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Background Paper No 3 Economy & Employment Land

August 2021

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ALPR	Ashfield Local Plan Review 2002.
CLG	Communities and Local Government
dpa	Dwelling per annum
ELNS	The Nottingham Core and Outer Housing Market Area Employment Land Needs Study 2021
ELR	Employment Land Review
ELFS	The Nottingham Core and Outer Housing Market Area Employment Land Forecasting Study
FEMA	Functional Economic Market Area
FTE	Full-Time Equivalent
FHSF	Future High Streets Fund
GVA	Gross Value Added
HMA	Housing Market Area
LIS	Local Industrial Strategy
LPA	Local Planning Authority
LEP	Local Enterprise Partnership (D2N2 LEP)
MARR	Mansfield Ashfield Regeneration Route (Sherwood Way).
NPPF	National Planning Policy Framework.
PPG	Planning Practice Guidance
SHELAA	Strategic Housing and Economic Land Availability Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment

1.0 Introduction

1.1 The Background Paper analyses the background evidence and information on the economy and more particularly employment land to reaches conclusions to support the employment policy approach set out in the Ashfield Local Plan.

1.2 A key aspect of the proposed vision for the Local Plan includes:

‘Building on our transport links, a more diverse and thriving economy will encourage higher educational attainment, business enterprise, quality jobs and provide opportunities for a skilled workforce.’

The proposed objective for the Local Plan which is directly relevant to the economic aspirations for Ashfield (Objective SO6: Economic Opportunity for All) is

‘To be ambitious for economic growth and productivity in Ashfield while recognising the requirements of environmental capacity and amenity by:

- a. Creating a climate for business and enterprise growth with an emphasis on making investment happen.*
- b. To encourage economic development and regeneration of the District and diversification of the local economy by ensuring the provision of a range and choice of employment sites in terms of size, quality and location*
- c. Promoting a higher wage and higher skilled economy.*
- d. Supporting the growth of a diverse range of economic sectors, promoting development to parts of the district where it is needed to build and strengthen vibrant and cohesive communities. Facilitating access to a skilled and educated labour force.*
- e. Facilitating the wider transport network and local rail links to integrate with key transport hubs*
- f. Expanding the leisure, tourism and visitor offer to inspire and encourage the exploration of Ashfield.’*

1.3 The Background Paper considers the issues and drivers in relation to the Local Economy and planning policies derived from those drivers. It specifically considers employment land in relation to:

- The Council’s approach to future employment losses.
- Considers and reaches conclusions regarding past take up rates.
- Sets out the Council’s preferred growth scenario.
- Considers the distribution of employment space.
- Considers the approach to strategic distribution needs.

Ashfield

1.4 Ashfield is predominantly an urban district with rural elements. The majority of the population lives in the three towns of Sutton in Ashfield, Kirkby-in-Ashfield and Hucknall where there are significant areas, which have been developed for employment purposes.

- 1.5 The District is well served by road links, notably the M1 London to Leeds motorway corridor. This connects the District to Northern England via the M18/A1 and M62 motorways and to the West Midlands and the South West via the M42. Junction 27 of the motorway gives access to Kirkby-in-Ashfield and Hucknall and to the more rural parts of the District to the west of the motorway. The principal employment sites at Sutton in Ashfield and to the north of Kirkby-in-Ashfield have good access to the motorway via the A38 and Junction 28. Sherwood Way, known as the Mansfield Ashfield Regeneration Route (MARR) (A617), provides a link via the A38 between the M1 and A1 routes. Local routes through the District are provided by the A611 (Mansfield and Hucknall to Nottingham) and the A608 (Kirkby-in-Ashfield to Derby). Access to the M1 from Hucknall can be achieved through both Junction 26 and Junction 27 with the A611 from Hucknall to Sherwood Park being a dual carriageway. The Hucknall Bypass gives easy movement in a north south direction along the western side of Hucknall. However, movement along the eastern side of Hucknall is more limited.
- 1.6 The Nottingham Express Transit (NET) trams and Robin Hood Line railway station at Hucknall means that the population of Hucknall has a range of transport choices in access to Nottingham and the city centre in particular. This opens up the Nottingham jobs market to the population of Hucknall but it also means that businesses locating in Hucknall faces competition for labour from a wider area than might be anticipated. Other Robin Hood Line Stations at Kirkby-in-Ashfield, close to the town centre and Sutton Parkway providing an alternative choice of transport into Nottingham and north to Mansfield and Worksop. Station Masterplans have been undertaken to identify the opportunities that the Robin Hood Line stations offer for economic development. Work is on-going to consider the economic opportunities derived from the opening of the Maid Marian Line for passenger traffic. The line comprises the existing freight route between Kirkby-in-Ashfield and the Midland Main Line to the north of Pye Bridge. As well as providing economic opportunities, the opening of the line would significantly improve access to the proposed HS2b East Midland Station at Toton.

2.0 Ashfield's Economy

Ashfield Labour and Business Profile

2.1 In relation to Ashfield's labour profile and business numbers, the following statistics show a snapshot from NOMIS¹:

- Ashfield's Population (2020) is 128,300 broken down as Males 62,900 and Females 65,500.
- Of the 79,200 people aged between 16 and 64 (2020), 62,500 people are economically active (77.6%) compared to East Midlands 79.1% and Great Britain 79.1% (Jan 2020-Dec 2020) During this period the unemployed figure was 3,600 5.7% compared to East Midlands 4.7% and Great Britain 4.6%.
- The proportion of Ashfield's employed population in occupation group is as follows:
 - Occupational group 1-3 (managers, directors, professional and technical) was 30.4% during January 2020 to December 2020, compared to the East Midlands (45.8%) and Great Britain (50.2%)
 - Occupational group 4-5 (Administrative & Secretarial Skilled Trades Occupations) was 25.9% during January 2020 to December 2020, compared to the East Midlands (19.8%) and Great Britain (19.3%)
 - Occupational group 6-7 (Caring, Leisure And Other Service Occupations and Sales And Customer Service Occupations) was 20.8% during January 2020 to December 2020, compared to the East Midlands (16.7%) and Great Britain (15.7%)
 - Occupational group 8-9 (Process Plant & Machine Operatives & Elementary Occupations) was 22.9% during January 2020 to December 2020, compared to the East Midlands (17.8%) and Great Britain (14.8%)
- The average weekly pay (2020) for Ashfield citizens working full time is £545.90 compared to that of East Midlands (£552.00) and the Great Britain average (£586.70).
- Job density, which is an indicator of labour demand, was 0.76 in Ashfield during 2019. This is in comparison to the East Midlands (0.81) and Great Britain (0.87)
- Ashfield has a higher percentage of citizens aged between 16-64 with no qualifications at 8.6% (Jan – Dec 2020) compared to that of East Midlands (6.3%) and Great Britain the England average (6.4%). Ashfield also has a lower percentage of citizens aged between 16- 64 who are educated to NVQ4 and above 24.5% (Jan – Dec 2020) compared that of East Midlands (37.2%) and Great Britain (43.1%).
- The breakdown of jobs by industry is set out in Table 1 below

¹ <https://www.nomisweb.co.uk/reports/lmp/la/1946157162/report.aspx>

Table 1: Employee jobs (2019)

	Ashfield (Employee Jobs)	Ashfield (%)	East Midlands (%)	Great Britain (%)
Total Employee Jobs	53,000	-	-	-
Full-Time	37,000	69.8	67.5	67.8
Part-Time	16,000	30.2	32.5	32.2
Employee Jobs By Industry				
B : Mining And Quarrying	50	0.1	0.2	0.2
C : Manufacturing	10,000	18.9	12.9	8.0
D : Electricity, Gas, Steam And Air Conditioning Supply	800	1.5	0.7	0.4
E : Water Supply; Sewerage, Waste Management And Remediation Activities	250	0.5	0.7	0.7
F : Construction	5,000	9.4	4.7	4.9
G : Wholesale And Retail Trade; Repair Of Motor Vehicles And Motorcycles	9,000	17.0	16.7	15.0
H : Transportation And Storage	2,500	4.7	6.2	4.9
I : Accommodation And Food Service Activities	2,250	4.2	6.7	7.7
J : Information And Communication	700	1.3	2.4	4.3
K : Financial And Insurance Activities	300	0.6	1.8	3.5
L : Real Estate Activities	300	0.6	1.3	1.7
M : Professional, Scientific And Technical Activities	2,250	4.2	7.7	8.8
N : Administrative And Support Service Activities	2,500	4.7	8.5	8.9
O : Public Administration And Defence; Compulsory Social Security	1,000	1.9	3.9	4.4
P : Education	3,500	6.6	9.2	8.7
Q : Human Health And Social Work Activities	11,000	20.8	12.0	13.1
R : Arts, Entertainment And Recreation	800	1.5	2.3	2.5
S : Other Service Activities	600	1.1	2.0	2.0

Source: ONS Business Register and Employment Survey : open access

Notes: % is a proportion of total employee jobs excluding farm-based agriculture

Employee jobs excludes self-employed, government-supported trainees and HM Forces

Data excludes farm-based agriculture

- Table 2 presents an analysis of businesses at both Enterprise and Local Unit level. An Enterprise is the smallest combination of legal units (generally based on VAT and/or PAYE records) which has a certain degree of autonomy within an Enterprise Group. An individual site (for example a factory or shop) in an enterprise is called a local unit.

Table 2: Business Count

UK Business Counts (2020)				
	Ashfield (Numbers)	Ashfield (%)	East Midlands (Numbers)	East Midlands (%)
Enterprises				
Micro (0 To 9)	2,575	86.3	163,960	89.1
Small (10 To 49)	315	10.6	16,350	8.9
Medium (50 To 249)	75	2.5	2,990	1.6
Large (250+)	20	0.7	715	0.4
Total	2,985	-	184,015	-
Local Units				
Micro (0 To 9)	2,890	78.7	179,720	83.9
Small (10 To 49)	575	15.7	27,745	13.0
Medium (50 To 249)	185	5.0	5,885	2.7
Large (250+)	20	0.5	810	0.4
Total	3,670	-	214,160	-

Source: Inter Departmental Business Register (ONS)

Note: % is as a proportion of total (enterprises or local units)

The Property Market

- 2.2 It is the property market that delivers land and buildings and through which planning policies are implemented. The property market comprises a diversity of land and buildings together with the legal interests existing over them forming a conglomeration of sub-markets. Rents, rental growth and yield will vary according to location, the legal interest and nature of the property.
- 2.3 The location chosen by a business will depend on the nature of the firm, their specific requirements and the price payable for that location. Accessibility to labour,

accessibility for production inputs/outputs and accessibility to customers will also be important. Different sectors² will have different locational requirements.

- 2.4 The prime market for industrial and commercial accommodation has evolved over recent years. Warehousing and high end manufacturers are now less satisfied with secondary low eaves accommodation. Occupiers typically look for accommodation with good eaves height, high quality office content and a glazed façade to create the correct corporate image. The location continues to be important with easy access to the road network, a business park environment, high profile and access to skilled labour force being of most significance. Prime office locations occupiers reflect a business parks environment with immediate access onto the arterial road network.
- 2.5 For small firms (comprising part of the local market) location is likely to be given less emphasis. Their area of search for property is also likely to be more limited. This tends to be reflected in sites which are not so close to the main arterial routes in Ashfield but which have lower acquisition and occupation costs.
- 2.6 Research under the Targeted Research & Intelligence Programme by Nathaniel Lichfield³ identified why employment land can fail to attract development. The main factors identified by the research were as follows:
- landowners having different aspirations for a site, often aiming for higher value residential use (69% of responses);
 - high developer risk for speculative development in more marginal property areas (63%);
 - high costs of providing site infrastructure, particularly where occupier demand is uncertain (59%);
 - uncertain viability in areas with low rent levels for new space (53%);
 - other abnormal development costs such as flood risk (41%).

Other factors that attracted a much smaller number of responses included over-restrictive land use designations for a site, resident objections on transport/traffic issues, an employment site being too large relative to the size/needs of the town and the impact of abolishing Regional Development Agencies (RDAs) on funding upfront development costs. However, many of the employment allocations in Ashfield have implemented planning permission and been developed to varying degrees.

- 2.7 The research also identified that the deteriorating quality of older employment premises in an area can deter occupiers and there were factors working against refurbishment and modernisation including:

² An area of the economy in which businesses share the same or related business activity, product, or service

³ Releasing the Potential Approaches for Bringing Forward Employment Space. March 2012. Targeted Research & Intelligence Programme Nathaniel Lichfield & Partners.

- fragmented ownerships of industrial estates, which prevents other than piecemeal redevelopment and can limit the scope for overall improvement;
- local rental levels for modern industrial space being little higher than rents for older units, reducing the incentive to upgrade when occupancy remains high;
- low demand for higher quality premises from local businesses, which may not be able to sustain higher rents.

The report set out that the market will not always be able to deal with these types of problems, and without some form of intervention, an area's employment land supply can form a barrier to economic growth and investment.

What is employment land

2.8 Employment land will normally refer to land intended for what was traditionally described as 'B Space'. This included:

- B1 a/b/c Business (offices, research and development, light industrial), (Now within Class E);
- B2 General Industrial;
- B8 Storage or Distribution (warehouses, distribution centres).

However, it is anticipated that the inclusion of some sui generis employment uses outside these categories may also be appropriate, if they are of a similar nature, subject to site planning considerations.

2.9 The Town & Country Planning (Use Classes) (England) Order 1987, was amended so that from 1st September 2020 uses falling within Class B1 uses (offices, research & development and light industrial) come within Class E Commercial, business and service'. Class E incorporates the previous shops (A1), financial and professional services (A2), restaurants and cafes (A3) and offices (B1) use classes. Uses such as gyms, nurseries and health centres (previously in use classes D1 Non-residential institutions and D2 Assembly and leisure) and other uses which are suitable for a town centre area are also included in the class.

2.10 References to 'employment' in this document related to the use of employment land for traditional 'B' space uses comprising offices, research and development, light industrial, general industrial and distribution. For the avoidance of doubt, this background paper does not consider land needs other than for 'employment'

Functional Economic Market Area (FEMA)

2.11 Planning Practice Guidance (PPG) requires the development needs of local authority areas to be considered in terms of FEMAs.

2.12 Planning Practice Guidance formally identified a FEMA as

"The geography of commercial property markets should be thought of in terms of the requirements of the market in terms of the location of premises, and the spatial

factors used in analysing demand and supply – often referred to as the functional economic market area.’ (ID:2a-012-20140306).

The earlier Communities and Local Government guidance note, ‘Functional Economic Market Areas An economic note’ published in 2010, set out that:

‘Economic flows often overlap local authority boundaries. This means that the functional area over which the local economy and its key markets operate will not necessarily adhere to administrative boundaries. Instead, key economic markets broadly correspond to sub-regions or city regions - known as functional economic market areas (FEMAs)...

2.13 The implication of FEMAs is that there are cross district boundary impacts particularly in relation to the labour market. Many people may live in one local authority district but working in another. Consequently, the provision of employment land will have implications that are wider than the district, in all probability providing jobs for people in neighbouring authorities. The CLG Guidance from 2010 identified that *‘The most widely accepted approach to identifying FEMAs is by reference to Travel to Work Areas (TTWAs), which are relatively self contained, internally contiguous labour market areas. A commonly used definition is that: of the resident economically active population at least 75 per cent work in the area; and of all those working in the area at least 75 per cent also live in the area.’* Consequently, travel to work areas are an important aspect of the FEMA although, as emphasised by PPG, not the only aspect.

2.14 The latest Planning Practice Guidance on Plan Making⁴ identifies that there is no standard approach to defining a functional economic market area, however, it is possible to define them taking account of factors including:

- extent of any Local Enterprise Partnership within the area;
- travel to work areas;
- housing market area;
- flow of goods, services and information within the local economy;
- service market for consumers;
- administrative area;
- catchment areas of facilities providing cultural and social well-being; and
- transport network.

2.15 Evidence on the housing market areas is set out in the GL Hearn Nottingham Outer 2015 Strategic Housing Market Assessment⁵ conclude that *‘Ashfield, Mansfield and Newark and Sherwood in view of all the current and historic evidence, as well as the existing ties, comprise a single housing market area.’* It identifies that more widely there are also relationships with Bolsover and in particular the City of Nottingham.

⁴ Planning Practice Guidance: Plan Making Paragraph: 019 Reference ID: 61-019-20190315

⁵ GL Hearn Nottingham Outer 2015 Strategic Housing Market Assessment, Section 2 Reviewing the definition of the housing market area.

2.16 The councils comprising the Nottingham Outer Housing Market Area⁶ and the Nottingham Core Housing Market Area⁷ in 2015 commissioned Nathaniel Litchfield & Partners to undertake an Employment Land Forecasting Study, (ELF Study) which identifies the future quantity of land or floorspace required for economic development uses. The ELF Study identifies that:

- The Nottingham Core HMA is a strong functional economic market area;
- For Nottingham Outer HMA this is slightly less clear cut but it can be made out that the Nottingham Outer HMA is self-contained;
- Hucknall has strong links with the Nottingham Core HMA.

The Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021⁸ by Lichfield confirms that this remains the case. Hucknall has a strong relationship with the Nottingham Core HMA. Both Kirkby-in-Ashfield and Sutton in Ashfield link in with the Mansfield area and the employment area within the District of Bolsover around Junction 28 will also be closely linked to the Nottingham Outer HMA.

Sectors and location of job opportunities

2.17 For Ashfield, the top sectors by employment⁹ are:

- Health And Social Work Activities (20.8%)
- Manufacturing (18.9%)
- Wholesale and retail trade / repair of motor vehicles(17.0%)
- Construction; (9.0%)

All these sectors in Ashfield have higher average workforces than the East Midlands and nationally. The figures for health reflect that King's Mill Hospital, part of the local NHS Trust, is located within the District and employs 4,300 people.

2.18 Ashfield's job density is 0.76 as at 2019¹⁰ which is less than the East Midlands (0.81). Job density is defined as the number of jobs in an area divided by the resident population aged 16-64 in that area. For example, a job density of 1.0 would mean that there is one job for every resident aged 16-64. The total number of jobs is a workplace-based measure and comprises employee jobs, self-employed, government-supported trainees and HM Forces. A high jobs density would represent an employment centre, where people commute to for work. A low jobs density would represent an area with fewer jobs, where people would commute from for work. The implication for Ashfield is that people have to travel out of the District for work and Nottingham is a significant source of employment for residents in Ashfield and particularly Hucknall.

⁶ Nottingham Outer HMA comprises Ashfield District Council, Mansfield District Council and Newark & Sherwood District Council.

⁷ Nottingham Core HMA comprises Broxtowe Borough Council, Erewash Borough Council, Gedling Borough Council, Nottingham City Council and Rushcliffe Borough Council.

⁸ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, Section 4. Lichfields

⁹ NOMIS Labour Market Profile – Ashfield as of July 2021.

¹⁰ NOMIS Labour Market Profile – Ashfield as of August 2021.

- 2.19 The D2N2 area is the advanced manufacturing capital of the UK, with more manufacturing jobs than any other LEP and the second highest manufacturing GVA (£8.1bn). Ashfield has a high reliance on the manufacturing sector which accounted for 18.9% of jobs within the District in 2019.
- 2.20 Although wholesale and distribution had been one of the major drivers of Ashfield's economy, the two key sectors likely to generate B8 employment: land transport, storage & post, and wholesaling, experienced sharp growth up to 2003, but the former gradually declined (-300 jobs) to 2019, whereas wholesaling continued to grow by 3,500 jobs (Ashfield Recovery Plan, Sept. 2020). There has been a number of substantial distribution units over 9,290 sq m. (100,000 sq ft.) occupied in the District. This includes units at Castlewood Grange Business Park (near Junction 28 of the M1 Motorway), Harrier Park, Hucknall and a substantial Amazon distribution centre on Summit Park comprising 162,791 sq m (off A617 Sutton in Ashfield) which opened in autumn 2020, creating up to 2,000 jobs.
- 2.21 Sutton in Ashfield accommodates substantial industrial and distribution sites with large clusters of manufacturing close to Junction 28 of the M1 and alongside the A38, including Castlewood Business Park. Kirkby-in-Ashfield has large clusters of manufacturing and distribution businesses located principally to the north of the town centre where there is good access to the A38 and Junction 28. The former Bentick Colliery has been redeveloped as Park Lane Business Park to the south west of Kirkby-in-Ashfield. Sherwood Business Park is located to the south of Kirkby-in-Ashfield, off Junction 27 of the M1, with office and distribution space for over 70 businesses, including multi-nationals such as Dell, Eddie Stobart, Eon and L'Oréal. Hucknall provides job opportunities on various industrial parks including the former Rolls Royce facility. Adjacent is Harrier Park, a well located business park which offers development opportunities for light industrial (B1), general industrial (B2) and warehousing/distribution (B8) use. To the south, is Blenheim Park, an extension to Blenheim Industrial Estate, which has been substantially occupied.
- 2.22 The main employment areas for Ashfield are set out in the Table 3, 4, 5 and 6. (The Tables do not include small or individual units). The analysis utilised the general classification of employments sites set out in the Employment Land Review Guidance Notes¹¹. Although this guidance has been cancelled, the classification provides a useful indication of the business parks/ industrial estates in the District.
- 2.23 It is stressed that this is a generalised approach reflecting the nature of the estate. It does not preclude other uses existing on those estates. In commercial property terms, Ashfield is regarded as a strong area for logistics and distribution businesses reflecting its road connectivity with the M1 with linkages to Junction 26, Junction 27 and Junction 28. It also has direct links to the A38 to the south and through the development of the Sherwood Way (MARR) with the A1 trunk road. Ashfield also has a strong manufacturing sector reflected in the various industrial estates set out in the Tables below and the higher level of employment (18.9% of jobs in 2019¹²). Ashfield has not traditionally been regarded as a location for the office market. The

¹¹ Planning Employment Land Review: Guidance Notes, Office of the Deputy Prime Minister, 2004. (The Guidance was cancelled 6th March 2014)

¹² NOMIS Labour Market Profile – Ashfield as of July 2021.

major exception to this is Sherwood Business Park located off Junction 27 of the M1. Sherwood Park was granted Enterprise Zone status in the past and the site was developed as an office and logistic location. In other locations, a number of small offices blocks have been purposely built by local firms to meet their individual needs on industrial estates. Limited small offices space is found within the town centres serving a local need.

2.24 Ashfield Business Incubation Network offers a network of business accommodation for start-up and expanding businesses. Accommodation is available at:

- Ada Lovelace House, Urban Road, Kirkby-in-Ashfield
- Kingsway Lodge Business Centre; Kingsway, Kirkby-in-Ashfield;
- Byron Business Centre, Duke Street, Hucknall.

2.25 In Selston, Jacksdale and Underwood existing employment sites can be found at Pye Hill Road, Jacksdale, Winter Closes, Underwood and Cordy Lane, Underwood. Sherwood Business Park is located in relatively close proximity to Underwood and Selston is also relatively close the employment areas of Kirkby-in-Ashfield.

