builders Merchants, ICS Waste Recycling and Grove Way were identified as having very poor pedestrian or cycle access. Over a third of the existing sites studied were found to have high congestion on the surrounding road network. This may need to be considered if sites are redeveloped in the future. In addition, Crow Hill Drive is an established residential area with traffic calming measures in place. This may mean the site is only suitable for residential uses or B1 office uses, if these can be satisfactorily accommodated given transport constraints. Marshall's Builders Merchants was found to have very poor access overall with the site unsuitable for Heavy Goods Vehicles.

Scores on other policy considerations are relatively similar between, with no sites scoring very poorly. All sites are in line with the SRS Policy 1 (Sub-Regional Development Priorities) but all but one are outside the SRS Policy 2 Priority Areas (Sub-Regional Employment Regeneration Priorities). It is notable that overall the Mansfield Standard Sand Co. and Marshall's Builders Merchants sites receive lower scores but the assessment

indicates that there would be significant interest for the site for other uses. This may make the site more difficult to defend from other uses should the existing user leave the site.

#### 6.7.6 Mansfield Site Summary

Mansfield District is an established Sub-Regional centre with expansion potential to the south and west of the town alongside the Mansfield Ashfield Regeneration Route (MARR). The new MARR route provides good greenfield opportunities including land at Penniment Farm and Lindhurst Farm. The MARR route also improves east-west connections which will increase overall demand across all sectors. There are established industrial areas at Oakham and Millennium Business Parks and little provision within the town centre. It is advised that a masterplan approach for land around the MARR would be the best way to bring land forward, including a flexible planning approach.

Supply gaps identified are that the area has a limited supply of small sites of between 0.3-1 ha where local companies are seeking to expand and require land to build their own premises. There are identified opportunities to provide follow-on space following the success of the i-Centre (an Innovation Centre) and other serviced office premises.

The tables below summarise the quantity of employment land to be considered for release and sites considered to have major constraints. Within Mansfield five sites are proposed to be considered for release, five sites are identified as suitable for mixed use development and three sites are identified as having particular constraints. As regards the mixed use split of the five sites, in the absence of detailed assessments, a general assumption of 50:50 employment/non-employment has been made. The precise split on any given site may vary depending upon the particular site context, constraints and infrastructure costs required to bring forward mixed use redevelopment.

**Table 37: Mansfield Sites to be Considered for Release**

Site Reference	Site Name	Type	Area (Ha)	Area Lost (Ha)	Justification
M6	Former Wood Bros.	Committed	2.07	2.07	Poor location, a greenfield site set within open countryside.
M7	Netherfield Lane, Market Warsop	Committed	3.43	3.43	Site scored poorly in both market and sustainability terms. Site also lies adjacent to the River Meden and is constrained by flood risk issues.
M24	Gregory's Quarry	Existing	2.86	2.86	Poorest scoring site in Mansfield with weak market interest and commercial viability. The internal and external site context is poor and the site has significant issues related to utilities and highways infrastructure.
M26	Mansfield Standard Sand Co	Existing	3.35	3.35	Site scored poorly in both market and sustainability terms. Site is also constrained by the external site context including adjacent uses and the surrounding local road network.
M36	Marshalls Builders Merchants	Existing	3.41	3.41	Very poor access and unsuitable for goods vehicles. Been on the market for some time.
<b>Subtotal</b>			<b>15.12</b>	<b>15.12</b>	

**Table 38: Mansfield Sites to be Considered for Mixed Use Development**

Site Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
M16	Intake Industrial Centre, Kirkland	Existing	2.66	1.33	1.33	50:50 split – see justification in 6.7.6 above.



Site Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
	Avenue, Mansfield					
M21	Pelham Street, Mansfield	Existing	1.74	0.87	0.87	50:50 split – see justification in 6.7.6 above. Built-up area and poor access for employment.
M22	Victoria Street, Mansfield	Existing	4.18	2.09	2.09	50:50 split – see justification in 6.7.6 above. Extremities of the site more suited to residential.
M25	Former Mansfield Brewery	Existing	2.66	1.33	1.33	50:50 split – see justification in 6.7.6 above. Unsustainable location will require subsidisation of abnormal costs.
M30	Crown Speciality, Rock Valley, Mansfield	Existing	2.78	1.39	1.39	50:50 split – see justification in 6.7.6 above.
<b>Subtotal</b>			<b>14.02</b>	<b>7.01</b>	<b>7.01</b>	

**Table 39: Mansfield Sites with Particular Constraints**

Site Reference	Site Name	Type	Constraints
M3	Debdale Lane (South)	Committed	Significant topographical and utilities constraints.
M8	Ratcher Hill Quarry	Committed	Topography may make it difficult to bring the whole site forward. Will also require servicing and remediation of the quarry.
M40	MARR	Potential	Site is land locked with no means of access. The site also has the remnants of a railway on site, large and small ponds and has no access off a main highway. Requires significant infrastructure and highways improvements to bring forward the site. This is likely to reduce the developable area.

## 6.8 Newark and Sherwood District Results

### 6.8.1 Introduction

Within Newark and Sherwood 26 sites were assessed including 11 (154.91 ha) existing employment sites, 3 (211.83 ha) potential sites and 12 (99.08 ha) committed employment sites. Sites are generally located in and around Newark or around the larger settlements of Ollerton, Clipstone, Rainworth and Bilsthorpe, although a number of the sites to the west of the district are located in close proximity to the Sub-Regional centre of Mansfield. A map showing the locations of the assessed sites is provided in Appendix L. Newark has Growth Point status with a proposal for up to 6,000 houses and 100 hectares of employment land on land to the south side to be served by a new relief road. The criteria for assessing committed/potential and existing sites varied so the two assessments are separated below. It should be noted that in terms of the prestige sites, the following sites form a key part of the present supply but were not subject to the detailed appraisal process:

1. Newark Northern Road Industrial Estate 108.73 ha
2. Blidworth Industrial Estate, Burma Road, Blidworth 15.61 ha
3. Southwell Mill Lane Industrial Estate, Southwell 2.15 ha
4. Sherwood Energy Village, Ollerton 18.81 ha



## 6.8.2 Newark and Sherwood District Committed/Potential Sites

The sections below set out how the selected committed/potential sites were scored in terms of market viability and policy/sustainability. The sites have been assessed collectively as the committed/potential sites have similar characteristics in respect of the appraisal process.

### 6.8.2.1 Market Scores

Table 40 shows the market scores for Newark and Sherwood's committed/potential sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 40: Newark and Sherwood Committed/Potential Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
NaS24	South Airfield Fm, Winthorpe	14	2.65
NaS19	Newark Farndon Road	17	0.56
NaS22	Ossington Road, Carlton-on-Trent	20	5.26
NaS27	Mansfield Road, Clipstone	21	2.31
NaS26	Clipstone Drive	23	18.66
NaS25	Bilthorpe Colliery, Bilthorpe	24	12.49
NaS9	Brailwood Road Ind Est, Bilthorpe	24	3.61
NaS17	Bilthorpe adj Bilthorpe Colliery	25	4.67
NaS15	Balderton Belvoir Ironworks	26	5.36
NaS20	Land Adj Balderton Hospital	27	17.00
NaS30	Rufford Colliery, Rainworth (POTENTIAL SITE)	27	105.74
NaS18	Colliery Lane, Rainworth	28	5.51
NaS29	Clipstone Colliery (POTENTIAL SITE)	30	6.09
NaS16	North of Ollerton Roundabout	30	21.00
NaS31	Land South of Newark (POTENTIAL SITE)	36	100.00

In general, Newark and Sherwood's committed/potential employment sites tend to score well on criteria related to commercial viability. The largest issues are found with the Land South of Newark due to weak market interest in the site and weak commercial viability for employment use. The only other issues identified were that Colliery Lane, Rainworth and Newark Farndon Road have limited expansion opportunities; however, this has not affected the market interest and commercial viability of the sites, which are both very strong. In addition Clipstone Colliery would take between 6-10 years to deliver.

As most sites are located in or adjacent to towns and centres most sites have a relatively favourable site context. The notable exception being Ossington Road, a small isolated site near Sutton-on-Trent. The local rents for committed/potential sites are average to good, with the exception of Ossington Road which has low local rents, probably in part due to its isolated location. It is recognised that in the case of the Ossington Road site, the planning permission was granted as an extension to the operation of an existing local business. Rufford Colliery has low occupancy levels, but scores well on site context and local rents. Newark and Sherwood's committed/potential sites also generally fare well with regard to commercial viability with no contaminated land issues, no known utilities constraints and only a few sites experiencing moderate topographical constraints. The only exceptions to the rule are Clipstone Colliery which would need some land remediation and suffers from difficult topographical constraints, and Rufford Colliery which has difficult topographical constraints. The most significant constraints are related to highways infrastructure. Land Adjacent to Balderton Hospital, Bilthorpe Colliery and the Land South of Newark rated as definitely requiring off site highway works (subject to a Transport Assessment).

### 6.8.2.2 Policy/Sustainability Scores

Table 41 shows the policy/sustainability scores for Newark and Sherwood's committed/potential sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 41: Newark and Sherwood Committed/Potential Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/ Sustainability Scoring	Area in Hectares
NaS27	Mansfield Road, Clipstone	42	2.31
NaS18	Colliery Lane, Rainworth	44	5.51
NaS25	Bilsthorpe Colliery, Bilsthorpe	50	12.49
NaS20	Land Adj Balderton Hospital	52	17.00
NaS17	Bilsthorpe adj Bilsthorpe Colliery	53	4.67
NaS19	Newark Farndon Road	53	0.56
NaS9	Brailwood Road Ind Est, Bilsthorpe	54	3.61
NaS16	North of Ollerton Roundabout	55	21.00
NaS26	Clipstone Drive	57	18.66
NaS24	South Airfield Fm, Winthorpe	58	2.65
NaS30	Rufford Colliery, Rainworth (POTENTIAL SITE)	59	105.74
NaS29	Clipstone Colliery (POTENTIAL SITE)	61	6.09
NaS22	Ossington Road, Carlton-on-Trent	61	5.26
NaS15	Balderton Belvoir Ironworks	62	5.36
NaS31	Land South of Newark (POTENTIAL SITE)	63	100.00

All committed/potential sites in the District have slight or no impact on adjacent occupiers, but the majority of sites have less access to facilities, reflecting the District's rural nature, with the Mansfield Road site in the centre of Clipstone having the best access to facilities. Most sites are adjacent to B roads, although some are adjacent to A or Trunk roads and only Clipstone Colliery, North of Ollerton Roundabout and South Airfield Farm have high congestion on the surrounding road network.

Access to the public transport network is relatively good for most committed/potential sites with the exception of Clipstone Drive, Land South of Newark and Belvoir Ironworks. However, accessibility of the site for the surrounding population is generally poor although Farndon Road and the Land Adjacent to Balderton Hospital are relatively accessible for the surrounding population. In comparison to many other Districts in the Sub-Region, pedestrian and cycle accessibility is relatively good, with over half the sites having basic routes to residential areas. However, Ossington Road has no cycle or pedestrian routes nearby and a number of sites have disjointed routes.

The largest issue with regards to sustainability is that the majority of the District's committed/potential sites are on 100% greenfield sites. The exceptions to the rule are Mansfield Road, Bilsthorpe Colliery, Clipstone Colliery and Belvoir Ironworks which are all 100% previously developed land. Balderton Belvoir Ironworks, North of Ollerton Roundabout, Farndon Road, Clipstone Colliery and Colliery Lane, Rainworth all have part of the site in an area with 1/100 risk of flooding. Clipstone Colliery also experiences several HGV restrictions and environmental designation constraints

Sites in and around Newark are outside the Sub-Region's Economic Assistance areas, whereas sites to the west of the District tend to be inside them. Some sites fall into areas designated as Sub-Regional Development Priorities in the Northern SRS, with the notable exception of sites located around Bilsthorpe and the more isolated sites at Ossington Road and Clipstone Colliery. Although Bilsthorpe is not mentioned as a settlement to focus employment within, if it could be shown that development was small-scale, targeted to meet

local needs, and of a scale and type necessary to service the community it may not conflict with this policy. The Rufford Colliery site is the only committed/potential site to fall within the Northern SRS's Employment Regeneration Priority Areas. There is a strong interest for the Clipstone Drive site for other uses, but as the site has an average score overall and a strong market interest for employment use this may not undermine its designation. However, Clipstone Colliery would also have a strong interest for other uses and scores poorly overall, so it may be harder to defend the site for employment use. It is worth noting that there would be firm pressure for alternative uses at the former Rufford Colliery. Further, developers at the land adjacent to Balderton Hospital have recently begun to implement their reserved matters application for employment uses on 25% of the site.

### 6.8.3 Newark and Sherwood District Existing Sites

The sections below set out how the selected existing sites were scored in terms of market viability and policy/sustainability.

#### 6.8.3.1 Market Scores

The table below shows the market scores for Newark and Sherwood's existing sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 42: Newark and Sherwood Existing Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
NaS11	Crew Lane Ind Est, Southwell	19	5.17
NaS7	Boughton Ind Est South (A6075)	19	27.68
NaS4	Great North Road Ind Area, Sutton-on-T,	22	9.5
NaS10	Belle Eau Park Ind Area, Bilsthorpe	25	16.6
NaS2	Land at Hoval's Northgate	26	4.38
NaS3	Hawton Lane Ind Area (inc Flowserve), Balderton	27	41.21
NaS13	Eakring National Grid Offices Kirklington Rd	31	6.09
NaS23	Vicarage Lane, North Muskham	34	0.97
NaS6	Boughton Ind Est North (A6075)	34	24.06
NaS8	Trent Lane Industrial Area, Hoveringham	34	18.52
NaS21	Field House Farm, Balderton	39	0.73

There is a large variability in market scores for existing sites in the District, especially as only eleven sites were examined. Should sites fall vacant it is likely that there would be moderate to very strong market interest for all the existing employment sites. Similarly, the only site with weak commercial viability for employment use is Field House Farm. All sites have at least some room for expansion and all but Trent Lane Industrial Estate could be re-occupied within five years of falling vacant.

The majority of the existing employment sites in Newark and Sherwood are well occupied, have a moderate to good site context and have relatively high local rents. The main exceptions are Balderton Field House Farm; a small site outside Newark with low occupancy levels and local rents, and Vicarage Lane, North Muskham; a small, isolated site with low local rents and moderate occupancy levels.

The site characteristics tend to depict Newark and Sherwood's existing employment sites as strong sites. The quality of the existing sites is generally very good, with five sites being described as very high quality. However, Boughton Industrial Estate North has serious considerations impacting upon overall quality and the Eakring National Grid Offices are in poor condition. Employment sites appear to have been built since 1970 and no sites have problematic of severe contamination issues. Hawton Lane Industrial Estate, Trent Lane

Industrial Area and Belle Eau Park Industrial Area may require off-site highway works, although this will be subject to a Transport Assessment.

### 6.8.3.2 Policy/Sustainability Scores

Table 43 shows the policy/sustainability scores for Newark and Sherwood's existing sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 43: Newark and Sherwood Existing Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/ Sustainability Scoring	Area in Hectares
NaS7	Boughton Ind Est South (A6075)	42	27.68
NaS2	Land at Hoval's Northgate	49	4.38
NaS6	Boughton Ind Est North (A6075)	51	24.06
NaS3	Hawton Lane Ind Area (inc Flowserve), Balderton	52	41.21
NaS11	Crew Lane Ind Est, Southwell	54	5.17
NaS21	Field House Farm, Balderton	54	0.73
NaS10	Belle Eau Park Ind Area, Bilsthorpe	55	16.6
NaS13	Eakring National Grid Offices Kirklington Rd	56	6.09
NaS23	Vicarage Lane, North Muskham	56	0.97
NaS4	Great North Road Ind Area, Sutton-on-T,	57	9.5
NaS8	Trent Lane Industrial Area, Hoveringham	66	18.52

The majority of Newark and Sherwood's existing employment sites are located on the edge or outside urban areas and so have slight or no adverse affect on adjacent occupiers. However, this also means that all but three sites have less access to a wide range of local facilities, reflecting the District's rural nature. The exceptions being Crew Lane Industrial Estate and Hawton Lane Industrial Area which are within 10-15 minute walk of a small shopping parade and Land at Hoval's Northgate in Newark which is within 10-15 minute walk of a town.

Access to the public transport network is moderate to good from all sites except Belle Eau Park Industrial Area and the National Grid Offices. In contrast, accessibility of the site for the surrounding population is moderate to poor, with the notable exceptions of the Land at Hoval's Northgate and Hawton Lane Industrial Area in Newark. Accessibility by the local population is particularly poor at Belle Eau Park Industrial Area, the National Grid Offices and Trent Lane Industrial Area. Most sites are adjacent to A or B roads, although Field House Farm is adjacent to a rural unclassified road which may prove a barrier to future use of the site for employment. Hawton Lane Industrial Area has high congestion on the surrounding road network which may prove to be a constraint and Field House Farm has no direct access to a public highway.

Flood risk is a major issue for the District with half the existing employment sites having part of their site at 1/100 risk of flooding. Boughton Industrial Estate North and South are in both the Sub-Region's Economic Assistance Areas and the Northern SRS Development Priority Areas. In addition, Belle Eau Park Industrial Area is just within the Economic Assistance Areas and Field House Farm, Crew Lane Industrial Estate, Land at Hoval's Northgate and Hawton Lane Industrial Area are in just the SRS Development Priority Areas.

### 6.8.4 Newark and Sherwood Site Summary

Newark is a Sub-Regional centre with good road connections to the A1 and A46 with the area to the west of the town acting mainly as a commuting area for Nottingham. Newark has a strong representation of general industrial and distribution properties, boosted by the

presence of Mastercare at the NewLinc Industrial Estate. From July 2007 the new Newark Beacon Business Innovation Centre (BIC) project was completed and open for business, offering a range of different sized office units with 27 available in total and a further 4 workshops with B1 Business Use Class purposes. Recent commercial development has also occurred at the neighbouring Brunel Business Park in Newark. Newark's historic town centre constrains potential new development within the town.

The key opportunities for growth are part of the Growth Point initiative envisaged on land to the south of Newark, together with employment land at and adjacent to Balderton Hospital. Colliery sites such as Clipstone are in less favoured locations and will require infrastructure upgrades and are likely to form part of a mixed use development. The former Rufford Colliery benefits from close proximity to the MARR route, bringing advantages in terms of highways access. There is a requirement for small sites of 0.5-1 ha for expanding companies and new office accommodation for smaller/medium sized businesses, which may not currently be met. The supply should be concentrated around the Newark Growth Point area with some additional opportunities around Balderton. A masterplan approach to the Newark Growth Point should ensure that the delivery of the road is viable without public sector intervention, providing a substantial amount of residential land is released. The priority for the public sector should be to facilitate Growth Point status, particularly if there are abnormal costs associated with delivering the road.

The tables below summarise the quantity of employment land to be considered for release and sites considered to have major constraints. Within Newark and Sherwood six sites are proposed to be considered for release, three sites are identified as suitable for mixed use development and two sites are identified as having particular constraints.

**Table 44: Newark and Sherwood Sites to be Considered for Release**

Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Justification
NaS15	Belvoir Ironworks, Balderton	Committed	5.36	5.36	Site has a very poor external profile, no facilities within a 10 minute walk, very poor access to public transport and a high risk of flooding. Other sites may provide a more sustainable option.
NaS16	North of Ollerton Roundabout, Ollerton	Committed	21.0	21.0	This greenfield site is both prominent and separate from the urban envelope. There are other, more preferable sites in the portfolio.
NaS17	Adjacent Bilsthorpe Colliery	Committed	4.67	4.67	This site is a greenfield site. There are other, better brownfield employment sites and the loss of this site would not be detrimental to the portfolio.
NaS26	Clipstone Drive, Clipstone	Committed	18.66	18.66	Site is greenfield and neighbours a residential development. Site is located in a secondary location which may be more suitable for alternative uses.
NaS2	Land at Hoval's, Northgate	Existing	4.38	4.38	Residential planning permission on the majority of the site. Any remaining land may be more suited to alternative types of development.
NaS21	Balderton Field House Farm	Existing	0.73	0.73	Run down agricultural properties with no direct access to a public highway. Site is located in the countryside and is not considered suitable for continued use.
<b>Subtotal</b>			<b>101.1</b>	<b>101.1</b>	

**Table 45: Newark and Sherwood Sites to be Considered for Mixed Use**

Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
NaS29	Clipstone Colliery, Clipstone	Potential	29.3	17.58	11.72	Difficult topographical constraints, a poor quality site with a poor external profile. Issues with congestion, environmental constraints, access for HGVs and flood risk. If 60% of the site was developed for other uses this may help overcome some of these difficulties and create a more sustainable development.
NaS30	Former Rufford Colliery, Rainworth	Potential	105.74	63.44	42.30	The colliery site is inefficient and awkward in shape. A mixed use development may mitigate the additional costs and areas of undevelopable land.
NaS4	Great North Road Industrial Area, Sutton on Trent	Existing	9.5	4.75	4.75	Half of the site already exists as residential.
<b>Subtotal</b>			<b>144.54</b>	<b>85.77</b>	<b>58.77</b>	



**Table 46: Newark and Sherwood Sites with Particular Constraints**

NaS31	Land South of Newark	Potential	Currently this site suffers from poor market interest and commercial viability although this may change as other developments around the site come forward. The site is subject to highways infrastructure constraints, moderate utilities and topographical constraints and very poor access via public transport. Again, access constraints may improve as the new highways infrastructure is developed, especially if combined with provisions for public transport.
NaS27	Mansfield Road, Clipstone	Committed	In market terms the site may be more suited to residential development in line with neighbouring uses. However, the site is one of few previously developed sites and scores well on sustainability criteria suggesting that sensitively designed development may be appropriate if location is given due consideration.

## 6.9 North East Derbyshire District Results

### 6.9.1 Introduction

North East Derbyshire is a very rural district wrapping around Chesterfield, with the majority of the District located in the Green Belt. Employment sites in the District are generally concentrated around Dronfield, Eckington, Killamarsh and Clay Cross, with the majority located in the south west of the District. In total, 30 sites were examined in North East Derbyshire of which 6 (109.08 ha) were committed sites, and 24 sites were existing employment sites (totalling 281ha). A map showing the locations of the assessed sites is provided in Appendix L. Committed and existing sites were separated as they were measured using slightly different criteria.

### 6.9.2 North East Derbyshire District Committed Sites

The sections below set out how the selected committed sites were scored in terms of market viability and policy/sustainability.

#### 6.9.2.1 Market Scores

The table below shows the market scores for North East Derbyshire's committed sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 47: North East Derbyshire Committed Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
NE25	Markham Vale Development	29	4.70
NE30	Former Biwaters Site	29	27.40
NE28	Land Off Derby Road	30	11.30
NE27	Callywhite Lane Extension, Dronfield	34	8.90
NE19	Land adj. Norwood Industrial Estate, Killamarsh	43	5.40
NE29	Avenue Coking Works	44	51.38

\* NE30 Former Biwaters site: This is a mixed use allocation in the Local Plan extending to 27.4ha, therefore the entire site will not necessarily be developed for employment uses.

\*\* NE29 Former Avenue Coking Works: This is a mixed use allocation in the Local Plan extending to 51.38ha, comprising employment, housing, recreation and open space. Although it is expected that development will be employment-led.

The commercial viability of the committed sites is variable with the Land adjacent to Norwood Industrial Estate suffering from very weak market interest and commercial viability. Similarly, the Avenue Coking works has weak market interest and commercial viability.



Both the Avenue Coking works and the Land adjacent to Norwood Industrial Estate are likely to take 6-10 years to deliver. In addition, Callywhite Lane Extension has several private owners, which may be an issue. Local market conditions are good for all sites with the exception of the Avenue Coking Works and the Land adjacent to Norwood Industrial Estate which has a poor site context and low rents.

All committed sites are assumed to require off-site highways works, subject to a Transport Assessment. In addition, the Avenue Coking Works is subject to severe land contamination or ground stability issues and difficult topographical constraints. The Former Biwaters Site is subject to problematic land contamination issues and the Land off Derby Road suffers from difficult topographical issues.

### 6.9.2.2 Policy/Sustainability Scores

The table below shows the policy/sustainability scores for North East Derbyshire's committed sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 48: North East Derbyshire Committed Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/ Sustainability Scoring	Area in Hectares
NE28	Land Off Derby Road	47	11.30
NE30	Former Biwaters Site	47	27.40
NE19	Land adj. Norwood Industrial Estate, Killamarsh	56	5.40
NE29	Avenue Coking Works	56	51.38
NE25	Markham Vale Development	57	4.70
NE27	Callywhite Lane Extension, Dronfield	58	8.90

\* NE30 Former Biwaters site: This is a mixed use allocation in the Local Plan extending to 27.4ha, therefore the entire site will not necessarily be developed for employment uses.

\*\* NE29 Former Avenue Coking Works: This is a mixed use allocation in the Local Plan extending to 51.38ha, comprising employment, housing, recreation and open space. Although it is expected that development will be employment-led.

All of the committed sites are subject to slight or no constraints related to the amenity of adjacent occupiers and, with the exception of the Avenue Coking Works and the Land adjacent to Norwood Industrial Estate, all have moderate site appearance and quality. The Avenue Coking Works and the Land adjacent to Norwood Industrial Estate were found to have low quality appearance of site and streetscape. Markham Vale Development and Avenue Coking Works have no facilities within 10-15 minute walk, while other sites have a small shopping parade or village or local centre within 10-15 minute walk.

Although the majority of sites (except Avenue Coking Works) have a bus stop nearby, access to committed employment sites for the local population by public transport is poor. This may be partially due to the rural nature of the District which makes it harder to sustain public transport services from isolated or dispersed residential areas. All sites have some kind of cycle or pedestrian routes nearby, but these tend to be disjointed, unsafe or basic. Despite the rural nature of the District, committed employment sites are located adjacent to B or A roads but have very high or high levels of congestion on the surrounding network.

In terms of environmental sustainability, the Markham Vale Development, Land Adjacent to Norwood Industrial Estate and the Land off Derby Road are all 100% greenfield sites. The Callywhite Lane Extension and Avenue Coking Works have part of their sites located in areas with 1/100 risk of flooding and the Former Biwater site is subject to environmental constraints.

