

Bolsover, Chesterfield and North East Derbyshire Economic Needs Assessment Study

Final Report

Bolsover District Council, Chesterfield Borough Council and North
East Derbyshire District Council

06 March 2025

LICHFIELDS

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Introduction

1.0

1.1

Bolsover District Council [BDC], Chesterfield Borough Council [CBC] and North East Derbyshire District Council [NEDDC] [the Councils] has commissioned Lichfields to undertake an Economic Needs Assessment Study [ENAS] that will be compliant with the National Planning Policy Framework (December 2024) [NPPF24] and Planning Practice Guidance [PPG].

1.2

The Assessment provides the evidence base to inform the **Councils'** five-year review of their local plans and the partial or full update of the respective local plans if this is considered necessary. The Assessment provides a qualitative and quantitative assessment for business space (Class E g), B2 & B8) to the end of the respective Local Plan expiration dates (to 2033) and considers the longer period to 2044 using a range of data that is currently available and robust.

1.3

The immediate context to the study is that evidence from neighbouring areas suggests that there is a demand for, but a lack of supply, of strategic B8 logistics focused on the M1 corridor. The Assessment therefore considers any requirements for strategic logistics in relation to the Councils' area and the implications that may arise in relation to strategic policies.

1.4

For CBC and NEDDC, a key requirement will be to undertake a qualitative assessment of employment sites. BDC Officers considered that a qualitative assessment of employment sites was not required for their local authority area.

Study Scope

1.5

In summary the Study comprises:

- 1 An economic assessment for BDC, CBC and NEDDC, which includes:
 - Provision of an up-to-date and robust employment evidence base to inform:
 - i The Councils' Local Plan reviews required by legislation to be undertaken at least every five years.
 - ii Any subsequent full or partial reviews that may be necessary, taking into account the need for strategic policies under NPPF24 paragraph 22 to look ahead 15 years ahead from adoption.
 - Assessing the need for strategic logistics and any other sectors as set out in the Planning Practice Guidance [PPG] section on Housing and Economic Needs Assessments.
 - Consideration of linkages between the economic analysis and the emerging local housing need and how it will be drawn together to inform the overall policy conclusions.
- 2 Employment site assessments from a market perspective for CBC in relation to a review of protected employment sites, current employment land allocations and Land Availability Assessment sites [LAA] put forward for employment purposes.

- 3 Employment site assessments from a market perspective for NEDDC in relation to a review of protected employment sites and current employment land allocations.
-
- 1.6 The scope of this ENAS therefore includes consideration of economic development based **upon the typologies set out in the Former ‘B’ Use Classes as outlined below, but drawing on** other evidence base information that is available to ensure that there is consideration of other (non B-use) industries insofar as they form economic and employment growth opportunities:
 - Office: including offices in E(g)(i)– former B1(a) - Use Class and research & development in E(g)(ii) – former B1(b) - Use Class.
 - Industrial: including light industrial in E(g)(iii)– former B1(c) - Use Class and industrial and manufacturing space in B2 Use Class.
 - Distribution: including storage and distribution, warehousing and wholesale uses typically in B8 Use Class, **with local, or indigenous need separated from strategic, or ‘big box’ logistics needs.**
 - 1.7 Sui Generis uses comparable to the above uses are included within the scope of the assessment. **References to ‘employment space/uses’ and ‘employment-based sectors’ refer** to all the above uses.
 - 1.8 It should be noted that there are a variety of factors and drivers to consider when objectively assessing the business context and needs for a local economy. The study uses a combination of quantitative and qualitative analysis to examine these issues in the context of the three Councils and synthesises this analysis to draw overall conclusions and policy implications for long-term planning across the sub-region.
 - 1.9 The ENAS will need to align with current and emerging planned housing growth, as well as other economic policy documents and employment-related development on the fringes of the Functional Economic Market Area [FEMA], to ensure the evidence dovetails together.
 - 1.10 To this end, the study engages with all relevant stakeholders including D2N2, Officers drawing up the East Midlands Combined County Authority, neighbouring Local Authorities, local business and business groups (via a Business Survey), the Chamber of Commerce, developers, land promoters, and local property agents, Destination Chesterfield, and the Economic Development Departments of the commissioning Councils.