Table 3: Kirkby-in-Ashfield Employment Sites

Source: Ashfield District Council

Site	Established or potential office location	High Quality Business Park	Research & Technology Park	Warehouse / Distribution Park	General Ind / Business Area	Heavy / Specialist Industrial Site	Incubator / SME Cluster Sites	Specialist Freight Terminals	Sites for Specific Occupiers	Recycling / Environmental Ind Sites	Other
Sherwood Business Park, Annesley.	Ö	Ö		Ö							
Kings Mill Road East/Oddiecroft Lane				Ö	Ö						
Portland Industrial Estate					Ö						
Summit Close					Ö	Ö					
Lowmoor Road Business Park					Ö					Ö	
Lane End					Ö					Ö	
New Line Road					Ö		Ö				
Portland Street					Ö						
Lowmoor Road (opposite Clover Street)					Ö	Ö	Ö				
Clover Street					Ö						Ö
Wolsey Drive					Ö						
Park Lane Business Park, Park Lane					Ö						
Welshcroft Close					Ö	Ö					
Lindleys Lane					Ö						

Lane End					Ö						
Langton Colliery, Kirkby Lane.					Ö						
Annesley Farm Workshops, Annesley							Ö				

Table 4: Sutton in Ashfield Employment Sites

Source: Ashfield District Council

Site	Established or potential office location	High Quality Business Park	Research & Technology Park	Warehouse / Distribution Park	General Ind / Business Area	Heavy / Specialist Industrial Site	Incubator / SME Cluster Sites	Specialist Freight Terminals	Sites for Specific Occupiers	Recycling / Environmental Ind Sites	Others
Castlewood Business Park, Pinxton Lane		Ö		Ö	Ö						
Summit Park, Sherwood Way		Ö		Ö	Ö						
Fulwood Road North					Ö						
Brierley Park Industrial Estate					Ö		Ö				
West of Fulwood Road					Ö						
Sheepwash Lane/Coxmoor Road					Ö						
Midland Road/Station Road (Maun Valley)					Ö		Ö				
Maun Valley Industrial Park					Ö						
Coxmoor Road					Ö						
Hamilton Road/Coxmoor Road					Ö						
Reform Street Industrial Estate					Ö						
Calladine Business Park, Orchard Way				Ö	Ö						
Sutton Forest Side/ Eastfield Side					Ö						
Unit to north of Coxmoor Road					Ö						
Factories to the south of Coxmoor Road					Ö						
Works to north of Station Road					Ö						
Land at junction of Station Road/Kirkby Folly Road					Ö						
Land to south of Station Road					Ö						
Factory at Maycroft Gardens, Huthwaite					Ö						
Factory at North Street, Huthwaite					Ö						
Factory to north of Blackwell Road, Huthwaite					Ö						
The County Estate, Huthwaite					Ö						
Common Road Industrial Estate, Huthwaite					Ö						
Bowne Street/Stoney Street					Ö						

Table 5: Hucknall Employment Sites

Source: Ashfield District Council

Site	Established or potential office location	High Quality Business Park	Research & Technology Park	Warehouse / Distribution Park	General Ind / Business Area	Heavy / Specialist Industrial Site	Incubator / SME Cluster Sites	Specialist Freight Terminals	Sites for Specific Occupiers	Recycling / Environmental Ind Sites	Other
Rolls Royce	Ö				Ö						
Harrier Park	Ö			Ö	Ö						
Blenheim Lane				Ö	Ö						
Baker Brook Industrial Estate					Ö		Ö				
Benneworth Close					Ö						
Central Garages Site, Papplewick Lane					Ö						
Watnall Road (Aerial Way)				Ö	Ö						
Bolsover Street/Lingford St/Portland Street					Ö						
TAG Building, Watnall Road					Ö						
King Edward Street									Ö		
Units off Beardall Street/Watnall Road					Ö						
Robey Close/Waterloos Road					Ö						
Daniels Way/Watnall Road					Ö						
Forge Mills											
A611/Annesley Road					Ö						
Wigwan Lane North					Ö						
Wigwan Lane South					Ö		Ö			Ö	
Butlers Hill					Ö						

Table 5: Hucknall Employment Sites

Source: Ashfield District Council

**Table 6: Rural Areas (Selston, Jacksdale and Underwood including Bagthorpe)
Employment Sites**

Source: Ashfield District Council

Site	Established or potential office location	High Quality Business Park	Research & Technology Park	Warehouse / Distribution Park	General Ind / Business Area	Heavy / Specialist Industrial Site	Incubator / SME Cluster Sites	Specialist Freight Terminals	Sites for Specific Occupiers	Recycling / Environmental Ind Sites	Other
Adj 21 Pyehill Road, Jacksdale					○		○				
Between 55 and 83 Pye Hill Road					○		○				
Willow Court, Cordy Lane, Underwood					○		○				
Winter Closes, Underwood									○		

3.0 National Planning Policy

- 3.1 The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) set the context for planning for economic development needs with an emphasis on deliverability. Local authorities must make provision and cooperated in meeting the needs of the Functional Economic Market Area (FEMA). However, in making these plans, the onus is on local authorities to ensure that sites are not safeguarded where there is no prospect of delivery
- 3.2 In paragraph 80 the NPPF identified that *‘Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development’*. However, it does not define what productive means.
- 3.3 Productivity is widely used as a measure of competitiveness or economic prosperity which in terms has a substantial impact on standards of living. It measures the value of goods and services produced within a geographic area. There are many measures of ‘productivity’, however, the most common, and the typical focus policy makers is labour productivity or value added per employee. There are two main measures:
- Gross Value Added (GVA) per head. This measures the volume of GVA relative to the population of a given area
 - GVA per employee expresses GVA relative to the size of the total workforce generating that output

There are a number of drivers of productivity, as is illustrated in Table 7. It also has spatial dimensions as different parts of the country see differences in levels of productivity, Table 8.

Table 7: Factors Affecting Competitiveness and Productivity

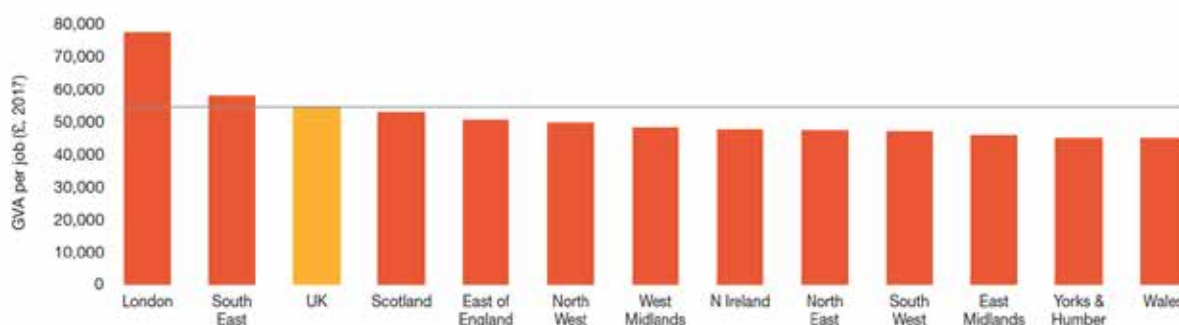
Source: A Study on the Factors of Regional Competitiveness, Cambridge Econometrics

Infrastructure & accessibility	Human Resources	Productivity environment
Basic Infrastructure: · Road · Rail · Air · Property Technological Infrastructure · IC · Telecom · Internet	Labour force characteristics · productivity and flexibility Management skills · levels of professionalism · levels of efficiency Highly Skilled Workforce · Knowledge · Intensive Skills Demographic Trends: · Migration of skilled worker	Entrepreneurial Culture: · Low barriers to entry · Risk taking culture Sectorial Concentrations · Specialisation · Employment concentration · High value added Activities Internationalism · Exports/global sales · Investment · Business culture

Knowledge Infrastructure · Educational facilities Quality of Place: · Housing · Natural surroundings · Cultural amenities · Safety	· Diversity High participation rates in post school education · tertiary education · vocational training Educational infrastructure	Innovation · Patents · R & D levels · Research institutes and universities · Linkage between companies and research Governance and Institutional Capacity Capital Availability Nature of Competition.
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Table 8: Productivity (GVA per job) by NUTS 1 region, 2017

Source: What drives regional productivity gaps across the UK and how can these be closed? PwC



- 3.4 The NPPF emphasises the meeting of the locational requirements of different sectors including making provision for storage and distribution operations at a variety of scales and in suitable accessible locations¹³.
- 3.5 The Nottingham Core and Outer Housing Market Area Employment Land Needs Study 2021 (ELNS), Section 2, sets out further information on the requirements of the (NPPF) and (PGG). This includes having regard to the Local Industrial Strategies and other local policies for economic development and regeneration.

¹³ NPPF 2021 paragraph 83.

4.0 The Evidence Base

D2N2 Local Enterprise Partnership

4.1 The D2N2 Local Enterprise Partnership has produced a series of strategies and reports supported by an evidence base. These include the following:

- The D2N2 Strategic Economic Plan 2019-2030 'The Spark in the UK's Growth Engine' (SEP)
- Draft Local Industrial Strategy
- People & Skills Strategy University of Derby 2019
- Final report on the skills mismatches in Derby, Derbyshire, Nottingham and Nottinghamshire LEP, 2016/17 December 2018
- The Economic Competitiveness of the Derby & Derbyshire, Nottingham & Nottinghamshire (D2N2) LEP Area
- Future Mobility Grand Challenge Evidence Review, University of Nottingham
- Infrastructure Evidence Review 2019, University of Nottingham
- A Science and Innovation Audit for the D2N2 Local Enterprise Partnership area 2018, SQW
- The D2N2 Productivity Gap, Professor Richard Kneller, University of Nottingham
- D2N2 Economic and Policy Review Supporting the development of the D2N2 Strategic Economic Plan 2018
- D2N2 Local Industrial Strategy Evidence Base.

4.2 The D2N2 Local Enterprise Partnership Strategic Economic Plan¹⁴ (SEP) places an emphasis on tackling the productivity gap in order to remain a competitive business location and to deliver long term prosperity. It highlights the importance of the region's core economic sectors, whilst also exploring emerging sectors with the potential for growth. It identifies eight key actions to be taken with partners and identifies 11 priority sectors that are important to the D2N2 economy for different reasons and will need different interventions in order to effectively contribute to productivity growth. *"Our priority sectors are split into 2 categories, our Science and Innovation Core Sectors and our Opportunity Sectors. These sectors have been identified according to their degree of specialisation, tradeable 'clustering', concentration of employment or prospects for growth."* The focus for the priority sectors is set out in Table 9.

¹⁴ The D2N2 Strategic Economic Plan 2019-2030 'The Spark in the UK's Growth Engine' (SEP)

Table 9: Focus of Support: Business Types, Sectors and Enabling Competencies

Source: D2N2 The Spark in the UK's Growth Engine' Strategic Economic Strategy 2019 to 2030

	Sector Analysis	Specialism ¹	Cluster ²	Jobs ³	Growth ⁴
Core	Transport Equip. Man.	✓	✓		✓
	Food & Drink Man.	✓	✓		✓
	Life Sciences	✓	✓		✓
Opportunity	Creative & Digital		✓		✓
	Visitor Economy		✓		
	Logistics & ECommerce	✓	✓		✓
	Construction		✓	✓	✓
	Extractive Industries	✓	✓		
	Retail			✓	✓
	Health/Social Care			✓	✓
	Prof./Business Services		✓	✓	

Priority Sectors	Priority Science and Innovation Sectors			Priority Opportunity Sectors					High Employment Sectors		
	Transport Equipment Manufacturing	Food & Drink Manufacturing	Life Sciences	Creative & Digital	Visitor Economy	Logistics & Ecommerce	Construction	Mineral Products	Professional & Business Services	Retail	Health & Social Care
Characteristics	Large, highly specialised, growing & productive. Knowledge assets. Major OEMs	Specialised and forecast to intensify Employment growth. Average productivity. Knowledge assets	Small but specialised & productive. Growth prospects. Knowledge assets	Rapid growth sector. Not specialised in D2N2. Digital highly productive.	Large employer. Low productivity but potential for growth. Not specialised in D2N2. Cultural assets	Large, specialised, growing. Average productivity but more productive in D2N2 than UK	Large, growing. Future growth. Average productivity & specialisation. Knowledge assets.	Locally specialised. Local supply chains. Low employment. Strategic resource for growth.	Small, but productive and growing. Data analytics assets.	High employment, low productivity. More productive in D2N2 than UK	High employment, low productivity. Large growth predicted
Key Actions	Supply chain support	Provision of high standard premises	Provision of high standard premises	Provision of high standard premises	Raise value of visitor spend	Availability of sites	Technical skills	Transport infrastructure	Provision of high standard premises	Digital skills & connectivity	Digital skills & connectivity
	Skills for digital manufacturing	Export support	Growth investment	Growth investment	Digital skills & connectivity	Technical skills	Digitalisation & MMC	Technical skills	Inward investment	Innovation adoption	Innovation adoption
	Link clusters to world class research	Link clusters to world class research	Link clusters to world class research	Leadership & management	International marketing & connectivity, HS2		HS2 construction	HS2 construction	HS2 connectivity	Town and City Centres	
				Technical skills	Accommodation						
Cross Sector Priorities	Science and Innovation: Enabling Competencies	Advanced Manufacturing & Engineering Digital Technologies & Data Energy & Low-Carbon Technologies Systems Integration			To exploit our competitive advantages, we will work with business, universities and partners to		1. increase productivity through exploitation & adoption of new technologies & processes 2. Support the development and commercialisation of innovative products, goods & services 3. increase industry & research base links to accelerate commercialisation & innovation.				
	Business Support Focus	Re-purpose D2N2 Growth Hub and support programmes to focus on productivity improvement across sectors through access to investment, digitalisation, innovation, leadership and management, high growth, exporting, innovation and skills support.					'Middle Band' Businesses with productivity around average High-Growth & Potential Scale-ups, potential scale-ups, and businesses with ambition to grow Major Manufacturers and other 'Anchor' Businesses Rolls-Royce, Toyota, Bombardier, Boots, Experian etc.				

4.3 D2N2's draft Local Industrial Strategy (LIS) identifies the following challenges need to addressed:

- The labour productivity gap is persisting, with GVA per hour worked 14% below the UK average. This gap has widened over the past 5 years;
- 54,000 jobs are at high risk of automation with a further 413,000 likely to experience various forms of automation
- 12/17 local authorities within the D2N2 area are identified as 'social mobility coldspots' (This includes Ashfield);
- 28% higher emissions per capita than the UK average due to concentration of energy-intensive industries;
- Poor regional rail connectivity, with many slow lines lacking electrification, and many rural areas are bypassed altogether;
- High proportion of low skilled and low earning jobs, and long term unemployment.

In this context, three priorities are identified:

- Upskilling for Productivity - Strengthen the capacity and capability of our people and businesses to prosper and innovate;
- Clean Growth - Lead the most ambitious carbon turn-around in the country
- Connectivity and Inclusion - Deliver connectivity-led growth to all parts of the region.

4.4 The LIS regional map identifies between Hucknall and Kirkby the '*M1 Growth Corridor*'. Proposition 3 - Support the growth of our cities, towns and economic corridors.... Sets out in bullet point 6 '*Develop business activity at sites along the M1, and enterprise zones such as the North Derbyshire Manufacturing Zone with supporting transport systems.*'

Ashfield and Mansfield A Plan for Growth

4.5 The Ashfield and Mansfield A Plan for Growth is an update on the Joint economic masterplan. It sits within the context of a national emphasis on growth and the evidence from the Regional Economic Strategy. It sets out three themes with objectives, Table 10.

Table 10: The Ashfield and Mansfield A Plan for Growth

Source: Ashfield Dc & Mansfield DC

Themes	Objectives
Theme 1 Developing the workforce to support business growth	· To develop and sustain a local workforce with the attitudes, commitment and aspirations that are essential to businesses operating in the area · To develop and sustain a local workforce with the required skills that will allow businesses to invest and thrive in the local area · Work to retain highly skilled individuals within the local economy · To enhance the higher-level skills of local people and encourage them to continue to live and work in the area · To help support and facilitate the connection between local people and new employment opportunities, resulting from business growth

	· To increase the number of apprenticeships being offered by local employers.
Theme Two Encouraging enterprise and business growth	· Create a climate for business and enterprise growth with an emphasis on making investment happen · Reduce/remove barriers to new business creation and growth within the area · Help to maximise business start-ups, indigenous business growth and new business investment in the area through easy access to all available business support services · Maintain good working relationships with significant existing and potential local employers and a problem solving attitude · Ensure that the councils offer regulatory and non-regulatory services in a supportive way to local businesses, in line with the principles of 'Better Business for All'
Theme Three Encouraging enterprise and business growth	· Present the area as an excellent place to do business and promote its full benefits, including quality of life, to potential investors · Work with partners to increase the provision and take-up of high quality/superfast broadband for local businesses · To develop and sustain the vitality of the area's towns · To ensure an adequate supply of land and premises for business needs · To guide and support business in meeting their infrastructure needs · To ensure there is a clear understanding and intelligence supported approach towards future infrastructure development needs.

The Nottingham Core and Outer HMA Employment Land Needs Study 2021 (ELNS)

- 4.6 An important objective of the new development plan is to deliver an appropriate local balance between competing uses for land, particularly housing and employment. The market alone will not necessarily deliver that balance, particularly where land values for housing are substantially higher than those achievable for employment uses. The Nottingham Core and Outer Housing Market Area Employment Land Needs Study 2021 (ELNS) Lichfields, is intended to ensure that the emerging local plan is based on understanding existing business needs, and potential changes in the market for employment land, and the current and potential future supply of employment land. It will be a basis for establishing how much land is needed for employment development, assess the suitability of sites for employment use, safeguard the best sites in the face of competition from other higher value uses and help identify those which are no longer suitable for employment development which should be made available for other uses.
- 4.7 Section 3 of ELNS provides a socio-economic context for the housing market areas. It includes an analysis of the main Strengths, Weaknesses, Opportunities and Threats facing the Nottingham Core-Outer HMA which is set out in the ELNS Table 3.10. (page 62). A key part of the Study is the provision of evidence on the quantity of employment land to be planned for over the plan period to 2018 - 2038. It has also assessed the quality of key strategic employment sites in the study area and makes recommendation regarding the future and whether they should be protected as providing an important economic role. This approach looking at both demand and supply enables the Councils to identify gaps in provision. In addition to quantitative

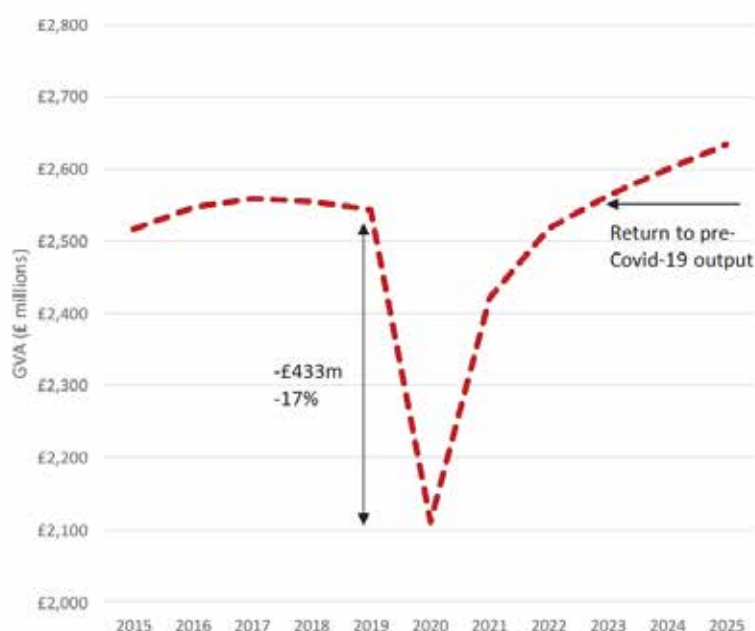
considerations “is there enough employment space to meet need” question there is also the question of whether sites of the right type and quality are in the right places to meet demand and/or to achieve specific policy objectives. The scenarios for future ‘employment’ land requirements are set out and considered in greater depth in Section 6.

Ashfield Economic Recovery Plan¹⁵

- 4.8 The report provides an initial assessment of the impacts that the Covid-19 pandemic and associated economic disruption is having upon Ashfield District’s economy. It identifies a series of key implications in terms of a ‘revised’ baseline economic position and short term priorities, actions and interventions that will be relevant for strategy development and to support economic recovery in Ashfield District over the critical first few years post-recovery. The report is supplemented by regular updates in statistical information setting out the current position in Ashfield.
- 4.9 The Report utilises local area forecasts released by Experian which in June 2020 provide an up-to-date view on the impact of Covid-19 upon Ashfield’s economy. Though viewed as a temporary shock, the forecasts imply a significant impact on all sectors of the economy and all parts of the District. The forecasts are based on the assumption that the recovery will follow a delayed-V shape Figure 1.

Figure 1: Ashfield Economic Output (GVA)

Source: Lichfields analysis, drawing on Experian UK Local Market Forecasts, June 2020



- 4.10 Ashfield is identified as having a low representation in the sectors most at risk in the short term, but it has a high proportion of jobs based in industries more vulnerable to a weaker recovery over the medium term. The report sets out that forecasts indicate

¹⁵ Ashfield Economic Recovery Plan Responding to Covid-19 Final Report. September 2020. Lichfield

that it could take a number of years for employment within key sectors such as manufacturing, transport and hospitality to recover. In relation to B8 sector it identifies that Experian's baseline projection indicates that the sector will not return to its pre-Covid employment levels until 2024, and that overall growth will be comparatively weak in the medium to long term. However, the Report consider this is likely to be a pessimistic, 'policy off' projection for this sector, given that it does not take into account known developments in Ashfield. For example, the new Summit Park logistics development in the district is set to bring in 1,800 jobs, with a very high-profile international distribution firm lined up to take hold of the one million square feet site on the MARR route. Developments such as these are not factored into the baseline. If the right opportunities are provided, Ashfield can out-perform the projections.

4.11 The analysis and consultation feedback identifies a series of emerging themes and priority actions to guide local economic recovery in Ashfield over the short to medium term.

- **Town Centre Recovery:** Boost local consumer demand and confidence by promoting Ashfield District as a great place to live and visit. Attract spending to Kirby-in-Ashfield, Hucknall and Sutton Town Centres through promotional activity, local purchasing campaigns and community projects. This could involve the Council working with local partners to implement an 'open for business' campaign to publicise businesses, offers and events as town centre businesses gradually re-open.
- **Regeneration Capacity Building:** This would include ADC's new Full Time Regeneration Team being tasked with producing a new Economic Development Strategy. This could involve progressing a wider Place Marketing campaign to encourage a broader range of developers and investors to come to Ashfield. This would involve the new Regeneration Team marketing the District's assets effectively to developers and housebuilders more generally and promote Ashfield as a place for aspiring households to move to.
- **Skills and Training:** By working with local education and training providers, the D2N2 LEP and others to ensure that local residents –in particular young people – can access skills and employability support including specific opportunities for re-training, business start-up, and developing digital/e-commerce competencies.
- **Industrial Sectoral Support:** As Ashfield's business base transitions from restart, to recover, to renew, this should include a locally-responsive business resilience programme with targeted support to enable firms to adapt to new technologies (such as enhancing digital and e-commerce capabilities), diversify or access new markets (including exporting opportunities) and support business start-ups amongst residents re-entering the labour market as a result of Covid-19. Given that many of the District's current key industrial sectors are likely to have a weaker recovery in the short term, there will need to be a strong sectoral focus to this route map for recovery, to overcome this structural vulnerability.
- **Green Business Growth:** This would involve harnessing innovation 'Green Recovery' opportunities generated by the pandemic (such as medical technology

and clean growth), using these to accelerate existing business clusters, development proposals and local business ecosystems, particularly where these align with Government economic recovery funding initiatives.

- **Development and Infrastructure Projects:** This would aim to kick start investment and stimulate economic activity within the District, engaging with key partners such as the LEP to leverage funding opportunities from emerging funding packages such as the Getting Building Fund. This would include progressing opportunities such as the Maid Marian Line Rail Extension to the proposed HS2 Hub at Toton; and the opportunities emerging from the Towns Fund and Future High Streets fund proposals.
- **Supporting Ashfield's Residents and Workforce:** The Pandemic may create a significant mental health crisis for Ashfield's residents due to heightened levels of anxiety due to the risk of catching the infection, disrupted education, lost jobs/income, dying or losing family members. From an economic perspective, this theme would include ADC working with the NHS Nottingham City CCG to ensure widespread availability of mental health and psychosocial support and to assist residents to overcome financial difficulties and to come out of debt and re-enter the workforce.

Maid Marian Rail Extension Economic Impact Analysis & Station Masterplans¹⁶

- 4.12 The Report considers the economic impact of the Maid Marian passenger route through Ashfield and Mansfield, with particular regard to the economic benefits and development potential of the four stations, two of which are in Ashfield (Kirkby-in-Ashfield Station and Sutton Parkway Station).
- 4.13 The proposal is to open the existing freight-only line between the Robin Hood Line to the east and Erewash Valley Line to the west to passenger trains. The Report identifies that the increased capacity, connectivity and accessibility brought by the Maid Marian Rail Extension will support the delivery of residential and commercial development within the catchments of the four enhanced stations at Mansfield Woodhouse, Mansfield Town, Sutton Parkway and Kirkby in Ashfield. It will also benefit employees by allowing them to access a wider range of job opportunities and housing choices; employers by giving them access to a wider labour pool and more accessible locations; and will make the two Districts more attractive to operators through improved services and facilities, and improved retail and leisure offers.
- 4.14 Using data from the Council's latest housing and employment monitoring reports, as well as a review of current applications relating to potential sites in the vicinity of the four stations, a 'reference case' of those developments likely to come forward over the 19-year appraisal period even without the re-opening of the Maid Marian line has been identified. The combined reference case for both Districts includes over 10,000 dwellings, 2,400 sqm of retail space, over 580,000 sqm of office and small business floorspace; 2,800 sqm of community floorspace; and 2 hotels totalling 143 bedrooms.