All North East Derbyshire's committed sites are located within the Sub-Region's Economic Assistance areas, with the exception of the Callywhite Lane Extension. Similarly, four out of six sites are within Northern SRS's Development Priority Areas, excluding the Markham Vale Development and the Avenue Coking Works. The Land Adjacent to Norwood Industrial Estate is the only site outside the SRS Employment Regeneration areas. Callywhite Lane Extension will also need major highway improvements to create new access road and bridge over the railway line.

### 6.9.3 North East Derbyshire District Existing Sites

The sections below set out how the selected existing sites were scored in terms of market viability and policy/sustainability.

#### 6.9.3.1 Market Scores

Table 49 shows the market scores for North East Derbyshire's existing sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the policy/sustainability scores.

**Table 49: North East Derbyshire Existing Sites Market Scores**

ref	ADDRESS	Summary Market Scoring	Area in Hectares
NE3	Coney Green, Clay Cross	18	29.00
NE1	Holmewood Industrial Park	20	34.00
NE16	Westthorpe Fields Killamarsh	22	6.00
NE24	Williamthorpe, Holmewood	23	2.00
NE4	Holmewood Industrial Estate	23	26.00
NE13	Rotherside Road, Eckington	24	8.00
NE15	Stonebroom Industrial Estate	25	7.00
NE7	Norwood Industrial Estate, Killamarsh	25	17.00
NE9	Gunstones Bakery (Part of Wreakes Lane Area)	25	0.00
NE26	Sheffield Road, Killamarsh	30	5.00
NE11	Pilsley Rd, Danesmoor, Clay Cross	30	14.00
NE10	Former Excel logistics (Part of Wreakes Lane Area)	31	0.00
NE17	Stubley Lane, Dronfield	32	6.00
NE23	Littlemoor, Eckington	32	2.00
NE8	Wreakes Lane/Sheffield Rd, Dronfield	32	17.00
NE20	Derby Rd, Upper Mantle Close, Clay Cross	34	4.00
NE2	Callywhite Lane, Dronfield	35	30.00
NE5	Bridge St. Ind. Area, Clay Cross	36.5	24.00
NE12	Renishaw Industrial Estate	37	13.00
NE21	Temple Normanton Business Park	37	3.00
NE22	Morton Industrial Estate	37	3.00
NE6	Coalite Works, Nr Bolsover	38	18.00
NE14	Mansfield Road, Corbriggs	42	7.00
NE18	Hepthorne Lane, Tupton	46	6.00

The market scores for the existing sites in North East Derbyshire have the largest variation of any District in the Sub-Region. The assessment found that the market would have moderate to strong interest to redevelop most existing employment sites in the District. The exceptions are Hepthorne Lane and Morton Industrial Estate for which interest would be weak. Morton Industrial Estate also has weak viability for employment use. Mansfield Road also has weak viability for employment use.

Temple Normanton Business Park and Hepthorne Lane have very low occupancy levels with only 0-20% of the site currently occupied. Both sites have a number of strong market issues that may be contributing to this. Hepthorne Lane has a particularly poor site context, although Morton Industrial Estate also scores poorly on this criterion. Local rents are moderate to good for all sites.

Temple Normanton Business Park has serious considerations affecting building quality and will require off site highways works to be redeveloped (subject to a Transport Assessment). Off site highways infrastructure is also assumed to be required at Callywhite Lane, Bridge Street Industrial Estate, Coalite Works, Pilsley Road and Mansfield Road. Renishaw Industrial Estate suffers from difficult topographical constraints.

### 6.9.3.2 Policy/Sustainability Scores

The table below shows the policy/sustainability scores for North East Derbyshire's existing sites that were examined, with the sites highlighted in green at the top of the table receiving the most positive scores. These scores should be interpreted in the context of the summary below and the market scores.

**Table 50: North East Derbyshire Existing Sites Policy/Sustainability Scores**

ref	ADDRESS	Summary Policy/ Sustainability Scoring	Area in Hectares
NE20	Derby Rd, Upper Mantle Close, Clay Cross	41	4.00
NE5	Bridge St. Ind. Area, Clay Cross	43	24.00
NE11	Pilsley Rd, Danesmoor, Clay Cross	45	14.00
NE7	Norwood Industrial Estate, Killamarsh	46	17.00
NE3	Coney Green, Clay Cross	47	29.00
NE1	Holmewood Industrial Park	48	34.00
NE10	Former Excel logistics (Part of Wreakes Lane Area)	48	0.00
NE2	Callywhite Lane, Dronfield	48	30.00
NE9	Gunstones Bakery (Part of Wreakes Lane Area)	48	0.00
NE17	Stubley Lane, Dronfield	49	6.00
NE24	Williamthorpe, Holmewood	49	2.00
NE26	Sheffield Road, Killamarsh	49	5.00
NE13	Rotherside Road, Eckington	52	8.00
NE4	Holmewood Industrial Estate	52	26.00
NE16	Westthorpe Fields Killamarsh	53	6.00
NE6	Coalite Works, Nr Bolsover	54	18.00
NE8	Wreakes Lane/Sheffield Rd, Dronfield	54	17.00
NE12	Renishaw Industrial Estate	55	13.00
NE23	Littlemoor, Eckington	55	2.00
NE14	Mansfield Road, Corbriggs	56	7.00
NE18	Hepthorne Lane, Tupton	56	6.00
NE21	Temple Normanton Business Park	58	3.00
NE22	Morton Industrial Estate	60	3.00
NE15	Stonebroom Industrial Estate	65	7.00

As North East Derbyshire is a predominantly rural District, it may be unsurprising that accessibility of facilities is very variable. Almost 30% of the existing employment sites that were assessed have no facilities within 10 minutes walk and a further 25% have only a small shopping parade within 10-15 minute walk. The majority of sites with no facilities are located in relatively isolated locations to the north west of Clay Cross. The sites at Hepthorne Lane and Temple Normanton Business Park have a poor external profile.

Considering the rural nature of the site, it is perhaps surprising that all of the existing employment sites that were assessed have good access to the public transport network with bus stops within 800m with, on average, services at least every half hour. However, access to the sites for the local population using public transport is generally poor with the notable exceptions of Stubley Lane, Gunstones Bakery, Wreakes Lane, Littlemoor and Otherside Road which have average to good access for the local population. Road access is variable with Coney Green and Pilsley Road located adjacent to rural unclassified roads with high or very high levels of congestion. Most employment sites have a moderate number of basic pedestrian and cycle routes linking sites to nearby residential areas, although more isolated sites can have uncoordinated or unsafe routes. Hepthorne Lane, Stonebroom, Bridge Street Industrial Estate and Coney Green have critical HGV restrictions or routes through unsuitable areas.

The majority of North East Derbyshire's existing employment sites are located in areas at no risk from flooding. Exceptions include Coney Green, Coalite Works, Norwood Industrial Estate, Sheffield Road, part of Wreakes Lane, Renishaw Industrial Estate, Rotherside Road, Stonebroom Industrial Estate and Hepthorne Lane which all have part of the site at 1/100 risk of flooding. Employment sites around the Clay Cross area fall into the Sub-Region's Economic Assistance Areas, whereas sites to the north of the District and the far south of the District do not. A significant number of employment sites fall into the areas designated in the Northern SRS as a Development Priority Area or an Employment Regeneration Priority Area. Sites that fall into neither are Holmewood Industrial Park and Estate, Renishaw Industrial Estate, Rotherside Road, Mansfield Road, Stonebroom Industrial Estate, Temple Normanton Business Park, Morton Industrial Estate, Littlemoor and Williamthorpe.

Other particular policy considerations include that Holmewood Industrial Estate is located within the visual setting of Hardwick Hall and that plans to redevelop Clay Cross town centre will involve land immediately to the south of Bridge Street Industrial Estate.

#### 6.9.4 North East Derbyshire Site Summary

The District currently has established employment areas at Killamarsh, Clay Cross, Eckington, Holmewood and Dronfield. The new J29a of the M1 will unlock some land at Markham Vale. The key substantial brownfield or greenfield employment sites are Avenue Coking Works, Biwater site, Clay Cross, Land adjacent to Norwood Industrial Estate, Land at Markham Vale and the Coalite site. Coney Green, with the land re-mediated and serviced by the EMDA has been sold. It has been attractive because the land is cheap and there are limited alternatives in the area. However, the development took a long time to be fully occupied due to design and size constraints and there is a requirement for more serviced general employment land plots between 0.2-0.4 ha. Employment land needs are generally localised and concentrated on small, modern, light industrial buildings. Demand still exists for small companies requiring serviced plots to build their own premises. The brownfield opportunities at Biwater and Avenue Coking Works will require public intervention.

The tables below summarise the quantity of employment land to be considered for release and sites considered to have major constraints. Within North East Derbyshire one site is proposed to be considered for release, four sites are identified as suitable for mixed use development and three sites are identified as having particular constraints.

**Table 51: North East Derbyshire Sites to be Considered for Release**

Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Justification
NE18	Hepthorne Lane, Tupton	Existing	6.0	6.0	Awkward shaped site and topography. The site is poorly located, access is difficult and the site is constrained by the canal. This site also has poor market interest, site context and external site profile. Part of the site is also at risk of flooding.
<b>Subtotal</b>			<b>11.4</b>	<b>11.4</b>	

**Table 52: North East Derbyshire Sites to be Considered for Mixed Use**

Site Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
NE26 *	Land Adjacent to Norwood Industrial Estate	Committed	5.4	2.16	3.24	Identified as a mixed use site in the North East Derbyshire Local Plan, 2005, with a 60:40 split. This is considered to be a sustainable option for the site. Currently the site has poor existing access down an unmade road and

Ref.	Site Name	Type	Area (Ha)	Area Lost (Ha)	Area Retained	Justification
						issues with regards to commercial viability. However, the site could offer a good development opportunity in the future linked to the restoration of the Chesterfield Canal.
NE28 *	Land off Derby Road	Committed	11.3	6.78	4.52	Site linked to the mixed use development of the Biwaters Site. Mixed use development may provide a sustainable option for the site.
NE29 *	Avenue Coking Works	Committed	51.38	38.48	12.9	Weak market interest and commercial viability coupled with severe geotechnical issues and difficult topographical constraints may make this site hard to deliver. 25% of the site could possibly be employment with other uses supporting the viability of the site. Part of the site has a high risk of flooding. Local Plan expects 4 ha of land to come forward up to 2011 and more afterwards.
NE30 *	Former Biwaters Site	Committed	27.40	16.44	10.96	Problematic geotechnical and contaminated land constraints. 40% of the site is likely to be employment, delivered in phases. The remainder will be a mix of uses to compliment and subsidise the redevelopment. Assessment similar outcome to the Local Plan which expects 10ha of employment land up to 2011 and more afterwards.
<b>Subtotal</b>			<b>78.78</b>	<b>47.27</b>	<b>31.51</b>	

\* Note: sites are identified for Mixed Use in North East Derbyshire's Local Plan 2005 hence attempts to directly compare these figures with the total supply in the Local Authorities' Annual Monitoring Reports should be undertaken with caution.

**Table 53: North East Derbyshire Sites with Particular Constraints**

NE25	Markham Vale Development	Committed	Site linked with the development of the other Markham Vale site held by Chesterfield and Bolsover, especially in terms of access.
NE27	Callywhite Lane Extension, Dronfield	Committed	Site has topographical constraints and may need major highway improvements. Part of the site has a high risk of flooding. The site is further restricted by poor access and limited power supply
NE2	Callywhite Lane, Dronfield	Existing	Sloping site, with contamination & slope instability.

## 6.10 Summary

The Northern Sub-Region site appraisal provides a summary of 272 existing, committed and potential employment sites in the Sub-Region. Issues associated with employment land varied between and within Districts.

In Ashfield, for example, there is a relatively strong market interest for employment sites overall compared to some of the other Districts. However, land contamination and ground stability present issues on some sites and may present a barrier to some of these sites coming forward/being re-occupied. Bassetlaw has a significant number of employment sites with market issues. In Bolsover a limited analysis of sites was conducted, with the majority of additional sites examined scoring relatively poorly in market terms. Three of the sites

were considered to be more appropriate for alternative, non-employment uses such as open space or residential development. Analysis of previously assessed sites showed that the previous site assessment and current assessment elicited similar results and the two studies were complementary.

The significance of Chesterfield as a Sub-Regional centre means that the area has some strong employment sites in terms of commercial viability and market interest. Highways infrastructure constraint is the most prominent issue in the Borough, which may increase costs of developing or re-occupying sites in the Borough. Similarly, Mansfield's sites have relatively good market conditions and commercial viability. Some sites along the MARR tend to suffer from site quality, utilities and infrastructure constraints which will need to be overcome to encourage the sites to come forward. Employment sites in Newark and Sherwood also fare well in terms of market attractiveness; the major issue in the District is that the majority of Newark and Sherwood's committed sites are located on greenfield sites with a number at risk of flooding. North East Derbyshire has a number of problems with its assessed committed sites, with half of those assessed having contamination or topographical constraints which will increase mitigation costs. A number of existing sites in the District have issues associated with commercial viability and market interest should sites fall vacant.

## 7 Qualitative Demand Assessment

### 7.1 Introduction

This section provides a summary of the qualitative demand assessment undertaken by Savills. It discusses the local market characteristics of each of the seven Districts in the Sub-Region, provides a market response to longer term aspirations and details the trends and factors leading to successful Inward Investment Enquiries.

### 7.2 Local Market Assessments – Short Term District Overview

The Northern Sub-Region, although covering an extensive area, does not include any cities. However, the cities of Sheffield to the north and Nottingham to the south influence the region in terms of the travel to work catchment areas.

The key attributes of the Sub-Region include the following:

- 1) The towns of Chesterfield, Mansfield, Sutton-in-Ashfield, Kirkby-in-Ashfield, Newark, Worksop and Retford.
- 2) M1 and A1 transport corridors.
- 3) Active tourist destinations including the Derbyshire Dales, Sherwood Forest and proximity of the Peak District National Park.
- 4) Former mining, manufacturing and textile areas.
- 5) Agriculture.

Each of the districts within the Northern Sub-Region has its own local market characteristics an overview of which is considered below:

#### 7.2.1 Ashfield

Suffering from the decline from the coal mining industry, the authority has been successful in encouraging economic regeneration and inward investment through external financial assistance. Success stories include the Sherwood Business Park at Junction 27 of the M1.

Although take up at Sherwood Business Park has been relatively slow over the ten year Enterprise Zone period, it is now fully occupied save the last phase which will comprise mainly office developments.

The Mansfield, Ashfield Regeneration Route (MARR) significantly improves movements between the M1 and A1 and connections around Mansfield and towards Newark. The MARR initiative has also enabled the release of land along this corridor for employment uses. This will benefit both Mansfield and Ashfield districts. In terms of the local market, properties in secondary locations are occupied by small and medium sized local companies, where general occupancy levels are good.

The area does not have a strong office sector with most of the town centre offices having public sector occupiers. Office space demand within the area tends to be from small / medium size businesses and as a result the office space at Space 27 in Sherwood Business Park is proving slow to let.

In conjunction with Alliance SSP the Council has sought to provide business support, encourage enterprise and up skill local workers to enable small businesses to grow and evolve within the District.

#### 7.2.2 Bassetlaw

Bassetlaw covers a substantial area; a large part of this is in agricultural use but incorporates the towns of Worksop and Retford. Road connections are served by the A1 along with good east-west connections, such as the A57 which links Lincoln in the east to



the M1 motorway in the west. Retford is served by the East Coast Mainline railway connecting London and Edinburgh.

Worksop, the principle town in the District, has proved attractive due to its road connections with key employers including B & Q Logistics, Wilkinson's and food production uses. Further distribution developments are currently undertaken by Gazeley at G-Park providing mainly distribution warehousing.

With land along the M1 corridor becoming evermore limited in supply, there is an opportunity to provide land for logistics based companies in the A1 / A57 area including Harworth at junction 34 of the A1 (M). Harworth also benefits from being close to Robin Hood Airport. At this northern part of the District there is an opportunity to make provision for employment land links to the airport that can meet supply, chain and logistical needs. Steetley Colliery, which spans into Bolsover, comprises a brownfield site that has problems with contamination and access. Notwithstanding this, it is expected to be promoted by EMDA with public funds made available to enable development to take place. It should be noted that the site has recently been granted planning permission for a pre-cast concrete factory.

The majority of market interests within the district come from distribution related uses or small light industrial / office based businesses.

### **7.2.3 Bolsover**

Bolsover comprises a relatively small economy which is still adjusting to the decline of traditional manufacturing and former mining industries. However, it has benefited from one of the highest rates of economic growth in the East Midlands in recent years, which can be attributable at least in part to its generally high levels of accessibility to the M1 motorway (although the opposite is true for the eastern part of the District). It has a substantial supply of brownfield development sites and a reasonable base for manufacturing and distribution firms.

The market is dominated by manufacturing and warehouse premises, in particular distribution, due to the proximity of the M1 motorway junctions. With competition from larger centres nearby, demand for office space locally is modest and mainly comprises small occupiers needing to be located near the M1.

Allocated sites of good quality land in the district include the remaining business park land at Barlborough Links, Land at the Clovernook Industrial Estate (Junction 28), South Normanton, Pinxton Castle and further allocations on the Wincobank Farm and Berristow Lane Industrial Estate. In addition there is some land at Seymour which forms part of the Markham Vale Development, Brook Park at Shirebrook, and land at Gateway Business Park, Bolsover.

From a market perspective, there are a number of other sites considered to be of a secondary nature, mainly located to the east of the district (away from the M1). Whilst such land can provide small, flexible employment space which meets a local need, infrastructure / servicing costs can make the development unviable.

### **7.2.4 Chesterfield**

The decline of traditional industries based upon coal, steel and heavy engineering has resulted in some of the highest levels of unemployment in Derbyshire in the worst-hit parts of the Borough. However the growth of service based sectors, coupled with a degree of diversification in the manufacturing base, has helped to compensate for the loss of traditional employment. Chesterfield Borough Council has pro-actively supported this process through the construction of a range of industrial and office premises. Innovation centres at Tapton and Dunston have proved very successful with a number of tenants expanding out of the centres and building their own premises.

Chesterfield remains a significant employment centre (over 48,000 people work in the Borough) and attracts a net in-flow of 6,000 commuters from the surrounding area. The town has strong economic ties to Sheffield, with around 3,000 people commuting in each direction on a daily basis. The town benefits from a main line railway station.

Demand for smaller business premises remains high, particularly from new starts and indigenous business expansions. The main areas of growth potential within the Borough are the A61 Corridor, Markham Vale, and in the longer term, Staveley Works.

Chesterfield is the largest established office location in the Northern Sub-Region, and has accommodated considerable B1-type growth in recent years through the likes of CS2, B2 Net, Image Sound, Talk Business, Debts.co.uk, Aveva, Accenture and so on, all creating B1-type employment, with few significant closures to counter balance this growth. Given this sustained level of growth it is reasonable to conclude that office based employment in Chesterfield will continue to grow in the foreseeable future. This is given further credence by a number of office based schemes either currently in development (i.e. The Bridge on Dunston Road and Phase 1 offices on the Donkin site), or proposed for the future (i.e. the A61 corridor).

The Donkin site, at the southern gateway to the town centre, is a particular good example of Chesterfield's evolving economy. This former manufacturing site is now being re-developed for high quality offices, retail warehousing and housing use.

As regards the A61 Corridor, this runs along the eastern edge of the town centre and is identified as a key area for regeneration. A major mixed use scheme comprising employment, residential and leisure uses is proposed, and a new public/private company (incorporating the Council) has been set up to take the scheme forward.

The imminent completion of Junction 29a of the M1 motorway is unlocking 85.2 hectares of employment land within Chesterfield Borough. This will be part of the Markham Vale Development which already has outline planning permission and is allocated in Local Development Documents. The development will be of regional importance and provide a total of 123 hectares of employment land in the Northern Sub-Region. The area will be developed for warehousing, offices / light industrial and hotel uses.

Staveley Works is another substantial brownfield site currently identified for employment. Although the site will benefit from the new Junction 29a, its location is likely to suit a more mixed use development, in particular residential. In addition the issues of contamination will need to be addressed.

Broadly it is expected that the developments at the Donkin Site, Markham Vale and the proposed A61 Corridor will create a blend of employment opportunities.

### **7.2.5 Mansfield**

The District's prosperity is concentrated around Mansfield itself, being one of the principal towns within the Sub-Region. Although still catering for a market that is predominantly local its future prospects have been significantly improved by the Mansfield Ashfield Regeneration Route (MARR), which follows the A38 from Junction 28 of the M1, then up to Mansfield by way of Ashfield District.

The provision of the MARR has opened up opportunities for land release around the southern and western sides of Mansfield to enable a mixed-use urban extension. Levels of demand are expected to be good providing the land can be offered on a flexible range of employment uses.

Elsewhere within the town, established industrial areas such as the Oakham and Millennium Business Parks provide established industrial premises. The proposed extension of Oakham Business Park within the adjoining Ashfield District will provide high quality employment land.

Within Mansfield Town Centre, there are a number of initiatives that are improving its overall vitality. The station is being redeveloped to provide a multi level interchanging office scheme. The Arrival Square Scheme of circa 13,200 square feet is expected to be developed by May 2008. The bus station will be refurbished and the Town Hall may be converted into offices (although alternative options are being considered); all of which will improve Mansfield's attractiveness as an urban centre.

#### **7.2.6 Newark and Sherwood**

The District covers a diverse area ranging from the traditional colliery area to the west, a predominantly rural environment within the centre and the Sub-Regional centre at Newark, together with the key transport corridors of the A1 and the A46.

Newark benefits from being located adjacent to the A1 and also being served by the East Coast Mainline connecting London with Edinburgh.

Much of the southern part of the District provides attractive commuter villages to those working in Nottingham. Newark itself is an attractive market town which has experienced good levels of growth with established industrial areas now fully occupied. With the presence of Dixons main distribution facility on the A1 at Newark, this has put Newark in the map in terms of a distribution location. Further distribution development is expected to come forward from Gazeley.

The office market within Newark remains rather localised although the QUELS study indicated the need for new office development within Newark, this has only resulted in limited development including that at Farndon Road and the new office buildings at the Fernwood Business Park (former Balderton Hospital site adjacent to the A1). In addition, the Newark Beacon Business Innovation Centre (BIC) has recently opened including 27 office suites.

Having achieved Growth Point Status, there is a proposal/ambition for 5,000 - 6,000 houses plus 100 hectares of employment land around the south of the town, which will be served by a new Southern Relief Road.

Further afield small scale industrial developments have proved successful at Boughton and the Energy Village at Ollerton has also proved successful.

There are limited employment opportunities at Southwell with the majority of occupants commuting to work in Nottingham. With its excellent schooling the surrounding catchments area remains affluent. With Center Parcs being located within Sherwood Forest and the national booking office located in Ollerton, the tourism industry also provides a significant level of jobs for the District.

#### **7.2.7 North East Derbyshire**

Traditionally employment in North East Derbyshire has been based upon coal, steel and heavy engineering industry. The decline in these industries has led to concentrations of higher unemployment within ex-coalfield wards compared to the rest of the region and country. In addition the western areas are principally rural with agriculture being the main employer, and this employment sector has also seen a steady loss of employment.

The tourism industry is an important contributor to the district economy, particularly as the western part of the district is seen as a sustainable tourist and visitor destination.

The Council, with assistance from Public Sector Partners has sought to focus economic development in the south of the district, in particular at Clay Cross and to the north in Eckington and Killamarsh. The Coney Green development at Clay Cross on former colliery land has seen a steady take up of employment land and widens the regeneration with new housing. Take up has been slow, principally due to poor access from the M1 motorway via the A6175 and restrictions on how the land was historically sub-divided. However, with Public Sector funding, this area is now becoming more established and there is a further

phase of land available. As is common with many areas within the Sub-Region, the move towards a more global economy and service based industries has meant that land available needs to cater for a wide range of employers with more particular emphasis on small businesses and start up companies. As a result, the provision of innovation centres and managed work space has proved successful.

Established Industrial Estates at Killamarsh are currently fully occupied but there is a lack of new traditional industrial premises to allow local companies to evolve and grow. Opportunities to extend these sites may cater for this need.

With planning policy pushing the reuse of brownfield sites, the Avenue Coking Works near Wingerworth and former Biwater Works at Clay Cross, are seen as key contributors to delivering new jobs to the district. The Avenue Coking Works is heavily contaminated and although accessed from the A61 Chesterfield Road, it has poor access to the M1 motorway. Notwithstanding this English Partnerships, through its National Coalfields Programme is investing substantial funds in decontamination. Land assembly and infrastructure issues could prove to be complicated and the land is somewhat detached from other urban areas. Without improved access to the M1 the location will remain secondary.

The Biwater Works Site is also heavily contaminated. Being located at the edge of Clay Cross there is an opportunity for a mixed use development including employment, retail and residential. From an employment prospective, this is also considered to be a secondary location due to the poor access to the M1.

Recent Strategic High Quality Employment Sites (SHQES) and Quantity and Quality of Employment Land (QUELS) have identified a shortfall of quality business and office accommodation in the district. It identifies a need to provide flexible business premises including managed work space, incubation units and a range of plot sizes to allow companies to grow and expand without needing to relocate out of the district.

In addition, the south eastern areas of the district are seen as the major locations for new investment as it is here where there is the greatest need for new employment.

Callywhite Lane and Norwood Industrial Estates have land available to enable expansion. However site constraints need to be addressed to deliver the employment land requirements. Redevelopment at Markham Vale (predominantly within Chesterfield Borough) is creating a good quality employment location close to the new Junction 29a of the M1. Although demand is expected to be primarily from distribution uses, it will also provide a wider range of employment uses.

### **7.3 Market Response to Longer Term Aspirations**

This section seeks to understand the sector changes that are taking place within the economy that affect the Northern Sub-Region and are having an impact on the patterns of demand for typical employment accommodation (office industrial and warehousing) and the shifts between types of employment uses (agriculture, tourism leisure and healthcare education). It also seeks to establish where good quality sites are located across the region. Feedback received from agents, landowners and stakeholders have been considered following a survey that has been undertaken.