Methodology

- 1.11 The Government has updated its PPG on how the need for housing and economic development should be assessed. The original 2014 iteration replaced the previous Office of the Deputy Prime Minister [ODPM] Employment Land Reviews: Guidance Note from 2004 (although this arguably remains a source of good practice). The 2019 version of the PPG¹ reintroduced its methodology for assessing economic development needs. It states that plan makers should liaise closely with the business community to understand their current and potential future requirements².

¹ Practice Guidance Reference 2a-025-20190220

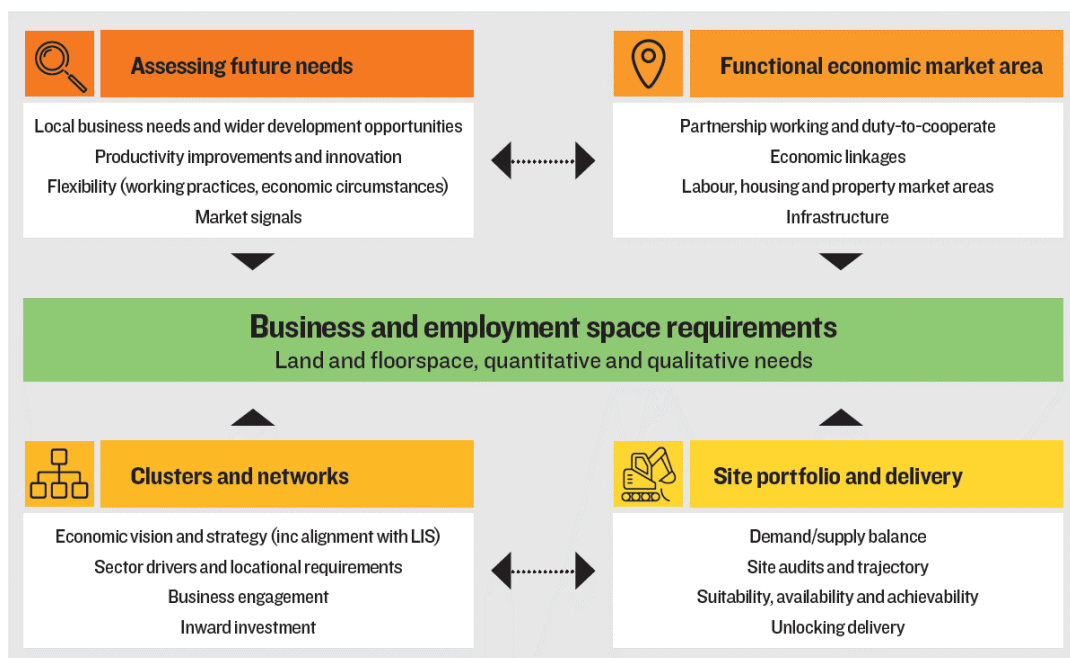
² Practice Guidance Reference 2a-026-20190220

1.12 In terms of using market signals to help forecast future needs, the PPG³ advises that a range of data which is current and robust should be used, such as:

- sectoral and employment forecasts and projections (labour demand);
- demographically derived assessments of future employment needs (labour supply techniques);
- analysis based on the past take-up of employment land and property and/or future property market requirements; and,
- consultation with relevant organisations, studies of business trends, and monitoring of business, economic and employment statistics.

1.13 **This study's methodology conforms to the requirements of the NPPF24 and the updated PPG, and is summarised in Figure 1.1.**

Figure 1.1 Employment Land Methodology



Source: Lichfields

Report Structure

1.14 The report is structured as follows:

- Section 2 sets out the policy context, including a review of relevant national and local policy documents, employment studies and economic development strategies and the needs of adjoining authorities.
- Section 3 outlines the socio-economic context including current economic conditions and trends that may affect future needs for employment space.
- Section 4 assesses the extent to which the three North Derbyshire districts form self-contained FEMAs.

³ Practice Guidance Reference 2a-27-20190220

- Section 5 outlines the commercial property market. This comprises a review of the local commercial property market, including the supply of and demand for different types of employment space within the North Derbyshire sub-region and the needs of the different market segments. It also provides an overview of employment space across the sub-region, including the mix of uses, development rates, completions and losses, supply and demand and the needs of different market segments. It also reports the findings of the consultation exercise and the key findings from an online Business Survey.
- Section 6 reviews the existing portfolio of strategic employment land and premises in Chesterfield Borough and North East Derbyshire District against defined criteria including market attractiveness and the ability to meet future needs.
- Section 7 assesses the future requirement for Employment Space including estimates of future employment space requirements for office, industrial and distribution sectors in quantitative terms, drawing on employment forecasts and other factors.
- Section 8 **reviews the need for 'big box' strategic logistics sites across the sub-region.**
- Section 9 assesses the balance between current land supply and future needs, an assessment of the balance between existing land supply and future requirements in both quantitative and qualitative terms.
- Section 10 summarises the key conclusions of the study along with policy recommendations to support the existing and future site portfolio and maximise future economic growth in the three Council areas.