¹⁶ Maid Marian Rail Extension Economic Impact Analysis Ashfield Benefits Report, Ashfield District Council and Mansfield District Council, June 2020. Lichfields / Maid Marian Rail Extension Masterplan Covid-19 Update Supplementary Report Ashfield District Council, September 2020 Lichfields / Maid Marian Rail Extension Ashfield District Council and Mansfield District Council Ashfield Masterplan Report. Ryder

- 4.15 The combined reference case for both Districts includes a total capital investment of almost £2.7bn; which could support over 6,000 direct and indirect FTE construction jobs in each year of construction; and will generate over £411 million in direct and indirect GVA per annum. Once operational, the developments in the reference case could support over 23,000 direct and indirect FTE jobs within the local area, generating c£1.4bn in GVA per annum. The residents of the proposed dwellings are estimated to spend around £178m each year, supporting a further 2,900 local jobs.
- 4.16 Investment in the areas surrounding each station provides an opportunity to improve visibility of and access to local amenities such as colleges, leisure centres and local business. This could include improvements to walking and cycling infrastructure, transport links via other modes away from the stations, and address issues such as car parking at peak times.
- 4.17 The Station Masterplans build on this economic analysis by identify development opportunities near Sutton Parkway and Kirkby-in-Ashfield stations on the Robin Hood Line. It makes recommendations on specific local interventions that could be delivered to each of the train stations and their surrounding localities to support by creating enhanced places and better connectivity for local residents and businesses.
- 4.18 While recognising the wider opportunities associated with HS2, the Maid Marian Line is being developed as stand-alone scheme which will provide greater local connectivity with cross county connections, an alternative route into Nottingham and to Derby and beyond. This will support Ashfield's ambition to be a destination for employment, education, and tourism.
- 4.19 Additional work is being undertaken to investigate the economic, social, and environmental benefits of providing additional station platforms at both Kingsmill and Selston (Jubilee), building on recent Maid Marian Line studies by AECOM and Systra on behalf of Nottinghamshire Councils.

Towns Fund

- 4.20 The government's ambition to level up towns, supported by funding from the Towns Funds, Future High Streets Fund (FHSF) and the Levelling-up Fund will provide a opportunity to create sustainable change across the Kirkby-in-Ashfield and Sutton in Ashfield area. The two towns were identified by the Government as places which could potentially receive such funding. On 8 June 2021 the government announced that it was awarding the Kirkby-in-Ashfield and Sutton in Ashfield £62.6 million. Together with funding secured from the Towns Fund Accelerator Fund and the Future High Streets Fund, over £70 million has now been secured for Ashfield. The investment will enable the Towns to meet the ongoing challenges of attracting high value-added businesses and increasing the skills and earnings of the local population, as well as the challenges related to social mobility and health inequalities.
- 4.21 The centrepiece of the funding is an Automated Distribution and Manufacturing Centre to create a national centre of excellence focused on promoting and providing access to the latest technologies and best practice in automated distribution. Two new education centres will provide opportunities for qualifications in construction and civil engineering. At Kirkby and Sutton libraries there will be new innovation centres

which will support residents with digital skills, helping them access digital services, learn new skills and adapt to new ways of working.

The Local Economy and Housing

4.22 The local economy cannot be divorced from housing requirements. The Barker Review¹⁷ into the housing supply, 2004 concluded that the operation of the housing market is of considerable importance to the efficient operation of the national economy and the macro-economic management of the economy. The shortage of housing was seen to have the following detrimental economic effects:

- Lower rates of house building constraining economic growth – a negative effect on business location decisions and regional price differentials reducing labour mobility;
- Restricting supply leading to a loss of economic welfare – resources that might have been used for housing are used for other less beneficial purposes;
- The housing market contributing to macro-economic volatility – changes in house prices and housing wealth are linked to public consumption (and borrowing);
- Higher house prices creating affordability problems and restricts labour supply in areas of economic growth;
- The undersupply of houses having unfortunate distributional consequences – Those who own homes receive disproportionate benefits compared to those who don't.

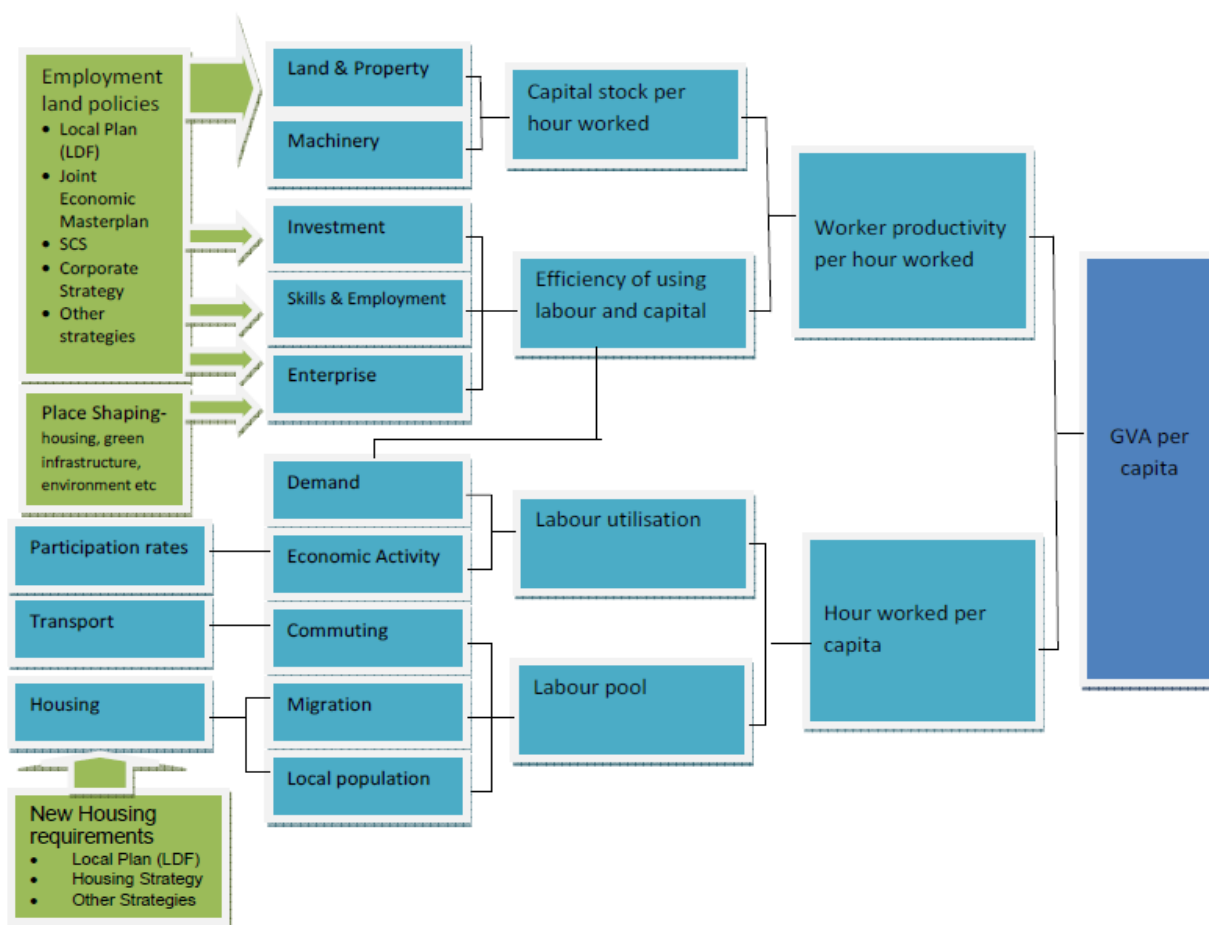
4.23 Economic performance is regarded as a key driver of population change and income, which can be seen as the major determinants of demand for housing in an area. Arup¹⁸ on behalf of Advantage West Midlands, considered the relationship between housing and employment (Housing Policy and Economy Study 2008). Arup looked at housing's role in the economic development of the region as a summation of a complex series of processes that match jobs with people looking for work, Figure 2. Arup's Report estimated that for the West Midlands, the houses built up to 2026 could accommodate a workforce capable of generating £5.7 billion of earnings, which could translate into a GVA of £9.7 billion, subject to caveats including the availability of suitable jobs. (As well as housing, Arup identified that this was influenced by policies in other areas). Therefore, house building is influential in relation to growth and the GVA in the local economy.

¹⁷ Barker.K. (2004) Barker Review of Housing Supply Delivering stability: securing our future housing needs HM Treasury.

¹⁸ Ove Arup & Partners (2008) Housing Policy and Economy Study for Advantage West Midlands.

Figure 2 – The Relationship between Employment, housing and GVA

Adapted from Arup's "Housing Policy and Economy Study" 2008 (West Midlands)



4.24 There is both a direct relationship between jobs and new housing and an indirect relationship between housing and the wider economy.

4.25 In terms of a direct impact:

- Building and refurbishment of dwellings - The construction sector makes a major contribution to economic activity and is a key sector in Ashfield.
- Housing as a service provider within local economies - The affordable housing sector contributes to local, sub-regional and regional economies. Across the UK, more than 150,000 people work for local authorities, ALMOs and registered social landlords.
- Jobs through the multiplier - The multiplier effect - "one person's spending is another's income". A simplistic example of the multiplier is where the Government initially invest £1,000,000 in housing. This will generate spending in wages, salaries, profits and rents. If the margin propensity to consume is 0.5 (half is spend) this results in additional spending of £500,000, in turn this generates a further £250,000 which generate a £125,000 etc. At a local level Jobs are generated at a local level through the multiplier by:

- A supply linkage multiplier reflecting purchases made as a result of the housing being built. For example, the house builder purchases windows and doors from a local supplier who may need to employ more people as a result.
- An income multiplier (also referred to as a consumption multiplier) which is associated with local expenditure as a result of those who derive incomes from the direct and supply linkage impacts of the building of the houses. This can be seen in various forms such as construction workers spend money locally. new households generate service needs in education health retail. (e.g. jobs in education, health, & transport).

4.26 In relation to the indirect relationship between housing and the economy:

- In areas of high cost housing the issue is recruiting to lower paid posts.
- In other areas, the key concern may be to alter the existing mix of housing in order to balance up the overall residential 'offer' to attract and retain different professions, age-groups and levels of seniority within the workforce.
- In growth or regeneration areas, housing is utilised as a catalyst to improve overall economic performance.
- A high level of confidence in an area can have a number of benefits in terms of jobs:
 - This residential experience is more likely to deliver economically active residents able to engage with wider market activities and opportunities. Evidence identifies that is a strong positive correlation between housing wealth and self employment.
 - Spending on improving or maintaining their homes is more likely and this will have a multiplier impact locally.

4.27 The Housing & Communities Agency's Employment Density Guide suggests that approximately 150 jobs arise from every 1,000 increase in population.

4.28 One of the challenges facing Ashfield is to ensure that there a sufficient choice of homes of the right type and quality of housing to ensure that appropriate job opportunities arise. Apart from the quality of housing, other factors can also play a significant role in influencing where people want to live and work. There are wider quality of life variables, such as crime, the quality of schooling and health. The evidence indicates that the life opportunities of younger people in the region are constrained by relatively low educational achievement and participation. Ashfield also has health issues compared to the East Midlands as a whole. This emphasises that an integrated approached is required in the Local Plan and other strategies in relation to economic, housing and quality of life issues.

Skills and Education

4.29 One way of increasing productivity is to invest in human capital, which is widely regarded as one of the most important elements of a healthy and prosperous economy. Investing in additional skills and education raises the amount of human capital (a person's knowledge and skills) which contributes toward higher wages for the person and higher productivity in terms of output from the worker. It can be seen that:

- As the industrial structure continues to change at a rapid rate, skills will be increasingly imperative for individual economic inclusion. Those with poor basic skills will be increasingly at risk of long-term exclusion from the labour market.
- With an aging population it is necessary to go beyond improving skills of young people as they will form only a small proportion of the overall workforce. Improvements in skills and learning needs to encompass the existing workforce.

4.30 As the Benchmarking the Economy and Labour market of Study¹⁹ identifies, skills are important as they enable individuals to enter and progress within the labour market. Further, areas with high proportions of skilled workers are likely to be less vulnerable to economic recessions as :

- Businesses with highly skilled staff may be better able to identify market opportunities, innovate and adapt to new technologies and attract and facilitate investment;
- Employers are less likely to shed skilled workers when attempting to reduce labour costs. They may have invested significantly in training such individuals, who also may be more difficult to replace when demand recovers.
- Skilled workers are also better equipped to access new employment opportunities if they are made redundant.

The D2N2 LEP evidence base identifies the need to increasing the number of higher skilled residents and developing and deepening a culture of innovation across the area.

4.31 The Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) Local Skills Report²⁰ sets out the essential evidence base underpinning our understanding of the skills demand and supply in the D2N2 region. It sets out an analysis and, a skills strategy and action plan. It identifies that in relation to skills and deprivations, deprivation increased in most D2N2 districts between 2015 and 2019 (Annex A1.10). Deprivation is particularly pronounced in income in Nottingham and Derby, and in Employment in Nottingham, Ashfield, Chesterfield and Mansfield.

4.32 For Ashfield the skills profile is an issue. Higher skill commuters from the wider area are likely to be working in a high proportion of the professional and managerial jobs in Ashfield such as Sherwood Business Park, whilst large proportions of residents of the District are relatively reliant on lower skill service-sector jobs. There is an over-representation in low value occupations as set out in Figure 4. (Although as this is based on The Census 2011 which is dated). This impacts on both the quality of employment, the rates of pay, and the vulnerability to future shocks (low skill jobs are particularly vulnerable across all sectors in the economy).

4.33 Ashfield has a low percentage of working age people qualified to Level 4. Stronger links are being developed between education and employment and learning providers

¹⁹ Benchmarking the Economy and Labour Market of Nottingham produced on behalf of the Nottingham Post by the Nottingham Business School (Nottingham Trent University) November 2014

²⁰ D2N2 Local Skills Report March 2021. https://d2n2lep.org/wp-content/uploads/2021/03/D2N2-Skills-Report-2021_APPROVED-compressed.pdf

and employers in the area are working to up-skill the existing labour supply to better meet demand. Given the need to improve the skills levels in the District and to link education and employment, there is a case for allowing greater flexibility to support education uses on employment land, which has traditionally been limited to business space uses.

- 4.34 Improving skills is a national priority for strengthening productivity performance given. It is important to improve both school performance and skills in the existing workforce. With economic restructuring there is an increasing need for people with high skill levels and the Council will support development proposals which seek to raise skill levels.

Figure 3: Proportion of LSOAs in most deprived 10% nationally (income, employment, education)

Source: Index of Multiple Deprivation, MHCLG, 2019, 2017 LEP boundaries/ D2N2 Local Skills Report 2021.

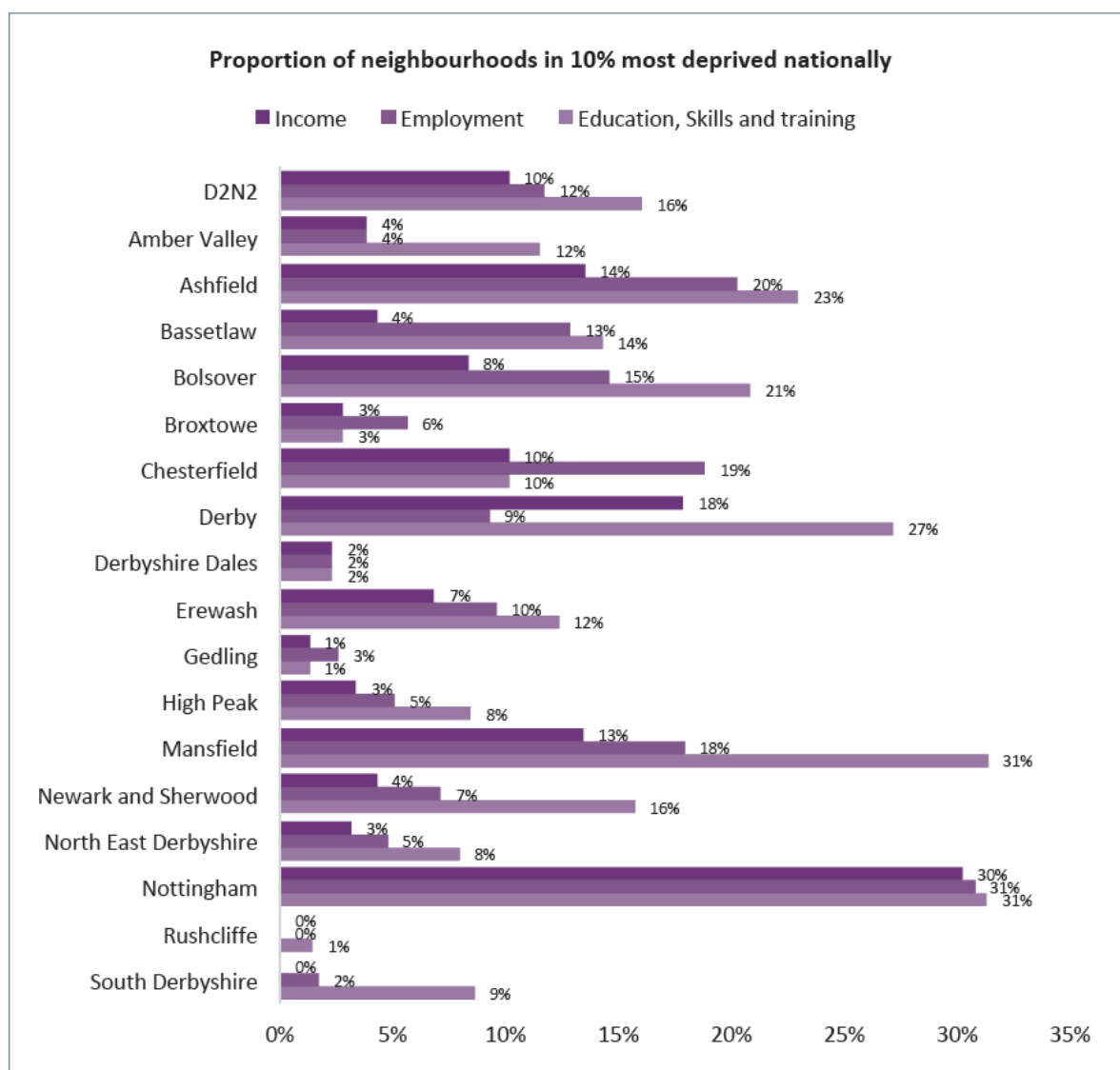
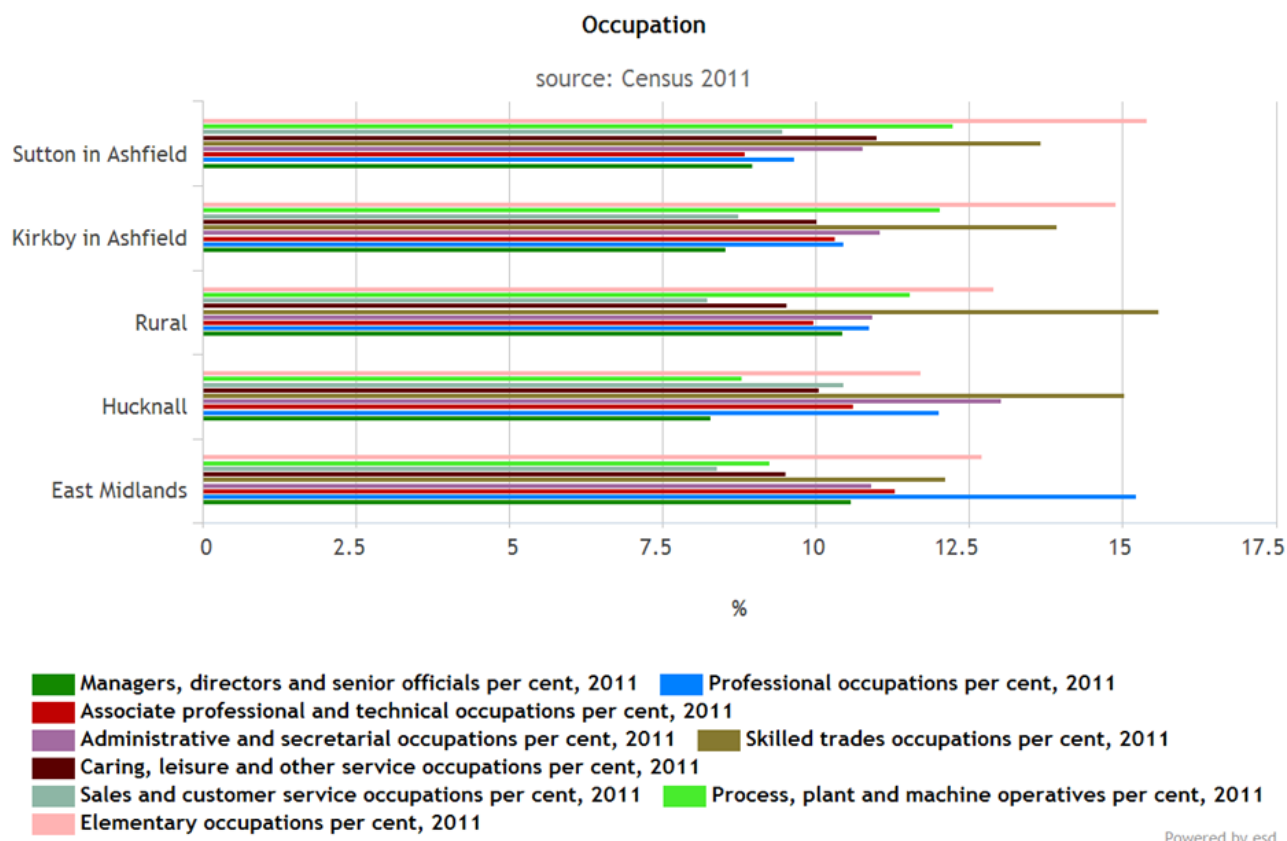


Figure 4: Ashfield District Occupation

Source Census 2011



Rural Areas

- 4.35 On the basis Rural and Urban Area Classification (DEFRA), Ashfield is regarded as being “other urban” in character. Therefore, Ashfield is predominately an urban economy. Nevertheless, there are rural areas within Ashfield. However, these areas do not face the same issues as found with isolated rural areas, such as parts of Lincolnshire and Derbyshire, where there is a heavy reliance on agriculture with limited employment opportunities in other sectors. Within Ashfield there are close links and small distances to the towns in Ashfield and the neighbouring districts.
- 4.36 The National Planning Policy Framework supports sustainable growth in rural areas, but this must be balanced with the protection of the countryside. Therefore, development should be focused in or adjacent to existing villages to protect and enhance the countryside. Decisions should be based on principles of sustainable development enabling the rural economy to diversify to provide new employment opportunities and services. There are sustainability issues as premises in rural areas can be highly dependent upon the private car and could encourage ‘reverse commuting’ from urban areas. However, sustainability cannot simply be seen in terms of transport as rural areas typically have a much more limited public transport system. The need to strengthen the rural economy should be balanced against the economic sustainability of the towns. The conversion of rural buildings

potentially provides a source of alternative employment, but this will depend on scale and impact.

4.37 An analysis of the supply of existing employment sites identified relatively few significant employment sites in the rural areas. Consequently, it is important that both the existing employment sites and exiting units are protected for the employment opportunities they provided within the rural environment. In the past a combination of council funding and funding from the Rural Development Commission has been utilised to provide small industrial. However, it is unlikely that the private sector will provide small units in the rural areas of the District. Therefore, where appropriate and where a demand for small units is identified within the rural area it is important that opportunities for funding are followed up.

Issues and drivers

4.38 Issues and drivers that are facing Ashfield, particularly in relation to the economy include:

- To support economic growth in the District and wider area.
- To facilitate the aims of D2N2 Strategic Economic Plan and draft Local Industrial Strategy.
- The District has traditionally relied on the manufacturing and construction sectors and there needs to be a more diverse local economy moving towards 'high value-added' services and manufacturing. The ELFS forecasts that the manufacturing sector will contract over the period to 2038 in terms of jobs.
- To provide a range and choices of buildings and sites suitable for various sectors of the property markets to support the growth of housing within the area.
- To protect employment land and premises unless it can be established that they are redundant and the building or site can no longer contribute towards the local economy.
- New employment will require higher level skills, so that businesses and the District can compete in both national and international markets. The past industrial history also results in negative perceptions of the District.
- To increase educational opportunities and skills of local people. Ashfield has lower than average education attainment levels in schools. There is a need to increase the skills and education in the labour market as low level skills creates a barrier to higher tech and higher value business locating in the area.
- There is a higher percentage of residents with no qualifications and those working in unskilled occupations in comparison to other areas.
- The District needs to build on the LEP growth initiative by continuing to encourage entrepreneurship and support to enable small business to survive and grow.