Following UK trends, sectoral changes within the economy show a move away from traditional industry and manufacture to professional knowledge and technology based sectors. This has resulted in a shift away from large traditional factories to smaller light industrial / office premises.

The closure of traditional industries has resulted in a number of former mining and manufacturing sites lying unused and vacant.

Particular examples across the region include the Avenue Coking Works, Firbeck, Biwater Works, Staveley Works, Collieries at Steetley, Bevercotes, Creswell, and Whitwell. All of

these represent substantial brownfield sites with the opportunity to be redeveloped to modern employment accommodation requirements. However, many of these sites have problems in relation to poor access, secondary locations and contamination issues. Public funds for addressing these issues has been required to enable this brownfield land be reused, however where locations are particularly remote, these sites still may not meet the qualitative criteria to be suitable for redevelopment.

Close proximity to road connections remain a key priority in delivering quality employment sites. This is applicable across all employment sectors, with particular reference to distribution and office / business park uses. As a result, demand will be higher for land along the A1 corridor and to a lesser extent the A57 / A1 corridors.

Particular locations where demand is expected to be strong due to their good quality locations include Junction 29a at Markham Vale, land around the MARR land east of Barlborough at J30, land at the A1 (M) close to the Robin Hood Airport and at the edge of Chesterfield (A61 corridor). Demand is expected to be strong for distribution uses and flexible office space mainly offering smaller units of up to 5,000 square feet, along with light industrial premises. Offering a range of both freehold and leasehold opportunities will broaden the interest from the market and offer greater flexibility.

Within the Sub-Region, town centres will continue to play an important role in providing office accommodation serving local and regional needs. Historically, town centre office space comprises offices above shops within the main shopping areas and institutional office buildings. New office developments have been limited in part due to developer reluctance to build speculatively where rents are low and partly due to a limited supply of town centre sites.

As industry continues towards the service sector, office need in the Sub-Region's town centres is expected to increase. Providing suitable sites are available, town centre or edge of centre office schemes may be developed, however, speculative developments are expected to be rare whilst rents remain relatively low and the demand localised.

Sectoral changes in evidence nationally are expected to impact the Northern Sub-Region over the plan period. It is expected that there will be a growth in employment within the healthcare sector including hospitals, nursing homes surgery and clinic facilities. This will give a rise to demand for facilities close to existing communities. Therefore, infill sites and urban extension sites will prove suitable for those non-B class uses. Such uses can sit alongside traditional B-class uses as well as residential development as part of mixed use developments.

Tourism is also expected to rise, building on the successes of Sherwood Forest, the Derbyshire Dales, Creswell Crags, Bolsover Castle, Hardwick Hall, the Dukeries and so forth. The development of the new eco-park north of Chesterfield will bring further tourism to the area.

With the increase in redundant former manufacturing sites, planning policy seeks to address the issues of demand and sustainability by encouraging mixed use opportunities. A good example includes the Donkin site at the edge of Chesterfield town centre, which is being redeveloped to provide retail warehousing, offices and residential uses. By creating a blend of uses it avoids a potential over supply of employment accommodation. High value uses such as retailing and housing can assist in viability, particularly where abnormal costs are required to deliver the site.

Away from main urban areas and transport corridors, employment space will be very much of a localised nature. In certain cases, although local demand does exist, end values cannot support development for industrial uses without public funding assistance.

A survey was undertaken targeting local agents, landowners and developers to gauge their views on the Priority Areas set out within the draft RSS (Northern SRS Policy 2). This draft policy seeks to prioritise development in the following areas:

- Staveley, Markham Vale, West of Bolsover.
- A61 corridor, Chesterfield to Clay Cross.
- Barlborough and towards Clowne, Whitwell and Creswell.
- Land along the MARR.
- North of Worksop towards Robin Hood Airport.

The survey was sent to 25 parties and five responses were received. In general, it is considered that these Priority Areas have the ability to deliver the right quality and quantity of employment land up to 2026. In addition, Newark, with its Growth Point status, is considered to be an important contributor.

In general, land around the MARR was considered to be a good location for industrial and warehouse uses, but average for office use. Land at Staveley / Markham Vale received mixed feedback across all sectors. The Chesterfield A61 corridor was considered to be average / poor for office and warehouse uses. The market interest generally declines as you move further east and further from the M1. Barlborough could be considered a primary location but the poor transport links to the nearby towns of Clowne, Whitwell and Creswell mean that these areas are considered to be secondary locations when compared with other locations in the Sub-Region (i.e. Markham Vale). Therefore, the market interest for sites in Clowne, Whitwell and Creswell scored average / poor, whilst land close to Robin Hood Airport was considered to be average. One developer commented that key employment zones should not be restricted to specify employment uses and types. Policies need to be more flexible to encourage employment growth in areas of population or good transport links.

Looking at employment demand in more detail (B1, B2 and B8), it is expected that in the future demand for warehousing in good quality strategic locations will grow, delivering substantial warehouse accommodation. This, however, will depend on the quality of suitable sites coming forward.

Demand for offices is expected to remain low compared to the rest of the region and UK as a whole, but there will be demand for new office premises within urban areas with good transport links. The accommodation offered will need to be of a flexible nature catering for new businesses and expanding businesses. It is expected there will be a continued growth in the emergence of new businesses. With the assistance of the Alliance Upskilling programme it is vital that follow-on space is available to encourage growth within the region. Typical industrial premises (B2) will remain an important requirement for the economy of the region and demand will be most appropriate in established industrial areas. The release of new employment land around established industrial estates will enable local businesses to grow and deliver modern industrial stock.

## **7.4 Investment Inquiries**

As part of the wider market enquiries made over the course of the study, information held on the Tracktivity database was assimilated and reviewed.

The Tracktivity database is a mechanism for each of the Districts and County Authorities to record enquiries within a particular District for both land and property. This allows Authorities to monitor the number of requirements received in their area and to understand the type of current demand.

The enquiry database separates out different uses including industrial/warehouse, retail, office and leisure/hotel. The criteria for the size of buildings range from 500 sq ft up to over

100,000 sq ft. It also monitors the requirement for land for each use within the range of 0.5 acres up to over 25 acres.

Enquiries received relating directly to each Local Authority are also recorded on the Traktivity database. It does not record requirements that have not been formally registered, nor does it include requirements being directly pursued by property agents. The database is therefore not conclusive; however, it assists in providing a picture of the tone of the type of requirements within the Sub-Region.

#### **7.4.1 Review of Data Provided**

The most recent data holding enquiries covers the period January 2007 – March 2007. The database shows that within the North Derbyshire Sub-Region there are a total of 948 enquiries and within north Nottinghamshire, a total of 1,575 enquiries.

Of the 948 enquiries received in Derbyshire, 410 (43%) were for industrial/warehouse requirements. Of these, 222 enquiries (or 54%) were for units or industrial buildings of up to 5,000 sq ft. 233 enquiries were received for office accommodation, with 58% of these for units of 5,000 sq ft or below.

Of the total number of enquiries (948), 326 of these were non-specific enquiries. This high proportion makes it very difficult to read into the overall data in more detail.

Of the areas within Derbyshire, Chesterfield Borough Council received the most enquiries (500). They also received a higher proportion of enquiries for office and retail premises. The majority of these requirements were for units of up to 1,000 sq ft.

The north Nottinghamshire area of the Sub-Region received 1,575 enquiries and of these, 670 (43%) were for industrial/warehouse premises, 264 (17%) for retail and 273 (17%) for office accommodation. 48 enquiries were received for leisure use (3%) and 320 enquiries (20%) for land. Again, the figures are difficult to analyse in detail because 705 enquiries were non-specific (45%).

Notwithstanding this, the general tone of the enquiries reported in the database indicated that industrial/warehousing yielded the highest number of enquiries with most enquiries for accommodation around 2,500 sq ft. This size of accommodation was also the most popular for office use with 68 enquiries.

The north Nottinghamshire data also showed 60 enquiries for land between 0.5 acres – 6 acres. Within north Nottinghamshire, Mansfield District Council had the highest number of enquiries (844, which is 53% of the total). Mansfield also showed a higher number of enquiries for office space, with 73 enquiries for office premises up to 2,500 sq ft.

Newark and Sherwood District Council showed the fewest number of enquiries (87 in total); however, this does not necessarily reflect the levels of demand within the District.

In summary, the database shows that across the region, industrial/warehouse accommodation receives the most number of enquiries at around 43% of the total. The majority of this demand is for premises of up to a maximum of 5,000 sq ft. This reflects the demand for small businesses across the region. In total, there were 16 enquiries for industrial space of 100,000 sq ft or above. Only two enquiries were received for office accommodation within the same size.

### **7.5 Northern Sub-Region Commercial Perspective Summary**

The key factors that influence the Northern Sub-Region are:

- The cities of Sheffield and Nottingham, which influence the travel to work areas in the North West and southern parts of the Sub-Region.
- The move away from traditional industries including mining, steel and textiles towards a more service-based economy.



- The growing influence of major transport corridors in the logistics and distribution markets (M1 motorway and A1).
- Small, light industrial and office based businesses.
- Much of the study area has suffered as a result of the loss of traditional industries such as coal, steel and textiles. Many authorities are looking to offer flexible solutions to provide the right environment for service and knowledge-based industries and distribution facilities. This has resulted in the need to provide flexible light industrial and office premises in urban areas or on strategic transport routes together with suitable follow-on space to enable companies to grow within the region.
- The importance of warehouse and distribution facilities is highlighted by the demand for employment space along the M1 corridor and to a lesser extent the A1 corridor. Notable areas of significance for the region are Junction 29A at Markham Vale, Junction 28 Pinxton Castle/Pinxton Lane, Brook Park and the MARR route, all of which are unlocking new land for good quality employment uses.
- Junction 29A will be a major contributor to the economic growth of the northern Sub-Region. This new junction will not only create highly accessible employment land along the M1 Corridor, it will also help to redress many of the accessibility limitations associated with other sites in Bolsover, Chesterfield and North East Derbyshire, giving the Districts better overall access to national transport routes.
- The MARR not only improves east-west connections to the M1, it also allows a natural urban extension to unlock employment and residential opportunities and improves access to existing employment locations at the southern edge of the town including Oakham Business Park.
- The growth of the Robin Hood Airport, a short distance from the northern sub-area boundary, has the potential to offer employment space for complimentary businesses. The Growth Point Status of Newark will enable the town to expand and deliver quality employment land to the south of the town centre to complement its growing status as a distribution location.
- Although the sectoral shift is towards service industries, the Sub-region still has a grounding in manufacturing, some of which will continue with success. B2 premises will still be required to meet the needs of these localised industries.

Each of the key sectors is considered below.

#### **7.5.1 Office Summary**

- The Sub-Region as a whole does not have a strong office sector, albeit there have been limited successes of Business Park developments with good accessibility. The lack of a strong office market is a product of there being no major city within the study area.
- Notwithstanding this, the QUELS report identifies the need for new office / business premises in the Newark area, in addition good quality sites delivering a mix of employment uses have a capacity to provide modern office premises. Locations include land around the MARR, Junction 29a, and the A61 corridor in Chesterfield and North East Derbyshire.
- As a result of the reasonably small localised market for offices, rents remain low and tend to range from £5-10 per square foot. Due to overall viability, developers have been reluctant to speculatively build new office premises. Recently completed office schemes which have proved successful at Mansfield and Chesterfield include innovation centres / managed work space catering for small businesses. Initiatives have previously been led by local authorities or with external funding assistance. In the short term, the provision of further managed workspace for start-up companies is expected to continue to be brought forward by the public sector.

### **7.5.2 Industrial Summary**

- Although traditional industrial premises remain an important part of the development market the need for large manufacturing premises has declined significantly. Whilst nationally employment has shifted towards a service sector, within the Sub-Region industrial and related employment remains an important economic drive.
- The presence of the M1 motorway running through the Sub-Region is a key benefit to its continued success as an industrial location. Providing rapid access to markets across the UK, the area is becoming increasingly popular for distribution occupiers.
- Away from the M1 and A1 corridors, demand for industrial premises remains localised, catering for small to medium sized businesses.

### **7.5.3 Warehousing and Distribution Summary**

- One key influence on the distribution market is the increasing demand for large regional and national distribution centres this is mainly driven by retailers looking to rationalise their operations to one or two large centres from which to distribute nationally.
- With a lack of supply and increasing rents in more southern parts of the East Midlands, occupiers are looking further north within the Sub-Region. The provision of new B8 warehousing units for a retailer at Markham Vale is expected to deliver up to 180,000m<sup>2</sup> of space.
- Demand from occupiers for distribution and logistical uses remain strong, however, the take up will rely upon the supply of good quality sites located on major transport routes, preferably the M1. Infrastructure and accessibility remain the key attributes of potential distribution sites. The Pinxton Castle/Pinxton lane site at junction 28 is ideal for warehousing.
- Away from the M1 and A1 corridors, demand for industrial premises remains very much localised catering for small to medium sized businesses.

## 8 Employment Land Demand Analysis

### 8.1 Introduction

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This section examines the projected demand for employment land in the Sub-Region to 2026. This includes a review of historic take up and projected trends using Experian's econometric projections. The section proceeds to summarise the results and key messages arising from the analysis. The methodology is summarised in section 2, with the expanded version presented in Appendix A. Where possible gross employment land projections have been provided, however this is limited due to the lack of existing data.

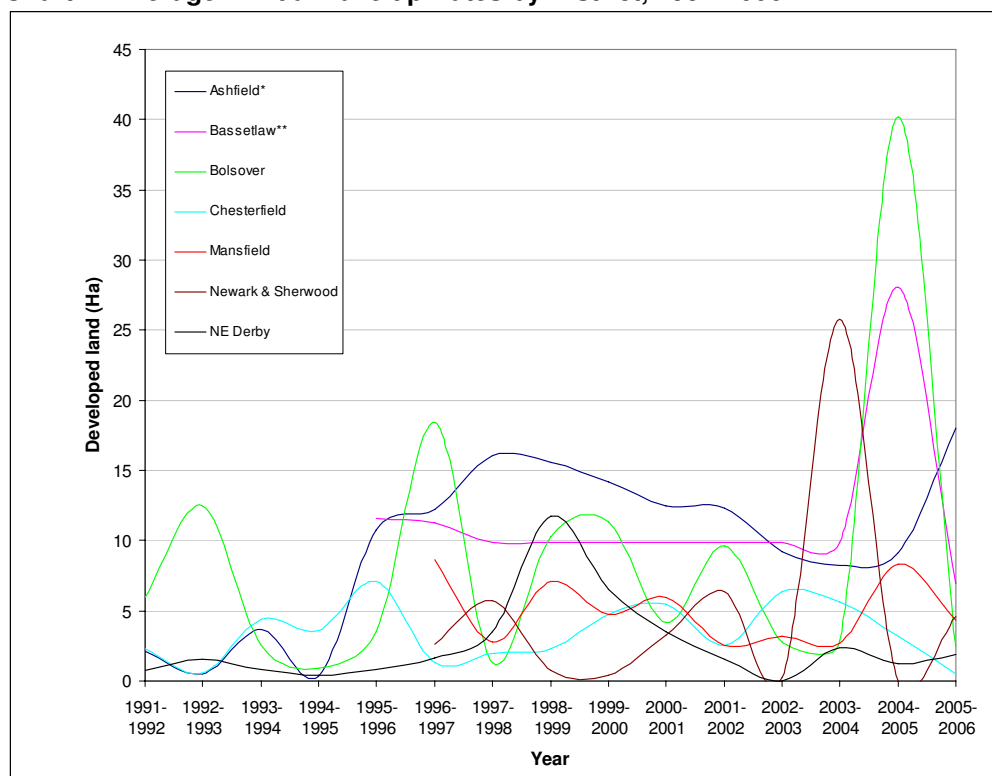
### 8.2 Summary of Historic Trends Analysis

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Historic Trends Analysis examines the level of employment land take up which has occurred in any given area and uses this to project future employment land requirements. To conduct the analysis, records of annual historic take up rates were obtained for each of the seven districts across the Northern Sub-Region. The type and nature of data available varied significantly between local authorities, affecting the depth of analysis possible for each authority. However, the analysis does provide a valuable insight into past take up rates which can be used to supplement a quantitative and qualitative assessment of employment land in the Sub-Region. Appendix F presents the take up rates over the past few years for each of the seven Districts in the Sub-Region, with general commentary on the implications in terms of future land demand.

#### 8.2.1 Sub-Regional Take up Rates

The graph below displays the annual take up rates for each of the seven Districts. It clearly demonstrates the fluctuating nature of take up for employment land for every District, with a number of 'spikes', which are mainly due to known, predominantly strategic distribution developments. This is particularly so for Bolsover, which fluctuates from a low of 0.88 hectares in 1994/95, to a peak of 40.16 hectares in 2004/05, which was almost entirely due to an exceptionally high take-up from one major development at Shirebrook and from Barlborough Links. Bassetlaw has the highest annual average, at 11.51, followed by Ashfield at 9.65 and Bolsover at 8.58. As stated earlier, North East Derbyshire has the lowest level of total take up for employment land, at 2.55 hectares, followed by Chesterfield at 3.44 hectares.

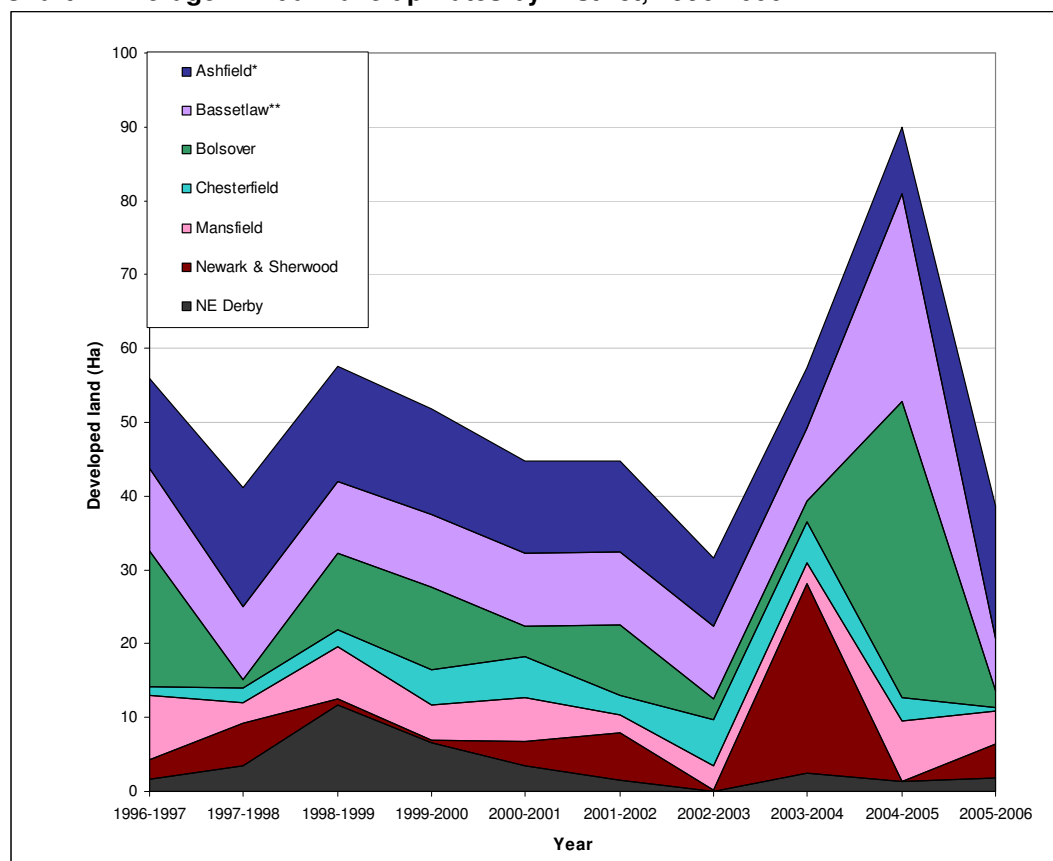
**Chart 1: Average Annual Take up Rates by District, 1991-2006**

\* Ashfield data excludes Hucknall;

\*\* Bassetlaw District Council provided a total take up figure for seven of the eleven years provided, which was then averaged over these seven years.

Chart 2 presents the total take up rate of employment land for the entire Sub-Region for the ten years prior to 2005/06 (which is the furthest back a comprehensive database is available for all seven Districts). In total, 513.47 hectares of employment land has been completed between 1996/97 and 2005/06, at an average rate of 51.35 hectares per annum. The peak year, 2004/05, culminated in 90.04 hectares coming forward for development. This can be largely attributed to the Districts of Bassetlaw and Bolsover, which contributed over 75% to this total. Bassetlaw's peak is due to a substantial strategic distribution depot, whilst Bolsover's peak is due to the major developments at Shirebrook and Barlborough Links. Newark and Sherwood's 2004 peak relates to the construction of the Mastercare (now Comet) Distribution Centre.

It should be noted that Ashfield's average annual take up rate is likely to have been significantly influenced by Sherwood Business Park and its designation as an Enterprise Zone. For the ten year period prior to 31<sup>st</sup> March 2006, some 55 hectares were developed at Sherwood Business Park; at least part of this high level of take up can be attributed to the Enterprise Zone, although it is difficult to attribute a precise figure.

**Chart 2: Average Annual Take up Rates by District, 1996-2006**

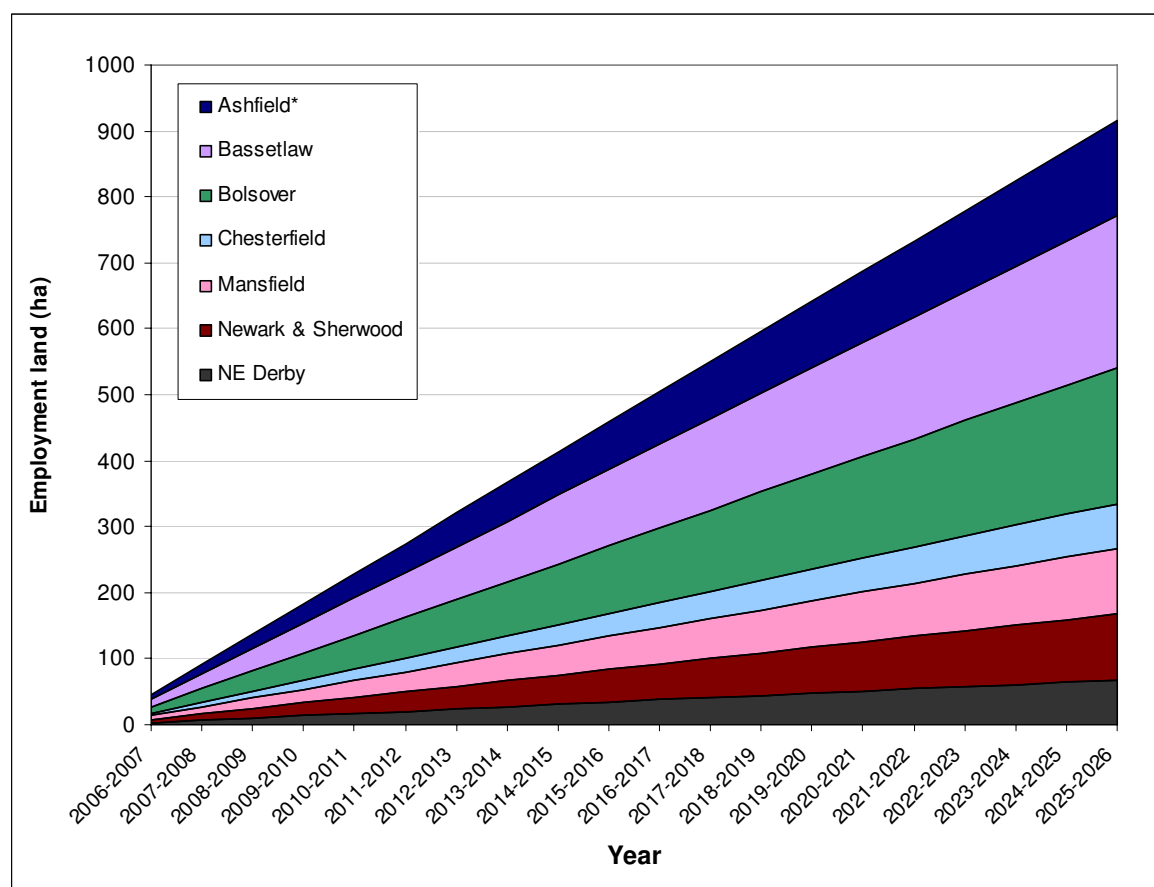
### 8.2.2 Future Take Up Projections

To project future employment land requirements on the basis of past trends, the annual average figures for each District were projected on a pro-rata basis for the period 2006-2026. The exception relates to Ashfield District. As noted above, Ashfield's average over the last ten years has been boosted considerably by the presence of Sherwood Business Park and its designation as an Enterprise Zone. As this will no longer apply, it is likely that carrying forward past take up rates for Ashfield would be unrealistic. Previous studies (i.e. Innes England in the B1 Workspace, Hucknall study prepared for Nottingham Regeneration Ltd.) have discounted the 55 hectare take up at Sherwood Park to allow for the effect of the incentives of the EZ, as this was a one-off opportunity.

Consequently, 55 hectares have been removed from the 127.4<sup>20</sup> hectares taken up over the last ten years in Ashfield District. The resultant annual average figure of 7.24 hectares has been incorporated below.

Chart 3 presents the results of this extrapolation. The data should be interpreted with care, as it merely replicates past trends and does not reflect future aspirations or more recent trends (i.e. for the last five years).

<sup>20</sup> All demand projections in the Northern Sub-Region ELR have been calculated to one decimal place. However, no significance should be attached to these figures as demand projections are necessarily estimates of future demand based on certain assumptions and it is not possible to generate demand projections with precision.

**Chart 3: Future take up projections by District, 2006-2026**

\* Ashfield data excludes Hucknall

Chart 3 and Table 54 indicate that, based on take up rates for the last ten years in the Sub-Region, there would be a requirement to provide around 917 hectares of employment land, at an average of 45.85 hectares a year. Demand would be greatest in Bassetlaw, Bolsover and Ashfield, which would account for just under two thirds of the projected demand.