2.0 Policy Context

- 2.1 This study comprises a key part of the economic evidence base that will be used to inform **the Councils'** emerging Local Plan policies and is in accordance with the following policy and economic documents at a national, regional, and local level.

National Policy and Guidance

National Planning Policy Framework

- 2.2 The new December 2024 National Planning Policy Framework [NPPF24] places a particular emphasis on sustainable development through a process of:
- 1 Reviewing employment land allocations to ensure the supply meets identified needs;
 - 2 Proactively supporting sustainable economic development to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure; and,
 - 3 Encouraging the effective use of land by re-using land that has been previously developed (brownfield land), with a view to promoting regeneration.
- 2.3 It states that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner [§7].
- 2.4 The NPPF24 states that to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method [SM] in national planning practice guidance [§62]. It goes on to state that the housing requirement may be higher than the identified housing need if it reflects growth ambitions linked to economic development or infrastructure investment [§69].
- 2.5 Section 6 of NPPF24 summarises how the planning system should help build a strong competitive economy:
- “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.”*** [§85]
- 2.6 The NPPF24 [§86] indicates that local planning authorities [LPAs] are required to ensure that Local Plan policies set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to the national industrial strategy and any relevant Local Industrial Strategies [LIS] and other local policies for economic development and regeneration. They should set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period, and seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment. The NPPF24 also requires planning policies to be flexible enough to accommodate needs not anticipated in the plan and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.

- 2.7 The new NPPF24 **expands paragraph 86 by including a new requirement for LPAs to “pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics.”**
- 2.8 Paragraph 87, which requires planning policies and decisions to recognise and address the specific locational requirements of different sectors, is also expanded in the new NPPF24. **Clause a) requires policies to make provision for “clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections)”.**
- 2.9 Paragraph 87b identifies a requirement to provide for storage and distribution operations **at a variety of scales and in suitably accessible locations “that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation”.**
- 2.10 Paragraph 87c sets out a new requirement to make provision for the **“expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience”.**
- 2.11 The NPPF24 provides a renewed emphasis on strategic planning and a clear recognition that this crosses LPA boundaries, implying that joined up working between authorities is imperative.
- 2.12 Paragraph 24 states that effective strategic planning across LPA boundaries will play a vital and increasing role in how sustainable growth is delivered, by addressing key spatial issues including meeting housing needs, delivering strategic infrastructure and building economic and climate resilience. LPAs and county councils (in two-tier areas) continue to be under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries.
- 2.13 Strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans [S25]. Notably, strategic plans and policies should provide for development needs that cannot be met within neighbouring areas and should demonstrate this through statements of common ground [SoCG]. Paragraph 27 requires policies to be consistent with bodies where a strategic relationship **exists “unless there is a clear justification to the contrary”.** Item b) to paragraph 27 **requires plans to ensure that “unmet development needs from neighbouring areas are accommodated in accordance with paragraph 11b”.**
- 2.14 **Ultimately, the Councils’ Local Plans will need up-to-date and comprehensive evidence to inform its judgements about the need for, and relative importance of, the employment land in their districts, particularly in the face of continued pressure for release to other uses.**
- 2.15 The NPPF24 also reforms longstanding Green Belt Policy. Paragraph 146 sets out that housing, commercial and other development needs can expressly justify exceptional circumstances for Green Belt release, mandating that LPAs review and, if necessary, alter Green Belt boundaries when they cannot fully meet housing or commercial requirements unless there is evidence that doing so would fundamentally undermine the purposes (taken together) of the remaining Green Belt, when considered across the area of the plan.

- 2.16 NPPF24 now states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously **-developed or 'brownfield' land** [paragraph 124].