- With exceptions, levels of productivity in various sectors within the region are lower than the UK average.
- The socio-economic profile of the District is weighted towards skilled and unskilled manual trades such as manufacturing and construction. As a result of historical, cultural and socio-economic factors some areas of Ashfield demonstrate income levels that are significantly lower than average compared to neighbouring areas or regional figures.
- The working population is becoming older. Consequently, over time there needs to be a greater focus on retaining older workers in the labour market to ensure that a shortfall in the supply of workers does not prevent the District from realising its economic potential. There is a requirement to meeting the needs of all current and future populations in terms of business and job opportunities.
- There is a need to encourage and accommodate both indigenous and inward investment particularly in relation to identified Sectors which have the potential for growth.
- There is an on-going requirement to ensure that the environment is attractive to future growth sectors to improve performance in comparison with other locations.
- There are pockets of deprivation particularly within the urban area. Economic regeneration is particularly important in these areas of the town to help alleviate poverty.

Development policies

4.39 In the context of the evidence, it is considered that the following development principles should be applied to the determination of the Local Plan policies and priorities:

1. Development policies should work to address those physical and spatial issues which support 'Productivity' objectives as well as 'Sustainability' objectives:
 - Emphasis on significant weight being given to planning decision relating to economic growth and productivity.
 - Policies should identify that there may be circumstances where alternative uses of employment sites could be considered for employment generating uses other than for business class development.
2. Facilitate private sector involvement in the development of the employment infrastructure of the District (land, premises, communications and transport).
3. Through local action and policy, the District should maintain a supply of land and premises for new business, residential development and where appropriate for mixed uses including:
 - The identification of a variety of sites, in terms of both size and quality, for employment generating uses.

- The identification and protection of employment generating areas.
 - Facilitating working from home where there is no significant adverse impact on the neighbouring amenity.
4. Development decisions will consider accessibility, proximity of labour supply, upskilling and the potential for generating or supporting agglomeration benefits.
- Locational decisions will have regard to the proximity of labour supply and the potential to contribute to, and benefit from, agglomeration effects due to closeness of other businesses and infrastructure.
 - To priorities educational related development.
 - Development should look to facilitate local skills and training opportunities.
 - To build sufficient houses to meet the economic needs of the District.
 - To improve the housing and quality of life in Ashfield.
 - Good design to improve housing and the quality of the wider environment.
 - Planning Agreements which incorporate training within construction and other sectors as part of the proposed development.
 - Greater flexibility in relation to education uses on employment land.
5. Policy will seek to maximise the opportunities presented by a network of settlements.
- The Council should develop of a clear vision and role for all parts of the urban network, by framing regeneration activity within masterplans, which reflect the views of stakeholders as well as community aspirations.
6. Development should support and promote the diversification of rural areas.
- Development proposals in rural areas should make a positive contribution to supporting local business, extending employment opportunities, and enhancing service provision while taking into account the Policy objective of the Green Belt and countryside.
7. Development should improve the built environment through high standards of design.
- Using sustainable construction techniques and high standards of design in all development including housing and investment in the public realm to act as a catalyst for improving the quality of place.
 - Minimising the environmental impact on surrounding land uses.
 - Ensuring the separation of certain industrial uses from sensitive land uses, such as schools and housing.
 - Policies relating to sustainable construction techniques/informatives on site waste management plan.
8. Development should support and increase social cohesion and capture community benefit.
- Support initiatives which help to build social cohesion within the District's communities, particularly projects which make a demonstrable impact on reducing high levels of deprivation and developing the social economy.
 - Improving the access of disadvantaged groups to employment uses.

- Encouraging environmental and infrastructure improvements in the older industrial areas.
 - ‘Selling’ the district as a place to invest and succeed.
9. Policies and development will consider the needs for all types of infrastructure and utility connectivity.
- To ensure that a high level of connectivity is provided for the full range of utilities, including an appropriate level of information and communications technology (ICT), which will support both existing and future business development.
 - To integrate employment uses with existing transport infrastructure.
 - Promote opportunities for the provision, retention and enhancement of green infrastructure in both urban and rural areas so as to encourage more sustainable living patterns.
 - To explore ways of unlocking land values for community benefit and ensuring that public investment acts as a catalyst for private sector investment and involvement.

5.0 The Impact of Covid

- 5.1 The outbreak of Covid-19 pandemic has had and continues to have far reaching impacts on the economy and business across the country. Lockdown measures have led to unprecedented shutdowns of large parts of the economy with the implications in terms of macro economic trends being set out in the ELNS . It has also impact on anticipated future employment land requirements.
- 5.2 The various scenarios set out for Ashfield and the other council identified that there would have been a higher employment land requirement based on Experian's March 2020 Baseline . The analysis in the ELNS identifies that between 1997 and 2018, the Nottingham Outer HMA's economy averaged a 1.236% Compound Annual Growth Rate (CAGR) . This is significantly more than the Nottingham Core (0.481%), the East Midlands and UK rates (0.77% and 0.95% respectively). However, the Experian forecasts for September 2020 for the Plan period 2018 to 2038 anticipate a significant drop within the Outer HMA, the rate dropping by nearly two thirds to 0.452% (Ashfield 5,500 jobs at 0.447%). It identified that for the Nottingham Outer HMA, net job growth from 2018 to 2038 would have been 27% higher than the Pandemic-adjusted forecast . The ELNS identifies that this growth was anticipated to be driven by a strong past growth in B8 logistics jobs which is significantly higher than the September 2020 projection. It acknowledges that this may be seen as something of an anomaly, given that the Pandemic has seen a very strong growth in internet shopping and the need for last mile logistics in particular. (SEE PARA 8.39).
- 5.3 For every council in the Nottingham Core and Nottingham Outer HMA, the March 2020 Experian econometric projections forecast a much higher level of growth, equal to 9,100 additional jobs across the Core HMA and 4,100 jobs across the Outer HMA. The differential is more pronounced than for the UK as a whole, although the East Midlands regional fall is similarly.
- 5.4 The ELNS assesses the impact of COVID 19 by referencing the most recent macro-economic forecasts released by Experian at the end of September 2020. These projections reflect the 'Delayed-V-shape' scenario, which is Experian's base case. This base case 'delayed V-shaped' recovery scenario implies an overall GDP reduction of 11.7% for 2020, following the sharp decline recorded in April as lockdown measures and social distancing stifled consumer spending followed by a delayed recovery of 3.2% 2021-2027. Local area forecasts released by Experian in September 2020 provide an up-to-date view on the impact of Covid-19 for the study area. Though viewed as a very significant, albeit hopefully temporary shock, the forecasts imply a significant impact on all sectors of the economy and all parts of the study area .
- 5.5 The latest economic forecast from the Office for Budget Responsibility (OBR) in March 2021 is positive that with the rapid roll out of vaccines there is the prospect of a swifter and more sustained economic recovery. According to the OBR, GDP is expected to grow by 4 per cent in 2021 and to regain its pre-pandemic level in the second quarter of 2022, six months earlier than the OBR forecast in November although like Experian the OBR considers there would be some permanent "scarring" of the economy. Both the OBR forecasts and Experian forecasts used in the ELNS referred to above are therefore reasonably consistent in terms of a delayed but sustained economic recovery since their earlier predictions in November 2020.

- 5.6 The ELNS has also considered whether the current shift in working patterns will transform into a longer-term change of more people working from home with knock on effects in terms of demand for workspace. The consultants consider that it is too early to tell. The 2015 Homes and Communities Employment Density Guidance note is used by the study to translate jobs into floorspace. This guide provides employment densities associated with different types of property use, and it has been found to be a robust guide to employment land densities underpinning numerous ELRs across the country. As a part of this, an element of home working and 'hot-desking' is already factored into the employment densities, although nowhere near current levels. Whether there is a reduced requirement for office space over time remains to be ascertained.
- 5.7 As set out in the evidence base, Ashfield commission Lichfields to undertake the Ashfield Economic Recovery Plan. The report provides an initial assessment of Covid-19 economic impacts upon Ashfield's economy and the implications this poses. The report is supplemented by regular updates in statistical information setting out the current position in Ashfield.

6.0 Key Employment Sites

6.1 The ELNS²¹ considers the spatial characteristics and quality of the existing and allocated employment sites across the 8 authorities and their suitability to meet future office, light industrial, general industrial and storage/distribution development needs and their likely deliverability. The assessment focused on the larger strategic employment sites in the sub-region, generally coming from the following key sources:

- Local Plan Allocations; designated employment sites under policies in the respective Council's adopted local development frameworks;
- Extant planning permissions: other sites with extant planning permission (i.e. permissions that have not yet expired and could be implemented) for employment development (as of November 2020); and
- Potential employment site allocations.

The ELNS identifies that a second stage assessment to be undertaken by councils and will generally focus on smaller industrial sites and business parks.

6.2 In accordance with the Planning Practice Guidance²² the assessments by Lichfields focused on the following criteria:

1. Site Context;
2. Local Plan designations / SHLAA status;
3. Planning History;
4. Current Use and Land Type;
5. Current occupier profile (if partly developed) and Net Developable Area;
6. Physical limitations or problems such as strategic road/local access, infrastructure, ground conditions, flood risks, pollution or contamination (where known);
7. Proximity to labour, public transport and services;
8. Potential impacts including the effect upon nature and heritage conservation;
9. Environmental/amenity impacts experienced by would be occupiers and neighbouring areas;
10. Barriers to Delivery, including ownership constraints (if provided by the Commissioning Group, or detailed within adopted planning documents);
11. Appropriateness and likely market attractiveness (including vacancy and market activity on site) for the type of development proposed; and
12. Strategic Fit with the Growth Area Objectives (particularly the site's fit with the industrial market growth sectors targeted by D2N2).

Alongside site visits undertaken by Lichfields, the analysis was supplemented by discussions with key stakeholders such as commercial agents and council officers.

6.3 The site assessment result for each site is based on a rounded qualitative

²¹ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study, 2021 Lichfields - Stage 2) Review of Strategic Employment Sites Portfolio

²² Planning Practice Guidance Housing and Economic Land Availability Assessment. Paragraph: 015
Reference ID: 3-015-20190722 Revision date: 22 07 2019

judgement which reflects a detailed consideration of the following key issues:

1. Sustainability – whether a site demonstrates characteristics that make it sustainable, such as being previously developed land; accessible by public transport; compatible with neighbouring uses; and in an area at a lower risk of flooding.
 2. Market Attractiveness – whether a site is: likely to be commercially attractive from a developer’s perspective (taking into account the possible need for site remediation, levelling and off-site and on-site infrastructure work); in an area of strong demand; and likely to be viewed as attractive by agents/occupiers.
 3. Policy Adherence – whether there are any known policy constraints affecting the site or immediate surrounding area. These may relate to the natural built and/or historic environment, such as whether the site lies within the Green Belt.
- 6.4 For Ashfield various sites were assessed including some sites that were linked to potential projects in relation to the Towns Fund bid. Consequently, they included sites which had not been put forward for employment purposes through the SHELAA. The results of the assessment for Ashfield are set out below with the associated recommendations. The implication for the Local Plan is the need to either allocate sites or protect existing employment sites.

Table 11: Summary of Ashfield Employment Site Assessments

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, Lichfields.

Site Name Recommendation	Size	Site Rating	ELNS Ref No	Recommendation
Lowmoor Business Park	-	Good	3	Protect for employment uses – the boundary should include the entire employment area.
Sherwood Business Park	-	Very Good	5	Protect for employment uses – the boundary should include the whole Sherwood Business Park including the existing employment allocations.
The County Estate Nunn Brook Road/ Brookside Way	-	Good	7	Protect for employment uses – the boundary should include the whole County Estate Nunn Brook Road/Brookside Way Industrial Estate.
Calladine Business Park	-	Good	8	Protect for employment uses.
Hamilton Road	-	Average		Protect for employment uses.
Summit Park, Sherwood Way South	1.9	Very Good	9	Allocate for employment uses Retain current employment designation.
Oddicroft Lane	2.35	Good	4	Allocate for employment uses – the boundary should include the entire employment area.
Park Lane Business Park	1.2	Average	6	Allocate for employment uses and protect the remainder for employment uses, the boundary should include the whole Park Lane Business Park site.

Common Road, Industrial Estate, Export Drive	5.7	Good	10	Allocate for employment uses, with the remainder of the site protected for employment uses including the whole Common Road/Export Drive Industrial Estate.
Fulwood Industrial Estate, Fulwood Road	1.52	Good	11	Allocate for employment uses and protect remainder of site for employment uses – the boundary should include the whole Fulwood Road Industrial Estate. The Fulwood Road North/Fulwood Industrial Estate EM1sf site which is allocated in the Ashfield Local Plan Review should be retained for employment.
Harrier Park	20	Very Good	2	Allocate for employment uses, with the exception of land proposed for residential development under pending planning application ref. V/2020/0553 to the south east of the Rolls-Royce plant.
Extension/new site in the vicinity of Sherwood Business Park, Junction 27 M1 Motorway		Average	12/13	Allocate the northern site for employment uses, do not allocate the southern site. It is considered that the northern site is suitable for the provision of employment uses as an extension of the adjacent Sherwood Business Park, subject to demonstration of exceptional circumstances for removal from the Green Belt and overcoming the access issues and other constraints. As the majority of the southern site is substantially impacted by HS2 Safeguarding Land, both in terms of the route and also for a major compound and temporary material stockpile, this would result in a limited developable area. Therefore, it is not suitable for allocation for alternative uses at the current time. However, should the situation with HS2 change and the land is no longer safeguarded then this site could be developed for employment uses subject to addressing the identified constraints.

N.B. For further information please see ELNS:

- Appendix 2, Figure A2.6 Ashfield District Strategic Employment Site Appraisals Map.
- Appendix 4 Site Assessment Pro-Formas.

7.0 Employment Land Needs (Demand)

- 7.1 As has been set out in Section 2, the traditional definition of employment land has become more difficult following the changes in Use Class in September 2020 with office, research and development and light industrial being moved from Use Class B1 to Use Class E, which includes a number of other uses. Therefore, it is stressed that employment land relates to the use of land for office, light industrial, research and development, general industrial and storage and distribution (including logistics).

Growth options that were considered

- 7.2 When looking at predicting future growth, there are three main factors which can drive projections work – demographic change, change in the number of new dwellings and change in employment provision. These three factors are all interrelated – an increase in employment in the area may lead to in-migration and thus population growth, which requires additional housing provision, or lack of sufficient housing provision may cause people to move out of the area, taking their employment skills with them and discouraging employers from developing within the local economy.
- 7.3 PPG²³ identified that future needs can be based on using a variety of methods. These reflect:
- Economic and employment forecasts and projections ('labour demand techniques'). They estimate future employment land needs based on a market led approach reflecting anticipated future jobs which is translated into employment land requirements. This is typically based on information from commercial forecasters such as Experian, Cambridge Econometrics or Oxford Economics. The ELNS utilises Experian's Local Market Quarterly Forecasts for September 2020.
 - Demographically derived assessment of future employment needs ('labour supply techniques'). Essentially these are dwelling lead. They reflect population projections and estimates, constrained and unconstrained against likely future housing stock, household projections/estimates and resident labour supply projections. The amount of employment land required reflects that needs to provide full employment for the expected population of the area. (Full employment' means that labour demand matches the capacity of the local labour market). In broad terms, this is related to housing delivery. More than anticipated housing required would result in residents having to travel out of the area for jobs. Less than anticipated housing would result in the additional commuting into the area to meet labour demand.
 - Analyses based on the past take-up of employment land and property and/or future property market requirements. In Ashfield case, this reflects the records of delivery of offices, and industrial premises on allocated employment land sites. This is taken from the Employment Land Monitoring Reports which date back to 2000. Past trends in the completion rates of employment floorspace offer an

²³ Planning Practice Guidance Housing and economic needs assessment

alternative view of how the demand for employment space might change in the future. However, they can also be misleading as trends may change over time.

In addition to these methods, the PPG stresses that it is important that there should be consultation with relevant organisations, studies of business trends, an understanding of innovative and changing business models, particularly those which make use of online platforms to respond to consumer demand and monitoring of business, economic and employment statistics.

7.4 In order to fulfil the requirements of national planning policy and the national planning guidance, ELNS uses a variety of scenarios to assess a range of employment space needs for both industrial/warehousing space and office floorspace. These are:

- Baseline employment forecasts (labour demand), using Experian's Local Market Quarterly Forecasts for September 2020 (compared to the pre-Covid 19 March 2020 projection).
- Regeneration-led econometric model, which is based on the Experian Forecasts but factors in the priority sectors targeted in the D2N2's "Spark in the UK's Growth Engine Strategic Economic Plan - 2019-2030". This refers to 11 priority sectors important to the D2N2 economy for different reasons and which require different interventions in order to effectively contribute to productivity growth. The Experian Baseline figures are adjusted through a policy requirement.
- Estimated growth in the local labour supply and the jobs/employment space that this could be expected to support. This is based upon the Government's the 2014 household projections and an adjustment to take account of affordability, using the 2019 median workplace-based affordability ratios which form the formula sets out under the standard methodology²⁴ for calculating housing need.
- Consideration of past trends in completions of employment space based on monitoring data collected by the Councils, and how these trends might change in the future.

²⁴ National Planning Policy Framework, Paragraph 60 and Planning Practice Guidance Housing and economic needs assessment.

Table 12: Range of Growth Scenarios/Approaches

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021

N.B. Additional information on the scenarios is available in the ELNS, Section 8, Growth Scenarios

	Basis	ELNS Scenarios
Labour demand	Forecasts of job demand by sectors.	· Experian September 2020 Baseline. · Experian March 2020 Baseline. · Regeneration Scenario (subject to policy intervention).
Labour supply	Housing requirements reflect the growth of workplace population assuming current commuting rates continue.	· 2014 – Based SNPP. · Current Standard Method (SM) (481 dwellings per annum)²⁵.
Past completions	Net annual completions of industrial & office space projected into the future.	Past Take Up Rates.

7.5 To arrive at the land requirements for offices, general industrial and distribution the ELNS sets out the following:

For labour demand and labour supply approach

Jobs - Consider changes in 'employment land' jobs 2018 to 2038.

**Translate jobs into net floorspace (sq m) and land requirements (ha).****Add a flexibility factor****Add anticipate future losses****TOTAL 'EMPLOYMENT LAND' FLOORSPACE AND LAND REQUIREMENTS 2018 to 2038**

²⁵ The current Standard Method formula inputs identify a dwelling requirement for Ashfield of 457 dwellings per annum which indicates that the labour supply figure are slightly overstated.

Past Take Up Rates.

Derive total land developed for 'employment land' purposes for a specific period of 'x' years. (ELNS uses 2000 to 2020)



Deduct losses over the same period to arrive at a net floorspace and land requirements. Divide the figure by the specific period of 'x' years to derive an annual figure for development



Project net annual figure for 'employment land' over the relevant period (2018 to 2038)



Add a flexibility factor



Add anticipate future losses



TOTAL 'EMPLOYMENT LAND' FLOORSPACE AND LAND REQUIREMENTS 2018 to 2038

Jobs and Net Land/Floorspace Requirements

- 7.6 Table 13 sets out the jobs forecast or projected under each scenario in the ELNS together with the net floorspace and land requirements associated with offices, light industrial, general industrial and warehousing for the authorities comprising the Nottingham Outer Housing Market Area. A separate figure is identified for Hucknall reflecting the close links that this part of the District has to the Nottingham Core FEMA.
- 7.7 Only jobs in specific sectors are anticipated to require employment land for office, industrial or distribution purposes. An expansion of jobs in these sectors will require an increase in employment land, a fall of jobs in these sectors will reduce the requirement for employment land. The various jobs scenarios are translated into floorspace requirements based on assumptions about which sectors would require floorspace provision namely the office and industrial/warehousing sectors formerly known as the B class sector.
- 7.8 An analysis of the growth in jobs is set out in ELNS, Section 8 in relation to the various scenarios. The labour demand scenarios estimate the total number of

additional jobs for the period from 2018 to 2038 to be in the range of 5,500 – 7,473²⁶ (the Regeneration Scenario prediction is for an additional 1,793 jobs on top of the September 1,973 Experian Forecast). The scenarios, break down the jobs into 'employment land' jobs. The implication is that, due to a substantial anticipated decline in general industrial jobs (-2,977), there will be a decline in 'employment land' jobs by -1,547 jobs. Job growth would be seen in office (808), light industrial (198) and distribution (423). The Regeneration Scenario would see a reduction in the 'employment land' losses to -66 jobs. This substantially reflects a rise in jobs offices (1,553) and additional jobs in light industrial (to 206 jobs) and distribution (to 686 jobs). There would also be a small reduction in the loss rate for general industrial jobs to -2,512.

7.9 The labour supply arrives at total jobs. To calculate the employment floorspace implications of these projections, the same assumptions concerning vacancy rates and employment densities as per the Experian September baseline econometric demand-side forecasting work were applied to these job projections. The same distribution of employment by Use Class as the Experian baseline scenario was also applied. The labour supply model gives an estimation of the potential numbers of people in the labour force and therefore the base labour supply forecast (Scenario 4) is indicative of the number of jobs needed as a minimum to sustain employment based on the 2014 household projections. The Standard Method (Scenario 5) uplift the housing need by an affordability factor (which assumes the additional homes will 'inflate' the population of the authority area) providing an uplift to the potential labour supply. The labour supply scenarios (scenarios 5 and 6) estimate additional labour supply between 7,501 jobs – 8,670²⁷ jobs. However, the Study identifies that there is no way of knowing whether the affordability uplift to the local housing need assessment would result in additional people residing in the area and forming part of the labour force.

7.10 Labour supply also has to be seen in the context that the relationship between labour supply derived from population growth (i.e. households) and the actual demand for labour is not straightforward. It is not correct to assume that lifting the labour supply would automatically increase jobs as this would depend upon the demand created by employers. If demand is insufficient, unemployment would rise and economic activity rates would fall and/or potentially there would be more out-commuting. Conversely, if demand is more than sufficient the opposite effect happens.

7.11 To calculate net employment changes, it considers the following:

- The future change in jobs over the plan period, is equal to the jobs to be gained in new and expanding employment units, minus the jobs to be lost in closing and contracting employment units.
- Jobs are converted into floor space based on assumptions regarding the amount of floorspace required per job in relation to the nature of the

²⁶ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study Table 8.3 & 8.10

²⁷ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study Table 8.12 & 8.13

development, whether it is offices, light industrial general industrial or distribution²⁸.

- The capacity of land to accommodate floorspace is typically identified as the 'plot ratio'. A plot ratio of 1:4000 (often referred to as a percentage, in this case 40%) identifies that for each hectare of land (10,000 sq m) can accommodate 4,000 sq m of floorspace. For industrial units, while there may be exceptions, they are typically single storey and limited by the amount of circulation space required. Consequently, the evidence indicated that they will usually be around 40% in terms of plot ratio. Offices are different and will vary dependent on where they are located. For example, a much higher plot ratio is likely to be achieved in city centres.

Table 13: Forecast Employment Change in the Nottingham Outer HMA districts 2018-2038 & Net Floorspace Requirements floorspace/land requirements for 2018 to 2038

Source: Nottingham Core and Nottingham Outer HMAs Employment Land Needs Study, Tables 8.3, 8.5, 8.10, 8.12, 8.13, 8.14, 8.24, 8.25, 8.26, 8.27, & 8.28

Notes

*includes a proportion of public sector employment and administration & support services

** includes some manufacturing, vehicle repair and some construction activities

*** includes manufacturing and some construction/utilities

****includes elements of transport & communications sectors

Experian March 2020 Baseline Total Workforce Jobs

	Total Office / Industrial / Distribution Jobs	Other Jobs	Jobs in All Sectors	Office* Net floorspace sq m	Light Industrial ** Net Land ha	B2 General Industrial* ** Net Land ha	B8 Warehousing**** Net Land ha	Total Industrial Net Land ha
Ashfield	-714	8,014	7,300	10,741	6.38	-11.62	12.30	7.06
...of which located in Hucknall	-117	1,311	1,194	1,757	1.04	-1.90	2.01	1.16
Mansfield	1,013	3,487	4,500	8,343	11.6	-2.16	1.53	10.97
Newark & Sherwood	1,650	5,650	7,300	12,573	5.87	-1.31	11.75	16.31
OUTER HMA	1,949	17,151	19,100	31,657	23.85	-15.09	25.58	34.34

²⁸ For the purposes of the ELNS it has been assumed that: One general office workforce job requires 12.5 sqm of employment floorspace (Gross External Area [GEA]); One light industrial job requires 54 sqm of employment floorspace [GEA]; One general industrial workforce job requires 36 sqm of employment floorspace [GEA]; 4 One job per 64.5 sqm for general, small scale warehouses (assumed to account for 50% of all requirements) and 1 job per 79 sqm for large scale, lower density warehouses⁹¹ (assumed to account for the remaining 50% of all requirements).