Examining future projections alone suggests that Ashfield and Bolsover would require similar employment land allocations (7.2 and 10.3 ha respectively based on the ten year average). However, examination of the chart suggests that the stability of demand varies greatly between the two authorities. While Ashfield generally maintains a relatively high steady land take up, Bolsover's average is skewed by a very large take up in 2004-05. The qualitative analysis examines whether this substantial take up in Bolsover 2004-05 is likely to be repeated, and if not, whether this may be interpreted as an anomaly and future predictions re-calculated allowing for the exceptional 2004-05 rate. It should also be noted that the historic take up rates of Newark and Sherwood and Bassetlaw have also been strongly influenced by a few large sites coming forward for development in recent years.

**Table 54: Projected Take up Rates, by District<sup>21</sup>**

<b>Ashfield</b>	7.2	<b>144.8</b>
<b>Bassetlaw</b>	11.5	<b>230.2</b>
<b>Bolsover</b>	10.3	<b>206.6</b>
<b>Chesterfield</b>	3.4	<b>67.4</b>
<b>Mansfield</b>	5.0	<b>100.5</b>
<b>Newark &amp; Sherwood</b>	5.0	<b>99.4</b>
<b>North East Derbyshire</b>	3.4	<b>68.0</b>
<b>Northern Sub-Region Total</b>	<b>45.9</b>	<b>916.9</b>

### 8.3 Quantitative Assessment of the Experian Scenarios

This study modelled a number of different methodologies and scenarios to provide a range of employment projections for the Northern Sub-Region for the period 2006 to 2026:

- **Baseline (Policy Off):** The standard Experian projection baseline aligned with national projections from the Government's Actuary Department.
- **RES Policy On:** based on the assumption that the RES target of closing the productivity gap that exists between the East Midlands and the UK is closed by 2009.
- **RSS Housing Scenario:** based on population assumptions that reflect the pattern of housing proposed in the draft Regional Spatial Strategy, and for most of the Districts, results in a further increase in net employment land demand when compared to the 'Policy On' figures.

It should be noted that no attempt has been made to replicate in detail the results of Roger Tym and Partners' Regional Employment Land Review, due to the unavailability of FTE employment projections within the RSS Housing Scenario used in the regional work, with total employment used instead. This contrasts with the availability of FTE employment projections by sector for the Baseline (policy off) and RES Policy On scenario, which were modelled according to the methodology outlined in full in Appendix A.

Consequently, the Policy Off/Policy On/RSS Housing scenarios' employment projections are around 20% lower than those used in the Tym's study, as the latter method counts each job, whether full or part time, whereas the former scenarios use FTE, which is based on total hours worked. It is understood from Tyms that the decision to use total employment was on the basis of a request from EMRA. Consequently, the total employment projections produced for the Tyms report have been reduced by 20%. It is recognised that this is a somewhat crude adjustment, but one that is nevertheless necessary to allow comparisons to be made between the scenarios.

#### 8.3.1 Employment Change From Experian Scenarios

The Charts below present the total FTE employment change between the three scenarios, by B1, B2 and B8 sector. The tables to accompany these Charts are reproduced, with the full accompanying text, in Appendix G.

<sup>21</sup> All calculations have been rounded to 1 d.p.



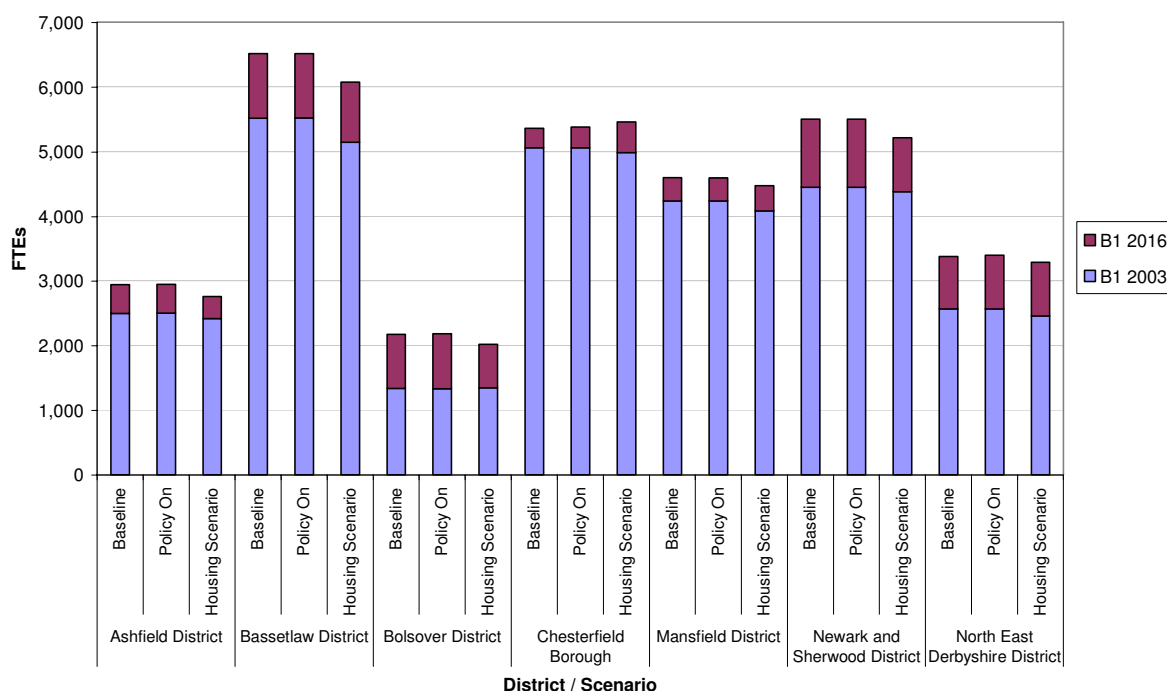
**Chart 4: B1 (offices) Net FTE Projections, 2006-2016**

Chart 4 indicates that percentage FTE B1 (office) growth is projected to be particularly strong in Bolsover District, with growth rates of between 50% and 64% projected. In the absence of the detailed sectoral breakdown it is impossible to be certain which particular industries are likely to be the main driver for this B1 growth, although it will predominantly arise from a rapid growth in either Business Services, Public Administration, Banking and Insurance or Real Estate and Business Activities. It should be noted that Bolsover District started from the lowest base in terms of overall employment in B1 (office) type industries, and so even though its growth, at between 50% and 64%, is spectacular, the total B1 employment in 2026 in the District still lags behind all the other Districts in the Sub-Region.

FTE B1 (office) growth is projected to be proportionately the lowest in Mansfield, although even here, growth rates are anticipated to vary between 8% and 10% in the sector to 2016. Chesterfield's B1 FTE forward projections also appear to be very low (303 – 472), given that these figures have already been surpassed in the period up to 2007, with the likes of CS2, B2 Net, Image Sound, Talk Business, Debts.co.uk, Aveva, Accenture and so on all creating B1-type employment, with few significant closures to counter balance this growth. Given this sustained level of growth and the fact that Chesterfield is the largest established office location in the Northern sub-area, it seems reasonable to cast doubt on these Experian projections for the town.

There is very little difference in quantitative terms between the FTE B1 growth projected for the Baseline (policy off) and Policy On scenarios, with growth in the order of 19% anticipated for both between 2003 and 2016. At district level, the projected growth for these two scenarios is very similar, with the Policy On scenario generally resulting in slightly higher B1 growth. The housing scenario presents generally lower rates of growth in the Sub-Region, particularly relating to Bolsover and Newark and Sherwood Districts. This is perhaps unsurprising, given that the scenario is based on the assumption that regional housing growth will be focused in urban areas, with growth restricted against the CLG trend elsewhere.

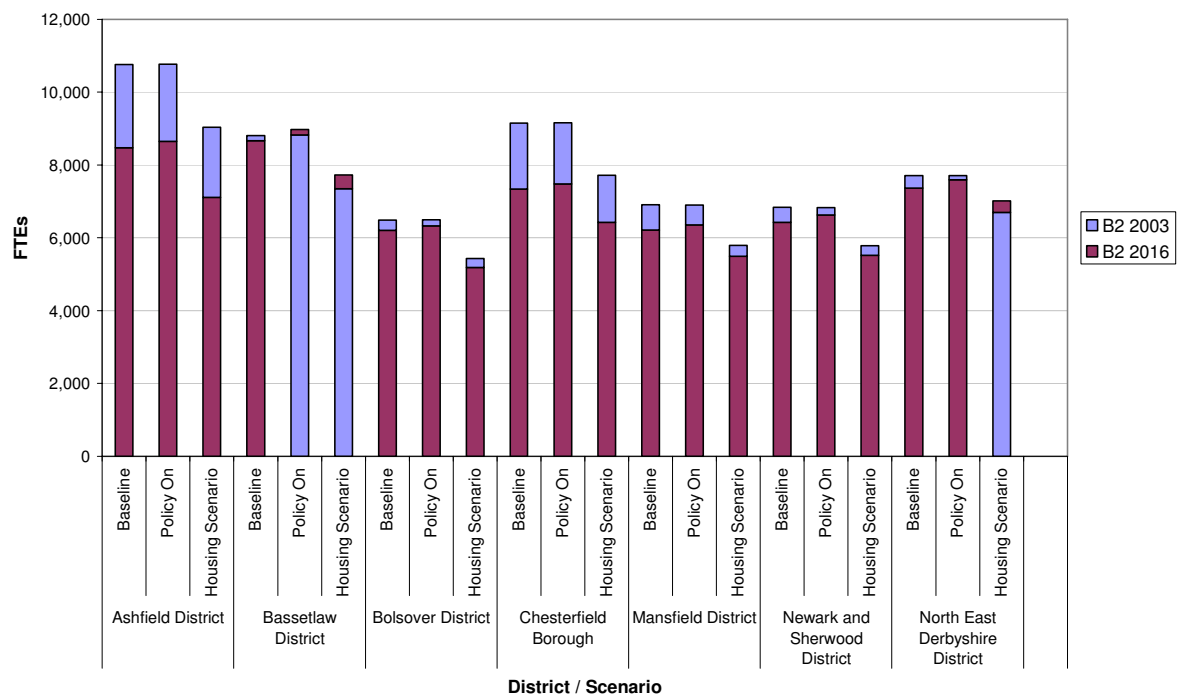
**Chart 5: B2 (industry) Net FTE Projections, 2006-2016**

Chart 5 presents the FTE B2 growth projections for the three scenarios. Most of the Districts are projected to lose B2 manufacturing jobs over the 2003 -2016 period across all three scenarios, although the effects are felt the strongest in the Baseline Scenario and weakest in the Housing Scenario, which might be expected given that the Baseline Scenario predominantly reflects the continued decline in the manufacturing sector across the Sub-Region in recent years. Ashfield and Chesterfield are projected to experience the greatest loss (in both proportionate and absolute terms) in FTE B2 up to 2016 due to steady projected falls in the manufacturing sectors, with Bassetlaw and North East Derbyshire experiencing the lowest proportionate decline in B2 employment.

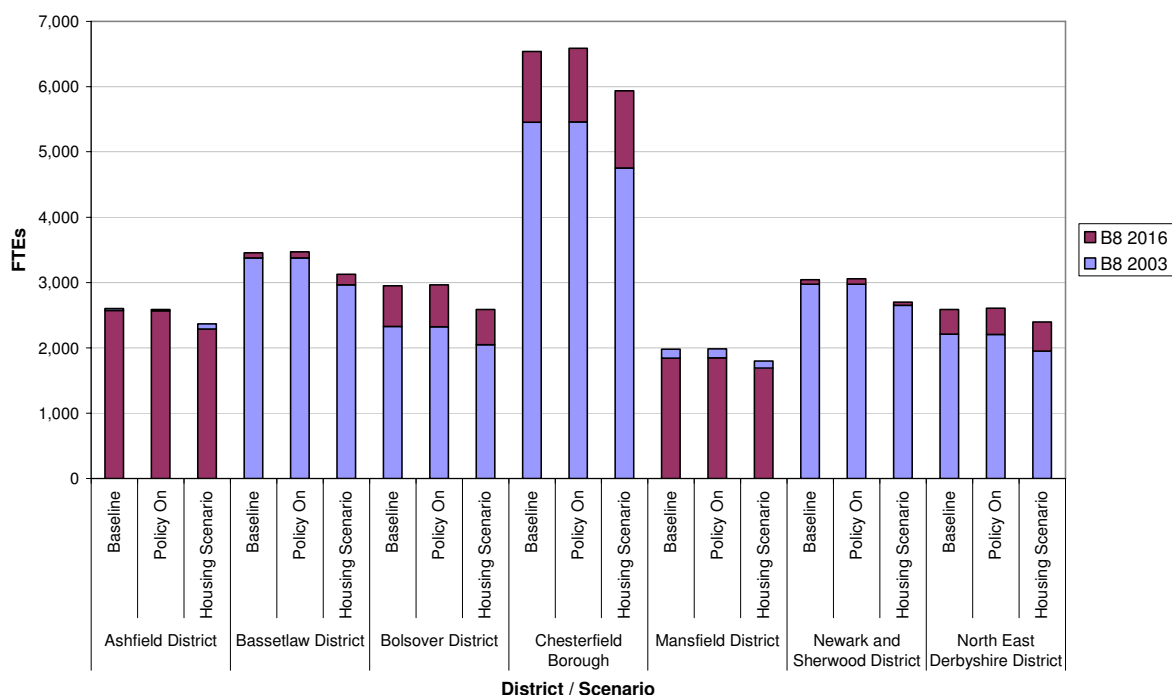
**Chart 6: B8 (warehousing) Net FTE Projections, 2006-2016**

Chart 6 presents the B8 FTE projections for the three scenarios. It indicates a confused picture across the Sub-Region, with an overall positive growth in B8 employment across all three scenarios masking projected declines for Ashfield and Mansfield Districts. Strong growth is projected for Bolsover, Chesterfield and North East Derbyshire. As with the B2 FTE projections, the Baseline Scenario generally projects the smallest amount of employment growth, followed by the Policy On scenario. The Housing Scenario presents the most optimistic employment growth for most of the scenarios, with the exception of Newark and Sherwood, Ashfield and Bolsover.

### 8.3.2 Employment Land Projections

Following the calculation of the FTE breakdown for B1, B2 and B8 for the three scenarios as detailed above, the employment rates were extrapolated forward on a pro-rata basis to 2026 as required by the study brief. It should be recognised, at this stage, that applying this simple straight line projection for ten years past the end of the Experian modelling data reduces the robustness of the model considerably, and consequently greater weight should be placed on the projections covering the 2006-2016 period. 2006 has been used as the base year, with the 2003 results projected forward. The results have been made available at five yearly intervals, for 2006, 2011, 2016, 2021 and 2026, although as noted above, caution should be used when interpreting the 2021 and 2026 results as these have been extended beyond the data available in the Experian models.

Consequently, following the derivation of the employment breakdown, standard employment density and plot ratios were applied to translate the figures into floorspace and then land, with vacancy rates applied to allow local authorities to plan for reducing the amount of vacant stock in their District whilst still maintaining a healthy level of 'churn'. This methodology is outlined in full in Appendix A.

Table 55 presents the total net employment land projections for the three scenarios modelled.

**Table 55: Net Employment Land Projections<sup>22</sup>**

<b>Northern Sub-Region TOTAL</b>	<b>Baseline</b>	<b>14.9</b>	<b>33.4</b>	<b>-32.0</b>	<b>-75.4</b>	<b>28.9</b>	<b>50.9</b>
	<b>Policy On</b>	<b>15.1</b>	<b>33.8</b>	<b>-22.7</b>	<b>-56.7</b>	<b>30.4</b>	<b>54.0</b>
	<b>Housing Scenario</b>	<b>13.8</b>	<b>31.0</b>	<b>-14.6</b>	<b>-38.8</b>	<b>29.4</b>	<b>52.8</b>
<b>Ashfield District</b>	Baseline	1.1	2.8	-15.5	-32.1	0.1	-0.2
	Policy On	1.1	2.9	-14.4	-29.8	0.2	0.0
	Housing Scenario	0.8	2.1	-13.1	-27.0	-0.5	-1.4
<b>Bassetlaw District</b>	Baseline	3.8	7.7	3.3	2.3	3.3	4.2
	Policy On	3.8	7.7	5.5	6.6	3.5	4.4
	Housing Scenario	3.6	7.1	6.4	9.2	3.9	5.6
<b>Bolsover District</b>	Baseline	2.8	6.0	-2.0	-4.1	6.6	13.3
	Policy On	2.9	6.1	-1.2	-2.4	6.9	13.8
	Housing Scenario	2.2	4.7	-1.8	-3.6	5.7	11.5
<b>Chesterfield Borough</b>	Baseline	0.3	1.5	-11.4	-24.5	13.3	24.8
	Policy On	0.4	1.6	-10.5	-22.7	13.8	25.9
	Housing Scenario	1.0	2.8	-7.9	-17.3	14.1	26.7
<b>Mansfield District</b>	Baseline	0.9	2.3	-3.0	-8.0	-0.6	-2.1
	Policy On	0.9	2.3	-1.9	-5.9	-0.6	-2.0
	Housing Scenario	1.1	2.6	-0.4	-2.5	-0.4	-1.5
<b>Newark and Sherwood District</b>	Baseline	3.5	7.6	-0.9	-3.9	2.1	2.8
	Policy On	3.5	7.6	0.6	-0.9	2.3	3.2
	Housing Scenario	2.7	6.0	-0.2	-2.2	1.8	2.3
<b>North East Derbyshire District</b>	Baseline	2.4	5.5	-2.5	-5.0	4.1	8.1
	Policy On	2.4	5.7	-0.8	-1.6	4.3	8.6
	Housing Scenario	2.5	5.7	2.3	4.6	4.8	9.6

In total, between 11.8 and 28.6 hectares (net) of employment land could be required between 2006-2016 across the Sub-Region (1.2 / 2.9 ha annually), rising to a maximum of

<sup>22</sup> All calculations have been rounded to 1 d.p.

45 hectares to 2026 for the Housing Scenario (comprising +31 ha for B1, -38.8ha B2 and +52.8ha B8). The data is broken down diagrammatically and discussed in further detail in Appendix G.

## 8.4 The Growth Zone Scenario

As noted earlier, an attempt was made to create a new scenario that better reflected the aspirations of the Sub-Region. This Scenario represents a supply-based, aspirational scenario that presents the employment capacity that could be accommodated in the unlikely event of all the sites identified in the Alliance SSP's economic Growth Zones coming forward over the next twenty years. It should be noted that this analysis looked at what land was potentially available in the Growth Zones and what its employment generating capacity would be, without factoring in overall employment demand conditions and labour supply constraints. It is therefore not a 'demand projection' in the strictest sense therefore, but rather seeks to contextualise the theoretical capacity to provide employment on available land in the Sub-Region.

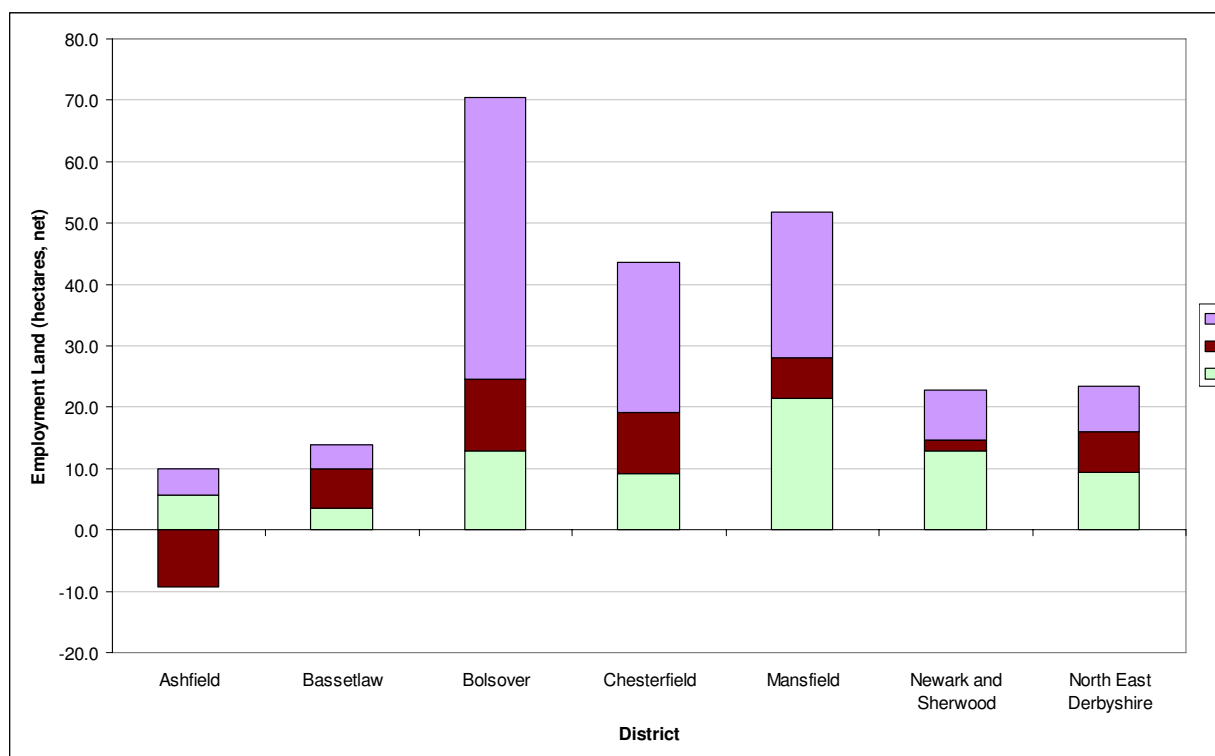
The Growth Zones considered are the Sherwood Growth Zone (including the MARR corridor) and the North Derbyshire Growth Zone. To this, we have also included the potential impacts of the proposed Newark Growth Point initiative. The potential employment generated by the two Growth Zones and the Newark Growth Point have been broadly calculated on the basis of discussions with the appropriate economic development officer at the Alliance SSP and reference to existing planning permissions and masterplans. These have been subsequently applied to the Housing Scenario projections to provide an extreme, aspirational scenario. Appendix H presents the employment projections for the two Growth Zones and Newark Growth Point combined, phased according to the assumptions outlined in Table 75. Bassetlaw is not included in the projections as the Growth Zones are outside the District's boundaries. The Charts indicate that a total of 21,432 B1 FTE jobs, 9,968 B2 FTE jobs and 10,055 FTE B8 jobs could result from the Growth Zone initiatives over the next 20 years. Of this 41,455 FTE total, Chesterfield Borough could account for 24% of the total job growth, with Bolsover District contributing a further 20%.

Table 56 and Chart 7 present the FTE employee projections incorporated within the Housing Scenario forecasts and converted into employment land requirements. The findings indicate that, by factoring in the potential employment change resulting from the two Growth Zones and incorporating the Newark Growth Point initiative, the demand for employment land would increase considerably. Total employment land across the Sub-Region could increase to 226.7 hectares between 2006 and 2016, rising to 326.5 hectares to 2026. This is a significant increase on the Housing Scenario results, which suggested a net requirement of 28.6 hectares between 2006 and 2016, and 45 hectares up to 2026, and emphasises the impact of incorporating an additional 41,455 jobs in the area. With the exception of Ashfield's B2 requirement, all the Districts have a net positive requirement for B1, B2 and B8 employment land up to 2016 and beyond, with demand being particularly strong in Bolsover and Chesterfield (reflecting the high levels of job growth forecast on the development sites within the North Derbyshire Growth Zone).

**Table 56: Growth Zone Scenario Employment Land Projections**

	2006 - 2016				2006 - 2026			
	B1	B2	B8	TOTAL	B1	B2	B8	TOTAL
<b>Ashfield</b>	5.8	-9.2	4.2	0.8	7.1	-23.2	3.3	-12.8
<b>Bassetlaw</b>	3.6	6.4	3.9	13.9	7.1	9.2	5.6	21.9
<b>Bolsover</b>	12.9	11.6	46.0	70.5	15.5	10.2	51.8	77.5
<b>Chesterfield</b>	9.1	10.0	24.5	43.6	22.1	14.6	45.4	82.1

<b>Mansfield</b>	21.4	6.6	23.8	51.8	14.8	9.5	25.9	50.2
<b>Newark and Sherwood</b>	12.9	1.6	8.2	22.7	28.1	0.6	15.5	44.2
<b>North East Derbyshire</b>	9.4	6.6	7.4	23.4	24.3	20.2	19.0	63.5
<b>Northern Sub-Region TOTAL</b>	<b>75.0</b>	<b>33.7</b>	<b>117.9</b>	<b>226.6</b>	<b>118.9</b>	<b>41.1</b>	<b>166.4</b>	<b>326.4</b>

**Chart 7: Growth Zone Scenario Employment Land Projections, 2006-2016**

## 8.5 Reducing Out-Commuting Scenario

This Scenario involved adjusting employment growth on the basis of reducing net-commuting to other Districts outside the Sub-Region by a set amount. This sought to boost below-average employment levels in the Sub-Region. An estimation of the net outflow from each District/HMA to areas outside the HMA was provided by Nottinghamshire County Council. It was summarised that if employment prospects could be boosted in the Sub-Region, then the amount of out commuting could be reduced by one third, consequently boosting employment in each District by this amount. B1, B2 and B8 FTEs were transformed into employment land and then applied to the RSS Housing Scenario.