Planning Practice Guidance

- 2.17 The NPPF24 is supported by the Planning Practice Guidance [PPG], which includes detailed guidance on the assessment of economic development. The PPG states that plan makers should liaise closely with the business community to understand their current and potential future requirements⁴.
- 2.18 The PPG advises that Plan-makers should assess evidence of market demand (including the locational and premises requirements of particular types of business) - sourced from local data and market intelligence, such as recent surveys of business needs, discussions with developers and property agents and engagement with business and economic forums.
- 2.19 The PPG has two much **-shortened sections in 'Plan-Making':**

“What are the steps in gathering evidence to plan for business?”

Strategic policy-making authorities will need a clear understanding of business requirements in their area. The steps in building up this evidence include:

- *Working together with country and neighbouring authorities, Mayors, combined authorities and with Local Enterprise Partnerships to define the most appropriate geography to prepare policies for employment;*
- *Preparing and maintaining a robust evidence base to understand both existing business needs and likely changes in the market, with reference to the local industrial strategies where relevant; and,*
- *Engaging with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.⁵*

“How can authorities use this evidence base to plan for business?”

Authorities can use this evidence base to assess:

- *The need for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development;*
- *The existing and future supply of land available for economic development and its suitability to meet the identified needs. This should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land.*
- *The likely availability and achievability of employment-led development, taking into account market signals;*

⁴ 2a-026-20190220

⁵ 61-040-20190315

- *The role, capacity and function of town centres and the relationship between them, including any trends in the performance of centres;*
- *Locations of deprivation which may benefit from planned remedial action; and,*
- *The needs of the farming and food production industries, including the location and extent of the best and most versatile agricultural land, and the ways in which planning could support investment in those industries.*⁶

2.20 The PPG includes guidance on the assessment of housing and economic development. This replaces the previous Office of the Deputy Prime Minister [ODPM] *Employment Land Reviews: Guidance Note* from 2004 (although this arguably remains a source of good practice). The PPG⁷ has reintroduced its methodology for assessing economic development needs. It states that plan makers liaise closely with the business community to understand their current and future requirements.⁸

2.21 It also advises that Plan-makers should also assess:

- The best fit functional economic market area [FEMA];
- The existing stock of land for employment uses within the area;
- The recent pattern of employment land supply and loss – for example based on extant planning permissions and planning applications (or losses to permitted development);
- Evidence of market demand (including the locational and premises requirements of particular types of business) - sourced from local data and market intelligence, such as recent surveys of business needs, discussions with developers and property agents and engagement with business and economic forums;
- Wider market signals relating to economic growth, diversification and innovation; and,
- Any evidence of market failure – such as physical or ownership constraints that prevent the employment site being used effectively.

2.22 In terms of using market signals to help forecast future needs, the PPG⁹ advises that plan makers should note that:

“The available stock of land can be compared with the particular requirements of the area so that ‘gaps’ in local employment land provision can be identified.

It is important to consider recent employment land take up and projections (based on past trends) and forecasts (based on future scenarios), and to identify instances where sites have been developed or sought for specialist economic uses. This will help to provide an understanding of the underlying requirements for office, general business and distribution space, and (when compared with the overall stock of employment sites) can form the context for appraising individual sites.

Analysing supply and demand will allow policy makers to identify whether there is a mismatch between quantitative and qualitative supply of and demand for employment sites. This will enable an understanding of which market segments are over-supplied to be derived and those which are undersupplied.”

⁶ 61-041-20190315

⁷ 2a-025-20190220

⁸ 2a-026-20190220

⁹ 2a-029-20190220

- 2.23 To derive employment land requirements, the PPG¹⁰ states that when translating employment and output forecasts into land requirements there are four key relationships which need to be quantified:
- Standard Industrial Classification sectors to use classes;
 - Standard Industrial Classification sectors to type of property;
 - Employment to floorspace (employment density); and,
 - Floorspace to site area (plot ratio based on industry proxies).
- 2.24 The PPG has also added in two new sections on how authorities can assess need and allocate space for logistics and how specific locational requirements of specialist or new sectors be addressed.¹¹
- 2.25 Regarding the former, the PPG recognises that the logistics industry plays a critical role in enabling an efficient, sustainable, and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land).
- 2.26 To address this, the PPG states that:
- “Strategic facilities serving national or regional markets are likely to require significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to appropriately skilled local labour. Where a need for such facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas. This can be informed by:*
- *Engagement with logistics developers and occupiers to understand the changing nature of requirements in terms of the type, size and location of facilities, including the impact of new and emerging technologies;*
 - *Analysis of market signals, including trends in take up and the availability of logistics land and floorspace across the relevant market geographies;*
 - *Analysis of economic forecasts to identify potential changes in demand and anticipated growth in sectors likely to occupy logistics facilities, or which require support from the sector; and*
 - *Engagement with Local Enterprise Partnerships and review of their plans and strategies, including economic priorities within Local Industrial Strategies.*
- Strategic policy-making authorities will then need to consider the most appropriate locations for meeting these identified needs (whether through the expansion of existing sites or development of new ones).”*
- 2.27 Regarding the former, the PPG states that when assessing what land and policy support may be needed for different employment uses, it will be important to understand whether there are specific requirements in the local market which affect the types of land or premises needed. It states that:

¹⁰ 2a-030-20190220

¹¹ 2a-031-20190722 and 2a-032-20190722

“Clustering of certain industries (such as some high tech, engineering, digital, creative and logistics activities) can play an important role in supporting collaboration, innovation, productivity, and sustainability, as well as in driving the economic prospects of the areas in which they locate. Strategic policy-making authorities will need to develop a clear understanding of such needs and how they might be addressed taking account of relevant evidence and policy within Local Industrial Strategies. For example, this might include the need for greater studio capacity, co-working spaces, or research facilities.

These needs are often more qualitative in nature and will have to be informed by engagement with businesses and occupiers within relevant sectors.”

Sub-Regional Evidence Base

Strategic Economic Plan

Derbyshire Economic Strategy Statement

- 2.28 The Derbyshire Economic Strategy Statement [DESS] seeks to bring together the ambitions and growth objectives of the local authorities and private/third sector partners across Derbyshire. The DESS acts as the strategic framework to underpin activity on agreed County-wide objectives.
- 2.29 The DESS looks to recognise the neighbouring areas strengths and opportunities, looking **beyond the County’s borders, to recognise where the County can support and help achieve a** critical mass of activity to deliver jobs and attract investment. The DESS also sets out how Derbyshire contributes to the wider D2N2 priority sectors, including:
- Transport equipment and manufacturing with clusters of activity along the **A50/A38/M1 corridor including Derbyshire’s metal sector.**
 - Low carbon goods and services due to a number of leading material and engineering businesses and the opportunity to diversify the manufacturing base into low-carbon markets.
 - Transport and logistics **given Derbyshire’s excellent road and rail connections,** particularly along the M1 corridor, and large brown-field sites suitable for distribution activities.
- 2.30 The DESS sets out three distinct economic zones in recognition of the different spatial drivers and capacity for growth. This is made up of:
- 1 North East economic zone includes a significant part of the M1 Corridor from Junction 26 to Junction 30 and is largely made up of Bolsover District, Chesterfield Borough and North East Derbyshire District. This zone is influenced by activity within the Sheffield City Region, which attracts workers from Dronfield, and is characterised by major employment sites. This includes The Markham Vale Enterprise Zone and A61 Corridor.
 - 2 North West economic zone which primarily covers High Peak and Derbyshire Dales, extending into the rural areas of North East Derbyshire and the western fringe of Amber Valley. Whilst the area is home to a number of high earning, highly skilled residents, this results in a large number of outwards commuting and a large proportion of low wage economy within the zone characterised mainly by its tourism and hospitality employment base. The zone is unlikely to meet the needs of modern

businesses or growth sectors and would instead benefit from improving existing premises and connectivity into other areas of economic activity.