Experian September 2020 Baseline Total Workforce Jobs

	<i>Total Office / Industrial / Distribution Jobs</i>	<i>Other Jobs</i>	<i>Jobs in All Sectors</i>	<i>Office* Net floorspace sq m</i>	<i>Light Industrial** Net Land ha</i>	<i>B2 General Industrial** Net Land ha</i>	<i>B8 Warehousing**** Net Land ha</i>	<i>Total Industrial Net Land ha</i>
Ashfield	-1,547	7,047	5,500	10,914	2.89	-13.40	8.20	-2.31
...of which located in Hucknall	-253	1,153	900	1,785	0.47	-2.19	1.34	-0.38
Mansfield	706	2,694	3,400	8,915	10.15	-2.95	0.11	7.30
Newark & Sherwood	1,472	4,628	6,100	13,806	4.50	-1.39	8.69	11.80
OUTER HMA	631	14,369	15,000	33,635	17.54	-17.74	17.00	16.79

Regeneration workforce job change

	<i>Total Office / Industrial / Distribution Jobs</i>	<i>Other Jobs</i>	<i>Jobs in All Sectors</i>	<i>Office* Net floorspace sq m</i>	<i>Light Industrial** Net Land ha</i>	<i>B2 General Industrial** Net Land ha</i>	<i>B8 Warehousing**** Net Land ha</i>	<i>Total Industrial Net Land ha</i>
Ashfield	-66	7,540	7,473	20,972	3.01	-11.30	13.29	5.00
...of which located in Hucknall	-11	1,233	1,233	3,431	0.49	-1.85	2.17	0.82
Mansfield	1,036	4,039	5,075	11,348	10.15	-2.95	3.02	10.21
Newark & Sherwood	2,230	5,803	8,033	20,209	4.50	-0.74	11.41	15.17
OUTER HMA	3,200	17,382	20,581	52,529	17.66	-14.99	27.72	30.38

Projected population and labour force change associated with 2014-based SNPP

	<i>Total Office / Industrial / Distribution Jobs</i>	<i>Other Jobs</i>	<i>Jobs in All Sectors</i>	<i>Office* Net floorspace sq m</i>	<i>Light Industrial** Net Land ha</i>	<i>B2 General Industrial** Net Land ha</i>	<i>B8 Warehousing**** Net Land ha</i>	<i>Total Industrial Net Land ha</i>
Ashfield			7,501	13,781	4.92	-12.47	12.09	4.54
...of which Hucknall*			2,091	3,493	1.68	-1.64	3.66	3.70
Mansfield			1,770	6,264	8.49	-3.58	-8.21	4.11
Newark & Sherwood			2,234	7,093	1.73	-3.13	2.23	0.83
Outer HMA TOTAL			11,505	27,138	15.14	-19.18	13.51	9.48

Projected population and labour force change associated with the Government's Standard Method for Calculating Housing Need, 2018-38

	<i>Total Office / Industrial / Distribution Jobs</i>	<i>Other Jobs</i>	<i>Jobs in All Sectors</i>	<i>Office* Net floorspace sq m</i>	<i>Light Industrial** Net Land ha</i>	<i>B2 General Industrial** Net Land ha</i>	<i>B8 Warehousing**** Net Land ha</i>	<i>Total Industrial Net Land ha</i>
Ashfield			8,670	15,456	6.11	-11.93	14.36	8.54
...of which Hucknall*			2,417	3,960	2.01	-1.49	4.29	4.82
Mansfield			2,355	7,216	9.09	-3.35	-0.050	5.23
Newark & Sherwood			4,247	10,588	3.17	-2.22	5.59	6.55

Past Take up Rates

	<i>Total Office / Industrial / Distribution Jobs</i>	<i>Other Jobs</i>	<i>Jobs in All Sectors</i>	<i>Office* Net floorspace sq m</i>	<i>Light Industrial** Net Land ha</i>	<i>B2 General Industrial** Net Land ha</i>	<i>B8 Warehousing**** Net Land ha</i>	<i>Total Industrial Net Land ha</i>
Ashfield				24,240	5.85	13.08	50.96	69.88
...of which Hucknall*				280	2.10	4.71	5.78	12.59
Mansfield				-20,155	4.91	1.28	5.29	11.47
Newark & Sherwood				40,872	6.82	35.23	32.30	74.35
Outer HMA TOTAL				44,957	17.58	49.59	88.55	155.70

Table 14: Ashfield Net Floorspace Requirements floorspace/land requirements for 2018 to 2038

Source: Nottingham Core and Nottingham Outer HMAs Employment Land Needs Study, Tables 8.3, 8.5, 8.10, 8.12, 8.13, 8.14, 8.24, 8.25, 8.26, 8.27, & 8.28

Notes

*includes a proportion of public sector employment and administration & support services

** includes some manufacturing, vehicle repair and some construction activities

*** includes manufacturing and some construction/utilities

****includes elements of transport & communications sectors

		<i>Office* Net floorspace sq m</i>	<i>Light Industrial** Net Land ha</i>	<i>B2 General Industrial** Net Land ha</i>	<i>B8 Warehousing**** Net Land ha</i>	<i>Total Industrial Net Land ha</i>
Experian March 2020 Baseline Total Workforce Jobs	Ashfield	10,741	6.38	-11.62	12.30	7.06
	...of which Hucknall*	1,757	1.04	-1.90	2.01	1.16

Experian September 2020 Baseline Total Workforce Jobs	Ashfield	10,914	2.89	-13.40	8.20	-2.31
	<i>...of which Hucknall*</i>	1,785	0.47	-2.19	1.34	-0.38
Regeneration workforce job change	Ashfield	20,972	3.01	-11.30	13.29	5.00
	<i>...of which Hucknall*</i>	3,431	0.49	-1.85	2.17	0.82
Projected population and labour force change associated with 2014- based SNPP	Ashfield	13,781	4.92	-12.47	12.09	4.54
	<i>...of which Hucknall*</i>	3,493	1.68	-1.64	3.66	3.70
Projected population and labour force change associated with the Government's Standard Method for Calculating Housing Need, 2018-38	Ashfield	15,456	6.11	-11.93	14.36	8.54
	<i>...of which Hucknall*</i>	3,960	2.01	-1.49	4.29	4.82
Past Take up Rates	Ashfield	24,240	5.85	13.08	50.96	69.88
	<i>...of which Hucknall*</i>	280	2.10	4.71	5.78	12.59

Hucknall figure has been derived on a proportionate basis as c.16% of total BRES 2019 employment in Ashfield District is based in the four wards of Hucknall.

7.12 Table 14 sets out the net employment land requirements. However, in addition to the net figures, it is necessary to consider:

- a) A flexibility factor;
- b) Future losses of employment land (Churn).

Flexibility Factor

7.13 Net land/floorspace requirements in anticipated to provide enough land to meet the specific land requirements identified in the analysis. However, in this context, a number of aspects need to be considered including the following:

- Employment buildings take time to be brought forward in relation to planning permission, roads, services and the construction of the buildings. In some cases, this time scale can be significant.
- There needs to be some element of choice to meet the qualitative requirements of different occupiers.
- Forecasting jobs through labour supply or labour demand is not a precise science and may underestimate the requirement.

7.14 The ELNS recommends a margin of additional employment space to be added to the planned requirements in order to provide a degree of flexibility and choice to ensure

the smooth operation of the employment space market. This allowance is set equal to the equivalent of two years of take up for each council and is a standard assumption commonly used for employment land studies. Table 15 sets out the flexibility factor for Ashfield.

Table 15: Ashfield Flexibility Factor Allowances

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, Table 8.17.

Ashfield

	Net Average Annual Take-up	2-year Flexibility Factor Added 2018-2038
Office	1,212 sqm	2,424 sqm
Light Industrial	0.29 ha	0.58 ha
General Industrial	0.65 ha	1.31 ha
Distribution	2.55 ha	5.10 ha

...of which Hucknall

	Net Average Annual Take-up	2-year Flexibility Factor Added 2018-2038
Office	14 sqm	28 sqm
Light Industrial	0.11 ha	0.21 ha
General Industrial	0.24 ha	0.47 ha
Distribution	0.29 ha	0.58 ha

Table 15: Ashfield Flexibility Factor Allowances

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, Table 8.17.

Losses (Churn)

7.15 It is necessary to consider the implication of future losses of employment land. That is land which was formally used for employment purposes but has gone to other uses such as developed for housing. There are potentially a number of options:

- To ignore any losses. However, this may result in an underestimation of requirements and given that it is a standard approach to take losses into account it is likely to be challenged.
- To make an assumption that a given percentage of the existing stock will be replaced each year and will require replacing on employment allocations. However, there is no evidence of what percentage of stock should be replaced each year.
- To project past losses, if known, into the future. The question that arises in this context is whether future losses will be different from past losses?
- To undertake a qualitative assessment of employment sites and locations and reach a judgement whether there are no longer economically suitable or viable for employment purposes.

7.16 The past losses experienced by Ashfield are set out in Table 16. The ELNS discusses losses at length²⁹ and sets out recommendations where the annual losses identified are carried forward for the period 2018 to 2038. This results in losses to be taken into account under Lichfields recommendation for Ashfield as follows:

- Offices = 10,560 sq m (528 sq m per annum multiplied by 20 years).
- Industrial = 42.03 sq m (2.1015 ha per annum multiplied by 20 years).

²⁹ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, Losses and Net Completions paragraph 5.49 onwards, Appendix 1 Discussion on the Scale of Loss Replacement

Table 16: Ashfield Floorspace Losses

Source Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021.

Industrial

	2000/01 - 2008/09	2009 / 10	2010 / 11	2011 / 12	2012 / 13	2013 / 14	2014 / 15	2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	TOTAL
Ashfield Floorspace Sq m	84,120	160	26,520	880	1,960	2,760	20,960	7,400	0	2,040	7,880	13,440	168,120
Ashfield Land ha	21.03	0.04	6.63	0.22	0.49	0.69	5.24	1.85	0	0.51	1.97	3.36	42.03
...of which located in Hucknall Floorspace	24,640	0	0	0	1,960	0	4,680	0	0	2,040	480	1,640	35,440
Land ha	6.16	0	0	0	0.49	0	1.17	0	0	0.51	0.12	0.41	8.86

Office

	2000/01 - 2008/09	2009 / 10	2010 / 11	2011 / 12	2012 / 13	2013 / 14	2014 / 15	2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	TOTAL
Ashfield sq m	1,920	7,600	0	0	0	0	0	0	0	0	1,040	0	10,560
...of which located in Hucknall sq m	520	0	0	0	0	0	0	0	0	0	0	0	520

Table 16: Ashfield Floorspace Losses

Source Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021.

7.17 Table 17 sets out the ELNS identified requirements after taking into account net floorspace and land requirements, a flexibility factor and future losses:

Table 17: Ashfield Employment Land Scenarios

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021

2018-2038		Offices/R & D sq m	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial (ha)
Experian Baseline March 2020	Net	10,741	6.38	-11.62	12.30	7.06
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	23,725	19.44	17.57	19.06	56.08
Experian Baseline September 2020	Net	10,914	2.89	-13.40	8.20	-2.31
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	23,898	15.95	15.80	14.96	46.71

2018-2038		Offices/R & D sq m	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial (ha)
Regeneration	Net	20,972	3.01	-11.30	13.29	5.00
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	33,956	16.07	17.89	20.06	54.01
2014 based SNPP	Net	13,781	4.92	-12.47	12.09	4.54
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	26,765	17.98	16.73	18.85	53.56
Current SM (481dpa)	Net	15,456	6.11	-11.93	14.36	8.547
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	28,440	19.17	17.27	21.13	57.56
Past Take up rates	Net	24,240	5.85	13.08	50.96	69.88
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	37,224	18.90	42.27	57.72	118.90

Hucknall

7.18 The Nottingham Outer HMA authorities are identified as a FEMA, however, this does not prevent overlapping occurring between areas. Whilst Hucknall is within the administrative boundaries of Ashfield/Outer HMA, it is highly connected to the Core HMA and could be viewed as being located within that FEMA. Therefore, the ELNS has identified employment land figures for Hucknall but they comprise part of the total employment land requirements for the District of Ashfield. Table 18 below sets out employment land figures that could relate specifically to Hucknall. The figures for Hucknall are derived on a proportionate basis as c.16% of total BRES 2019 employment in Ashfield District is based in the four wards of Hucknall.

Table 18: Ashfield of which Hucknall Employment Land Scenarios

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021 2021

2018-2038		Offices/R & D sq m	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial (ha)
Experian Baseline March 2020	Net	1,757	1.04	-1.90	2.01	1.16
	+ Flexibility Factor	28	0.21	0.47	0.58	1.26
	+ Loss Replacement	520	2.23	4.97	1.67	8.86
	Requirement	2,305	3.48	3.54	4.26	11.27
Experian Baseline September 2020	Net	1,785	0.47	-2.19	1.34	-0.38
	+ Flexibility Factor	28	0.21	0.47	0.58	1.26
	+ Loss Replacement	520	2.23	4.97	1.67	8.86
	Requirement	2,333	2.91	3.25	3.59	9.74
Regeneration	Net	3,431	0.49	-1.85	2.17	0.82
	+ Flexibility Factor	28	0.21	0.47	0.58	1.26
	+ Loss Replacement	520	2.23	4.97	1.67	8.86

2018-2038		Offices/R & D sq m	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial (ha)
Requirement		3,979	2.92	3.59	4.42	10.94
2014 based SNPP	Net	3,493	1.68	-1.64	3.66	3.70
	+ Flexibility Factor	28	0.21	0.47	0.58	1.26
	+ Loss Replacement	520	2.23	4.97	1.67	8.86
	Requirement	4,041	4.12	3.80	5.91	13.82
Current SM (481dpa)	Net	3,960	2.01	-1.49	4.29	4.82
	+ Flexibility Factor	28	0.21	0.47	0.58	1.26
	+ Loss Replacement	520	2.23	4.97	1.67	8.86
	Requirement	4,508	4.45	3.95	6.54	14.93
Past Take up rates	Net	280	2.10	4.71	5.78	12.59
	+ Flexibility Factor	28	0.21	0.47	0.58	1.26
	+ Loss Replacement	520	2.23	4.97	1.67	8.86
	Requirement	828	4.54	10.14	8.03	22.71

7.19 From Table 17 the following can be identified:

Experian September 2020 Baseline and Regeneration Scenario (subject to policy intervention).



- **Offices floorspace** requirements range from **23,998 to 33,956** sq m.
- **Industrial land** ranges from **46.71 to 54.01** ha.

2014 – Based SNPP and Current Standard Method (SM) (481 dwellings per annum).



- **Offices floorspace** requirements range from **26,765 to 28,440** sq m.
- **Industrial land** ranges from **53.56 to 57.56** ha.

Past Take Up Rates.



- **Offices floorspace** requirements 37,224 sq m.
- **Industrial land** requirements **118.90** ha.

Therefore, in terms of employment land, the Regeneration and Standard Method (481 dpa) give similar results. However, past take up rates identify a substantial different figure of 118.90 ha for industrial land to 2038.

Issues for Ashfield

Past Take up rates

- 7.20 The ELNS identifies in relation to past take up rates that *‘Because they reflect actual development patterns on the ground, in some cases long term completion rates of employment floorspace can provide a reasonable basis for informing future land needs. Completions over such a period as ten years or more should even out demand fluctuations over a business cycle and normally provide a reasonable basis for estimating future need provided land supply has not been unduly constrained or influenced by other policy factors.’*
- 7.21 Past take up rates are a historic trends analysis, which examining the level of employment land take-up and projecting this forward to estimate future land demand. However, the future demand picture may not reflect past trends and some adjustments may be needed. For example, this approach assumes that past trends of office and industrial development in both a relatively buoyant as well as recessionary economic period would continue unchanged but may not fully reflect the impacts of future challenges and uncertainties or longer term workplace trends that could reduce future demand for space. Conversely, it may under-estimate future demand if the supply was constrained in the past, for example because of the unavailability of good quality sites or infrastructure/viability factors³⁰.
- 7.22 Unlike the Experian analysis, Past take Up Rates take no account of potential impacts from Brexit and Covid-19. The comparison between Experian March 2020 jobs figures and September 2020 jobs figures highlights the anticipated impact on jobs from Covid.
- 7.23 In relation to the ELNS past annualised rates for offices, general industrial and distribution are projected forward for the period 2018 to 2038. The Council do not monitor separate figures for light industrial. Consequently, the ELNS separates out a light industrial figure by an indicative split has been derived through the application of the September 2020 Experian Use Class breakdown for 2018.
- 7.24 The ELNS identifies that monitoring data on past completions and losses on office, industrial (light and general) and distribution uses was provided by the councils as follows:
- Mansfield DC, Broxtowe BC, Erewash BC, Gedling BC, Nottingham City and Rushcliffe BC for the period between 2011/12 and 2019/20;
 - Newark & Sherwood DC for the period between 2009/10 and 2019/20; and
 - Ashfield DC for the period between 2000/01 and 2019/20.
- 7.25 Analysis of the Ashfield monitoring records identifies that there was substantial development for the period 2000 to 2007/08 of 81 ha with total development to 2000 of 121.61 ha.

³⁰ Nottingham Core HMA and Nottingham Outer HMA : Employment Land Forecasting Study 2015, Nathaniel Lichfield & Partners.

Table 19: Employment Land Development 2000 to 2019/20

Source: Ashfield District Council, Employment Land Monitoring Reports

	Total ha	Per annum (ha)	B1	B2	B8	B2/B8
2000 to 2007/08	81.00	10.12	8.13	49.56	16.11	7.20
2008/09 to 2014/15	2.10	0.30	0.20	1.90	0.00	0.00
2015/2016 to 2019/20	37.51	7.50	0.37	3.86	32.55	0.73
	120.61	6.03	8.70	55.32	48.66	7.93

7.26 The breakdown of this figure of 120.61 ha for the period 2000 to 2019/20 in Table 19 identifies that:

- Substantial employment development came forward between 2000 and 2007/08, which substantially comprised general industrial land, 49.56 ha. In this context, the Experian Forecasts September 2020 indicate that there will be a significant loss of manufacturing jobs and the requirement for B2 space for the period 2018 to 2038.
- For offices, 8.13 ha of land was developed between 2000 and 2007/08. However, the majority of this development reflects offices brought forward on Sherwood Business Park when it was an Enterprise Zone, accounting for 7.13 ha. The development of offices in Ashfield since 2008 has been limited. Consequently, this would indicate that carrying forward the offices figure as it stands will not reflect be reflected in future development. However, offices, when translated into land have limited land requirements and will have a relatively minimal impact on the overall requirement for employment land.
- There was a significant period from the Financial Crisis (2008/09) to 2014/15 when very little development was undertaken on allocated sites.
- Development in Ashfield from 2015/16, has predominantly been for distribution with 32.55 ha developed. However, to some extent the figures are distorted by the inclusion of a substantial Amazon warehouse at Summit Park, Sutton in Ashfield, which has taken virtually the whole of the employment site comprising approximately 19.3 ha. It is also an anomaly in that it has been developed over three storeys comprising approximately 162,781 sq m, rather than the typical single storey warehouses, with ancillary offices. In addition, since 2015/16 substantial buildings (approximately 100,000 sq ft or more) have been brought forward or have planning permission a set out in Table 20.

Table 20: Ashfield Units brought forward of approximately 9,290 sq m + (100,000 sq ft +) or more

Source: Ashfield District Council Employment Land Monitoring Report.

	Plot	Planning permission	Decision date	Description	Floor space Sq m	Site Area ha
2015/16	Castlewood Business Park, Plot 7	v/2015/0031	23/02/2015	Warehouse with ancillary offices	B8 7,781 B1 1,545 Total 9,226	2.11
2018/19	Castlewood Business Park, Plots 2&3	v/2018/0217	31/07/2018	Warehouse/B2	B1 1,020 B2 11,080 B8 11,080 Total 23,180	5.31
2018/19	Castlewood Business Park, Plot 1	v/2018/0652	18/01/2019	Warehouse	B8 19,235	5.0
2019/20	Summit Park, Sutton in Ashfield	v/2019/0101	05/04/2019	Distribution warehouse with ancillary B1 (Amazon)	Total 162,791 (1,752, 325 sq ft)	19.3
2020/21	Harrier Park, Hucknall	v/2019/0433	19/11/2019	Warehouse/B2	B1 2,903.2 B2/B8 15,290.9 Total 18,194.1	4.83

7.27 Past employment land studies have identified that this is a potential problem.

- Employment Land Forecasting Study 2015, Nathaniel Lichfield & partners . *Para 6.30 “The range of industrial land requirements is particularly skewed by the past completions scenario for Ashfield which in itself equates to an additional 77.5 ha of requirement, without which the range of industrial requirements would narrow to 160.18 – 207.4 ha across the Outer HMA.”*
- East Midlands Northern Sub-Region Employment Land Review 2008 - Arup. *Ashfield - “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.

- 7.28 Table 21 illustrates that there are significant changes in Past Take Up Rates dependent on the specific time period utilised to arrive at the net figures. circumstances,

Table 21: Past Take Up Rates

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021 & Ashfield District Council

	Past Take Up Rates based on Analysis 2000 to 2019/20		Past Take Up Rates based on Analysis 2008/09 to 2019/20		Past Take Up Rates based on Analysis 2011/12 to 2019/20	
	Annual Net Change	Net Total Land Requirement 2018 to 2038	Annual Net Change	Net Total Land Requirement 2018 to 2038	Annual Net Change	Net Total Land Requirement 2018 to 2038
Office	1,212 sq m	24,240 sq m	-630 sq m	-12,600 sq m	48.44 sq m	969 sq m
Industrial & Distribution	3.49 ha	69.88 ha	1.33 ha	26.60 ha	2.745 ha	54.91 ha

- 7.29 Ashfield is acknowledged to be a successful location due to its ease of access to the M1 and has within the Take Up rates delivered a number of substantial units on a business parks within the District. In more recent years this has reflected distribution units and a much lower requirement for general industrial units and offices. The evidence from Experian forecasts identifies a fall in B2 uses as there is projected to be a continuing restructure of the traditional manufacturing economy. There is the possibility of a move towards a more business orientated economy but these may well have higher employment densities. Further, the Covid 19 pandemic may well have longer term implication for office space with the possibility of more people working in home. However, offices have to be seen in the context that no of the scenarios are anticipated to generate a substantial future requirement for offices in Ashfield.
- 7.30 The introduction of Class E of the Town & Country Planning Use Classes Order has the potentially for offices to be utilised for other purposes. Similarly, offices could be converted into residential units without planning permission. However, at this time there is no evidence to indicate that this will have a substantial impact in Ashfield.
- 7.31 A significant part of Ashfield including Junction 27 of the M1 Motorway is located in the Green Belt. Consequently, there are policy constraints to future development in this area.

7.32 Utilising the same period from the analysis of the Past take -up rates for the other councils, other than Newark & Sherwood, would cover the period 2011/12 to 2019/20³¹. The implication of this approached, as identified in the ELNS, would be that the net Past Take Up Rates would fall to 54.91 ha³², Table 22. This approach would avoid the distort impact it is considered that the substantial development of general industrial units has had and also take out the impact of Sherwood Business Park being an Enterprise Zone when a substantial number of office units were constructed. Based on the ELNS flexibility factor and future losses would result in the following requirement.

Table 22: Past Take Up Rate based on period 2011 to 2020 and the flexibility factor and loss replacement set out in the ELNS.

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021 and Ashfield District Council

2018-2038		Offices/R & D sq m	Total Industrial (ha)
Past Take up rates	Net	969	54.91
	+ Flexibility Factor	2,424	6.99
	+ Loss Replacement	10,560	42.03
	Requirement	13,953	103.93

Adjusting for employment space losses

7.33 The ELNS set out at paragraph 8.85 and in Appendix 1 conclusions regarding losses for Ashfield . Effectively, it takes the losses from the 2000 to 2019/20 on an annualised basis and concludes that it is appropriate to apply these annualised losses to the next 20 years (2018/2038).

“It is considered that it may be appropriate for the past trend losses of 8,934 sqm to be projected forward over the plan period, split 528 sqm for office and 8,406 sqm (2.1 ha) for industrial / warehousing per annum. This would equate to 26 sqm per annum of office and 1,772 sqm (0.443 ha) per annum of industrial / warehousing loss replacement for Hucknall. However, if the Council wishes to provide for a lower level of loss replacement, that may be acceptable, but it is something they will need to justify. It is appreciated that this has to be balanced with other plan objectives.

7.34 The ELNS sets out recommendations where the annual losses identified are carried forward for the period 2018 to 2038. This results in losses to be taken into account under Lichfields recommendation for Ashfield as follows:

- Offices = 10,560 sq m (528 sq m per annum multiplied by 20 years).
- Industrial = 42.03 sq m (2.1015 ha per annum multiplied by 20 years).