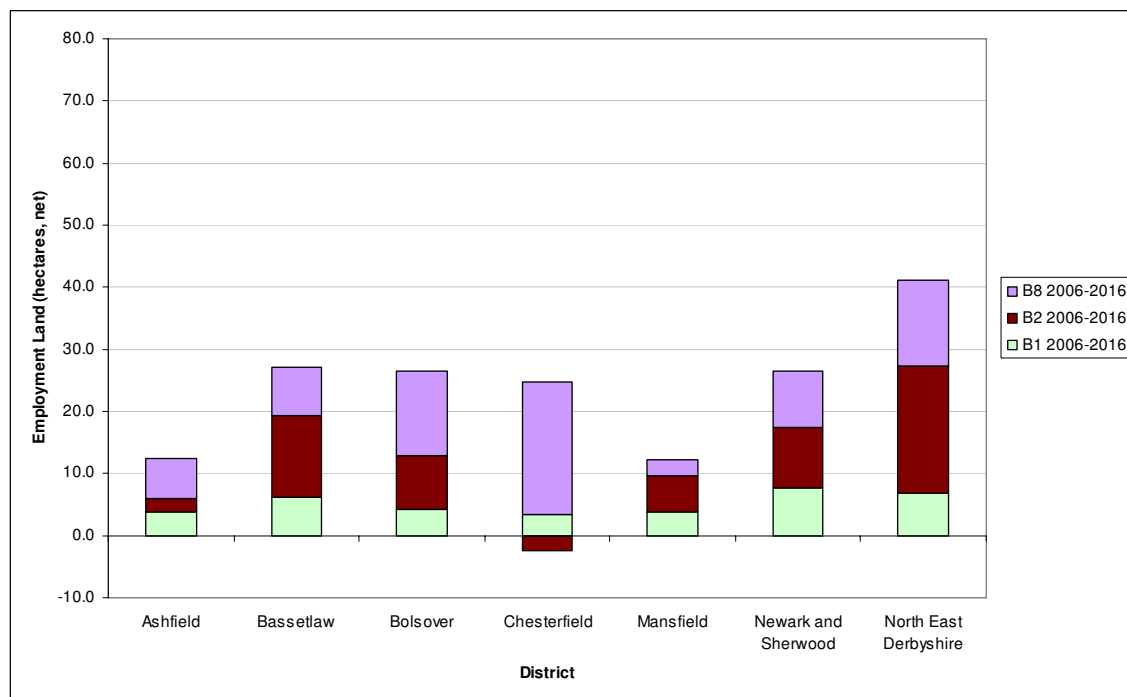
Table 57 and Chart 8 present the employee projections incorporated within the Reducing Out Commuting Scenario forecasts and converted into employment land requirements. The findings indicate that, by factoring in the potential employment change resulting from reducing the amount of out-commuting from the Sub-Region by a third, the demand for employment land would increase substantially, albeit at a lower rate than in the Growth Zone Scenario. Demand for employment land across the Sub-Region could increase to 74 hectares in total between 2006 and 2016, rising to over 100 hectares by 2026. As would be expected, this is a significant increase on the Housing Scenario results, which suggested a net requirement of 28.6 hectares between 2006 and 2016, and 45 hectares up to 2026, and

emphasises the impact of retaining an additional 19,905 jobs in the Sub-Region. With the exceptions of Ashfield's and Chesterfield's B2 requirements, all the Districts have a net positive requirement for B1, B2 and B8 employment land up to 2016 and beyond, with demand being particularly strong in Bassetlaw, Bolsover and North East Derbyshire.

**Table 57: Reducing Out Commuting Scenario Employment Land Projections**

	2006 - 2016				2006 - 2026			
	B1	B2	B8	TOTAL	B1	B2	B8	TOTAL
<b>Ashfield</b>	3.8	2.1	6.4	<b>12.3</b>	6.1	-14.1	6.3	<b>-1.7</b>
<b>Bassetlaw</b>	6.3	13	7.8	<b>27.1</b>	10	15.5	9.4	<b>34.9</b>
<b>Bolsover</b>	4.3	8.7	13.4	<b>26.4</b>	7.3	5.5	20	<b>32.8</b>
<b>Chesterfield</b>	3.4	-2.5	21.4	<b>22.3</b>	5.3	-13.1	35.3	<b>27.5</b>
<b>Mansfield</b>	3.7	5.9	2.5	<b>12.1</b>	5.5	3.4	1.2	<b>10.1</b>
<b>Newark and Sherwood</b>	7.7	9.8	8.9	<b>26.4</b>	11.5	6.9	9.3	<b>27.7</b>
<b>North East Derbyshire</b>	6.9	20.4	13.9	<b>41.2</b>	10.6	21.4	19.2	<b>51.2</b>
<b>Northern Sub-Region TOTAL</b>	<b>36.1</b>	<b>57.4</b>	<b>74.4</b>	<b>167.9</b>	<b>56.3</b>	<b>25.5</b>	<b>100.7</b>	<b>182.5</b>

**Chart 8: Out Commuting Scenario Employment Land Projections, 2006-2016**



## 8.6 Summary of Modelling Scenarios

Table 58 presents a summary of the eight quantitative demand projections, detailing the likely B1, B2 and B8 employment land requirements between 2006 and 2026. Most of the scenarios present net projections for land, i.e. they account for losses, and consequently in certain instances, a negative land requirement is identified. However, for the historic take



up scenario and the Bolsover ELS work, the total figures are gross, i.e. no de-allocation are considered, because information on losses is not available. None of the scenarios presented below include a margin of choice. The key points to be drawn from the scenarios are as follows:

- Baseline (Policy Off):** The results of this scenario, which represents the standard Experian projection baseline aligned with national population projections from the ONS, are the lowest of all eight scenarios, with a total net increase in employment land of just 9 hectares across the Sub-Region. Moderate growth in B1 employment land is forecast for this scenario, with somewhat stronger growth in B8 land equal to 51 hectares (net). However, strong declines in demand for B2 land is forecast, equal to 76 hectares. This decline is particularly strong for Ashfield District, which could experience a net decline in the order of 32 hectares of B2 land over the 20 year study period.
- RES Policy On:** this scenario is based on the assumption that the RES target of closing the productivity gap that exists between the East Midlands and the UK is achieved by 2009. Consequently, employment is projected to increase moderately across the B1, B2 and B8 categories, which therefore translates into an increase in employment land demand when compared to the Baseline Scenario. The total net land demand for the Sub-Region rises to 31 hectares over the 20 year study period, largely due to a significant reduction in the negative B2 requirement.
- Housing Scenario:** this is based on population assumptions that reflect the pattern of housing proposed in the draft Regional Spatial Strategy, and for most of the Districts, results in a further increase in net employment land demand when compared to the 'Policy On' figures. However, the exception is Newark and Sherwood, which is projected to require some three hectares less employment land under this scenario when compared to the RES Policy On. This suggests that the Experian modelling has not considered the implications of the designation of Newark town as one of the Government's new 'Growth Points'. In this scenario, whilst the housing figures are taken into account, the employment figures are not and there is a need to take both into account.
- Growth Zone Scenario:** this scenario represents a supply-based, aspirational vision for the future of the Sub-Region that presents the employment capacity that could be accommodated in the unlikely event of all the sites identified in the Alliance SSP's economic Growth Zones (including the Newark Growth Point) coming forward over the next twenty years. This factors in some 25,028 additional FTEs for the North Derbyshire Growth Zone, 11,326 additional FTEs for the Sherwood Growth Zone and 5,100 additional FTEs resulting from the Newark Growth Point Initiative. The effects of these employment proposals were not considered directly by Experian as part of the RSS Housing Scenario modelling process. A number of substantial schemes, such as Markham Vale, are intended to come forward over the course of the study period; this would facilitate a step change in employment. As would be expected, employment land demand for several of the Districts in the Sub-Region, particularly Bolsover and Chesterfield, is reflected in the high levels of net employment land demand for these areas. As these employment outcomes have merely been added on to the Housing Scenario statistics, there is an element of crudeness to the modelling that will exaggerate the findings. It is therefore not a 'demand projection' in the strictest sense therefore, but rather seeks to contextualise the theoretical capacity to provide employment on available land in the Sub-Region. They are consequently presented for illustrative purposes only.
- Reducing Out Commuting Scenario:** this scenario adjusted employment growth on the basis of reducing net-commuting to other Districts outside the Sub-Region by a third. The subsequent increase in employment was factored onto the RSS Housing Scenario employment projections and translated into employment land in a similar manner to the

Growth Zone Scenario described above. The findings indicated that the demand for employment land would increase substantially, albeit at a lower rate than in the Growth Zone Scenario. Demand for employment land across the Sub-Region could increase to 74 hectares in total between 2006 and 2016, rising to over 100 hectares by 2026. With the exceptions of Ashfield's and Chesterfield's B2 requirements, all the Districts have a net positive requirement for B1, B2 and B8 employment land up to 2016 and beyond, with demand being particularly strong in Bassetlaw, Bolsover and North East Derbyshire.

- **Historic Take Up:** This scenario projects forward the take up rates over the last ten years for each District to provide a gross requirement for employment land. This is clearly trend based and takes no account of future aspirations or changing circumstances. However, it is one of the few reliable methods to provide a gross requirement of employment land and in many cases, presents one of the more realistic ways of forecasting demand. In total, around 917 hectares of employment land could be required over the next twenty years if past trends are replicated in the future, with demand highest in Ashfield, Bassetlaw and Bolsover. No breakdown of B1, B2 and B8 was attainable, as only three of the seven authorities recorded this data over the full ten year period.
- **Bolsover ELS:** Bolsover District Council recently completed an Employment Land Study which concluded that, assuming future economic growth in the District followed a 'baseline' scenario, there was a need for at least 140 hectares gross of employment land, with potentially as much as 190 hectares required if an allowance was made for a safety margin. The equivalent figures would rise to 165 and 220 if a higher growth rate (assuming all current development sites are taken up) were applied.
- **Bassetlaw ELR:** Bassetlaw District Council commissioned Atkins to undertake an Employment Land Study in September 2006. This report references the representations made by Bassetlaw District Council to the EiP for the JSP in June 2004, lending the Council's support to the JSP specification that West Bassetlaw should provide an additional 59 hectares, whilst the Eastern half of the District should have a net loss of 41 hectares over the period 2001-2021.

**Table 58: Employment land comparison, 2006-2026 (net ha, unless otherwise stated)\***

Sub-Region	B1	33.4	33.8	31	118.9	56.3	-	-	-
	B2	-75.4	-56.7	-38.8	41.1	25.5	-	-	-
	B8	50.9	54	52.8	166.4	100.7	-	-	-
	TOTAL	8.9	31.1	45	326.5	182.5	916.9	-	-
Ashfield District	B1	2.8	2.9	2.1	7.1	6.1	-	-	-
	B2	-32.1	-29.8	-27	-23.2	-14.1	-	-	-
	B8	-0.2	0	-1.4	3.3	6.3	-	-	-
	TOTAL	-29.5	-26.9	-26.3	-12.8	-1.7	144.8	-	-
Bassetlaw District	B1	7.7	7.7	7.1	7.1	10.0	-	-	-
	B2	2.3	6.6	9.2	9.2	15.5	-	-	-

	<b>B8</b>	4.2	4.4	5.6	5.6	9.4	-	-	-
	<b>TOTAL</b>	<b>14.2</b>	<b>18.7</b>	<b>21.9</b>	<b>21.9</b>	<b>34.9</b>	<b>230.2</b>	-	<b>18***</b>
Bolsover District	<b>B1</b>	6	6.1	4.7	15.5	7.3	-	-	-
	<b>B2</b>	-4.1	-2.4	-3.6	10.2	5.5	-	-	-
	<b>B8</b>	13.3	13.8	11.5	51.8	20.0	-	-	-
	<b>TOTAL</b>	<b>15.2</b>	<b>17.5</b>	<b>12.6</b>	<b>77.4</b>	<b>32.8</b>	<b>206.6</b>	<b>140-165**</b>	
Chest-erfield Borough	<b>B1</b>	1.5	1.6	2.8	22.1	5.3	-	-	-
	<b>B2</b>	-24.5	-22.7	-17.3	14.6	-13.1	-	-	-
	<b>B8</b>	24.8	25.9	26.7	45.4	35.3	-	-	-
	<b>TOTAL</b>	<b>1.8</b>	<b>4.8</b>	<b>12.2</b>	<b>82.0</b>	<b>27.5</b>	<b>67.4</b>		
Mans-field District	<b>B1</b>	2.3	2.3	2.6	14.8	5.5	-	-	-
	<b>B2</b>	-8	-5.9	-2.5	9.5	3.4	-	-	-
	<b>B8</b>	-2.1	-2	-1.5	25.9	1.2	-	-	-
	<b>TOTAL</b>	<b>-7.8</b>	<b>-5.6</b>	<b>-1.4</b>	<b>50.2</b>	<b>10.1</b>	<b>100.5</b>		
Newark and Sher-wood District	<b>B1</b>	7.6	7.6	6	28.1	11.5	-	-	-
	<b>B2</b>	-3.9	-0.9	-2.2	0.6	6.9	-	-	-
	<b>B8</b>	2.8	3.2	2.3	15.5	9.3	-	-	-
	<b>TOTAL</b>	<b>6.5</b>	<b>9.9</b>	<b>6.1</b>	<b>44.1</b>	<b>27.7</b>	<b>99.4</b>		
North East Derby-shire District	<b>B1</b>	5.5	5.7	5.7	24.3	10.6	-		
	<b>B2</b>	-5	-1.6	4.6	20.2	21.4	-	-	-
	<b>B8</b>	8.1	8.6	9.6	19.0	19.2	-	-	-
	<b>TOTAL</b>	<b>8.6</b>	<b>12.7</b>	<b>19.9</b>	<b>63.5</b>	<b>51.2</b>	<b>68.0</b>	-	-

\*Excluding Hucknall.

\*\*140 = lower growth scenario, 165 = higher growth scenario.

\*\*\*Based on JSP 2001-2021 requirement for 59 hectares to be allocated in West Bassetlaw, and 41 hectares to be de-allocated in Eastern Bassetlaw.

## 8.7 Deriving a Preferred Quantitative Model

It is apparent that the eight scenarios modelled present a wide range of employment land demand projections at District and Sub-Regional level. Whilst the general trends across all scenarios point in the same direction, i.e. moderate growth in demand for B1 land; declining projections for B2 industrial land and strong growth for B8 warehousing, there is substantial variation between the five net scenarios in particular. The three Experian scenarios are generally similar, although they project relatively small net land requirements up to 2026. Factoring in the potential implications of the Alliance SSP's Growth Zones and the Newark Growth Point for comparative purposes results in a step change in the projections, with the total Sub-Regional requirements increasing from 45 hectares in the RSS Housing Scenario to over 325 hectares. The Reducing Net Out Commuting Scenario moderates this somewhat, with a 183 hectare requirement across the study area. These net projections are also difficult to compare with the gross projections as exemplified in the Historic Take up Rate Scenario.

Consequently, the question is which of the Scenarios is most appropriate given the circumstances facing the Sub-Region and how will the projections be used to inform individual Local Authorities Local Development Frameworks.

As discussed in Section 5, the demand projections for each of the Scenarios were debated in detail at the stakeholder workshop in September 2007. Representatives from each of the Local Authorities in the Sub-Region, the two County Councils and attendees representing local businesses and the private sector discussed the attributes and shortcomings of the various scenarios. The general consensus amongst attendees was that for the Sub-Region to make the necessary step forward in terms of attracting new businesses to the area, it was desirable to provide more land than has been taken up in the last few years. The Reduction in Out Commuting and RSS Housing Scenarios were generally felt to be the more desirable scenarios. Given the problems inherent in identifying one clear scenario for the sub-region as a whole (particularly allowing for the varying aspirations and characteristics of the seven Districts), it was decided that a range of projections should be used that could be tailored to fit the specific requirements of individual Local Authorities.

As the Experian-based Scenarios are 'net' projections, they represent the difference between employment land lost and land gained. This poses a dilemma for planning authorities, as it is difficult to translate 'net' projections into employment land allocations, which are, by their nature, gross. This is one of the reasons why many Planning Authorities have, in the past, projected historic take up rates forward and used this as the basis to inform decisions on allocations for their Local Development Plan Documents. However, such methods are rather crude and do little to buck past trends and account for policy aspirations. Consequently, to derive a preferred scenario that could usefully inform the Districts' LDFs, a methodology was followed that sought to harness the attributes of the econometric net projections, whilst resulting in a figure that could be translated as a gross requirement.

A rough approximation of gross requirement could be calculated through an allowance for the amount of land potentially lost to other uses, and the incorporation of a margin of choice in the following manner:

- Calculating an approximate 'gross' figure:** The difference between the current and future employment land scenarios represents the net change of employment land that should be planned for over the plan period. A rough approximation of gross change could be calculated by attempting to quantify the amount of employment land 'lost' to alternative, non-employment, uses over the plan period, and adding these to the net projections<sup>23</sup>. This 'leakage' figure would ordinarily be based on past rates of loss, as well as incorporating the potential consequences of implementing some of the recommendations of the site appraisal work, namely the release of certain poor quality existing sites from the current portfolio. However, these data were not provided on a consistent basis across all seven local authorities in the Northern Sub-Region, there was a lack of certainty over the timescale for the loss of sites and the consideration of potential site deletions alone was not considered robust enough to inform each individual Local Authorities' LDF. As a result gross projections have only been possible to produce with any degree of soundness for Ashfield.
- Margin of Choice:** It is important to ensure that a margin of choice is added to the net projections to ensure that businesses making locational choices have flexibility and that the identified quantitative land projection is bolstered. Even where the identified demand for employment land is likely to decrease significantly over the ten year period, there should always be some new development coming forward to avoid stagnation and further decline in the market. Consequently, it is desirable to allocate more land than is

<sup>23</sup> Such an approach is validated to a certain extent by the East Midlands Land Provision Study (2006), which stated that 'in order to assess the requirement for new development sites (gross supply capacity), we would need to add to the figures calculated earlier the land required to replace any existing space which is lost' (p.17).

likely to be used, as some land, particularly sites that have been carried over from past plan periods, and those with significant constraints to overcome, may not come forward for development in the short to medium term (if at all). It is therefore, standard practice to allow for a degree of flexibility or 'margin of choice' in the allocations by applying a stated factor into the demand calculations.

- Determining a robust figure is not an exact science, and will (due to the lack of specific studies on the matter) always be subject to a certain degree of subjectivity. The East Midlands Land Provision Study (2006) states the margin should be equal to the gross annual land take up times the average years required between a site being identified and it providing usable floorspace: *'It may be estimated conservatively at two years gross take up, or generously at five years gross take up or more...Planning authorities should calculate the margin as part of their employment land studies'*. Derby City Council's recently published Employment Land Review (November 2007) used a five year buffer. It therefore seems reasonable to apply a similar five year margin of choice to the Northern Sub-Region, given the growth opportunities.

Subsequently, by applying the factors discussed above, a plausible range of net employment land projections were derived as part of a Preferred Option that can be used by Local Authorities when planning for employment land allocations in their District/Borough:

- 1) **RSS Housing Scenario Projections** - In an attempt to factor in the likely affect of future policy changes, the proportionate employment change by B1, B2 and B8 over the twenty year period as forecast in the RSS Housing Scenario was projected forward, factoring in a five year margin of choice.
- 2) **Reducing Out-Commuting Scenario Projections** – As 1), except that the higher proportionate increase in local employment resulting from reducing the level of out commuting increases employment land requirements. This Scenario would represent the most optimistic option for Local Authorities to pursue.

#### **8.7.1 Preferred Option Results**

Table 59, Table 60 and Table 61 present the method by which the net employment land needs for the period 2006-2026 have been calculated, adjusted to take into account changes in employment growth based on the RSS Housing Scenario and Reducing Out Commuting Scenario projections.

**Table 59: Net Employment Land Comparisons, in hectares (2006 – 2026)**

<b>Northern Sub-Region</b>	<b>31.0</b>	<b>-38.8</b>	<b>52.8</b>	<b>45</b>	<b>56.3</b>	<b>25.5</b>	<b>100.7</b>	<b>182.5</b>
Ashfield District*	2.1	-27.0	-1.4	<b>-26.3</b>	6.1	-14.1	6.3	<b>-1.7</b>
Bassetlaw District	7.1	9.2	5.6	<b>21.9</b>	10.0	15.5	9.4	<b>34.9</b>
Bolsover District	4.7	-3.6	11.5	<b>12.6</b>	7.3	5.5	20.0	<b>32.8</b>
Chesterfield Borough	2.8	-17.3	26.7	<b>12.2</b>	5.3	-13.1	35.3	<b>27.5</b>
Mansfield District	2.6	-2.5	-1.5	<b>-1.4</b>	5.5	3.4	1.2	<b>10.1</b>
Newark and Sherwood District	6.0	-2.2	2.3	<b>6.1</b>	11.5	6.9	9.3	<b>27.7</b>
North East Derbyshire District	5.7	4.6	9.6	<b>19.9</b>	10.6	21.4	19.2	<b>51.2</b>

**Table 60: Calculating the Margin of Choice (in hectares)<sup>24</sup>**

	(over twenty years)	Average Annual Take Up Rates	Five Year Margin of Choice (c)
<b>Northern Sub-Region</b>	<b>916.9</b>	<b>45.9</b>	<b>229.3</b>
Ashfield District*	144.8	7.2	36.2
Bassetlaw District	230.2	11.5	57.6
Bolsover District	206.6	10.3	51.7
Chesterfield Borough	67.4	3.4	16.9
Mansfield District	100.5	5.03	25.1
Newark and Sherwood District	99.4	5.0	24.9
North East Derbyshire District	68.0	3.4	17.0

\* Excluding Hucknall

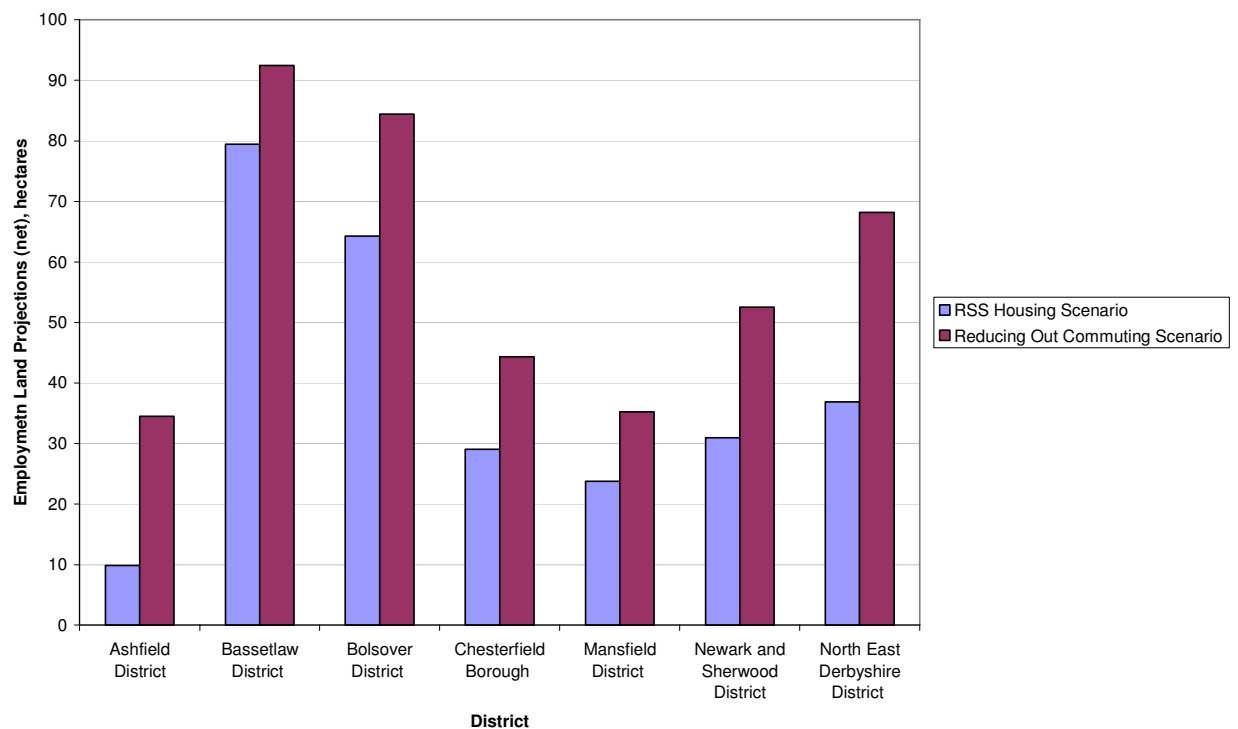
<sup>24</sup> All demand projections in the Northern Sub-Region ELR have been calculated to one decimal place. However, no significance should be attached to these figures as demand projections are necessarily estimates of future demand based on certain assumptions and it is not possible to generate demand projections with precision.

**Table 61: Net Land Needs 2006 - 2026, incorporating a margin of choice (in hectares)**

<b>Northern Sub-Region</b>	<b>274.3</b>	<b>411.8</b>
Ashfield District*	9.9	34.5
Bassetlaw District	79.5	92.5
Bolsover District	64.3	84.5
Chesterfield Borough	29.1	44.4
Mansfield District	23.7	35.2
Newark and Sherwood District	31.0	52.6
North East Derbyshire District	36.9	68.2

\*Excluding Hucknall

Table 61 indicates that the Sub-Region as a whole could require between 274 and 412 hectares of employment land (net) for the period 2006 to 2026. Chart 9 indicates that Bassetlaw District has the highest net projection of between 80 and 92 ha followed closely by Bolsover District (between 64 and 85ha), whilst net demand is projected to be lowest for Ashfield (between 10 and 35 ha) and Mansfield (between 24 and 35ha).

**Chart 9: District Level Employment Land Projections Incorporating a Margin of Choice, 2006-2026**

For net employment land projections for the period 2006-2016, reference should be had to Table 55 and Table 57, incorporating the margin of choice as presented in Table 60.

In summary, various trends are revealed in Table 59 and Table 61, namely:

- **The moderate growth in demand for B1 land** – the demand for B1 office space is likely to be moderate across the region for both scenarios, with net demand strongest in



Newark and Sherwood, North East Derbyshire and Bassetlaw, and weakest in Ashfield, Chesterfield and Mansfield;

- **The general decline in demand for B2 land** – the RSS Housing Scenario indicates a probable decline in demand for industrial premises across the Sub-Region over the next twenty years, with the decline projected to be particularly strong in Ashfield and Chesterfield. Although the amount of de-allocations of B2 land should therefore exceed the amount of new B2 allocations, there will still be a need to provide modern, high quality industrial premises in sustainable and commercially viable locations throughout the Sub-Region to avoid business stagnation. The Reducing Out Commuting Scenario exhibits a net overall requirement for B2 land, albeit with de-allocations exceeding new allocations in Ashfield and Chesterfield.
- **The strong growth in demand for B8 land** – both Scenarios project strong growth in the demand for warehousing, particularly in Districts such as Chesterfield, Bolsover and North East Derbyshire, which all benefit from the close proximity of the M1 contributing to the demand for logistics space. A net growth of over 100 hectares of B8 land for the Sub-Region as a whole under the Reducing Out Commuting Scenario would require careful consideration when set against the gross projections and the current availability of sites suitable for quality B8 warehousing accommodation.