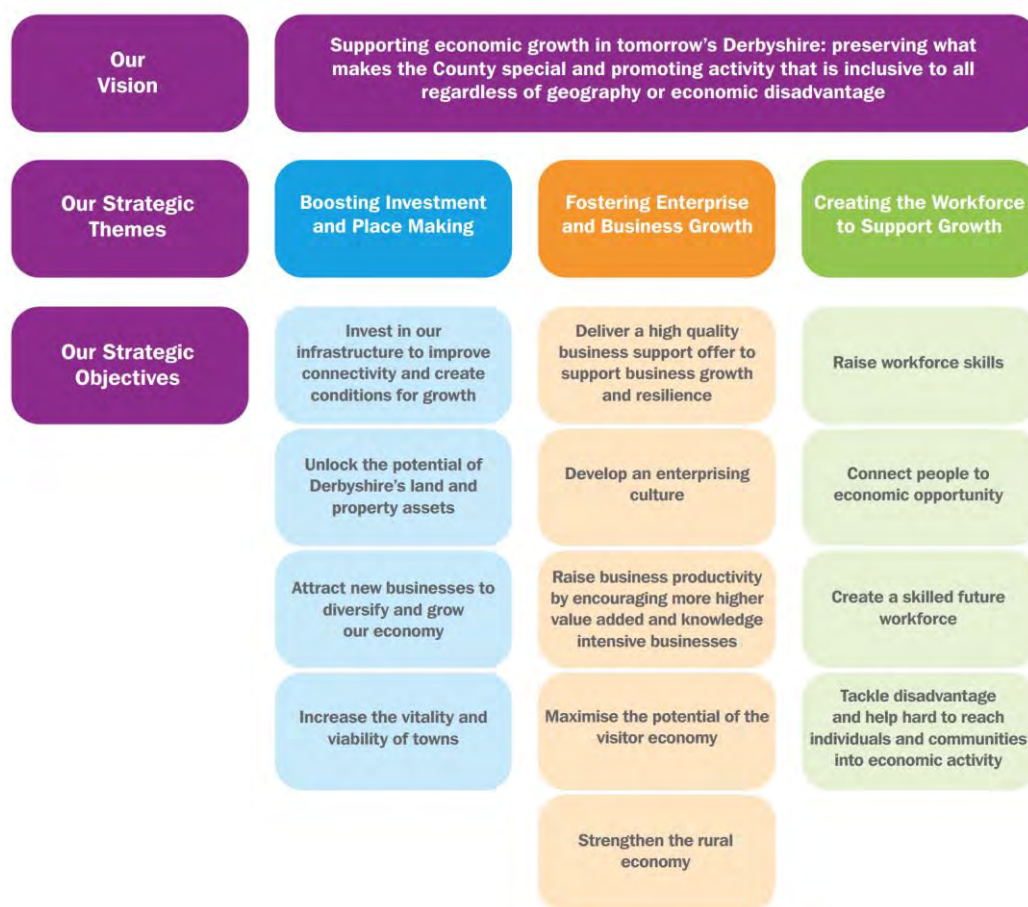
- 3 South zone which includes South Derbyshire, Erewash and Amber Valley. The zone has a relatively buoyant economy with considerable growth potential including engineering excellence in aerospace, rail and automotive. Derby City is an important asset in terms of the flows of labour, goods and services, as well as manufacturing growth along the A38/A50/M1 and A52, and the city of Nottingham outside the zone.

2.31 As part of the North East zone, the DESS highlights the challenges and priorities facing the authority areas:

- Bolsover District consists of economic assets including strategic sites along the M1 Corridor, strengths in manufacturing an engineering, connectivity, a large catchment population and economic links to South Yorkshire and North Nottinghamshire. Priorities for the District include supporting the transition to higher value-added businesses, opening up employment land, and raising skill levels.
- Chesterfield Borough which acts as a sub-regional centre, good central location, strategic employment sites and office space, with a highly skilled workforce. Priorities for the Borough include developing the employment offer, delivering key regeneration sites and securing knowledge-based employment.
- North East Derbyshire District which includes economic assets along the M1 Corridor, strengths in manufacturing, engineering and logistics, and strong connection to South Yorkshire. Priorities include town centre regeneration, raising employment and skills levels, and business growth.

2.32 The DESS sets out the economic vision for the County, the strategic themes and strategic objectives which will deliver this.

Figure 2.1 Derbyshire Economic Vision



Source: Derbyshire Economic Partnership: Derbyshire Economic Strategy Statement

D2N2 Local Industrial Strategy (March 2020)

2.33 **Building on the Government's National Industrial Strategy, the D2N2 LIS sets out the actions the local authorities within the D2N2 region are taking to address productivity barriers across Derby, Derbyshire, Nottingham and Nottinghamshire, enabling businesses to create more jobs, export more goods and services and grow their productivity.**

2.34 The challenges facing the D2N2 economy include:

- A persistent labour productivity gap, with Gross Value Added [GVA] per hour worked 14% below the UK average (which has widened over the past 5 years);
- 54,000 jobs are at risk from automation, with a further 413,000 jobs likely to experience various forms of automation;
- **12/17 local authorities within the D2N2 area are identified as 'social mobility cold spots';**
- 28% higher emissions per capita than the UK average due to concentration of energy-intensive industries;
- Poor regional rail connectivity; and,
- High proportion of low skilled and low earning jobs and long-term unemployment.