³¹ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, paragraph 8.68

³² Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, paragraph 8.78.

7.35 Table 23 set out an analysis of where employment land losses have been derived from for the period 2000 to 2019/20. The evidence identifies that past losses largely reflect textile factories/colliery being used for residential purposes. Colliery sites have been utilised for the following purposes:

- Silverhill Colliery, Teversal - Country park.
- Sutton Colliery Stanton Hill – Employment use and country park. (Part of Brierley Forest Park).
- New Hucknall Colliery, Huthwaite – Employment initially subsequently, housing and country park.
- Summit Colliery, Kirkby-in-Ashfield – Employment land, agricultural land and country park.
- Bentick Colliery – Employment.
- Annesley Colliery – Housing
- Hucknall Colliery No1 - Employment and proposed Hucknall Town FC football pitches.
- Hucknall Colliery - Housing, retail and golf course.
- Linby Colliery – Employment land and country park.

Consequently, there are no further colliery sites that could be developed. Further, many of the traditional textile factories have now been re developed to provide housing. Therefore, there are no colliery sites to be re developed and very limited traditional textile sites that could come forward in the future. In addition, the figures include greenfield employment allocations which were never developed for employment purposes and which on reflection, should not be included in employment land losses. Losses to leisure, typically relate to existing employment units being utilised for leisure purpose, such as soft play area, and where the units could easily revert to an employment use.

Table 23: Annual Loses of Employment Land 2000 to 2019/20.

Source: Ashfield District Council Employment Land Monitoring Reports.

Year	Traditional factory/ colliery site to residential	Loss from greenfield employment allocation	To Leisure	To Retail	To Other	Total
2000/01	0.00	0.00	0.00	0.00	0.00	
2001/02	1.38	0.00	0.00	0.00	0.00	
2002/03	0.78	0.00	0.00	0.00	0.00	
2003/04	3.13	0.00	0.00	0.00	0.00	
2004/05	1.61	0.00	0.00	0.00	0.74	
2005/06	4.83	0.00	0.00	0.00	0.00	
2006/07	0.83	0.00	0.00	0.00	0.00	
2007/08	4.56	0.00	0.00	0.19	1.08	
2008/09	1.30	0.00	0.00	0.70	0.38	
2009/10	1.94	0.00	0.00	0.00	0.00	
2010/11	5.71	0.00	0.40	0.36	0.16	
2011/12	0.06	0.00	0.16	0.00	0.00	
2012/13	0.49	0.00	0.00	0.00	0.00	
2013/14	0.00	0.00	0.47	0.00	0.22	
2014/15	3.15	0.00	0.00	1.17	0.92	
2015/16	0.00	1.85	0.00	0.00	0.00	
2016/17	0.00	0.00	0.00	0.00	0.00	
2017/18	0.51	0.00	0.00	0.00	0.00	
2018/19	0.38	1.85	0.00	0.00	0.00	
2019/20	2.90	0.37	0.09	0.00	0.00	
Total	33.56	4.07	1.12	2.42	3.50	44.67

7.36 Looking at past take up over five tear periods, Table 24, also identifies a downward trend in the loss figure.

Table 24: Loses of Employment Land by Five Year Periods 2000 to 2019/20

Source: Ashfield District Council Employment Land Monitoring Reports

Trend over 5 year periods	Total	Per annum ha	Traditional factory/ colliery site to residential	Loss from greenfield employment allocations	To Leisure	To Retail	To Other
2000/01 to 2004/05	7.64	1.53	6.90	0.00	0.00	0.00	0.74
2005/06 to 2009/10	15.81	3.16	13.46	0.00	0.00	0.89	1.46
2010/11 to 2014/15	13.27	2.65	9.41	0.00	1.03	1.53	1.30
2015/16 to 2019/20	7.95	1.59	3.79	4.07	0.09	0.00	0.00
Total	44.67		33.56	4.07	1.12	2.42	3.50

7.37 Based on planning applications, there remains some traditions employment sites that potentially could go to other uses. These are set out in Table 25.

Table 25: Planning application on traditional employment site as at 31st May 2021. Source: Ashfield District Council Employment Land Monitoring Reports

	Address	Current use	Proposed use	Area ha	Description
V/2018/0221	Land off Mansfield Road, Sutton in Ashfield	Existing employment site	Proposed use - Retail	1.04	Proposed for use as a Lidl. Planning appeal refused but anticipate that it could come forward for housing.
V/2015/0264	Quantum Clothing Group Ltd North Street, Sutton in Ashfield	Existing employment site	Proposed use - Housing	2.50	Permission was granted at appeal on 22/01/2016 so that the permission has now expired. However, former factory has been demolished and it is likely to come forward for housing.
V/2014/0530	Former Retical Building (demolished), Southwell Lane, Kirkby-in-Ashfield	Existing employment site	Proposed use - Housing	2.00	A reserve matters application has been submitted v/2018/0333 - Pending.
V/2014/0530	Land at Watnall Road/Daniels Way, Hucknall	Existing employment use & allocation	Proposed use - Housing	1.10	Outline permission for residential development with reserved matters applications
V/2021/0234	Patco Site, Lowmoor Road	Existing employment building on site	Mixed use	2.45	Planning application for mixed use development including employment land 990 sq m
V/2020/0553	Land at Rolls Royce	Existing employment use	Housing	3.8	Planning application submitted for housing on some of the existing employment land.
Total				12.89	

7.38 From 1st September 2020, the Government's changes to the Use Class Order (UCO) came into effect, with Use Classes A, B1 and D being revoked, and a new Use Class 'E' (Commercial, Business and Service) being introduced as well as Use Class F1 (Learning and Non-Residential Institutions) and F2 (Local Community). In addition, there are permitted development rights which enable office or light industrial buildings to be utilised for residential purposes. The implication is that office and light industrial units could be utilised for other purposes which would result in a potential loss of 'employment land'. However, for Ashfield there is no current evidence that employment land is being lost through permitted development and the changes in the Use Classes.

7.39 The ELNS identifies that the ONS Labour Force Survey (2020) shows that there has been a steady rise in the proportion of people in employment of those working from home, either working directly from the home or using home as a base. The Covid pandemic may also have an influence in this area with more employees working from home. The Experian evidence indicates a move towards a more Business Services-orientated economy with significantly higher employment densities. However, Ashfield does not have a substantial office market, which is reflected in the limited requirement for offices set out by the various scenarios. Consequently, it is not

anticipated that Ashfield will have a substantial loss of office space going into the future.

7.40 In relation to the SHELAA 2020, there are no existing employment sites that have been put forward for alternative uses other than Rolls Royce, which is taken into account in the planning application, Table 25.

7.41 While noting Lichfield's comment on the employment stock there is limited information on this element. There appears to be no ability to analyse the total figure and how it is made up. Information on the age of stock is very dated going back to the 1970s. A significant number of employment sites have been developed or expanded since the 1970s as replacement job opportunities for the closure of the collieries and textile factories. In this context:

- Any stock which has recently been developed or seen investment through refurbishment would likely have a lifespan which covered the plan period and therefore stock is unlikely to be obsolete in the near future and removed from the supply portfolio.
- Freeholders who invest in their stock are more committed to retaining that stock in its current use, rather than seek redevelopment. Indeed, these are likely to be significant investments and landowners are likely to wish to see returns on these investments rather than face more costs to redevelop sites and buildings for alternative uses.
- The majority of the employment stock is formed by modern industrial estates. Parts development would suggest that there are opportunities within these estates for expanding floorspace through extensions to existing units. The evidence also suggests that if redevelopment is necessary it may well be for new employment space given the inappropriate location for residential development on such estates.

7.42 Given the evidence above, the Council considers that the losses figure is an overestimation. The Nathaniel Litchfield Employment Land Needs Study 2015 set out that

"For Ashfield there appears to be a mismatch between the high levels of losses experienced since 2001/02 (of 2.18 ha industrial land and 1,396 sqm office floorspace annually) and future commitments/potential SHELAA sites, at 0.77ha. On this basis, it appears reasonable to reduce both the past losses of office floorspace and industrial land in Ashfield by a half³³."

The Council considers that given the evidence that there are no colliery sites to redevelop, limited traditional textile sites, and virtually no employment site put forward for alternative uses through the SHELAA it is reasonable to adopt a similar approach to that set out in the ELFS 2015. Consequently losses are taken at a figure of 50%. This would result in the following loss figures being applied

³³ Nottingham Core HMA and Nottingham Outer HMA : Employment Land Forecasting Study, para 5.84, Nathaniel Lichfield & partners

- Offices - 10,560 sq m @ 50% = 5,280 sq m.
- Industrial - 42.03 sq m @ 50% = 21.02 ha.

Table 26: ELNS reflecting adjusted losses.

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021 and Ashfield District Council

2018-2038		Offices/R & D sq m	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial (ha)
Experian Baseline September 2020	Net	10,914	2.89	-13.40	8.20	-2.31
	+ Flexibility Factor	2,424				6.99
	+ Loss Replacement	5,280				21.02
	Requirement	18,618				25.70
Regeneration	Net	20,972	3.01	-11.30	13.29	5.00
	+ Flexibility Factor	2,424				6.99
	+ Loss Replacement	5,280				21.02
	Requirement	28,676				33.01
2014 based SNPP	Net	13,781	4.92	-12.47	12.09	4.54
	+ Flexibility Factor	2,424				6.99
	+ Loss Replacement	5,280				21.02
	Requirement	21,485				32.55
Current SM (481dpa)	Net	15,456	6.11	-11.93	14.36	8.55
	+ Flexibility Factor	2,424				6.99
	+ Loss Replacement	5,280				21.02
	Requirement	23,160				36.56
Past Take up rates	Net	24,240	5.85	13.08	50.96	69.88
	+ Flexibility Factor	2,424				6.99
	+ Loss Replacement	5,280				21.03
	Requirement	31,944				97.90

Logistics

7.43 The ELNS at paragraph 5.62 onwards considers Logistics and E-Commerce with paragraph 9.16 onwards setting out 'The need for Strategic B8 Distribution'. The economic forecasts do not suggest that much new land is needed for logistics, with only modest job growth for the logistics sectors. However, This is at odds with the market-led intelligence presented in ELNS Section 5. Feedback from agents identifies that in the East Midlands demand for large logistic units remain high, while supply remain low within the East Midlands. Commercial agents and logistics developers/operators have criticised the lack of large 'big box' B8 allocations that have come forward in recent years across the Greater Nottingham sub-region. Research undertaken by Savills published in July 2020 identified that for the East Midlands, strong levels of take-up leaves 1.08 years in supply. It was been suggested from these consultations that there is sufficient demand in the East Midlands for 2 East Midland Gateways.

7.44 This reflects that economic forecasts are largely informed by past trends and so don't capture this footloose demand. Demand for strategic warehousing crosses over individual districts and effective is reflected regionally. It is also very 'lumpy' where a large site can be built out very quickly and often for only handful of occupiers.

7.45 The emphasis by agents/developers was on the junctions on the M1 Corridor through the study area as being the ideal locations for accommodating this unmet need for

strategic large-scale distribution. The M1 junctions that are in/close proximity to the study area are: Junction 25 at Sandiacre (Erewash Borough); Junction 26 at Nuthall (Broxtowe); Junction 27 beside Sherwood Business Park (Ashfield District) and Junction 28 at Castlewood (Bolsover District, but close beside Ashfield District's Common Road Industrial Estate). The preferred approach from both developers and occupiers is to expand such industrial parks at key transport intersections wherever possible to avoid overloading the road network in urban locations and to allow for business expansion without locating away from existing workforces.

- 7.46 The ELNS identifies that for the various labour demand and labour supply in relation to B8 distribution it is primarily relates to localised, or indigenous, needs. Strategic logistics needs of national and regional distribution centres are generally not reflected in either the past take-up or econometric modelling data. However, for Ashfield it acknowledges that the Past Take Up Rate have, to some degree, reflect the wider demand for larger distribution units.

'This may explain the large discrepancy in B8 land requirements for Ashfield District in Table 8.35, which identifies a net requirement for 56 ha of B8 land based on past take up rates trended forward, compared to between 13 and 18 ha based on the econometric/labour supply scenarios. This could suggest that an element of strategic B8 is reflected in Ashfield's past take up scenario³⁴..'

- 7.47 For Ashfield a number of large distribution sites have come forward since 2015/16, Table 27. However, in relation to logistics the key sites at Summit Park and Castlewood Business Park are substantially developed.

³⁴ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, para 9.21

Table 27 - Units of around 9,290 sq m + (100,000 sq ft +) built or with planning permission from 2015/2016 in Ashfield

Source: Ashfield Employment Land Monitoring Report

Location	Year – 1 st April to 31 st March	Plot	Planning permission	Planning permission Decision date	Description	Floor space Sq m	Site Area ha
Castlewood Business Park	2015/16	7	v/2015/0031	23/02/2015	Warehouse with ancillary offices	Warehouse 7,781 Office 1,545 Total 9,226 (99,311 sq ft)	2.11
Castlewood Business Park	2018/19	2 & 3	v/2018/0217	31/07/2018		B1 1,020 B2 11,080 B8 11,080 Total 23,180 (249,515 sq ft)	5.31
Plot with current planning permission but not developed	2018/19	1	v/2018/0652	18/01/2019	Warehouse	B8 19,235 (207,050 sq ft)	5.0
Summit Park, Sutton in Ashfield	2019/2020		v/2019/0101	05/04/2019	Distribution warehouse with ancillary B1 (Amazon)	Total 162,791 (1,752, 325 sq ft)	
Harrier Park, Hucknall	2020/2021		v/2019/0433	19/11/2019		Office 2,903.2 B2/B8 15,290.9 Total 18,194.1 (195,846 sq ft)	4.83

Options in relation to the Demand for 'Employment Land'

7.48 A variety of options are potentially available. However, it is considered that they substantial reflect the following three options in considering the various scenarios for ascertain the demand for 'employment land'.

Option 1

7.49 Option 1 to use the ELNS figures for net employment rates, Past Take Up Rates from 2000 to 2019/20, the flexibility factor and loss replacement as set out in Table 28.

Table 28: Ashfield Employment Land Scenarios

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021

2018-2038		Offices/R & D sq m	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial (ha)
Experian Baseline September 2020	Net	10,914	2.89	-13.40	8.20	-2.31
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	23,898	15.95	15.80	14.96	46.71
Regeneration	Net	20,972	3.01	-11.30	13.29	5.00
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	33,956	16.07	17.89	20.06	54.01
2014 based SNPP	Net	13,781	4.92	-12.47	12.09	4.54
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	26,765	17.98	16.73	18.85	53.56
Current SM (481dpa)	Net	15,456	6.11	-11.93	14.36	8.547
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	28,440	19.17	17.27	21.13	57.56
Past Take up rates	Net	24,240	5.85	13.08	50.96	69.88
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	10,560	12.47	27.89	1.67	42.03
	Requirement	37,224	18.90	42.27	57.72	118.90

Experian September 2020
Baseline and Regeneration
Scenario (subject to policy
intervention).



- **Offices floorspace requirements range from 23,998 to 33,956 sq m.**
- **Industrial land ranges from 46.71 to 54.01 ha.**

2014 – Based SNPP and
Current Standard Method (SM)
(481 dwellings per annum).



- **Offices floorspace requirements range from 26,765 to 28,440 sq m.**
- **Industrial land ranges from 53.56 to 57.56 ha.**

Past Take Up Rates.



- **Offices floorspace requirements 37,224 sq m.**
- **Industrial land requirements 118.90 ha.**

Option 2

7.50 Options 2 would be to take the same approach but to adjust the Past Take Up Rates to reflect the same time period as the Nottingham Core HMA authorities and Mansfield which is 2011 to 2020. The implication of this is set out in Table 29.

Table 29: Ashfield Employment Land Scenarios

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021 & Ashfield District Council.

2018-2038		Offices/R & D sq m	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial (ha)
Experian Baseline September 2020	Requirement	23,898	15.95	15.80	14.96	46.71
Regeneration	Requirement	33,956	16.07	17.89	20.06	54.01
2014 based SNPP	Requirement	26,765	17.98	16.73	18.85	53.56
Current SM (481dpa)	Requirement	28,440	19.17	17.27	21.13	57.56
Past Take up rates	Net	969				54.91
	+ Flexibility Factor	2,424				6.99
	+ Loss Replacement	10,560				42.03
	Requirement	13,953				103.93

Experian September 2020
Baseline and Regeneration
Scenario (subject to policy
intervention).



- **Offices floorspace requirements range from 23,998 to 33,956 sq m.**
- **Industrial land ranges from 46.71 to 54.01 ha.**

2014 – Based SNPP and
Current Standard Method (SM)
(481 dwellings per annum).



- **Offices floorspace requirements range from 26,765 to 28,440 sq m.**
- **Industrial land ranges from 53.56 to 57.56 ha.**

Past Take Up Rates.



- **Offices floorspace requirements 37,224 sq m.**
- **Industrial land requirements 103.93 ha.**

Option 3

7.51 Option 3 reflects the ELNS figures for net employment rates for labour demand and labour supply, the adjusted Past Take up Rate 2011/12 to 2019/20 and applies losses at 50% of the ELNS figures.

Table 30: Ashfield Employment Land Scenarios

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021 & Ashfield District Council

2018-2038		Offices/R & D sq m	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial (ha)
Experian Baseline September 2020	Net	10,914	2.89	-13.40	8.20	-2.31
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	5,280	6.23	13.95	0.84	21.02
	Requirement	18,618	9.71	1.86	14.13	25.70
Regeneration	Net	20,972	3.01	-11.30	13.29	5.00
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	5,280	6.23	13.95	0.84	21.02
	Requirement	28,676	9.83	3.96	19.22	33.01
2014 based SNPP	Net	13,781	4.92	-12.47	12.09	4.54
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	5,280	6.23	13.95	0.84	21.02
	Requirement	21,485	11.74	2.79	18.02	32.55
Current SM (481dpa)	Net	15,456	6.11	-11.93	14.36	8.54
	+ Flexibility Factor	2,424	0.59	1.31	5.09	6.99
	+ Loss Replacement	5,280	6.23	13.95	0.84	21.02
	Requirement	23,160	12.93	3.33	20.29	36.55
Past Take up rates	Net	969				54.91
	+ Flexibility Factor	2,424				6.99
	+ Loss Replacement	5,280				21.02
	Requirement	8,673				82.92

Experian September 2020
Baseline and Regeneration
Scenario (subject to policy
intervention).



- **Offices floorspace requirements range from 18,618 to 28,676 sq m.**
- **Industrial land ranges from 25.70 to 33.01 ha.**

2014 – Based SNPP and
Current Standard Method (SM)
(481 dwellings per annum).



- **Offices floorspace requirements range from 21,485 to 23,160 sq m.**
- **Industrial land ranges from 32.55 to 36.55 ha.**

Past Take Up Rates.



- **Offices floorspace requirements 8,673 sq m.**
- **Industrial land requirements 82.92 ha.**

8.0 Employment Land Needs (Supply)

Sources of Employment Land

- 8.1 Planning Practice Guidance identifies that plan makers should consider all available types of sites and sources of data that may be relevant in the assessment process³⁵. The potential sources of employment land supply are considered to split into three broad areas:

- Allocated sites from the Ashfield Local Plan Review 2002;
- Planning permissions;
- Other identified sites.

Allocated Sites

- 8.2 The Ashfield Local Plan Review 2002 allocated 194.3 ha of land for employment purposes under Policy EM1 over the plan period to 2011. Tables 31 and 32 identify the area of land available on these employment allocations as set out in the Employment Land Monitoring Report 2020.

³⁵ Planning Practice Guidance Housing and economic land availability assessment Paragraph: 011
Reference ID: 3-011-20190722 Revision date: 22 07 2019.

Table 31: Ashfield (Hucknall) – Employment Allocations April 2020

Source: Ashfield District Council Employment Land Monitoring Report April 2020

Site Name	Adopted Local Plan No.	Gross Area of Land April 2020. (Ha)	Comments
A611/ Annesley Road	EM1Hj	0.0	Site has permission for residential development not anticipated to be available.
Wigwam Lane North and Central	EM1Hg	0.0	Access issues to the site, not anticipated to come forward.
Baker Brook Industrial Estate	EM1Hf	0.0	Developed.
Former Hucknall No.1 Colliery	EM1Hc	1.9	Part developed available.
Former Linby Colliery	EM1Hi	0.0	Developed.
Amber Business Park	EM1Hh	0.0	Developed.
Watnall Road Sports Ground	EM1Hd	0.6	Subject to a planning application or retail.
Watnall Road/Adj. To Nabbs Lane	EM1Hb	0.0	Area utilised for open storage not anticipated to be available.
Land at Bestwood Road	EM1Na	0.0	Site has had permission for residential development not anticipated to be available.
Former Dowty site Watnall Road	EM1Hk	1.1	Site subject to planning application residential.
Blenheim Lane Industrial Estate	EM1Ra	4.95	Part developed available.
Rolls Royce, Watnall Road	EM1Ha	27.1	Allocation amended by mixed use development permission.
Butlers Hill	EM1He	2.1	Part developed available.

Table 32: Ashfield (Sutton & Kirkby) – Employment Allocations April 2020

Source: Ashfield District Council Employment Land Monitoring Report April 2020

SUTTON IN ASHFIELD

Site Name	Adopted Local Plan No.	Gross Area of Land April 2020. (Ha)	Comments
County Industrial Estate	EM1Si	0.0	Developed.
Fulwood Industrial Estate	EM1Sc EM1Sd EM1Se EM1Sf	3.15	Part developed available.
Hamilton Road/ Coxmoor Road	EM1Sm	0.0	Not developable.
Brierley Industrial Park	EM1Sn	0.0	Developed.
West of Fulwood	EM1Sb	4.54	Part developed available
Land off Coxmoor Road/A38	EM11Sk	0.0	Largely developed for residential purposes.
Midland Road/ Station Road	EM1Sj	0.0	Anticipated to be not viable for employment purposes and to be developed for affordable housing.
North of Hamilton Road	EM1SI	0.0	Developed.
Pinxton Lane (Castlewood)	EM1Sa	9.61	Part developed, available but potential impact by HS2 Phase 2b.

South West Oakham Business Park (Largely Summit Park)	EM1Re	4.20	Part developed available.
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KIRKBY-IN-ASHFIELD

Site Name	Adopted Local Plan No.	Gross Area of Land April 2020. (Ha)	Comments
Lowmoor Road Industrial Estate	EM1Kb	0.0	Developed.
Portland Industrial Estate	EM1Kc	2.27	Part developed available.
Wolsey Dr North/ Lowmoor Rd	EM1Kd	0.0	Developed.
Kings Mill Road East/Oddicroft Lane	EM1Ke	1.7	Part developed available.
Oddicroft Lane West	EM1Kf	0.0	Developed.
Oddicroft Lane East	EM1Kg	0.0	Developed.
Sherwood Business Park	EM1Rb	0.0	Developed.
Annesley Colliery	EM1Rc	3.1	Developed for residential purposes.
Bentinck Colliery	EM1 Rd	3.06	Part developed available.

- 8.3 Some of these allocations have been fully developed. In addition, it is considered that a number of sites, for a variety of reasons, are unlikely to come forward for employment purposes.

Planning Permissions

- 8.4 An additional source of employment development is from outstanding planning permissions. This section outlines the current situation in relation to planning permissions as at 31st July 2021.
- 8.5 There is a significant cross over between the allocated employment sites and planning permissions that have been implemented on those sites. A substantial number of the allocated sites in the Ashfield Local Plan Review 2002 have planning permissions, which have been implemented. Table 33 identifies sites with planning permission for development for employment land, which have not been allocated in the Ashfield Local Plan Review 2002.

Table 33: Employment sites with planning permission

Source: Ashfield District Council

Site Name	Planning permission	Gross Site Area (Ha)	Description
Rolls Royce, Watnall Road/A611 Hucknall By Pass	V/2013/0123	27.8	Outline planning permission was granted for a mixed use site including a Business Park on 27.8 ha of land. Full planning permission was granted for a new access to the proposed Business Park from A611, Hucknall By Pass on 4.4 ha of land.

Strategic Housing and Economic Land Assessment (SHELAA)

- 8.6 Outside of current allocations and outstanding planning permissions, a number of sites have come forward through the SHELAA.
- 8.7 The SHELAA forms part of the evidence base, which is required to support the Local Plan process. It is a technical assessment which considers the availability, suitability and achievability of land in the District for possible development. It looks to:
- Identify sites and broad locations with potential for housing and economic development.
 - Assess their development potential
 - Assess their suitability for development and the likelihood of development coming forward (availability and achievability).

The assessment does not in itself determine whether a site should be allocated for development. The assessment will technically assess as many options as possible for accommodating development, but it is for the local plan to select the sites that would meet needs and best deliver the spatial vision and meet spatial objectives, by drawing upon the SHELAA and other evidence.