As noted above, the results present an approximate 'net' figure; calculating a gross figure would have required some estimation of the likely level of existing employment land lost over the twenty year plan period, data that was provided (and only up to 2016) by Ashfield District Council alone. The Table below illustrates the potential consequences of implementing some of the recommendations of the site appraisal work, namely the release of certain poor quality existing sites from the current portfolio. It should be stated at this point that this does not necessarily mean that the sites will automatically be released for alternative uses.

Should Local Authorities wish to calculate a gross figure, then this could be attempted (with caveats) if further information is gained regarding likely losses of employment land over the plan period over and above the sites to be considered for release in this study. As Ashfield were the only Authority to have attempted this, no overall figure has been calculated for the Sub-Region. For Ashfield, the gross employment land figures were calculated on the following basis:

- **RSS Housing Scenario:** -12.8ha net projection 2006-2016, plus 36.2ha historic take up plus 20.1ha estimated land lost equals 43.5ha required (gross).
- **Reducing Out Commuting Scenario:** 12.3ha net projection 2006-2016, plus 36.2ha historic take up plus 20.1ha estimated land lost equals 68.6ha required (gross).

Consequently, Ashfield's projected net requirement of between 9.9 and 34.5 hectares could be translated into a gross requirement of between **43.5 and 68.6 hectares** of employment land for the period 2006 and 2016.

If the other districts are able in the future to maintain and/or project with greater certainty the loss of employment land to non-employment uses then they could estimate their gross demand in the same way. In the mean time, the only meaningful gross demand projections are restricted to those based on historic take-up rates.

**Table 62: Possible Existing Employment Land Losses, in hectares (2006 – 2016)**

	Lost to non-employment uses	Lost to mixed use	Total
<b>Northern Sub-Region</b>	<b>107.2</b>	<b>162.4</b>	<b>269.6</b>
Ashfield District*	13.2**	6.9	20.1
Bassetlaw District	0	7.5	7.5
Bolsover District	1.4***	0	1.4
Chesterfield Borough	37.5	55.3	92.8
Mansfield District	9.6	7.0	16.6
Newark and Sherwood District	34.4	85.8	120.2
North East Derbyshire District	11.0	0	11.0

\* Excluding Hucknall

\*\*Ashfield District Council's analysis identified 20 sites where the buildings and sites are such that employment land is unlikely to be redeveloped purely for employment purposes. The assumption in these cases is that the land will come forward for housing development or mixed use development (housing with employment). The figure of 13.2 hectares therefore does not directly relate to the qualitative site appraisal's recommendations regarding site de-allocations.

\*\*\*Bolsover ELS recommended two existing sites as potential candidates for release: the vacant Mercol site (1.1 ha) and the South Normanton depot (0.3 ha) if no longer needed or a suitable replacement depot site could be found. In the absence of a detailed appraisal of existing sites in Bolsover in this Sub-Regional ELR, the figure of 1.4 ha was subsequently used.

## 8.8 Summary - Future Demand for Employment Land in the Northern Sub-Region

The following table summarises the specific demand implications for each of the seven Districts in the Northern Sub-Region:

**Ashfield District:** Ashfield District's findings represent a quandary, in that the quantitative projections (based on employment trends) indicate a marginal, and in the case of B2 and B8 land, a negative, long term requirement for employment land. Yet on the basis of past take up rates, the District would appear to have one of the highest levels of demand in the Sub-Region, exemplified by such recent success stories as the Sherwood Business Park at Junction 27 of the M1. Clearly, the influence of the EZ at the Park has been one of the primary drivers for this high level of take up, and the future absence of such a designation is likely to result in take up rates declining over time. The results taken in their entirety seem to indicate that de-allocations of B2 land will need to substantially exceed new allocations over the coming years, although a moderate net increase in B1 and B8 land would be required. This is despite the presence of several major sites in the Sherwood Growth Zone being included within the District's boundaries. Discussions at the workshop indicated that, as many of the allocated sites have planning permission or are partly developed, a more supply side approach should be taken. This could mean retaining allocated sites which are assessed as being beneficial to a local or wider market.

**Consequently, it is recommended that the lower end of the 9.9 – 34.5 hectare range should be the net requirement for the period 2006 to 2026. This figure should be used to inform Ashfield's emerging LDF, although allocations should be weighted towards light industry and warehousing use due to the current level of market demand. As Ashfield were able to provide data on employment land losses, this requirement could be translated into a gross requirement of between 43.5 and 68.6 hectares of employment land for the period 2006 to 2016. Again it is advised that allocations should be at the lower end of this range.**

**Bassetlaw District:** Bassetlaw District recently approved an ELS focused upon the quality of employment sites within the District, making a series of recommendations regarding which sites should be protected and which should be de-allocated. The ELS focused predominantly on the supply of employment land and did not calculate new demand projections. The results supported the Joint Structure Plan's specification that West Bassetlaw should provide an additional 59 hectares, whilst the Eastern half of the District should have a net loss of 41 hectares over the period 2001-2021. The overall net figure of 18 hectares over the twenty year period is substantially lower than the quantitative land projections, which vary from 79.5 hectares for the RSS Housing, to 92.5 hectares for the Out Commuting Scenario. However, factoring in the potential requirement resulting from the Robin Hood Airport Growth Zone could increase this requirement substantially in the long term.

**Given the conclusions of the ELS work, discussions with stakeholders regarding the potential distorting effect of a couple of recent anomalous large employment developments in the District and the fact that the Robin Hood Airport Growth Zone is unlikely to stimulate growth until the latter part of the Plan period, it is recommended that the lower part of the 79.5 – 92.5 hectare range (net) should be used to inform Bassetlaw's LDF. As this range presents net employment land figures, the range would need to be supplemented with additional land to take account of losses of employment land to produce gross employment land figures for allocation. Allocations should, however, be weighted towards distribution, small light industry and office uses due to the current level of market demand.**

**Bolsover District:** As with Bassetlaw, Bolsover District Council recently completed their own ELS (2006), which concluded that, assuming future economic growth in the District followed a 'baseline' scenario, there was a need for at least 140 hectares gross of employment land, with potentially as much as 190 hectares required up to 2026 if an allowance was made for a safety margin. The equivalent figures would rise to 165 and 220 if a higher growth rate (assuming all current development sites are taken up) were applied.

**The Northern Sub-Regional ELR has not been tasked with providing new demand projections for Bolsover, more with validating those inherent within the District's current ELS. As limited information was available on employment land losses, the only employment land projection examining gross land demand for Bolsover in the present study was the historic take-up rates scenario. This model would project a total requirement of 206.6 hectares (gross) of employment land until 2026. It is suggested that the projections in Bolsover's ELS appear reasonable, given the similarity of the projections emerging from the historic take-up rates scenario and Bolsover's recent economic growth. Given the recent economic successes in Bolsover and stakeholder aspirations, it is recommended that the range is taken forward for the high growth scenario (165-220 hectares), but that the lower part of this range is adopted.**

**Chesterfield Borough:** Chesterfield's growth trajectory is minimal, based upon the trend-based employment projections. It also has the lowest level of take up (3.37 hectares per annum) in the Sub-Region. However, Chesterfield is the largest established office location in the Northern Sub-Region, and has accommodated considerable B1-type growth in recent years. Although demand for business premises remains indigenous with strong levels of demand for small, light industrial premises, by factoring in the potential economic development arising from the A61 Corridor, Markham Vale and Staveley Works (all in the North Derbyshire Growth Zone), demand for employment land in Chesterfield could increase significantly over the next 20 years, as indicated in the high net B8 projections for the RSS Housing / Reducing Out Commuting Scenarios. It is noteworthy that the Markham Vale Development already has outline planning permission and will be of regional importance, rather than contributing solely towards Chesterfield's local employment land requirements. Given this sustained level of growth it is reasonable to conclude that office based employment in Chesterfield will continue to grow in the foreseeable future at a level above the base Experian projections.

**Consequently, it is recommended that the higher part of the 29.1 – 44.4 hectare range (net) should be used to inform Chesterfield's emerging LDF, with allocations weighted towards office and particularly quality warehousing/distribution uses. As these projections are net of employment losses, gross figures which consider employment land losses should be calculated to inform employment land allocations.**

**Mansfield District:** After Ashfield, Mansfield has the lowest level of projected job growth over the next twenty years, based upon the Experian economic projections. However, the provision of the MARR has opened up opportunities for land release around the southern and western sides of Mansfield which will enable substantial mixed-use urban extensions. Levels of demand are expected to be good providing the land can be offered on a flexible range of employment uses. However, this is only reflected in the Reducing Out Commuting Scenario, as the employment growth under the RSS Housing Scenario is virtually zero. Both scenarios suggest that de-allocations for B2 and B8 land should be virtually equal to the level of new allocations.

**Consequently, it is recommended that, given the opportunities arising from the MARR growth corridor, the higher part of the 23.7 – 35.2 hectare range (net) should be used to inform Mansfield's emerging LDF. As with other District's, employment land losses should be taken into consideration when translating the net demand figures into employment land allocations.**

**Newark and Sherwood District:** Newark and Sherwood has relatively low rates of growth projected in the Experian Scenarios. Past take up rates, at around 100 hectares, are also relatively moderate compared to other Districts in the Sub-Region. However, Newark town itself has opportunities for future expansion following its designation as one of the Government's designated Growth Points,

which could see a substantial amount of residential development (between 5,000 and 6,000 new homes), a new southern bypass and, potentially, 100 hectares of employment land. The Growth Point provision of employment land suggests that the more optimistic estimates of employment growth are more accurate than the historic growth trends, and hence the Reducing Out Commuting Scenario generates the highest net requirement for B1 land.

**It is recommended that a holistic view be taken with regards to future allocations of land in the District, given the future growth opportunities of Newark town set against the District's mining legacy. As the town may see substantial economic expansion in coming years following its Growth Point designation, it is recommended that the higher part of the 31 – 52.6 hectare range (net) should be used to inform the District's emerging LDF. When translating this figure into gross employment land demand, the District will need to consider the substantial over supply of out-dated stock, with de-allocations of much of the older, less sustainable sites necessary.**

**North East Derbyshire District:** North East Derbyshire District could be about to experience a significant change in employment land demand over the next twenty years. Traditionally based upon coal, steel and heavy engineering industry, the decline of these industries has led to concentrations of higher unemployment within ex coalfield Wards compared to the rest of the region, and this, along with poor access from the M1 motorway to certain sites, has at least partly contributed to some of the lowest rates of employment land take up in the Sub-Region. However, with Public Sector funding, this area is now becoming more established and the south eastern areas of the district in particular are seen as major locations for new investment. Consequently, factoring in the employment growth for the District projected in the RSS Housing / Reducing Out Commuting Scenarios substantially boosts the past take up rate trends by the highest proportionate amount in the Sub-Region, which is clearly due to the significant workplace influence of Sheffield. It should be recognised that there is a need to temper this with an element of realism, given certain limitations to development in the District, particularly in terms of poor accessibility to the M1, making it a secondary location and of interest (at present) only to the local market.

**Consequently, it is recommended that, the mid-part of the 36.9 – 68.2 hectare range (net) should be used to inform the District's emerging LDF, and that a broad range of sites be made available. As with other Districts, employment losses should be taken into consideration when calculating gross employment land figures to inform allocations.**

## 9 Matching Supply and Demand – Implications for the Northern Sub-Region

### 9.1 Introduction

This section seeks to bring together the demand and supply analysis alongside identified policy objectives. This is not a neat or smooth process. There are likely to be differing policy and market aspirations. It will be necessary to make policy choices and so this section seeks to highlight the potential implications of these choices and make suggestions about which are both realistic and sustainable.

### 9.2 Balancing the Needs of Future Employers

The UK economy has seen a sectoral shift from manufacturing and traditional industry, towards technology and professional knowledge-based services. This has refocused the demand for commercial premises, and so the supply of sites and premises must be adjusted to meet the needs of future employers. The Sub-Region is not necessarily keeping in line with the national trend and, although mining and manufacturing has seen a decline, the demand for certain industrial premises is still strong.

Various employment land demand projections have been modelled, with several incorporating sectoral employment forecasts from Experian that have attempted to interpret the extent to which the national trends described above will filter through to the seven Districts. The outcomes of the demand modelling work, described in detail in Section 8, have yielded a range of net allocations that individual Districts (excluding Bolsover, for reasons discussed in Section 9.3) may wish to take forward to inform their Local Development Frameworks. The range of demand projections for general 'B' use employment land, and the suggested level of allocation within that range, is presented in Table 63 below.

**Table 63: Summary Net Demand Projections (hectares)**

	Ashfield District*	Bassetlaw District	Chesterfield Borough	Mansfield District	Newark and Sherwood District	North East Derbyshire District
<b>Suggested Range of Demand (net)</b>	9.9-34.5	79.5-92.5	29-44.4	23.7-35.2	31.0-52.6	36.9-68.2
<b>Recommended level of allocation within this range</b>	Low	Low	High	High	High	Middle

\*Excluding Hucknall

These figures present only the total net amount of land required, considering growth fluctuations over the plan period in office, factory and wholesale/distribution related employment. They indicate that whilst in certain instances (i.e. Ashfield, Bassetlaw and Newark and Sherwood), the level of allocation seems relatively high, this needs to be balanced against the substantial amount of allocated employment land/existing sites that are no longer attractive to the market/sustainable from a planning policy perspective and should be considered for de-allocation.

The remainder of this sub-section provides a commentary on how Local Authorities, when compiling a portfolio of sites for their LDF process, might best tailor their stock to meet the needs of existing and future employers in the Sub-Region:



**Future Requirements for Office Space:**

- The service sectors will require office accommodation, albeit not necessarily in great amounts or large floorplates. Offices should be flexible, both in terms of size, layout and tenure. Easy-in, easy-out leases with flexible terms will encourage expanding businesses to take on better quality, more suitable premises, creating space in smaller premises for start-up businesses. However, these are not as attractive for landlords due to the negative impact on values and would require public sector support. Offices that can be divided to offer a range of different sized units will not only offer the market more choice, but would also make the properties more marketable and attractive to occupiers. Flexibility in how the floorplates can be divided will also allow expanding companies to merge units, creating follow-on space. The market for serviced offices will also cater for new business, reducing their management liabilities.
- Although office developments will be required, the scale and quantity will be below that previously brought forward. Small, localised pockets will provide for local companies wishing to remain within their operating area. Extensions and in-fill of existing business parks and industrial estates will satisfy local need.

**Future Requirements for Industrial / Warehousing Space**

- The market for industrial premises will continue to be strong, although the type and range of units required will continue to change from the traditional manufacturing, factory premises to warehouses. A broad range of sizes should be provided to the market, offering versatility and the potential to combine uses within the same unit.
- There has been a small increase of trade-counter type uses, incorporating an element of retail within a light industrial setting and preferring visible locations. The excellent road links through the Sub-Region will support the expansion of the distribution sector, especially following the opening of M1 Junction 29a and the MARR.
- Local industry requires a range of small light industrial units to continue to offer support and adaptability for local businesses, some of whom are currently accommodated in poor quality premises. Speculative development is changing, given uncertain times in the finance markets and business rates. Developers are more likely to speculatively build smaller, easy to sell units, rather than larger, inflexible premises which can be difficult to let. Large-scale warehousing will need proven occupier demand to encourage developers.
- Existing large sites, like collieries and chemical works, will not provide the type of accommodation modern occupiers aspire to when they fall vacant. The future needs of employers cannot, therefore, currently be met on these sites. Significant financial assistance, along with the development of complementary, higher-value uses, will be required to bring such sites back into use, such as the commercial and residential mixed use development currently under construction at Annesley Colliery.

**9.3 Understanding the Portfolio of Supply**

Section 4 outlined the current employment land portfolio in purely quantitative terms. It concluded that the Sub-Region as a whole had 864.66 hectares of employment land (either allocated in current Local Plans or with extant planning permission for employment use, as of 01/04/06). Section 6 presented the results of a detailed appraisal of the more marginal employment sites (either existing sites, allocated sites or selected sites with the potential for employment use) to test whether such a use is the most sustainable in the long term or whether some form of intervention (or even de-allocation) was necessary. This sub-section summarises the conclusions of Section 6 against the total amount of quantified supply to provide some direction as to how the portfolio of each District might best be re-organised, on the basis of whether a site comprises a poor quality existing premises; a poor or



unsuitable proposed site or whether the land would be more suitable as part of a mixed use development.

Section 6 provides a summary of the existing employment sites appraised. This does not include all of the employment sites for each District in the Sub-Region; only marginal sites (in the view of the Local Authority) or sites that were under particular pressure to be developed for alternative uses were included. Further, the commercial viability and attractiveness of sites has been assessed in the context of market trends, but it is possible that a site may meet the specific needs of a certain employer, although in general the site would be viewed as unattractive. In total, over 173 such sites were assessed.

Although some existing premises may appear (from their exterior appearance) to be of poor quality, general observations highlighted excellent occupancy levels at the majority of existing sites visited. It is clear that such established businesses in many of the older industrial estates in the Sub-Region are important supporters of local economies. In the majority of instances, businesses are happy with their locations and catchments, although better quality premises may be on their wish-list. Consequently, it was surmised that if these run-down estates were lost to other uses, long-running local businesses could be pushed out of their own operating areas.

Generally, then, the supply of existing premises appears to meet current (localised) demand. However, the quality of some of these premises is poor. It is likely that, in the event of those premises falling vacant, better, more suitable premises will have been made available. The vacant premises that remain are unlikely to be reoccupied in their current state. In many cases, the sites themselves are still viable employment locations and redevelopment for employment uses may occur. However, there may be a number of complex facts contributing to their lack of attractiveness to the commercial market. In these instances, the sites are likely to be under pressure from the market for other forms of development, potentially higher value end uses. In many cases where sites are to be released from the portfolio, other more suitable sites will remain and consequently their loss is not detrimental to the portfolio as a whole.

As a point relevant to the whole Sub-Region, it should be noted that within several of the local centres, there is a general lack of supply of small sites of 0.4-0.8 ha, where local business can develop their own premises for expansion or follow-on space. This gap in the supply is particularly noticeable in Mansfield and other smaller towns, particularly Worksop and Newark. Serviced parcels of land between 0.2 and 0.4 ha are also limited in supply across the Sub-Region, with the focus on large, strategic sites with deliverability issues. Smaller sites may be provided within the large strategic sites in the long term, but short and medium term deliverable sites are the concern of the market and local economy at the present.

The close proximity of existing, poor quality premises to new premises may reduce the attractiveness of the new premises and hinder their success. Ownership, amongst other constraints, can prevent the coherent redevelopment of run-down areas and lead to a 'pepper-potting' of new amongst old. This is particularly apparent in Chesterfield and consideration should be had to addressing these issues. Encouraging a masterplanning approach to area redevelopment will support landowners when considering the future of their sites.

As regards the forward supply of employment sites in the Sub-Region, Table 64 summarises the amount of allocated land/sites or sites with extant permission for employment use in each District as reported in the District's Annual Monitoring reports to April 2006. They indicate that the Sub-Region as a whole has over 864 hectares of vacant employment land that could come forward over the plan period.

**Table 64: Total Supply of Employment Land (as of 31/03/06)**

	Sub-Region	Ash-field	Basset-law	Bols-over	Chester-field	Mans-field	Newark and Sher-wood	North East Derby-shire
<b>Total Forward Supply</b>	<b>864.66</b>	99.5*	113.9	126.75	126.65	116.17	204.73	76.96

\*Excluding Hucknall.

Of this total employment land forward supply, the appraisal process reviewed 69 of the more marginal sites (or sites with alternative land use pressures attendant), totalling just under 690 hectares.

In addition to this, the appraisal process also reviewed a number of opportunity sites that had the potential for employment use in the long term. To this sub-category were included existing sites that had the potential to be significantly expanded. The inclusion of such sites in the portfolio does not necessarily indicate that there is a presumption in favour of development, merely that they have been considered as part of the wider portfolio.

Consequently, of the 273 sites examined, 22% of the committed sites, 6% of the existing employment sites and 16% of the potential sites in the Sub-Region were identified as sites to be considered for release. In addition, it was recommended that 13% of the committed sites, 9% of the existing sites and 20% of the potential sites could be suitable for mixed use development. A further 21% of committed sites, 16% of potential sites and 6% of existing sites have significant identified constraints that could require public sector intervention in terms of funding, remediation or infrastructure improvements to bring them forward.

The tables below summarise the number of sites identified to be considered for release, mixed use or constrained sites within the Sub-Region. For clarity, sites are separated into committed, potential and existing sites. Note that Bolsover is excluded from the existing site table as the sites examined were analysed as a cross check on previous results in the District's ELS.

**Table 65: District Summary: Existing Sites**

	25	0	4	2
	31	0	1	4
	44	5	5	4
	32	3	5	0
<b>Sherwood</b>	11	2	1	0
<b>Derbyshire</b>	24	1	0	1
	<b>173</b>	<b>11</b>	<b>16</b>	<b>11</b>

**Table 66: District Summary: Committed Sites**

	9	0	2	4
	20	5	4	5
	0	0	0	0
	21	5	0	1
	6	2	0	2
	12	4	0	2
<b>Sherwood</b>	6	0	4	2
<b>Derbyshire</b>	74	16	10	16

**Table 67: District Summary: Potential Sites**

	0	0	0	0
	6	0	0	2
	10	4	3	1
	4	0	0	0
	3	0	0	1
	2	0	2	0
<b>Sherwood</b>	0	0	0	0
<b>Derbyshire</b>	25	4	5	4

In general, it is considered that the present supply of employment sites affords a good selection of large, well-connected sites with good prominence to main roads. They provide a range of varied premises in a broad range of locations and settings. Many of the existing allocations continue to be good locations for employment, with projected demand levels high, and their protection from redevelopment from other uses should remain a priority.

However, as can be seen by the 62 sites to be considered for de-allocation or mixed use, there are a number of the assessed sites that are likely to struggle to come forward in their present form. The scale of many of the sites and the incidence of contamination and infrastructure requirements will adversely affect the viability of development on these sites. Although some are vacant, this does not necessarily indicate that they are deliverable and serious consideration must be given as to whether the abnormal costs associated with such sites could be cross-subsidised by mixed-use development. Former colliery sites and chemical works in particular are likely to have excessive abnormal costs associated with their decommissioning (i.e. the level of remediation required to remove contamination associated with their former uses). Ground conditions and levels may be unsuitable for the construction of buildings at present on a number of sites in the Sub-Region.

Consequently, all of these costs significantly impact upon the financial viability of sites for redevelopment. In past cases, this has prevented the private sector from developing the site. If the site is not part of a public sector-backed regeneration scheme, it may stagnate and continue to degrade. To overcome the financial hurdles that prevent development, a

mixed use approach could be considered. As well as creating sustainable communities where people can live and work, the higher end-value uses will help to cross-subsidise the employment development and the abnormal costs. A mixed use development will also aid the onward sale or letting of units, making speculative employment development more attractive. This has been suggested for 31 sites.

Large, greenfield sites adjacent to existing urban areas would have the capacity to provide both employment development and a variety of other uses, including residential, although careful consideration would need to be given regarding compliance with planning policy in this regard.

As for the opportunity sites (i.e. sites that are not allocated for employment use), several District's proposed sites are effectively extensions to existing settlements, such as the greenfield land around the MARR and the Newark Growth Point Initiative. Care will need to be taken with regards the phased release of such sites to the market, to protect against oversupply. This is particularly so as regards the cluster of sites on the Chesterfield/North East Derbyshire/Bolsover borders. These large extension sites require substantial infrastructure provision, most notably highways improvements, in order to bring them forward. The various components of the Markham Vale estate fall into several adjoining Districts and a joint approach to the release of the sites is a necessity. The potential rationalisation of sites to allow other types of development on poorer sites would reduce the risk of over-supply.

#### **9.4 Demand versus Supply – Identification of Gaps in the Portfolio**

This sub-section brings together the conclusions of the selected site appraisal process and the demand projection work. It presents an overview of the present situation for each District that may be used to inform policy decisions in the relevant Local Development Documents.

##### **9.4.1 Ashfield District**

Ashfield District Council has been particularly vociferous in encouraging economic regeneration and inward investment through external financial assistance. By providing business support, encouraging enterprise and up-skilling local workers, the Council has helped enable small businesses to grow and evolve within the District, as well as contributing to larger success stories such as Sherwood Business Park (a scheme which has also been assisted by the area's Enterprise Zone status). In addition, the Mansfield, Ashfield Regeneration Route (MARR) initiative has enabled the release of land along this corridor for employment uses. Consequently, the past take up rates for the District are very high (although clearly influenced by the Enterprise Zone status as one of the primary drivers).

However, the future absence of such a designation is likely to result in take up rates declining over time, and so the net demand projections for Ashfield are generally negative, particularly for B2 and B8 land. Consequently, it was recommended that **the lower end of the 43.5 - 69.6 hectare range (gross)** should be used to inform Ashfield's emerging LDF, although allocations should be weighted towards office use due to the current level of market demand. De-allocations of B2 land would need to substantially exceed new allocations over the coming years, although a moderate net increase in B1 and B8 land would be required.

In terms of how this level of projected demand might best be set against the current (and potential future) portfolio of employment land, the District has one of the larger forward supplies of employment land in the Sub-Region, with **99.5 hectares** either allocated or with extant planning permission for employment (excluding Hucknall), as of April 2006. In order to present a detailed rationale for modifying this forward supply of sites in the context of the

demand projections forecast, the appraisal process outlined in Section 6 analysed 25 existing sites (comprising 97 hectares) and 9 committed sites (comprising 92 hectares).

The appraisal identified two committed sites, AS6 land off Coxmoor Road/A38 and AS9 Annesley Colliery that would benefit from a mixed use component in order to cross-subsidise and facilitate the development. Such a measure would reduce the overall amount of employment land by **6.95 hectares**. Four existing sites (AS14, AS25, AS27 and AS33) were also recommended for re-allocation for mixed use should opportunities emerge. Should opportunities emerge this would represent a further reduction in employment land. A further six sites (AS1, AS3, AS5, AS7, AS22 and AS28), whilst meriting retention for employment purposes, have significant constraints that would have to be overcome before development could be attempted.