2.35 To address these challenges and rebalance economic growth, the D2N2 local authorities intend to focus on three key aims in the D2N2 region:

- Upskilling for productivity;

- ii Clean growth; and,
- iii Connectivity and inclusion.

A1 Corridor Logistics Assessment: Bassetlaw Council Final Report (August 2021) and Addendum

- 2.36 Bassetlaw District Council commissioned an assessment of the logistics market on the A1 corridor in Bassetlaw and the wider property market area. The aim of the study was to:
- Meet the PPG requirements for logistics needs assessments for Local Plans;
 - Define the Property Market Area [PMA] to consider the A1 corridor role within the wider PMA;
 - Review the market demand for units above 100,000 square feet [sq. ft] (9,000 square metres [sqm]) and the performance of key logistics parks; and,
 - Consider the supply for logistics in the PMA.
- 2.37 The study acknowledges that the PMA for logistics, particularly strategic sites, these tend to be larger areas than the FEMAs defined in PPG. It identified that:
- Saturation on the M1 leading the A1 to now be viewed as a viable logistics corridor; and,
 - A requirement to move north towards Sheffield/Doncaster due to saturation around the Golden Triangle market south of Nottingham.
- 2.38 The study specifically focusses on the A1 corridor study area which runs south of Doncaster towards Newark. Following this, the following geographic areas fall within this study area:
- Sheffield City Region excluding Barnsley;
 - The Nottingham Core and Outer Market Areas; and,
 - Part of the North Nottinghamshire and Derbyshire authorities of the D2N2 LEP including Bassetlaw, North East Derbyshire, Derbyshire Dales, Bolsover and Chesterfield.
- 2.39 Based off commercial agent feedback, the study notes that:
- Saturation on the M1 leading the A1 to now be viewed as a viable logistics corridor with demand increasing as the M1 becomes constrained, congested and expensive.
 - Demand is at an all-time high due to market restructuring and the shift towards online and e-commerce. All buildings under 100,000 sq. ft are under offer or pre-let which is **creating a 'desperate situation' particularly as supply is at an all time low for existing** and under construction units. When large sites become available, they are leased very quickly. The iPort became half-filled in 5-years despite expectations to take 20-years.
 - There is particular demand for bigger, higher units that are more bespoke for logistics and manufacturing.
- 2.40 Commercial property market analysis, during the post-recession period from 2012 to 2020, take-up peaked in 2017 at nearly 4,500,000 sq. ft. Whilst take-up rates have been lower in recent years after this, it is likely due to lack of supply and represents under-represents total need.
- 2.41 The A1 PMA shows that deliveries have increased over the last 10 years from 2011 which considerable amounts of floorspace brought forward in 2017. The study suggests that due

to low levels of vacancy and high rental trends, the rate of delivery will need to continue for a sustained period to stabilise the market.

2.42 The A1 PMA faces low availability of units in the current market or under construction compared to the average of 3.1m sq. ft take-up per annum over the last 4 years. Based off CoStar analysis, there is only 2-3 years of supply which includes proposed units and units constructed pre-2000 which are likely to be less attractive to the market. However, using desktop research, the study suggests there is 8 years of supply based off a pipeline of permissions or additional allocated supply not yet brought forward. This suggests that **Doncaster and Bassetlaw have the greatest supply, although most of Bassetlaw's supply is from Apleyhead Junction.**

2.43 The study concludes that:

- The A1 has become a secondary logistics market to the M1 corridor.
- **Bassetlaw's A1 corridor is influenced both the M1 which runs south to Nottingham and the M18 corridor which runs to Thorne.** Whilst the Sheffield City Region part of the A1 study area is better served, supply is limited in Nottinghamshire.
- The study recommends Bassetlaw brings forward large sites such as Apleyhead Junction as this will ensure there is not oversupply in the area PMA districts and will help the local authority plan for 15 years as per Local Plan expectations.

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

2.44 Lichfields was commissioned to undertake an Employment Land Needs Study [ELNS] covering the Nottingham Core Housing Market Area [HMA] and Nottingham Outer HMA. This assessed the future economic development needs of the 8 authorities up to 2038 to **help inform the Core HMA's review of the Aligned Core Strategies and preparation of the new Part 1 Local Plans, as well as the outer HMAs Local Plan reviews in the future.**

2.45 The study assessed B-Use future requirements, with a particular focus on testing the implications of different population/household growth scenarios on future employment space requirements for the District, including the latest economic forecasts and housing requirements.