- 8.8 The methodology employs a Red, Amber, Green (RAG) approach to the assessment of the sites both in terms of the individual assessment of a site's availability, suitability and achievability as well as an overall RAG conclusion. Where a key constraint exists, the site will be identified as red and excluded from consideration for future development, at this point in time. However, there may be instances where a 'red site' could be deemed suitable if appropriate mitigation measures were implemented. Where this is the case, it will be the responsibility of the site promoters to identify what mitigation measures are proposed to enable development and demonstrate how this can be achieved.
- 8.9 The SHELAA sites that were put forward for uses including employment and which were assessed as green or amber under the SHELAA methodology are set out in Table 34. Table 35 identifies those sites that were put forward for uses including employment but were identified as Red as there are constraints identified that currently prevented them from coming forward.

Table 34: SHELAA sites put forward for purposes including employment - Amber/Green Assessments.

Source: Strategic Housing and Economic Land Assessment 2021, Ashfield District Council.

SHELAA Ref	Site Locations	Gross area ha	Proposed use	Comments
HK025	Land adjacent to Rolls Royce, Hucknall	1.09	Employment	Subject to a planning application for the site to be integrated into Harrier Park
HK028	Whyburn Park, north of Hucknall.	13.0	Mixed use site.	Area relates to employment aspect. Site is located in the Green Belt.
HK039	Piggins Croft, Yorke Street, Hucknall.	0.9	Variety of town centre uses	From an 'employment land' aspects only potentially suitable for offices.
KA020	North east of J27, M1 Motorway, west of Sherwood Business Park, Annesley.	20.47	Employment	The site is located in the Green Belt but well located close to Junction 27 M1 Motorway. Access constraints need to be overcome.
KA021	Mowlands, off Sutton Road, Kirkby-In-Ashfield.	Not broken down	Housing & Employment	Only accessible as part of a substantial mixed use site.
KA025	South east of Junction 27, M1 Motorway, Annesley.	36.79	Employment	The site is located in the Green Belt but well located close to Junction 27 M1 Motorway. Access constraints need to be overcome. Part of the site is subject to safeguarding directions for HS2 Phase 2b.
SA012	North of Export Drive, Fulwood Park, Sutton-In-Ashfield.	6.69	Employment	Site forms part of an established industrial estate and is being actively marketed. Local Wildlife Site identifies to the west of the site.
SA016 & SA044	Adjacent Oakham Business Park, Hamilton Road, Sutton-In-Ashfield.	7.74	Housing or employment	Identified as a housing allocation in the draft Local Plan.
SA030	Land of Hamilton Road, Sutton in Ashfield.	1.89	Housing or employment	Located between SHELAA 54 and Sherwood Way. Countryside.
SA048	Former Conservative Club, Fox Street, Sutton-In-Ashfield	0.2	Variety of town centre uses	From an 'employment land' aspects only potentially suitable for offices.
SA054	Land of Hamilton Road, Sutton in Ashfield.	1.45	Housing or employment	Located between Urban boundary on Hamilton Road, Sutton in Ashfield and Sherwood Way. Countryside.
SJU037	Land south of Alfreton Road, Jubilee	34.35	Housing or Employment	The site is potential available as an employment site.

Table 35: SHELAA sites put forward for purposes including employment – Red Assessments.

Source: Strategic Housing and Economic Land Assessment 2021, Ashfield District Council.

SHELAA Ref	Site Locations	Gross area ha	Proposed use	Comments
HK010	South East of Doff's, A611, Hucknall	0.9	Employment and Leisure	There are significant access constraints as the Highway Authority is unlikely to accept direct access onto the A611. The site is located in the Green Belt and as such it is necessary to demonstrate that there are exceptional circumstances for the site to be taken out of the Green Belt.
HK012	Bottom Plantation, Misk Farm, Common Lane, Hucknall	2.58	Housing or Employment	The site is not suitable for proposed use without mitigation, as it is isolated from the public highway appearing to require 3rd party land for access. The site is located in the Green Belt and as such it is necessary to demonstrate that there are exceptional circumstances for the site to be taken out of the Green Belt. The site has poor accessibility to existing local services by walking and by a regular bus service.
HK026	Land off Nottingham Road / South of A611, Nottingham Road, Hucknall	15.41	Housing or Employment	A significant part of the northern area of the site is within Flood Zones 2 and 3. Highways identify that there are significant access constraints. The site is located in the Green Belt, forming an important break between the urban areas of Hucknall and the City of Nottingham. It is necessary to demonstrate that there are exceptional circumstances, for the site to be taken out of the Green Belt.
KA014	Green Farm, Kirkby Lane, Kirkby-In Ashfield	2.48	Housing or Employment	The site is not suitable for the proposed use without mitigation due to the site being isolated from the public highway (requiring third party land to gain access) in addition to part of the site being within flood zones 2 & 3.
KA028	East of Mill Lane, Kirkby-In-Ashfield	3.34	Housing, or Employment or Travelling Showman	The site is not suitable for the proposed use without mitigation due to the majority of the site being a Local Wildlife Site. There is also the likely existence of contamination on site which will require investigation, and significant highway improvements would also need to be implemented. The site is located within the Green Belt where it is necessary to demonstrate that there are exceptional circumstances for the site to be taken out of the Green Belt.
KA040	Cuttings Farm, Kings Mill Road South (A38), Sutton in Ashfield	11.5	Employment	The site is not suitable for the proposed use without mitigation due to significant access constraints. The applicant needs to submit a suitable access strategy that accommodates existing signalised junctions and traffic flows on to the A38 so that the Highway Authority can assess whether this

				is feasible. Approximately 60% of the site is identified as a LWS.
KA45	Kirkby Cliff Farm, Cliff Lane, Kirkby Lane, Kirkby-in-Ashfield	15.84	Employment	No suitable direct access onto a public highway.
SA019	Export Drive / A38, Sutton-In-Ashfield	6.37	Employment	The site is not suitable for the proposed use without mitigation as it is isolated from the public highway. A High Pressure Gas Pipeline runs through the site, which is likely to limit the development of the site. Powerlines also run across the site.
SA029	Land at Carnarvon Cottage, Silverhill Lane, Teversal	1.23	Housing or Employment	The site is isolated from the public highway with no access to a regular public transport network. The site is within the Stanley and Silverhill Character Analysis of Hardwick Hall Setting Study (National Trust, 2016), so the potential harm to Hardwick's significance would need to be assessed.
SA035	Stoneyford Road/Fisher Close, Sutton-In-Ashfield	0.46	Housing or Employment	The site is not suitable for the proposed use without mitigation due to substantial access constraints. There is also the likely existence of contamination and ground stability issues which will require investigation. The Teversal, Stanton Hill and Skegby Neighbourhood Plan Policy NP4 identifies this area as a sensitive open gap between Stanton Hill and Skegby. Development.
SJU037	Land south of Alfreton Road, Jubilee	34.35	Housing or Employment	

8.10 A number of sites were assessed as part of the wider industrial estates through the ELNS, Table 36 . Additional assessments have been undertaken by Ashfield District Council and are set out in Appendix 1.

Table 36: Sites assessed by Lichfields as part of the ELNS

Source: Nottingham Core and Nottingham Outer Employment Land Needs Study 2021 – Lichfields

Ashfield Reference	Site Locations	ELNS Reference
SHELAA HK025 & Planning Permission	Land adjacent to Rolls Royce, Hucknall.	ADC2: Harrier Park.
SHELAA KA020 7 KA025	J27, M1 Motorway, Annesley.	ADC12/13: Extension/new site in the vicinity of Sherwood Business Park, Junction 27 M1 Motorway.
ALPR 2002 allocation	South West Oakham, Sutton in Ashfield.	ADC1: Summit Park, Sherwood Way South.
SHELAA SA012 & ALPR 2002 allocation	North of Export Drive, Fulwood Park, Sutton-In-Ashfield.	ADC10: Common Road, Industrial Estate, Export Drive.
ALPR 2002 allocation	Kings Mill Road, Kirkby-in-Ashfield.	ADC4: Oddicroft Lane.
ALPR 2002 allocation	Park Lane, Kirkby-in-Ashfield.	ADC6: Park Lane Business Park.
ALPR 2002 allocation	Fulwood Road North, Sutton in Ashfield.	ADC11: Fulwood Industrial Estate, Fulwood Road.

9.0 Employment Land Needs – Conclusions

- 9.1 To maintain and improve the economic performance of the District, it is important to make provision for future employment and economic development alongside housing growth and protection of the environment. In relation to employment land this relates to office uses, light industrial, research and development, general industry and storage/distribution.
- 9.2 The ELNS has been used to inform the requirements for land or floorspace for employment land over the plan period. The Study also identifies a need to protect the substantial existing employment estates within the District.
- 9.3 For Ashfield, the scenarios set out in the ELNS identify a gross requirement which ranges between 23,898 sqm and 37,224 sqm for office floorspace and between 46.71 ha and 118.90 ha for industrial land. The econometric forecasts and labour supply scenarios resulted in significantly lower requirements than past take up rates. As is set out in Section 7, the Council considers it is appropriate to amend the scenarios set out in the ELNS in relation to two aspects:
- a. Past Take up rates - It is considered that past take up rates are overestimated through utilising take up rates from 2000 to 2020.
 - b. Future losses - Future losses are projected forward based on the losses of employment land experienced from 2000 to 2020. Given that past losses significantly related to former colliery sites and traditional textile units, together with other factors, it is not anticipated by the Council that these losses are likely to be repeated to the same extent in the future. Consequently, the scenarios overstate the land requirements based on these losses.
- 9.4 Based on the evidence set out in the Background Paper it is considered that Option 3 should be the basis of the demand for 'employment land' in Ashfield. The implication is that office requirements would vary between 8,673 sq m and 28,676 sq m and industrial land requirements would vary between 25,70 ha to 82.92 ha.

Experian September 2020 Baseline and Regeneration Scenario (subject to policy intervention).		· Offices floorspace requirements range from 18,618 to 28,676 sq m. · Industrial land ranges from 25.70 to 33.01 ha.
2014 – Based SNPP and Current Standard Method (SM) (481 dwellings per annum).		· Offices floorspace requirements range from 21,485 to 23,160 sq m. · Industrial land ranges from 32.55 to 36.55 ha.
Past Take Up Rates.		· Offices floorspace requirements 8,673³⁶ sq m. · Industrial land requirements 82.92 ha.

9.5 While the Regeneration scenario and the Standard Method scenario give relatively similar results, there is a substantial difference in relation to the trend based Past Take Up Rates which are significantly higher. It is considered that Past Take Up Rates should be the basis of the approach to employment land in Ashfield. This reflects that:

- The ELNS identifies that evidence from the Experian modelling work demonstrates limited prospects for growth for the B-class employment sectors (negative for B2 in net terms). However, this is indicated to be based on past evidence of requirements on a district basis.
- The Forecast are undertaken in a period of uncertainty due to Covid. The ELNS illustrates the difference between the forecasts in March 2018 against September 2018.
- While the ELNS identifies that general industrial will decline over the Plan Period (including manufacturing) there will still be businesses that will grow.
- There is a need to maintain a choice of supply by size, type, location and quality of sites and premises for businesses.
- The evidence from the market-led intelligence presented in ELNS Section 5 and other studies identifies that there is along the M1 there is a significant demand for land for logistic and a limited supply. Feedback from agents/developers identifies that in the East Midlands demand for large logistic units remain high, while supply remain low and this was not being reflected in the district based forecasts or labour supply figures.

³⁶ Based on a two storey offices, this is anticipated to require 1.11 ha of land.

- National policy in the NPPF and PPG identifies that planning policies should recognise and address locational requirements of different sectors. This includes making provision for storage and distribution operations in suitably accessible locations.
- The past take up rates in Ashfield include development for logistics reflecting the demand for units larger than 100,000 sq ft.

In these circumstances, it is considered that the Council needs to go beyond the labour demand and labour supply figures and utilise the adjusted past take up rates which set out a requirement for 83 hectares of industrial land and 8,873 sq m of office space (1.11 ha of land) for the period 2018 to 2038.

9.6 The ELNS figures reflect a period from 2018. On this basis, part of this requirement will have been met by sites brought forward since 2018. Figure 5.

Figure 5: Adjusted Demand Requirements 2021 to 2038

Source: Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021 and Ashfield District Council.

Employment Land Requirements 2018-2038 based on ELNS 2021

	B1	B1c/B2/B8	Total
Demand – ELNS adjusted past take up rate 2018 to 2038			84.00
Less land developed on allocations			
2018/19	0	6.95	6.95
2019/20	0	19.45	19.45
2020/21	0	4.83	4.83
Total developed from 2018 to date	0.00	31.23	31.23
Demand requirements as at 1st April 2021			52.77

9.7 The potential sources of employment land supply to meet the demand is made up primarily of three broad sources:

- Allocated sites from the Ashfield Local Plan Review 2002;
- Planning permissions;
- Other identified sites, in particular sites identified in the Strategic Housing and Economic Land Assessment (SHELAA).

9.8 A substantial employment site, Summit Park, was developed in 2019/20 for the Amazon Distribution Centre which effectively utilises the whole of Summit Park and

meant it was no longer available to meet future needs. The context in relation to the SHELAA, is that limited sites were put forward for employment land purposes or jointly for either housing or employment purposes.

- 9.9 Ashfield Employment Land Monitoring reports identify that a significant number of the ALPR allocations have been developed or partly development. A review and an assessment of these sites has identified sites³⁷ that can be taken forward in meeting future need in the draft Local Plan, Table 37. The site at Wigwam Lane North and Central (EM1Hg) was assessed (Appendix 1) but was not considered suitable to bring forward given that it had been allocated since 1995, it has access issues and a significant part of the site is in Flood Zone 2/3. A number of other allocations in the ALPR have planning permission for residential development or are not anticipated to be available for employment purposes see Section 8.

Table 37: Allocation Ashfield Local Plan Review 2002 that can be brought forward.

Source: Ashfield District Council

Ashfield Reference	Site Locations	Approximate net developable area
Rolls Royce	EM1 Ha 7 PP	15.50
Butlers Hill	EM1 He	1.78
Blenheim Lane	EM1 Ra	3.16
Aerial Way	EM1 Hc	0.83
West of Fulwood	EM1 Sb	4.54
South West Oakham	EM1 Re	1.52
Kings Mill Road	EM1Ke	1.99
Park Lane	EM1 Rd	1.84
Portland Ind Park	EM1 Kc	1.76
Castlewood Bus Park	EM1 Sa	7.70
Fulwood Road North	EM1 Sf	1.23

- 9.10 Junction 27 is subject to safeguarding directions in relation to HS 2 Phase 2b³⁸ as it is identified as a major site compound for the construction of the railway. Therefore, the site in question is not anticipated to come forward until the later part of the Plan period.
- 9.11 The only alternative large possible employment site in the SHELAA is SJU037. However, this is located in the rural areas of the District close to the boundary with Amber Valley. The site is not well located in relation to strategic roads and these can only be accessed through B roads which go through existing settlements.

³⁷ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study: Appendix 5 Strategic Site Assessment Criteria and background Paper No3 Employment Land Appendix 1.

³⁸ High Speed Two Phase 2b Crewe to Manchester West Midlands to Leeds Safeguarding Directions, August 2021.

Further, there is no evidence that the site would be attractive to the market. Consequently, the site in question was not considered to be suitable.

- 9.12 A number of sites were put forward on Hamilton Road. SHELAA sites SA016/SA044 have been identified in the draft Local Plan for housing. The SHELAA sites SA030 and SA54 would need to come forward as a combined site in relation to access onto Hamilton Road. These sites have been allocated for employment purposes and are anticipated to appeal to a more regional or local market.
- 9.13 The implications of the demand and supply are set out in Figure 6. It is acknowledged that the supply is higher than the revised demand allowing for development from 2018 to 2020/21. The demand requirement is significantly reduced by the Amazon development at Summit Park (19.45 ha) which can be seen as an exceptional development in the context of Ashfield. If an alternative approach is adopted of annualising the demand requirement this would result in a more limited adjustment of 12.45ha and a demand requirement for 70.55 ha. In relation to the supply, the site to the south east of Junction 21 is not anticipated to come forward until towards the end of the Plan period but it reflects the attractive location to meet future employment land needs.

Figure 6: Employment Land demand and supply.

Source: Ashfield District Council

Note *deliverable in the latter part of the Local Plan.

Ashfield Employment Land Requirements 2018-2038 based on ELNS 2021

		Total (ha)
Demand - ELNS Adjusted Past Take up Rates 2018 to 2038		84.00 ha
Less land developed on allocations		
2018/19		6.95
2019/20		19.45
2020/21		4.83
Total developed 2018 to date		31.23
Demand requirements as at 1st April 2021		52.77 ha
	Draft Local Plan 2021	Approx. net developable area
Aerial Way	EM2 H1	0.83
Blenheim Lane	EM2 H2	3.16
Butlers Hill	EM2 H3	1.78
Rolls Royce	EM2 H4	15.50
Castlewood Bus Park	EM2 S1	7.70
Fulwood Road North	EM2 S2	1.23
Hamilton Road	EM2 S3	3.34
South West Oakham	EM2 S4	1.52
West of Fulwood	EM2 S5	4.54
Kings Mill Road	EM2 K1	1.99
Park Lane	EM2 K2	1.84
Portland Ind Park	EM2 K3	1.76
Whyburn Farm	Policy S6	11.00
Junction 27 M1 North East	Policy S8	18.42
Junction 27 M1 South East	Policy S8*	22.50
Employment land supply on allocations 1st April 2021		97.11 ha

Appendix 1 - Site Assessment

The site assessment reflects the site assessment criteria set out in the Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study: Appendix 5 Strategic Site Assessment Criteria

The criteria relate to both the inherent value of a site and current conditions on it. Each site is given a rating of between 'very poor' and 'very good' against each criterion. No individual weightings would be attached to different criteria.

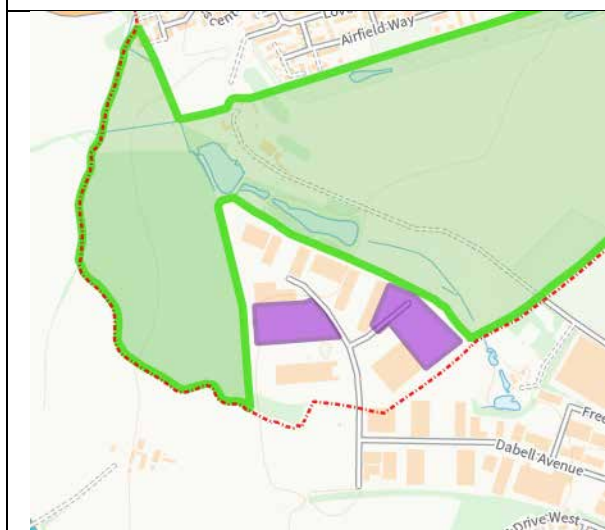
HUCKNALL

Aerial Way, Hucknall	
	
Gross Site Area:	Net Site Area 0.83 ha

CRITERIA	COMMENT
Site Context - Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	The site is located within the urban boundary of Hucknall. It is situated to the south of Watnall Road forming part of the former Hucknall Number 1 Colliery. It forms part of an existing allocation in the Ashfield Local Plan Review, 2002 which has largely been developed.
Local Plan Designation	The site is identified in the Ashfield Local Plan Review 2002 as an employment allocation Policy EM1.
Status in SHELAA	Not applicable
Planning History	The site has had permission for employment development.
Current Use and Land Type	Identified in the Employment Land Monitoring as a brownfield site.
Occupier Profile	Not applicable

		RATING
Strategic Road Access	The site located on an industrial estate which is adjacent to the A611 and is approximately 5.25 km from Junction 27 of the M1 motorway. The A611 which runs through Ashfield from Mansfield to Nottingham and is one on the major access routes to Nottingham.	Average
Local Road Access	Access to the site is on Watnall Road (A6009) which is a short distance from the roundabout on the A611.	Average
Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is approximately 2.5km from the centre of Hucknall. Residential areas are located to the north west of the site. Amenities include a Co-op and Sainsburys convenience store along Watnall Road. There are also bus stops on Watnall Road with regular services to Hucknall and Derby. Hucknall railway station is approximately 3km from the site.	Average / Good
Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)	The site is located in an employment area. Land to the south has been developed for a new football ground. Planning permission has been given in the past for the existing football ground opposite the site to be redeveloped for residential purposes.	Average
Developmental and Environmental Constraints (e.g. size; topography; site)	Small site of approximately 0.8 ha. The site is gently sloping away from Watnall Road. It forms the former	Average

access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	colliery site but ground investigations have revealed no significant contamination. No natural environment or heritage issues have been identified.	
Barriers to Delivery and Mitigation (including ownership constraints - if known)	The site has had planning permission in the past which has addressed any constraints to development.	Average
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	Given the site location it is anticipated that it is more likely to appeal to a more local market.	Average
Strategic Fit with Growth Area Objectives (by target Market Segment)	The site is anticipated to appeal to a more local market and therefore fills a requirement within the market place.	Average
OVERALL SITE RATING		Average
Recommendation and Potential Future Uses	Designate for mixed-use with element of employment Use.	
SITE SUMMARY:		
The site is located off Watnall Road within a recognised employment area. It has good access to the Hucknall Bypass (A611) and is anticipated to appeal to a local market. It is recommended the site is allocated for employment use.		

Blenheim Park, (Blenheim Lane Industrial Estate) Hucknall**Gross Site Area:****Net Site Area 3.16 ha**

CRITERIA	COMMENT
Site Context - Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	The site is located on the north-east edge of Bulwell, approximately 13.2 km north-west of Nottingham City Centre. Blenheim Court, has two large industrial units occupied by DPD UK and The Health Store. Further to the north is Harrier Park (Rolls Royce Hucknall Aerodrome).
Local Plan Designation	The site is identified in the Ashfield Local Plan Review 2002 as an employment allocation Policy EM1.
Status in SHELAA	Not applicable.
Planning History	The site has a substantial number of permissions for developing the site for employment purposes.
Current Use and Land Type	The site consists of a series of industrial courts with some large to medium sized standalone industrial units. The buildings are in a good condition, constructed from Mid 2000 to late 2019. The site is occupied by a mix of business premises, classified within Class E, B2, B8 and Sui Generis uses.
Occupier Profile	There are a number of national, regional occupier on the development

		RATING
Strategic Road Access	The site adjoins the A6002 along the eastern border. The A6002 connects the site to the M1 (at Nuthall Interchange), approximately 1.6 km to the south-west.	Average
Local Road Access	The primary access to the site is off a four-armed roundabout along the A6002, connected by a short segment of road – Seller's Wood Drive – onto a second four-armed roundabout, avoiding the neighbouring residential area.	Very Good
Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is located on the north-eastern edge of Bulwell and is accessible to the wider area via good pedestrian infrastructure. An Aldi foodstore neighbours the site to the south-east, with Bulwell itself having eatery and retail facilities including Tesco Extra, Lidl and Weatherspoons, approximately 1.5km to the east.	Good/Very Good

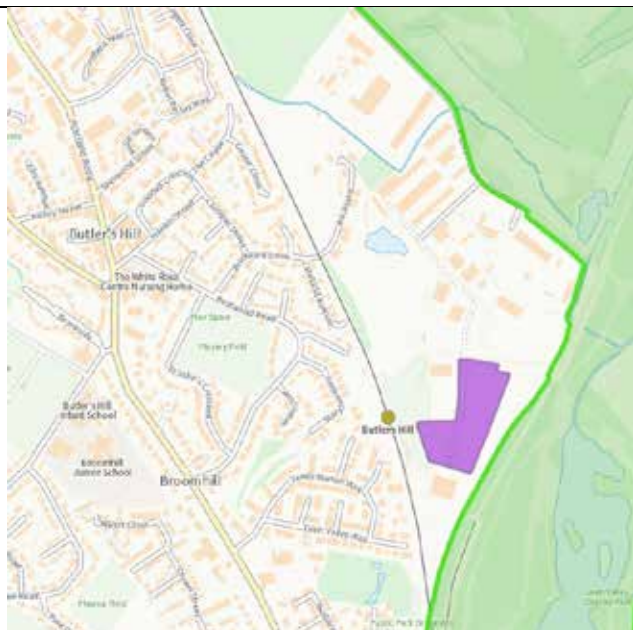
	The site has no cycle infrastructure; however, a shared pedestrian cycleway is designated along Seller's Wood Drive, following the A6002 in both directions. The site is also serviced by multiple bus stops on Bennerley Road and Dabell Avenue, with services to Nottingham and Snape Wood. Bulwell itself has additional public transport facilities, including Bulwell train station and Bulwell Tram stop. The station connects Bulwell to Worksop and Nottingham with the trams servicing Hucknall and Toton Lane.	
Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)	The site has been substantially developed with limited plots on the development site remaining. The site has been assessed based on the fact that it has already been substantially developed.	Good
Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	There are no development constraints.	Good
Barriers to Delivery and Mitigation (including ownership constraints - if known)	There are no barriers to delivery.	Good
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	The site has been progressively developed since it was allocated in the ALPR 2002. It has attracted a number of occupiers onto to what, taken with the wider industrial estate it is one of the largest employment areas within Nottingham City.	Good
Strategic Fit with Growth Area Objectives (by target Market Segment)	Based on the wider Industrial Estate, the following industrial growth sectors are already located within the site; • Creative & Digital • Visitor Economy • Logistics & E-commerce • Retail • Professional/Business Service The site is located adjacent to the Nottingham 'Regional Centre' (as identified in the D2N2 Vision 2030 document).	Very Good
OVERALL SITE RATING		Good
Recommendation and Potential Future Uses	The allocation includes warehouse and logistics premises, and now in its final phase has 3 plots available to buy or rent new build, bespoke, industrial or warehouse units between 18,000 sq. ft. to 70,000 sq. ft (Wilson Bowden Developments, FHP, CPP Commercial Property Partners). Designate employment Use.	