In conclusion, therefore, it is recommended that a further **6.95 hectares** should be discounted from the overall forward supply portfolio of employment land in Ashfield District, resulting in a final total of **92.55 hectares**. Set against the gross projection of between **43.5 to 68.6 hectares** (and towards the lower end of the range), it is apparent that the District would benefit from de-allocations of employment land. However, it should be noted that the market commentary for the District stated that Ashfield was overly reliant on a few key sites (which are nearing completion), and therefore there will still be a need for new, good quality sites to come forward alongside the de-allocations of those sites which perform particularly poorly in terms of the sustainability criteria and which have limited market demand.

It is considered that the remaining sites, along with the eight existing large employment sites reproduced in Appendix K which were not subject to detailed appraisal following the initial sieving process, form an important part of the present supply of employment land and should remain in their current use for the foreseeable future. They will consequently require protection from alternative uses in Ashfield District Council's Local Development Framework.

Additional employment land, particularly for light industry, distribution and, to a lesser extent, office space should be allocated in Ashfield District. The opportunities presented by the Sherwood Growth Zone would suggest that the most suitable area for new allocations would be on land adjoining the MARR. It is suggested that Ashfield should work with Mansfield District Council to test whether allocations in Mansfield around the MARR could contribute to Ashfield's medium to long term needs.

The following table summarises the demand and supply for employment land in Ashfield, assuming that recommendations regarding the release of sites for mixed use or other uses are taken forward:

**Table 68: Matching Demand and Supply for Ashfield**

<b>Gross employment land requirement</b>	<b>43.5-69.6</b>
Existing commitments <sup>25</sup>	99.5
Committed sites considered for release/mixed use	6.95
Existing sites for release/mixed use	6.85

#### **9.4.2 Bassetlaw District**

Experian's net growth projections for Bassetlaw District are one of the highest in the Sub-Region. The range of demand projections, from **79.5 to 92.5 hectares (net)**, has partly been exacerbated by a couple of substantial, and anomalous, developments that have come forward in recent years, and hence the recommendation that **the lower part of the**

<sup>25</sup> As present the Annual Monitoring Reports reviewed in Section 4.

**range** should be used to inform the District's Local Development Framework. However, the Robin Hood Growth Zone north of Worksop is a long term economic growth opportunity that will become increasingly important towards the end of the plan period. New sites in particular should be weighted towards distribution related uses, or small industrial / office based businesses due to the current (and projected future) level of market demand.

In contrast, Bassetlaw District currently has only a moderate supply of employment land compared with other Districts in the area, at **114 hectares**. This figure would appear insufficient to cater for the full 20 year plan period; given that past take up rates in Bassetlaw are the highest in the Sub-Region.

The observation that the current allocation of employment land is insufficient for the District is echoed in the Bassetlaw ELS, which acknowledges that a net increase in employment land is required by the new Joint Structure Plan. Bassetlaw's ELS notes that recent take up has predominantly taken place in the west of the District and this is reflected in the Joint Structure Plan's allocations. Consequently, Bassetlaw's ELS notes that existing allocations should be increased in West Bassetlaw but decreased in East Bassetlaw. Although the demand projections in the present study were calculated on a District basis, the present study agrees that past take up rates and Structure Plan allocations would point towards increasing allocations in the west of the District. Therefore, when attempting to redress the shortfall in employment land allocations the District should predominantly consider sites located in West Bassetlaw.

The disparity between the current level of supply and projected demand is likely to be intensified due to the results of the site appraisal process for the District. This process analysed 57 sites (the highest number analysed in the Sub-Region after Chesterfield) and identified constraints relating to a number of these. This could require a comprehensive restructuring of the District's overall employment land portfolio.

The appraisal process outlined in Section 6 recommended that five committed sites, **Bas2** Lound Hall, **Bas19** Harrison Drive, **Bas23** Foxcovert Lane South, **Bas28** North of Sewage Works and **Bas32** Bridon Works should be de-allocated and released from potential employment use. This would remove **13.75 hectares** from the forward supply.

The appraisal also identified four committed sites, **Bas6** Firbeck Colliery, **Bas20** Markham Moor Roundabout, **Bas31** South off Thrumpton Lane and **Bas43** Canal Road South, that would benefit from a mixed use component in order to cross-subsidise and facilitate the developments. Such a measure would further reduce the overall amount of employment land by **6.51 hectares**. An existing site, **Bas52**, was also recommended for mixed use given that part of the site is existing retail. A further eleven sites (**Bas3**, **Bas9**, **Bas10**, **Bas11**, **Bas15**, **Bas16**, **Bas26**, **Bas39**, **Bas49**, **Bas50** and **Bas53**); whilst meriting retention for employment use, have significant constraints that would have to be overcome before development could be attempted.

In conclusion, therefore, it is recommended that **20.26 hectares** of committed sites should be discounted from the overall portfolio of employment land in Bassetlaw District. This would effectively result in a net forward supply of **93.74 hectares**. Set against the **net** requirement of between **79.5 to 92.5 hectares** (albeit towards the lower end of the range), it is apparent that the District would require substantial new allocations of employment land. If this figure were to take account of the loss of existing sites, assuming occupiers on the existing sites to be released are relocated elsewhere within the District, this would further reduce the forward supply identified in the AMR.

Six potential sites were analysed as part of the appraisal process, and these could contribute a total of **56.34 hectares** to the overall forward supply for Bassetlaw District over the plan period. However, it should be noted that two of these, **Bas53** and **Bas15**, were considered to have particular constraints which would need to be overcome to deliver the sites and one was considered suitable for mixed use development.

In terms of potential locations for future allocations, the restricted future opportunities for land along the M1 could stimulate opportunities for logistics based companies in the A1 / A57 area including Harworth at junction 34 of the A1 (M). Harworth also benefits from being close to Robin Hood Airport. At this northern part of the District there is an opportunity to make provision for employment land links to the airport that can meet supply, chain and logistical needs. It is further considered that Retford and particularly Worksop have high levels of demand that currently outstrips the supply of employment land in these areas.

Hence future provision of distribution related uses or small light industrial / office based businesses might best be concentrated at Haworth; North of Retford; Worksop; and around Robin Hood Airport, with public fund contributions necessary to stimulate the delivery of the constrained brownfield colliery sites across the District.

The following table summarises the demand and supply for employment land in Ashfield, assuming that recommendations regarding the release of sites for mixed use or other uses are taken forward:

**Table 69: Matching Demand and Supply for Bassetlaw**

<b>Net employment land requirement</b>	<b>79.5-92.5</b>
Existing commitments <sup>26</sup>	114
Committed sites considered for release/mixed use	20.28
Existing sites considered for release/mixed use in the future	7.53
Potential sites for consideration	38.09

#### **9.4.3 Bolsover District**

Bolsover District Council completed an Employment Land Study (ELS) in August 2006. As well as calculating the likely level of employment land demand for the plan period, the ELS featured a detailed assessment of the allocated and existing employment sites using a similar methodology to that in the present study. Consequently, this section summarises the work undertaken to date for Bolsover District, setting it within the context of the outcomes of the existing ELS for Bolsover.

Bolsover District comprises a relatively small economy which is adjusting to the decline of traditional manufacturing and former mining industries. Its central and western parts in particular benefit from the M1 motorway, providing a good base for manufacturing and distribution firms which dominate the market. With competition from larger centres nearby, demand for office space locally is modest and primarily comprises small occupiers requiring a location near the motorway junctions.

Bolsover District's recently completed ELS (2006) concluded that, assuming future economic growth in the District followed a 'baseline' scenario, there was a need for at least 140 hectares gross of employment land, with potentially as much as 190 hectares required if an allowance was made for a safety margin. The equivalent figures would rise to 165 and 220 if a higher growth rate (assuming all current development sites are taken up) were applied. It is suggested that the ELS's projections appear appropriate, but it is recommended that the range of estimated demand could be between **165 and 220 hectares (gross)**, particularly if the **lower part of this range** is adopted.

The total supply of employment land, as reported in the 2006 AMR for the District, is equal to **126.75 hectares**, one of the larger in the Sub-Region. This reflects the presence of a large number of brownfield development sites in the District.

<sup>26</sup> As present the Annual Monitoring Reports reviewed in Section 4.



In terms of the site appraisal work, this Sub-Regional ELR sought to add value to the existing work by selecting six existing sites from the previous ELS, testing them against the full criteria used for the other Districts in this study. The six sites selected comprised of two high, two medium and two low scoring sites. Section 6 presents the results of this review, indicating that there was a high degree of convergence between the two studies regarding the final rankings of the sites against their peers.

Once the convergence in the methods had been tested, ten potential employment sites were considered as a consequence of public consultation responses and have potential for employment use. The sites identified were proposed at various stages of the Core Strategy/Site Allocations DPD consultation processes undertaken separately by Bolsover District Council. Clearly, the substantial gap (in quantitative terms at least) between the projected demand and current levels of supply would suggest a need for additional employment site allocations to inform the forthcoming LDF for the District. The ten sites appraised comprised a total of **332.13 hectares**, substantially more than the divergence between the level of demand projected and the current level of supply. The task of the site appraisal work was to identify which (if any) of these ten sites would be most appropriate for further consideration in the Council's LDF review.

The appraisal process recommended that four of the potential sites, **Bol3** Ringer Villa Farm; **Bol6** Land North of Woodhouse Lane; **Bol7** Land West of Mansfield Road; and **Bol9** Land south of Slayley Hill, should not be included as part of any future plan allocation for a variety of reasons (specified in Section 6). The exclusion of these sites would reduce the total potential supply by **131.32 hectares**.

The appraisal also identified three potential employment sites, **Bol1** Land West of South Normanton; **Bol2** Land North of Clowne; and **Bol8** Land east of Low Road that would benefit from a mixed use component in order to cross-subsidise and facilitate the developments. This would reduce the total potential land available for employment use by **97.25 hectares**.

The three sites remaining, **Bol4** Former Creswell Colliery, Creswell; **Bol5** Land at South Shirebrook; and **Bol10** Land South of Barlborough Links, Barlborough, all scored in the top third of sites appraised in the District in terms of planning policy compliance and sustainability, with Bol10 ranking the highest of all sites in terms of market attractiveness. However, it is noted that these sites are not without constraints. In particular, the former Creswell Colliery has issues that mean the site is unlikely to be available until the end of the Local Development Framework period.

In conclusion, it is recommended that the potential contribution to the portfolio of employment land supply that sites **Bol4** Former Creswell Colliery, Creswell; **Bol5** Land at South Shirebrook; and **Bol10** Land South of Barlborough Links (and also the reduced capacity on the three mixed use sites) could contribute would be in the order of **103.56 hectares**. This would contribute substantially towards meeting the employment needs of the District over the Plan period.

The following table summarises the demand and supply for employment land in Bolsover:

**Table 70: Matching Demand and Supply for Bolsover**

<b>Gross</b> employment land requirement (adapted from Bolsover ELS)	165-220
Existing commitments <sup>27</sup>	126.75
Potential sites for consideration excluding parts of sites for mixed use	103.56

<sup>27</sup> As present the Annual Monitoring Reports reviewed in Section 4.

#### 9.4.3.1 Chesterfield Borough

Past take up rates in Chesterfield Borough are the lowest in the Sub-Region, and the Borough's growth trajectory is minimal (based on Experian's employment growth projections). However, demand for smaller business premises remains high, particularly from new starts and indigenous business expansions. In addition, Chesterfield is the largest established office location in the Northern Sub-Region, and has accommodated considerable B1-type growth in recent years with few significant closures to counter balance this growth. Given this sustained level of growth it is reasonable to conclude that office based employment in Chesterfield will continue to grow in the foreseeable future. This is given further credence by a number of office-based schemes either currently in development, or proposed for the future (i.e. the A61 Corridor, Markham Vale and Staveley Works (all in the North Derbyshire Growth Zone the A61 corridor)). Allowing for this sustained level of growth, it is reasonable to conclude that office based employment in Chesterfield will continue to grow in the foreseeable future at a level above the base Experian projections.

Consequently, it was recommended that the **higher part of the 29.1 to 44.4 hectare range (net)** should be used to inform Chesterfield's emerging LDF, with allocations weighted towards office and particularly quality warehousing/distribution uses. This range is net of employment losses.

The recent growth of service based sectors, coupled with a degree of diversification in the manufacturing base, has helped to compensate for the loss of traditional employment in Chesterfield Borough. The Council pro-actively supported this process through the construction of a range of industrial and office premises, including several successful Innovation Centres on Council-owned land. A number of tenants at these Innovation Centres have expanded and moved out into their own premises. However, one consequence of this success is that council-owned land stock that could be used for employment purposes has dwindled. Coupled with the relatively small scale (in land use terms) of the Borough, the total forward supply of sites is small, at **92 hectares** (as of 31/03/06).

In terms of how the current portfolio of employment sites in Chesterfield might best be modified to bring together the current portfolio in line with market/policy aspirations, the appraisal process outlined in Section 6 analysed 44 existing sites (comprising **464.39 hectares**), 21 committed sites (comprising **131.40 hectares**) and 4 potential sites (comprising **4.55 hectares**).

The appraisal process recommended that five existing sites, **CH6** Works Road; **CH8** Ringwood Centre; **CH17** Alma Leisure Park; **CH23** Brampton Manor; and **CH27** Barrow Hill Engine Shed, should be released from employment use should alternative land use opportunities come forward. In addition, five committed employment sites, **CH4** West of Works Road; **CH30** West of Station Road; **CH63** North Brimington; **CH65** Former Railway, East of Whittington Way and **CH66** Land East/West of Private Drive should be considered for release. The loss of the committed sites would reduce the forward supply of employment land by **27.87 hectares**. The proposed loss of employment land through de-allocation could potentially reduce the forward supply of employment land in Chesterfield Borough to **64.13 hectares**. Given the likely future requirement for employment land, the size, type and location of the remaining portfolio would appear suitable for future needs.

The appraisal also identified five existing sites, **CH22**, **CH24**, **CH25**, **CH37** and **CH44** that would benefit from a mixed use component in order to cross-subsidise and facilitate the developments. A number of these sites already have non-employment (not B1, B2 or B8 uses on them and so are not entirely 'existing' employment sites. This means that a mixed use component on the sites would not constitute a loss of employment land per se, but an acknowledgement that the sites are not 100% existing employment. A further five sites (**CH9**, **CH16**, **CH28**, **CH47** and **CH49**); whilst meriting retention for employment use, have

significant constraints that would have to be overcome before development could be attempted.

However, the appraisal process has identified a number of existing sites that are unsustainable in the long term and would be more suited for alternative uses (including, in five instances, a reduction in the overall land area used for employment, with the remainder allocation for mixed use). Consequently, should opportunities arise for current occupiers on these sites to relocate, Chesterfield Borough Council should seek to work with the occupiers to ensure that suitable alternative premises can be found in more suitable locations elsewhere in the Borough. As such, it is likely that further site allocations would be required in the medium to long term. In terms of where this growth should be located, it is anticipated that needs would be met for distribution uses at Markham Vale (together with B2 and some office needs); whilst office and good quality light industrial premises would need to be provided along the A61 corridor. It is considered that Staveley Works has the potential to deliver substantial amounts of employment land, although this is a longer term consideration.

Of the four potential employment sites that are neither existing nor current allocations, but which could contribute to the forward supply following the LDF review, the appraisal process concluded that all four sites would be more appropriate for alternative uses and should not be considered for employment allocation.

The following table summarises the demand and supply for employment land in Chesterfield:

**Table 71: Matching Demand and Supply for Chesterfield**

<b>Net employment land requirement</b>	<b>29.1-44.4</b>
Existing commitments <sup>28</sup>	92
Committed sites considered for release/mixed use	27.87
Existing sites considered for release/mixed use in the future	75.06

#### 9.4.4 Mansfield District

Mansfield District accommodates a number of established industrial areas along with a number of initiatives that are improving overall vitality. In Mansfield town itself, the station redevelopment and the Town Hall conversion into office space will improve Mansfield's attractiveness as an urban centre. Whilst the District predominantly caters still for a predominantly local market, its future prospects have been significantly improved by the MARR growth corridor, which has opened up opportunities for land release around the southern and western sides of Mansfield to enable a mixed-use urban extension. Consequently, despite Experian's low job growth projections for Mansfield District over the next twenty years, future demand for land is expected to be high, providing the land can be offered on a flexible range of employment uses. Consequently, it was recommended that, given the opportunities arising from the MARR growth corridor, the **higher part of the 23.7 to 35.2 hectare range (net)** should be used to inform Mansfield's emerging LDF. These figures are net of employment land losses, so should be supplemented with further allocations to compensate for future losses of employment land.

In addition, whilst the current forward supply of allocated employment land (or land with extant planning permission for employment use) is moderate, at **116 hectares** (as of 31/03/06), the provision of the MARR is expected to free up large swathes of potential employment sites in the near future.

<sup>28</sup> As present the Annual Monitoring Reports reviewed in Section 4.

However, this is not to say that all of the existing employment land portfolio is suitable to meet the projected level of demand, and indeed the detailed site appraisal of 41 sites in Mansfield District (comprising 32 existing employment centres, 6 allocated sites and 3 potential allocations) revealed that a high number would require a degree of cross-subsidisation to make them economically viable, whilst others may be better suited to alternative uses altogether.

The appraisal process recommended that three existing sites, **M24** Gregory's Quarry, **M36** Marshall's Builders Merchants and **M26** Mansfield Standard Sand Co and two committed sites, **M6** Former Wood Brothers and **M7** Netherfield Lane, should be released from employment use/allocation. The loss of the committed sites would reduce the current employment land portfolio by **5.50 hectares**. Should opportunities arise for current occupiers on the three existing sites to relocate, Mansfield District Council should seek to work with the occupiers to ensure that suitable alternative premises can be found in more suitable locations elsewhere in the District.

The appraisal also identified five existing sites (M16, M21, M22, M25 and M30) which may be suitable for mixed use with a reduced employment component should opportunities arise.

Two committed sites and one potential site, M3 and M8 and M40, whilst meriting retention for employment use, also have significant constraints that would need to be overcome before development could be brought forward.

In conclusion, therefore, it is recommended that a further **5.50** hectares should be discounted from the overall forward supply of employment land in Mansfield District, which would decrease to **110.50 hectares**. Set against the net requirement of between **23.7 to 35.2 hectares** (and looking at the higher part of that range) and taking account of the historic take-up rate for the District it is probable that Mansfield would benefit from a moderate level of new allocations of employment land.

It is clear that the new MARR provides excellent greenfield development opportunities, and three opportunity sites were appraised in this area. The three sites (M39, M40 and M41) could contribute a total of 138.36 hectares to the overall portfolio of land supply. However, it should be noted that both site **M39** and site **M40** are noted to suffer from significant constraints which could decrease the developable area of the site. This could further reduce the employment land supply in Mansfield. However, it is considered that the significant amount of land available along the MARR route would still more than compensate for the de-allocations described above, whilst fulfilling the need for strategic employment sites in the Sherwood Growth Zone.

**M41** remains the highest ranking of the sites along the MARR in terms of market attractiveness and planning policy/sustainability. It is recommended that (as is already underway at site M39), a masterplan approach for land around the MARR would be the most effective (and flexible) way to bring the land forward. As noted in Section 9.4.1, Mansfield District and Ashfield District should work together to test the extent to which Mansfield's allocation around the MARR could contribute to Ashfield's medium to long term needs.

In conjunction with this, supply gaps have been identified in the market appraisal of small sites of between 0.3-0.8 hectares to allow local companies to expand and construct their own premises. These should be distributed around the District, although clearly the focus would be on sites adjacent to existing employment areas, with the focus on Mansfield urban area.

The following table summarises the demand and supply for employment land in Mansfield:

**Table 72: Matching Demand and Supply for Mansfield**

<b>Net</b> employment land requirement	23.7-35.2
Existing commitments <sup>29</sup>	116
Committed sites considered for release/mixed use	5.50
Existing sites considered for release/mixed use in the future	16.63
Potential sites for consideration	138.36

#### 9.4.5 Newark and Sherwood District

Newark and Sherwood District covers a diverse area ranging from traditional colliery areas to the west, a predominantly rural environment within the centre and the Sub-Regional centre at Newark, together with the key transport corridors of the A1 and the A46. Newark town has experienced good levels of growth in recent years, with established industrial areas (Including Dixon's main distribution facility on the A1 at Newark) now fully occupied. Key prestige sites include the Newark Northern Road Industrial Estate, Blidworth Industrial Estate, Southwell Mill Lane Industrial Estate and Sherwood Energy Village. These sites were not subject to detailed appraisal but form an important part of the present supply. However, Newark and Sherwood has relatively low rates of growth projected in the Experian Scenarios. Past take up rates, at around 100 hectares, are also relatively moderate compared to other Districts in the Sub-Region.

Newark town itself has opportunities for future expansion following its designation as one of the Governments' designated Growth Points, which could see a substantial amount of residential development, a new southern bypass and, potentially, 100 hectares of employment land. It was recommended that a holistic view be taken with regards to future allocations of land in the District, given the future growth opportunities of Newark town set against the District's mining legacy. As the town may see substantial economic expansion in coming years following its Growth Point designation, it was recommended that the higher part of the **31 to 52.6 hectare** range (net) should be used to inform the District's emerging LDF. These figures are net of employment land losses and would need to be supplemented with additional allocations to compensate for future losses of employment land.

However, this demand projection should be set against the current supply of employment land, which, at **204.73 hectares**, is by some way the highest in the Sub-Region. Consequently, it is likely that substantial de-allocation of much of the older, less sustainable sites will be necessary, particularly in light of the wider imperatives of the Newark Growth Point Initiative, which could result in a substantial new allocation to the south of the town.

The appraisal process outlined in Section 6 reviewed 26 sites (11 existing employment sites, 12 committed sites and 3 potential sites).

The appraisal process recommended that two existing sites, **NaS2** Land at Hoval's, Northgate and **NaS21** Balderton Field House Farm; and four committed sites, **NaS15** Belvoir Ironworks; **NaS16** North of Ollerton Roundabout; **NaS17** Adjacent Bilsthorpe Colliery; and **NaS26** Clipstone Drive, should be released from employment use/allocation should alternative land use opportunities come forward. The loss of the four committed sites would reduce the current employment land portfolio by **49.69 hectares**. Should opportunities arise for current occupiers on the two existing sites to relocate, Newark and Sherwood District Council should seek to work with the occupiers to ensure that suitable alternative premises can be found in more suitable locations elsewhere in the District.

<sup>29</sup> As present the Annual Monitoring Reports reviewed in Section 4.

The appraisal also identified one existing site, **NaS4** and two potential sites, **NaS30** and **NaS29**, which could be considered for mixed use should opportunities arise.

One committed site, **NaS27** Mansfield Road and one potential site, **NaS31** Land South of Newark, whilst meriting retention for employment use, have significant constraints that would need to be overcome before development could be attempted.

In conclusion, therefore, it is recommended that **49.69 hectares** should be discounted from the overall forward supply of employment land in Newark and Sherwood District, which would decrease to **155.04 hectares**. Set against the net requirement of between **31 to 52.6 hectares**, even if the top end of the range were to be delivered, it is apparent that the District could require further rationalisation of its current portfolio. This would of course be subject to employment losses information. Potential sites for de-allocation include the large ex-coliery sites in less favoured locations.

However, there is an undoubted opportunity for further growth of Newark town as part of the Growth Point Initiative, and site **NaS31** Land South of Newark has been appraised as a result. Whilst this 100 hectare site would be part of a wider masterplan for the area, incorporating around 5,000 - 6,000 new homes and a new southern bypass, the site itself did not score particularly well in the appraisal process. This was due to a number of reasons that might preclude against the site coming forward in the short term, with constraints such as flood risk, accessibility and market viability (given the size of the site) being highlighted. However, against this, it is clear that the employment component of the Growth Point Initiative is key to the sustainability of the town's extension, and consequently the long term phasing of this land in accordance with a carefully designed masterplan would be appropriate. This will put additional pressure on the Local Authority to further manage the portfolio of existing and allocated sites elsewhere to ensure that the supply of land is reduced to compensate for the Council's strategic aspirations in this regard.

The following table summarises the demand and supply for employment land in Newark and Sherwood:

**Table 73: Matching Demand and Supply for Newark and Sherwood**

<b>Net employment land requirement</b>	<b>31-52.6</b>
Existing commitments <sup>30</sup>	204.73
Committed sites considered for release/mixed use	49.69
Existing sites considered for release/mixed use in the future	9.86
Potential sites for consideration <sup>31</sup>	104.02

#### **9.4.6 North East Derbyshire District**

North East Derbyshire's traditional reliance upon coal, steel and heavy engineering industry ensured that when these industries began to experience serious structural decline in the 1970s, 80s and 90s, the District suffered from concentrations of high unemployment compared to the rest of the region. This factor, combined with poor access from the M1 motorway to certain sites, contributed to some of the lowest rates of employment land take up in the Sub-Region. However, North East Derbyshire District could be about to experience a significant change in employment land demand over the next twenty years. Following substantial public sector investment, this area is now becoming more established, with the south eastern areas of the District in particular being seen as major locations for

<sup>30</sup> As present the Annual Monitoring Reports reviewed in Section 4.

<sup>31</sup> This figure represents the total area of potential employment land subtracting the area considered suitable for mixed use.

new investment. Consequently, factoring in the employment growth for the District projected in the RSS Housing / Reducing Out Commuting Scenarios boosts the past take up rate trends by the highest proportionate amount in the Sub-Region. It should be recognised, however, that there is a need to temper this with an element of realism, given certain limitations to development in the District, particularly in terms of poor accessibility to the M1, making it a secondary location and of interest (at present) generally only to the local market. Consequently, it was recommended that, **the mid-part of the 36.9 to 68.2 hectare range (net)** should be used to inform the District's emerging LDF. These figures are net of employment losses.

In terms of how this level of demand relates to the current supply of employment land in North East Derbyshire, the Council has sought to focus economic development in the south of the District, in particular at Clay Cross and to the north in Eckington and Killamarsh. Take up has been slow, principally due to poor access from the M1 motorway via the A6175 and restrictions on how the land was historically sub-divided. However, with public sector funding, this area is now becoming more established and there is a further phase of land available as is common with many areas within the Sub-Region. In general, however, it is considered that there is a lack of new traditional industrial premises to allow local companies to evolve and grow. Opportunities to extend these sites may cater for this need. Studies have also identified a shortfall of quality business and office accommodation in the District, with a need to provide flexible business premises including managed work space, incubation units and a range of plot sizes to allow companies to grow and expand without needing to relocate out of the district. In addition, the south eastern areas of the district are seen as the major locations for new investment as it is here where there is the greatest need for new employment.

The upshot of this is that the current supply of employment land in the District, at **76.96 hectares**, is considered insufficient for its current needs. In addition, not all of the current employment sites are considered suitable to meet the needs of future occupiers. The site appraisal analysed a total of 30 sites (24 existing sites and six allocations). It was recommended that one existing site, **NE18** Hepthorne Lane should be released from employment use should alternative land use opportunities come forward, and that North East Derbyshire Council should seek to work with the occupiers to ensure that suitable alternative premises can be found in more suitable locations elsewhere in the District.

The appraisal also identified four committed sites, **NE26** Land adjacent to Norwood Industrial Estate; **NE28** Land off Derby Road; **NE29** Avenue Coking Works; and **NE30** Former Biwaters Site; that may benefit from a mixed use component in order to cross-subsidise and facilitate the developments. However, as these sites are all allocated for mixed use in the 2005 Local Plan for the District, this designation would not necessarily reduce the level of forward supply identified in the 2006 AMR for North East Derbyshire.

Three other sites, **NE2**, **NE25** and **NE27**, whilst meriting retention for employment use, also have significant constraints that would need to be overcome before development could be attempted.

Consequently, the site appraisal concluded that whilst there were a number of constraints to overcome before all of the sites were to come forward as planned, no committed sites should necessarily be released for alternative uses, and the sites most appropriate for a mix of uses to cross-subsidise their development had already been designated as such by the Local Authority and therefore would not affect the final forward supply figure.

There is still, therefore, a shortfall in terms of the difference between the projected level of demand and the current portfolio of sites. With the provision of several large strategic sites, such as Markham Vale, the Avenue Coking Works and the Biwaters Site, it was considered that new allocations in the District should concentrate on providing small sites to meet local needs. Such sites should comprise of expansion sites for existing businesses; small



serviced plots to allow local companies to build their own premises; or small, modern, light industrial buildings, particularly in the south eastern part of the District.

The following table summarises the demand and supply for employment land in North East Derbyshire:

**Table 74: Matching Demand and Supply for North East Derbyshire**

<b>Net</b> employment land requirement	36.9-68.2
Existing commitments <sup>32</sup>	76.96
Existing sites considered for release/mixed use in the future	53.27

<sup>32</sup> As present the Annual Monitoring Reports reviewed in Section 4.

## 10 Key Policy Choices

### 10.1 Introduction

Taking into account the various issues and considerations raised and summarised above, this section highlights the following spatial policy implications for the further consideration of the seven Districts within the Sub-Region.

### 10.2 Distributing the Future Supply of Employment Land

The draft RSS Northern SRS Policy 2 (the implications of which are discussed in detail in Appendix I) identifies the following as the Priority Areas for employment locations:

- Around Staveley, Markham Vale and West of Bolsover;
- Chesterfield, Clay Cross (A61);
- Balborough towards Clowne, Whitwell and Creswell;
- Along the Mansfield- Ashfield Regeneration Routes (MARR – now part of the Sherwood Growth Zone); and
- North of Worksop towards Robin Hood Airport.

The first three of these locations comprise the North Derbyshire Growth Zone, the MARR is another existing Growth Zone and Robin Hood Airport is proposed as a long-term Growth Zone. These broad locations for employment development are in addition to the four Sub-Regional centres and fourteen 'other urban areas' identified in Northern SRS Policy1.

These five broad locations, identified in NSRS Policy 2, are considered to be suitable in market and policy terms as the priorities for future employment development, although it is recognised that they will attract different market demand.

Although many of the sites appraised in this study fall within the North Derbyshire and Sherwood Growth Zones, the current portfolio still makes adequate provision for local businesses wishing to continue operating within their local area, with follow-on space provided for in a number of key locations. Whilst the Growth Zones should be a focus for larger employment allocations, it is suggested that smaller allocations are necessary to continue to support the economies of the smaller settlements.

Large sites that have been identified and assessed within the study contribute to the objectives of Growth Zones within the Sub-Region. Land around the MARR in particular will add to the growth levels already occurring within the Sherwood Growth Zone; ongoing masterplanning will give rise to a comprehensive plan for the area's development.

Clearance and development is already underway on some of the larger development sites along the A61, which is encompassed within the North Derbyshire Growth Zone. However, some of these large sites, such as the Biwaters Site, will take significant investment to bring forward. Competition with forthcoming strategic sites such as Markham Vale, with its direct access onto the M1, will ensure that it is that much more difficult to bring forward other large brownfield sites in the vicinity. This market preference will need to be addressed through carefully managing the focus of public sector funding and by providing support for sites that are less financially viable.

In terms of the future proposed Growth Zone at Robin Hood Airport, there is already over 2 million square feet of employment floorspace with planning permission at Robin Hood Airport. Employment development in this area will be an attractor for workers living within Bassetlaw as well as further a field. The quality of existing and allocated employment space in Bassetlaw District is generally below the average for the Sub-Region, and hence the Robin Hood Airport growth will help the District to reinvigorate its portfolio, and allow the de-

allocation of some of the less economically viable sites with new allocations in more desirable locations.

### **10.2.1 Re- Use of Previously Developed Land**

There is a national and regional policy direction to maximise the use of previously developed or brownfield land in sustainable locations for all types of land use. This is generally accepted by the market, but there is competition for the best located and easy to develop brownfield land. Some sites now demand a premium if they are well located and in order to make a return on investment developers are seeking high value land uses. Conversely other brownfield sites are not considered viable by the market and remain derelict or vacant, particularly if significant investment is required to remove constraints.

### **10.2.2 Spatial Distribution of Appropriate Densities**

The density of development may vary depending on the locations selected for development or the type of use applied. A standard plot ratio of 40% has been used for the future projections to 2026 to give a land requirement in hectares. This plot ratio can be varied to reflect the different circumstances of areas within the Sub-Region where appropriate, i.e. varying between built up areas of Mansfield, for example, against more rural localities in Bassetlaw. Plot ratios can also be expressed as policy in Local Development Frameworks. Town centres can accept higher densities than residential suburbs or rural areas and this can be applied to sites developed exclusively for employment use. Higher densities are also likely to be appropriate for many town centre employment opportunities that come forward as part of the mixed use schemes suggested. As these higher densities would be more efficient in land use terms, this will also have a greater effect against the net need.

### **10.2.3 Safeguarding 'Special Sites'**

Consideration should be given to safeguarding the most strategically important sites for employment use, particularly in the context of ensuring five years of market ready true supply. This will help to demonstrate why some sites are important if tested at appeal. However within town centres in the Sub-Region this might be best expressed through a mix of actions including a) safeguarding entire sites exclusively for employment and b) safeguarding a proportion of a total site to ensure that the market is still willing to bring the space forward.

Consideration should also be given to masterplanning those key sites where a mix of uses is envisaged. This would allow the Local Authority involved to influence the type, scale and mix of development through a comprehensive planning and development brief. With commercial advice, this approach should ensure that a true balance between developer / owner aspiration and planning realism is achieved at an early stage. It will also help to deliver clarity and certainty when the sites are brought to the market.

## **10.3 Ensuring the Deliverability of Sites**

The supply of employment land for development is highly dependant upon the availability of the land, regardless of its suitability. Private landowners, for one reason or another, may not wish to bring forward the land for development. This is usually for one of two reasons: either they are restricted in their own handling of the land (by trusts or title issues), or they have alternative aspirations for the development of their sites. In the latter case, there may be evidence of previous attempts at securing a planning permission on the site for alternative development.

In order to overcome unrealistic aspirations, employment development must be supported and protected through local planning policy, hence the need for Employment Land Studies and Local Development Frameworks to translate the recommendations through into the planning policy framework. The policies and exceptions must be clearly set out in LDF documents in order to direct and reassure developers and landowners that development will

take place, and that the necessary infrastructure will be put in place to enable that development.

Primarily, the main issue governing whether a site comes forward for development, other than ownership and planning policy constraints is whether or not redevelopment would be financially viable. There are significant abnormal development costs associated with many employment sites. Sites may require remediation to remove contamination present from previous uses of the land. The Sub-Region's coal mining legacy will increase the likelihood of uncertain ground conditions, requiring mitigation and investment in foundation support.

Key to viability is the marketability and value of the completed units. Where there is an obvious lack of interest in a site, there may be latent demand coming from current occupiers motivated to relocate and expand. A lack of suitable relocation sites and premises may prevent this latent demand from surfacing and developers may be less keen to develop speculatively without it.

Developments for other use classes, such as residential, frequently provide higher end values than many forms of employment development. This is the main reason behind the aspirations of landowners to seek alternative uses on their sites.

Lack of obvious demand, low rental levels and high abnormal costs combine to discourage landowners from putting their land forward for redevelopment. These factors need to be overcome, or at least in part, in order for it to be worthwhile for a landowner to expend the upfront costs associated with preparing a site for development.

To facilitate this, public sector involvement may be needed, either by subsidy, grant or gap-funding. Local Authorities may also provide support to private sector developers through the use of compulsory purchase powers, if the development is part of a wider regeneration scheme, or if significant new public highways are required.

Allowing a mix of uses on large, burdened, sites will allow cross-subsidisation of more valuable uses, such as residential, with less valuable employment uses. This will also assist with meeting sustainability agendas and will provide opportunities for increasing the local work force. Developer contributions as part of planning permissions may be negotiable in order to reduce the financial burden for developers.

A focus for public sector investment would be to facilitate development land parcels, providing developers and owner-occupiers with ready-made, serviced development plots. The flexible leases so desired by start-up businesses do not give best value for landlords. The public sector can assist financially towards providing these kinds of premises to kick-start businesses. Section 6 identifies many of the constraints that will have to be addressed in order to bring forward some of the more marginal sites.

### **10.3.1 Clear Implementation Strategy**

The market likes certainty. A clear implementation strategy, including phasing of development and actions to deliver required infrastructure will help to guarantee a continuous flow of sites to the market, particularly in areas dependent upon the provision of key infrastructure links, such as in the North Derbyshire Growth Zone.

By setting out clearly the phasing of development, the situation regarding the limitations in current supply of market-ready sites (albeit in the context of an over supply of sites of all types) may be understood more clearly or widely. However there would be risks should progress with implementation fall behind schedule, or the infrastructure investment requirements be judged unrealistic.

## **10.4 Assessment of Individual Planning Applications Involving the Potential Loss of employment land**

Applications may be submitted for non-employment uses on existing or allocated employment sites which would result in the loss of employment land. These applications could come forward before the adoption of policy based on the recommendations in this report, or following the adoption of such policy in the Local Development Framework. These different scenarios and recommendations are discussed below.

### **10.4.1 Scenarios Before LDF Policy Adoption**

Where an application comes forward for employment development on an existing allocated employment site, then permission can be granted in accordance with the existing development plan. The recommendations in this report can be used as a further material consideration to support this decision.

Where an application comes forward for a non-employment development that would result in the loss of an existing employment allocation and this site is required for employment purposes, then this would be a departure from the development plan, and, again, this report could be used as a material consideration to further support this decision.

There may be instances where an application comes forward for non-employment development on a site that is not currently allocated for employment but has been identified as an important employment site in this study. In such cases, this study could be used as a material consideration and it could be argued that release for non-employment uses would be premature in relation to the emerging LDF. However, these matters would need to be balanced against the specific policy circumstances and details of the individual application.

### **10.4.2 Scenarios After LDF Policy Adoption and LDF Policy Scope**

Emerging LDFs need to allocate future sites for employment development. This should be done on the proposals map and an Allocations DPD. Some authorities may choose to produce a separate Employment DPD, if site specific policy information is required, given site specific information cannot be included in the Core Strategy.

The LDF will need to identify sites allocated for employment development, including new allocations. Previously some authorities have allocated existing employment sites for employment uses, whereas others have not specified an allocation for existing uses. In cases where it is proposed that existing employment sites are not retained for employment uses if they come forward for development, it will be necessary to provide allocations for all existing employment sites.

This policy approach will provide a robust basis for determining applications on all proposed employment sites. Applications for non-employment uses on these sites can therefore only be considered in exceptional circumstances, due to such applications being a departure from the development plan.

Authorities may wish to include a mechanism in their LDFs to use S106 contributions from non-employment development on certain sites to contribute to bringing forward alternative potential employment sites where there are infrastructure constraints. Suggestions for appropriate approaches are provided below.

### **10.4.3 Policy Approaches to Consider Allocated Employment Sites for Non-Employment Uses**

In recent years some local authorities have developed policies to allow the release of employment sites for non-employment uses, under certain circumstances, and in doing so have sought to protect the employment land requirement in their area. This has been done through policies in development plan documents, or more often through Supplementary Planning Documents. Authorities in the Northern sub-region may wish to adopt such an approach. Guidance on what this should consider is provided below. Separate guidance on

requirements for market assessments to demonstrate the suitability of sites for release is provided in the section below.

The overriding objective of the policy or SPD must be to ensure that where the loss of an existing employment site occurs, it is not at the expense of the local economy. It must provide guidance aimed at overcoming the difficulties associated with suitable, yet unviable, employment sites for which there is a proven lack of demand. It is also an opportunity to support the local economy by addressing employment land supply that suffers from constraints and is not readily developable.

There should generally be a presumption in favour of retaining existing and allocated future employment land and unless it can be clearly demonstrated that the land and premises are no longer suited, in land use terms, to continued employment use. In such circumstances, consideration could be given to alternative uses provided that it does not conflict with the character of the surrounding area and other policies and proposals of the development plan. Consideration should only be given to alternative uses where an applicant is able to clearly demonstrate that there is no demand for the site and that it is unviable to retain the site in employment use. Evidence should be included within a supporting statement that accompanies the planning application. Details on what evidence should be required to demonstrate the lack of viability of the site for employment use is set out in Section 10.4.4 below.

Where an applicant can clearly demonstrate that the redevelopment or refurbishment of an existing employment site is unviable, policy could be developed to require options for a mixed-use development which incorporates an element of a higher value use to cross-subsidise the partial redevelopment of the site for employment uses. In doing so, employment opportunities can be retained on the site.

The constraints on some existing employment sites may be of such a scale that the provision of any new employment uses on the site may be proven to be unviable. Where a developer can demonstrate that a current employment site that is considered suitable in land use terms has no realistic prospects for continued employment use, an option is to include in policy, the option to develop the site for non-employment uses on condition that the developer provides compensation for the economic harm arising from the loss of the site to housing or another higher value use. This compensation should take the form of a one-off financial contribution secured via a Section 106 Agreement. This financial contribution will be payable prior to the commencement of the redevelopment of the site. Mechanisms for using such developer contributions may vary, but it is essential that they are consistent with Circular 05/2005 on Planning Obligations.

Bury MBC, for example has developed an 'Employment Land Development Fund' which ring fences these contributions to be used exclusively for bringing forward compensatory employment opportunities elsewhere in the Borough. Uses specified for this fund are as follows:

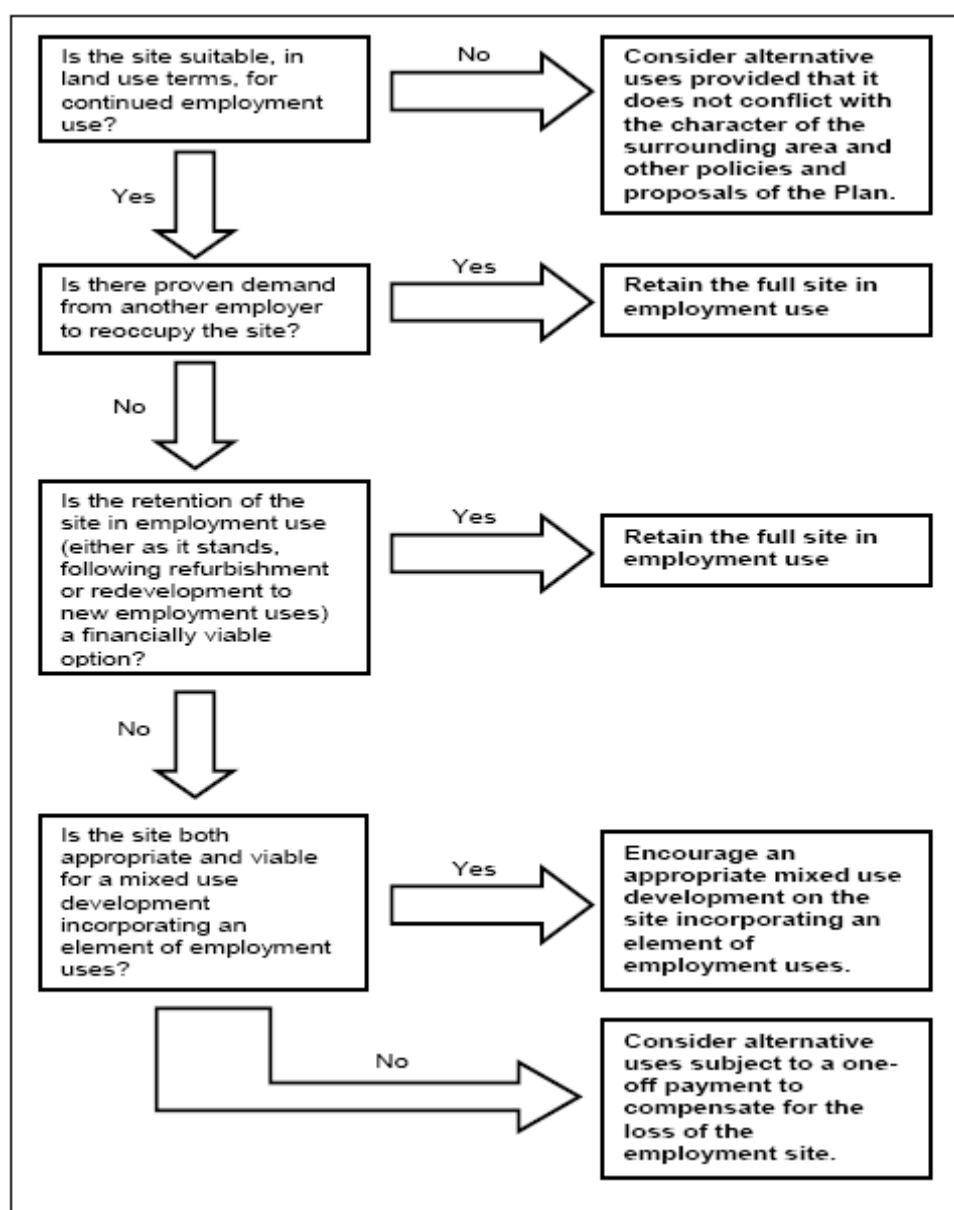
- Assist with the purchase of, assembly, clean up, accessing and servicing of other employment land in the locality;
- assist in the construction of incubator units, managed workspace and workshops of small and medium sized businesses;
- assist developers, up to State Aid ceilings, to deliver incubator units, managed workspace and workshops for small and medium sized businesses;
- provide grants to enable businesses to carry out improvements to their buildings that are essential to the continued operation of the business;
- fund environmental improvements within employment areas and make them more attractive for development; and

- adopt other measures that, from time to time, are considered capable of improving the supply of land and buildings for employment purposes in the Borough.

Provision is made in Section 106 Agreements in relation to the Employment Land Development Fund in Bury for the return of funds if they have not been spent within 10 years of payment.

In cases of outline applications for residential development on an existing employment site, permission should be conditioned to ensure that any subsequent reserved matters conform with the agreed approach, whether that be in relation to a mixed use proposal or any requirements for one-off financial payment to compensate for the loss of the employment land.

The figure below is taken from the consultation draft of the Bury MBC Employment Land and Premises SPD, and summarises the policy approach to applications for non-employment uses on employment sites.



(Source: Bury MBC Employment Land and Premises SPD Consultation Draft, February 2007)



#### **10.4.4 Market Assessment Criteria**

##### **Demand Tests:**

In order to prove that there is a significant lack of demand for the existing employment premises, the landowner should have openly marketed the site for sale or let for a period of at least 12 months. Depending upon the location of the premises, it may be more appropriate to increase this period to 18 months, especially if in a secondary location where demand is consistently slow to emerge.

It is suggested that the period of open marketing should include, but not be limited to, local and regional advertising in press and on the internet. It should be specified that the site is for sale or to let as employment premises, and should preclude interest from non-employment developers. Full records of enquiries, interested parties and bids should be recorded, with explanations and substantiation of why they have not been progressed.

Of vital importance to the sale marketing of any site is the price at which it is invited. Excessive asking prices may deter buyers; therefore the price at which the property is marketed should be justifiable given the market conditions at the time. If the site represents an employment redevelopment opportunity, then an open request for offers may be more suitable in order to attract the widest interest.

##### **Viability Tests:**

Landowner/developers should be able to prove that employment development is not viable on the site. Hypothetical employment schemes, which maximise the redevelopment potential of the site, should be appraised to prove their lack of viability. Following this, mixed use schemes should also be appraised and in both circumstances, market evidence should be used to support them.

Local Planning Authorities face difficulties, when judging the merits of development appraisals put forward, if they do not have the correct in-house expertise. In which case, external assistance from third party surveyors/valuers may help to prove or disprove the assertions of the appraisals.

## 11 Glossary

**Alliance Sub-Regional Strategic Partnership (Alliance SSP):** partnership of local people from the public, private, voluntary and community sectors aiming to create a vibrant and growing economy in the Northern Sub-Region.

**Annual Monitoring Report (AMR):** A report developed by a Local Authority to monitor the Council's progress in development their Local Development Framework and in implementing policies.

**Baseline (policy off) analysis:** a method of calculating future employment land demand using the standard Experian projection baseline aligned with national projections from the Government's Actuary Department

**Committed employment sites:** sites which are either allocated for employment use in the relevant Local Plan or with extant planning permission for employment use.

**Gross employment land demand:** The amount of land a local planning authority would need to allocate to meet the net employment land demand. These figures acknowledge that some existing employment sites may be lost to other uses and thus an allowance needs to be added to the net demand figure to replace these losses. Gross employment land demand figures often incorporate a 'margin of choice' which allows for additional land to allow businesses some flexibility when choosing where to locate. In the present study, a 'margin of choice' has been added to both gross and net employment land demand figures.

**Growth Zone scenario:** a supply-based, aspirational, calculation of future employment land 'demand' which presents the employment capacity that could be accommodated in the event that all the sites identified in the Alliance SSP's economic Growth Zones come forward over the next twenty years.

**Historic take up rates:** the rate at which land has been developed or occupied for employment use in a given area

**Historic trends analysis:** examining the level of employment land take up and projecting this forward to estimate future land demand.

**Examination in Public:** the consideration of the public's views on a draft planning policy document held before a Planning Inspector.

**Existing employment sites:** sites that currently have active employment uses on them

**Local Development Frameworks:** a suite of documents which are gradually replacing previous Local Plans, Structure Plans and Unitary Development Plans as the local planning policies for an area. Along with the Regional Spatial Strategy, the Local Development Framework constitutes the development plan for an area. Decisions on planning applications must be made in accordance with the development plan unless material considerations dictate otherwise.

**Loss of Employment Land:** In the context of this study, a 'loss' of employment land is where land which is either allocated for employment use or has existing employment uses on it is then lost to other uses.

**Mansfield and Ashfield Regeneration Route (MARR):** the MARR is a new £30 million road opened to traffic in 2004 between Pleasley and Rainworth. The MARR aimed to improve road links between the M1 and A1, help to make residential streets in Mansfield and Ashfield safer by diverting traffic, encourage new businesses into Mansfield and Ashfield and improve bus services by reducing traffic on existing roads.

**Margin of choice:** where land is allocated over and above that which is likely to be used to give businesses some flexibility over location and avoid stagnation in the market.

**Net employment land demand:** The additional requirement for employment land in a given area for a given time period to accommodate future employment uses. The figure is in addition to the existing employment sites in an area and therefore assumes there are no losses of existing employment land to other uses during that period. In the present study, a 'margin of choice' has been added to the net employment land demand calculations to give final net demand figures.

**Newark Growth Point:** The Newark Growth Point is an area of land in Newark and Sherwood District Council area which has recently been selected as New Growth Point, meaning that additional housing and employment growth will be focused in the Newark area.

**Northern Sub-Region:** The Northern Sub-Region of the East Midlands consists of seven district and borough authorities, namely Ashfield (excluding Hucknall), Bassetlaw, Bolsover, Chesterfield, Mansfield, Newark and Sherwood and North East Derbyshire (excluding the Peak District National Park).

**Potential employment sites:** sites with no current employment use or commitment

**Reducing out-commuting scenario:** involved adjusting employment growth on the basis of reducing net-commuting to other Districts outside the Sub-Region by a set amount.

**Regional Economic Strategy (RES):** a strategy developed by a region's Development Agency based on fulfilling aspirations for a region's economy.

**Regional Economic Strategy (RES) policy on scenario:** a method of calculating employment land demand based on the assumption that the RES target of closing the productivity gap that exists between the East Midlands and the UK is closed by 2009.

**Regional Spatial Strategy (RSS):** A document currently development by the Regional Assembly for a region, setting out their planning policies for the region. Along with the Local Development Framework, the RSS makes up the development plan for an area. Decisions on planning applications must be made in accordance with the development plan unless material considerations dictate otherwise.

**Regional Spatial Strategy (RSS) housing scenario:** a method of calculating future employment land demand based on population assumptions that reflect the pattern of housing proposed in the draft RSS.

**Northern Sub-Region Strategy:** a strategy for the Northern Sub-Region as part of Part 2 of the East Midlands Regional Spatial Strategy.

**Tracktivity Database:** a database which records property enquiries made by prospective developers and businesses in the Northern Sub-Region.