SITE SUMMARY:

The site is located on the north-east edge of Bulwell, approximately 13.2km north-west of Nottingham City Centre. Blenheim consists of a series of industrial courts with some large-to-medium sized standalone industrial units in occupation. The site contains a mix of business premises. The site

should retain its current Local Plan Designation as an employment land allocation SA1, and it is recommended to allocate the site for employment uses.

Butlers Hill, Hucknall



Gross Site Area:

Net Site Area 1.78 ha

Site Context	The site is located approximately 1 mile to the south east of Hucknall town centre, off Wigwam Lane, on an established industrial estate. It provides a number of small plots available for employment purposes. The infrastructure was put in to service the plots of which two are currently developed.
- Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	
Local Plan Designation	The site is identified in the Ashfield Local Plan Review 2002 as an employment allocation Policy EM1He
Status in SHELAA	Not applicable.
Planning History	The site has a substantial number of permissions for developing the site for employment purposes.
Current Use and Land Type	The site forms an extension to the wider industrial area located off Wigwam Road and Butlers Hill
Occupier Profile	Two of the plots have been developed by local occupiers.

		RATING
Strategic Road Access	Limited access to the strategic road network through local roads and Hucknall urban area.	Poor
Local Road Access	The site is accessed through Wigwam Lane but this is an extensive single access road.	Very Poor
Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is located on the south eastern edge of Hucknall and has limited access to the services provided by Hucknall Town Centre. The site has good pedestrian access from the Butlers Hill NET stop. However, there are no locally located bus stops. The labour catchment areas at both Hucknall and Nottingham are within a short distance.	Average

Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)	The site has been substantially developed with limited plots on the development site remaining. The site has been assessed based on the fact that it has already been substantially developed.	Good
Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	There are no development constraints. Parts of the site are within Flood Zones 2 & 3 which has been taken into account in the works undertaken on the planning permission.	Good
Barriers to Delivery and Mitigation (including ownership constraints - if known)	There are no barriers to delivery as the necessary infrastructure is already in place.	Good
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	Site location and development means that it is only likely to appeal to a local market.	Average
Strategic Fit with Growth Area Objectives (by target Market Segment)	The site is anticipated to appeal to a more local market and therefore fills a requirement within the market place.	Average
OVERALL SITE RATING		Good
Recommendation and Potential Future Uses	The allocation includes warehouse and logistics premises, and now in its final phase has 3 plots available to buy or rent new build, bespoke, industrial or warehouse units between 18,000 sq. ft. to 70,000 sq. ft (Wilson Bowden Developments, FHP, CPP Commercial Property Partners). Designate employment Use.	
SITE SUMMARY:		
The site is located with relatively poor access to the strategic road network. However, by its size and location it is anticipated that it will appeal to a local market. It is an allocated Employment Site within the Ashfield Local Plan Review 2002 with implemented planning permission which has been partly developed. It is recommended that it is allocated in the emerging Local Plan.		

Whyburn Park, north of Hucknall. (Employment land element)	
	
GROSS SITE AREA: Employment area approximately 13 ha	NET SITE AREA: 11 ha
(It is based on a ratio of 85% gross to net given that it forms part of a mixed use development and would require roads and landscaping.)	

CRITERIA	COMMENT	
Site Context - Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	The site has been put forward as part of a New Settlement to the north of Hucknall with a gross area of 205.80 ha. The site comprises agricultural land and is bound by the A611 (Annesley Road) to the east of the proposed employment site. The site is located to the north of Hucknall with the land but the urban fringe of Hucknall does not have a strong influence on this area, despite its close proximity, because of woodland and dense hedgerows. Hucknall Bridleway BW1 runs to adjacent to the northern edge of the site.	
Local Plan Designation	The site is identified in the Ashfield Local Plan Review 2002 as Green Belt.	
Status in SHELAA	HK028 - Identifies as amber. The site forms part of a mixed-use development of approximately 205 ha. The business park is located close to A611. For further information see the SHELAA assessment.	
Planning History	No planning history in relation to the proposed use.	
Current Use and Land Type	Agricultural land located in the Green Belt.	
Occupier Profile	Not applicable as it is a greenfield site.	
		RATING
Strategic Road Access	The site is adjacent to the A611 and is approximately 5.25 km from Junction 27 of the M1 motorway. The A611 which runs through Ashfield from Mansfield to Nottingham and is one on the major access routes to Nottingham. (The assessment is based on Highway Authority comments that access is achievable as part of the development onto the A611).	Average

Local Road Access	Currently there is limited local access. However, as part of the development access points would be constructed onto the A611. (Note – As the site is yet to be developed it is not unreasonable that local transport infrastructure has yet to be installed).	Poor
Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is located to the north of Hucknall situated approximately 3 km from Hucknall Town Centre where there is access to the Net and the Hucknall Robin Hood Line Station. There are regular bus services along the A611 but currently no bus stops. The development of the site together with Top Wighay Farm to the east of the site may generate the provision of bus stops in this area.	Average / Good
Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)	The site is located in the countryside utilised for agricultural purposes. It is located adjacent to Local Wildlife Sites and falls within a buffer area in relation to ppSPA.	Average
Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	The Historic Park and Garden to Annesley Hall abuts against part of the boundary of the application site and Whyburn House (Ref 393) is a locally listed heritage asset. Any potential development will need to consider the retention of the building and the impact on the settings of the historic park. Sherwood Forest possible potential Special Protection Area (ppSPA) is adjacent site to the north. Local Wildlife site are located adjacent to the site, (Wighay Wood and Wighay Wood Stream) part of Brier Plantation and land beyond is subject to a group TPO Woodlands and small areas of the site are identified as Priority Habitat. Given the location of the ppSPA, it is considered that a Habitats Regulation Assessment will be required to consider the scope to avoid or mitigate any impacts on biodiversity.	Average / Poor
Barriers to Delivery and Mitigation (including ownership constraints - if known)	The site is being promoted by a developer as part of a substantial mixed use site. However, this has to be balanced against a number of areas which will need mitigation. The site is within the Green Belt and therefore it is necessary to demonstrate that there are exceptional circumstances for the site to be taken out of the Green Belt. As well as the mature trees and hedgerows on the site, there are also Local Wildlife Sites adjacent so any potential development would need to assess and mitigate impacts upon biodiversity. The impact of the ppSPA would need to be assessed but employment uses do not usually give rise to substantial issues in relation to issues found with housing and associated domestic pets.	Average

	Potential harm to the significance to Annesley Hall Registered Park and Garden would need to be assessed.	
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	This is an accessible site located adjacent to a labour market and approximately 14 km from the 'Regional Centre' of Nottingham (as identified in D2N2 Vision 2030 document). The site is only 3km from the centre of Hucknall and approximately 5.25km from Junction 27 of the M1 motorway.	Good
Strategic Fit with Growth Area Objectives (by target Market Segment)	The proposal will create a high end business park, offering E (office), B2 and B8 accommodation which is anticipated to encourage inward investment to the Hucknall area, as well as accommodating local and regional company expansions.	Good
OVERALL SITE RATING		Good/Average
Recommendation and Potential Future Uses	Designate for mixed-use with element of employment Use.	
SITE SUMMARY:		
This site is part of a mixed used new settlement. The wider development will comprise of 3,000 new homes accompanied by a local centre, school facilities, and open space together with approximately 13 ha of employment land. The site is located on the north of Hucknall town and is potentially accessed via a range of transport modes. It has significant frontage onto the A611 Hucknall bypass and would be an attractive location for a range of employment uses. It is recommended to designate the site for mixed-use with element of employment use.		

Wigwam Lane Central, Hucknall, EM1Hg	
	
Gross Site Area: 1.00 ha	

CRITERIA	COMMENT
Site Context - Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	The site is located approximately 1 mile to the south east of Hucknall town centre, adjacent to an established industrial estate. The adjacent site has a number of low quality occupiers.
Local Plan Designation	The site is identified in the Ashfield Local Plan Review 2002 as an employment allocation Policy EM1Hg. It was initially allocated in the Ashfield Local Plan 1995.
Status in SHELAA	Not applicable.
Planning History	An outline planning permission for industrial development was granted in 1994 under application V/1994/0596. However, no development has taken place.
Current Use and Land Type	The site forms an extension to the wider industrial area located off Wigwam Road.
Occupier Profile	Not applicable

		RATING
Strategic Road Access	Limited access to the strategic road network through local roads and Hucknall urban area.	Poor
Local Road Access	The site would have to be access from Wigwam Lane. Current access to the site is through a subtenure track through the adjacent industrial development. To be developed would require a road access being constructed to adoptable standards.	Very Poor
Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is located on the south eastern edge of Hucknall and has limited access to the services provided by Hucknall Town Centre. The labour catchment areas of Hucknall are within a short distance.	Average
Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)	Residential dwellings are adjacent to the southern boundary of the site. Therefore, it would be dependent on the proposed use and whether it falls within Class E (light industrial) or Class B2.	Poor
Developmental and	Suitable access to the site for employment purposes is an issue.	Very poor

Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	A significant part of the site including the potential access route is in Flood Zones 2 & 3.	
Barriers to Delivery and Mitigation (including ownership constraints - if known)	The site has both access issues and flooding issues in relation to Flood Zone 2 and 3.	Very poor
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	Site location and size means that it is only likely to appeal to a local market. However, there are access issues both in relation to getting access and overcoming flooding aspects which raises issues of abnormal costs associated with the site.	Poor
Strategic Fit with Growth Area Objectives (by target Market Segment)	The site has a number of issues but is likely to only appeal to a local market if they could be overcome.	Poor
OVERALL SITE RATING		Very Poor/poor
Recommendation and Potential Future Uses	It is recommended that the allocation in the Ashfield Local Plan Review 2002 is not taken forward.	
SITE SUMMARY:		
The site has a number of issues principally related to access, flooding and location close to residential dwellings. It is recommended that the allocation in the Ashfield Local Plan Review 2002 is not taken forward.		

Kirkby-in-Ashfield

Portland Industrial Park, Kirkby-in-Ashfield		
		
Gross Site Area:		Net Site Area 1.76 ha
CRITERIA	COMMENT	
Site Context - Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	Site of the former Summit Colliery. Located to the north of Kirkby-in-Ashfield town centre off Southwell Lane & Wolsey Drive. The site forms part of the established Portland Industrial Estate. The north western boundary is flanked by the railway line. Infrastructure works have been undertaken on the site.	
Local Plan Designation	Under the Ashfield Local Plan Review 2002 the site is identified as an Employment Allocation EM1Ke. It is also designated as a SINC site. However works have been undertaken to relocate the ecology to a site south off Southwell Lane.	
Status in SHELAA	Not applicable.	
Planning History	There are a number of previous planning applications associated with the employment uses onsite.	
Current Use and Land Type	This is a brownfield site occupied by an established industrial estate.	
Occupier Profile	There are a number of occupiers on the wider development.	
		RATING
Strategic Road Access	The site is approximately 2.21 km from the A38 via Penny Emma Way. The site is approximately 2.71 km from the A611 via Lowmoor Road and the B6020 and 6.7 km from the M1 via the A38.	Good
Local Road Access	The site can be accessed from Southwell Lane and Lowmoor Road. This provides access via Penny Emma Way to the A38. Both Lowmoor Road and Penny Emma Way are good free-moving roads. Access to the A611 is more limited as it is necessary to go through the town centre.	Good/Average
Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is located to the north of Kirkby-in-Ashfield with easy access to the town's services, facilities and labour market. The Sutton Parkway Railway Station is located on the western side of Lowmoor Road, trains depart regularly to Nottingham, Mansfield and Worksop. Bus stops are also located on Lowmoor	Very Good

	Road with services running regularly to Kirkby, Sutton, Annesley, Ripley, Mansfield, Nottingham and Derby. There is a cycle route and footpath running along Lowmoor Road.	
Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)	The site is enclosed by industrial units to three sides with the green space located to the north.	Good
Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	As this is a partly developed allocation it is not considered there are any barriers to development constraints. The site is identified as a Local Wildlife Site in the Ashfield Local Plan Review 2002 and mitigation measures have been implemented under the provisions of past planning permission.	Good
Barriers to Delivery and Mitigation (including ownership constraints - if known)	There are no barriers to delivery.	Good
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	This is part of a wider mixed industrial estate with a variety of units and age of units including some of the former buildings to Summit Colliery. However, it has limited visibility and has seen limited development in the past. vacancy levels. It is in attractive location in close proximity of Sutton in Ashfield, Kirkby in Ashfield and the Vision West Nottinghamshire College Construction Campus, adjacent to the Sutton Parkway Railway Station and within 1km of the A38 trunk road.	Average
Strategic Fit with Growth Area Objectives (by target Market Segment)	This wider site meets a variety of needs but is anticipated to appeal to a more localised market.	Average
OVERALL SITE RATING		Good
Recommendation and Potential Future Uses	Designate for employment uses.	

SITE SUMMARY:

This site is an established industrial estate located to the north of Kirkby-in-Ashfield Town Centre. Sutton Parkway Railway Station is a short walk to the north. The site is well located in relation to the labour provision and services provided by Kirkby-in-Ashfield. However, it has a more limited market appeal than sites located near the M1 and the A38. It is recommended that the site allocated in the Ashfield Local Plan Review 2002 should be retained as an allocated for employment uses.

Sutton in Ashfield

Castlewood Business Park, Farmwell Lane, Sutton in Ashfield	
	
Gross Site Area:	Net Site Area 7.70 ha

CRITERIA	COMMENT
Site Context - Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	Located adjacent to the A38 and the McArthur Glen Factory outlet, to the south of an established industrial area. Junction 28 of the M1 Motorway is approximately 1.9 Km to the west. Extensive infrastructure and servicing are already in place and a number of substantial units have been developed on the site. The Business Park extends across the district boundary into Bolsover.
Local Plan Designation	The site is identified in the Ashfield Local Plan Review 2002 as an employment allocation Policy EM1.
Status in SHELAA	Not applicable.
Planning History	The site has a substantial number of permissions for developing the site for employment purposes.
Current Use and Land Type	The site consists of a series of industrial buildings for general and distribution purposes. occupied by a mix of business premises, classified within Class E, B2, B8 and Sui Generis uses.
Occupier Profile	There are a number of national, regional occupier on the development

		RATING
Strategic Road Access	The site adjoins the A38 and is located approximately 1.9 km from Junction 28 of the M1 Motorway.	Average
Local Road Access	The primary access to the site is off a roundabout connecting to a traffic light junction with the A38.	Very Good
Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is located approximately 4km west of Sutton in Ashfield. It is in close proximity to Huthwaite and South Normanton and Alfreton. These provide a range of services. Sutton in Ashfield provides a wider range of facilities and services. Sutton Parkway railway station is approximately 4.8km from the site via the A38. There are bus stops on Common Road with regular services to Mansfield, Mansfield Woodhouse, Alfreton and South Normanton.	Good
Compatibility of Adjoining Uses (including amenity impacts experienced by current/future)	The site has been substantially developed with limited plots on the development site remaining. The site has been assessed based on the fact that it has already been substantially developed.	Good

occupiers and neighbouring areas)		
Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	There are no development constraints.	Good
Barriers to Delivery and Mitigation (including ownership constraints - if known)	There are no barriers to delivery.	Good
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	This is an established business park that has seen extensive development from 2014/15 onwards. It is in close proximity to the labour market and services of both Huthwaite, South Normanton, and Sutton in Ashfield and with good access to the A38 and Junction 28 of the M1 Motorway.	Very Good
Strategic Fit with Growth Area Objectives (by target Market Segment)	This site already accommodates key industrial growth sectors as identified in the D2N2 Vision 2030 document and has the potential to accommodate additional businesses within these sectors.	Very Good
OVERALL SITE RATING		Very Good
Recommendation and Potential Future Uses	The allocation includes general industrial and logistics premises and has a limited number of plots remaining available. Designate employment use to be retained as an employment allocation.	
SITE SUMMARY:		
This is a premier located business park within close proximity of Junction 28 of the M1 motorway via Farmwell Lane and the A38. The site adjoins the boundary between Bolsover where additional plots have been developer as park of the Business Park which crosses the district boundary. The site has been substantially developed particularly since 2014/15. It is considered that the whole estate should be protected for employment uses to protect the uses currently onsite and remaining plots allocated for employment purposes.		

Land off Hamilton Road, Sutton in Ashfield.



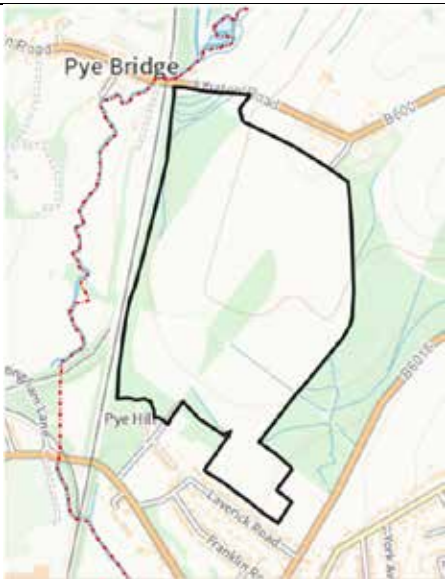
GROSS SITE AREA: Two separate submission SHELAA SA030 (1.89 ha) & SA054 (1.45 ha). Total 3.34 ha

CRITERIA	COMMENT
Site Context - Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	The sites are located in the countryside on the edge of the urban area. The two paddocks are located between the Main Urban Area of Sutton in Ashfield and the A617 Sherwood Way. The Robin Hood Railway line runs to the northern boundary of the sites. Industrial development is located to the west of the sites and the new Amazon distribution centre at Summit Park is approximately 500m to the south east.
Local Plan Designation	The site is identified in the Ashfield Local Plan Review 2002 as countryside (Policy EV2) and is identified as forming part of a Mature Landscape Area (Policy EV4).
Status in SHELAA	SHELAA site SJU037
Planning History	No applicable planning applications are identified.
Current Use and Land Type	Agricultural land.
Occupier Profile	Not applicable as it is a greenfield site.

		RATING
Strategic Road Access	The site is adjacent to the A617 in close proximity to the A38. The A38 provides access to junction 28 of the M1 motorway approximately 8km from the site.	Average
Local Road Access	Currently there is limited local access with field gates into the paddocks off Hamilton Road. However, as part of the development an access point would be constructed onto Hamilton Road. (Note – As the site is yet to be developed it is not unreasonable that local transport infrastructure has yet to be installed).	Poor
Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is located on the outskirts of Sutton in Ashfield with all the main facilities offer by the town. There are limited bus services within close proximity of the site. There was a bus stop on Hamilton Road which did not appear to be in use and there is a bus stop on Coxmoor Road with a once daily service serving Kirkby in Ashfield and Annesley. Sutton Parkway Railway Station is approximately 2.0 km south of the site.	Average

Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)	The site is bound to north by the railway line and employment uses/countryside and the A617 beyond. To the south by Hamilton Road and countryside beyond, to the west by employment uses.	Good
Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	This is a small level site with utilities and communications infrastructure in close proximity. There is a scheduled monument – Mound on Hamilton Hill (ref. 1002921) approximately 400 m south of the site.	Average
Barriers to Delivery and Mitigation (including ownership constraints - if known)	Each site is in individual ownership. The impact on the setting of the Mound on Hamilton Hill would need to be taken into account. However, there has already been substantial development in the wider area on Hamilton Road and at Summit Park with the substantial Amazon Distribution unit.	Average
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	This is a small site within a wider industrial area with frontage onto Hamilton Road. The adjacent site to the east was allocated in the Ashfield Local Plan Review 2002 and subsequently development for employment purpose, being fully occupied.	Average/Good
Strategic Fit with Growth Area Objectives (by target Market Segment)	The site is located on the Main Urban area fringe in an area with extensive employment uses and with good access to the strategic road network.	Good
OVERALL SITE RATING		Average
Recommendation and Potential Future Uses	Potentially designate for employment use.	
SITE SUMMARY:		
The site offers the potential for a small business park located on the south-east periphery of Sutton in Ashfield adjacent to the A617. It is set within a wider employment area and is within close proximity of Hamilton Road/Coxmoor Road and Summit Park. based on Highway Authority comments the sites would have to be developed together with a single access point.		

The Rural (The wards of Selston, Jacksdale and Underwood)

Land south of Alfreton Road, Jubilee, Selston	
	
GROSS SITE AREA: 34.35 hectares	

CRITERIA	COMMENT
Site Context - Location with regards to existing employment areas and other sites - How the site fits into the overall portfolio	The site is located in the Green Belt within what is regarded as the rural parts of the District. Located to the south of Jubilee it comprises open countryside.
Local Plan Designation	The site is identified in the Ashfield Local Plan Review 2002 as Green Belt (Policy EV1).
Status in SHELAA	SHELAA site number SJU037. The site is identified as amber in the SHELAA for employment purposes.
Planning History	No applicable planning applications are identified.
Current Use and Land Type	This is a greenfield site in agricultural use.
Occupier Profile	Not applicable as it is a greenfield site.

		RATING
Strategic Road Access	The site is located off Alfreton Road B600. Access to the A38 would be at Alfreton and the M1 at Junction 28 through Alfreton or Junction 27 through Selston and Underwood. This would necessitate HGV travelling on local roads, and through settlements	Very Poor
Local Road Access	Currently there is limited local access with field gates into the fields of Alfreton Road. Highways have identified that comprehensive masterplanning with multiple access points onto Nottingham Road/ Alfreton Road (B600) or any other part of the adjacent highway network would be required. (Note – As the site is yet to be developed it is not unreasonable that local transport infrastructure has yet to be installed).	Poor

Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)	The site is located in the rural part of the District. Part of the southern end of the site is located adjacent to the Named Settlement (ALPR 2002, Policy ST3). It is anticipated there would be a substantial reliance on the car to access the site. While a railway line runs adjacent to the site the nearest station is Alfreton.	Poor
Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)	The site is located in the open countryside. The railway line runs to the west and parts of the site come up to the residential areas of Jubilee and Jacksdale.	Average
Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Significant land contamination issues - large toxic waste landfill constructed on centre/south part of site. Further investigation is required. Likely ground stability issues - Coal high risk area. Significant Made Ground, multiple recorded mine shafts and many others nearby. Land stability will need careful attention. In terms of highway access it would need comprehensive masterplanning with multiple access points onto Nottingham Road/ Alfreton Road (B600) or any other part of the adjacent highway network. Part of the site is a priority habitat. Any potential development will need to avoid or mitigate any impacts on biodiversity. Severn Trent have identified that network improvements to the foul sewers is likely to be required.	Poor
Barriers to Delivery and Mitigation (including ownership constraints - if known)	Significant land contamination issues. It is located in the Green Belt. It is necessary to demonstrate that there are exceptional circumstances, for the site to be taken out of the Green Belt. Likely ground stability issues Highway access would require comprehensive masterplanning. Potential improvements to the foul sewers are likely to be required.	Poor
Market Attractiveness (including appropriateness, vacancy and market activity on site for the type of development proposed)	This is a substantial site in a rural area whether there is no established commercial market for business units and where access is constrained by road that will by necessity have to go through nearby settlements.	Poor
Strategic Fit with Growth Area Objectives (by target Market Segment)	Tas a substantial site in the rural area with access constrains it does not fit with Growth Area objectives.	Poor
OVERALL SITE RATING		Poor
Recommendation and Potential Future Uses	That the site is not allocated for employment purposes and remains in agricultural use.	

SITE SUMMARY:

The site has located in the open countryside in a rural area with constrained access to the strategic road network. There is no evidence of developer interest in the site or a local demand for a substantial site of this nature, which has a significant number of constraints and potential viability issues in terms of abnormal costs.