2.46 The study used six different scenarios of future employment space requirements:

- 1 September 2020 Experian forecasts - The scenario forecast significant growth in E(g)/B-class jobs for the Core HMA as a whole, equal to 11,991 between 2018 and 2038. In the Outer HMA, net job growth was lower at 877.
- 2 Pre-Covid Experian forecast - The level of job growth across the Core HMAs is 58,700 over the 20-year plan period, 18% higher than the re-calibrated September 2020 model, whilst the net job growth across the three Outer HMA districts is 19,100 (27% higher than the Pandemic-adjusted forecast).
- 3 Regeneration or Policy On – aligned with D2N2 11 priority areas, this resulted in an increase in E/B-Class jobs in the Core HMA districts of 16,539 (5452 higher than previously) and 3,200 E/B Class jobs in the Outer HMA (2,569 higher than in the baseline).

- 4 Labour supply (1) - comprised of a 'baseline' number of jobs which is expected to be support by the SNPP.
- 5 Labour supply (2) – provided an uplifted number of jobs understand the standard method with the affordability uplift.
- 6 Past completions (2011-2020) - A total of 14,665 sqm of gross office floorspace completions has come forward per annum in recent years, whilst 18,918 sqm of office floorspace has been lost per annum over that same time period, resulting in a negative net floorspace figure of -4,252 sqm per annum.

2.47 The study found that Councils believed they could meet their own needs in terms of employment land and that this will continue to be the case for the foreseeable future.

2.48 Table 2.1 and Table 2.2 present the study's findings for the core and outer HMAs in terms of demand/supply balance.

Table 2.1 Demand/Supply Balance of Employment Space 2018-2038 for the Nottingham Core HMA district

District	Net / Gross	Office Supply as of 31 st March 2018	Need for Offices 2018-38 (sqm)	Need for Offices 2018-38 (sqm)	Industrial / B8 Supply as of 31 st March 2018	Need for B2 / B8 2018-38 (ha)	Need for B2 / B8 2018-38 (ha)
			Experian/Labour Supply Range	Past Take Up Scenario		Experian / Labour Supply Range	Past Take Up Scenario
Broxtowe	Net	n/a	9,642-19,081	14,973	8.54 ha (includes office)	7.87-19.82	14.27
Broxtowe	Gross	n/a	28,006-37,445	33,337	8.54 ha (includes office)	26.61-38.56	33.00
Erewash	Net	51,571 sqm	3,876 - 16,065	-2,928	13.89 ha	-13.17 – 1.87	2.00
Erewash	Gross	51,571 sqm	14,587 – 26,776	7,783	13.89 ha	24.99 - 40.03	40.16
Gedling	Net	n/a	7,933 - 12,345	23,069	19.35 ha (includes office)	12.45 – 22.26	0.48
Gedling	Gross	n/a	11,789 – 16,201	26,925	19.35 ha (includes office)	21.98 – 31.80	10.01
Nottingham	Net	236,150 sqm (as of 31 st March 2018)	118,662 – 157,462	-166,755	23.15 ha (as of 31 st March 2018)	-2.12 - 18.23	-37.30
Nottingham	Gross	236,150 sqm (as of 31 st March 2018)	262,320 – 301,120	-23,097	23.15 ha (as of 31 st March 2018)	38.85 - 59.19	3.66
Rushcliffe	Net	46,696 sqm (as of 31 st March 2018)	28,800 - 39,706	12,452	47.8 ha (as of 31 st March 2018)	1.83 - 10.21	5.70
Rushcliffe	Gross	46,696 sqm (as of 31 st March 2018)	41,072 - 51,978	24,724	47.8 ha (as of 31 st March 2018)	14.09 - 22.46	17.96
CORE HMA TOTAL	Net	333,911 sqm	168,913 – 244,659	-119,189	130.37 (includes some office)	6.86 – 72.39	-14.85
CORE HMA TOTAL	Gross	333,911 sqm	357,774 – 433,520	69,672	130.37 (includes some office)	126.52 – 192.04	104.79

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

Table 2.2 Demand/Supply Balance of Employment Space 2018-2038 for the Nottingham Outer HMA districts

District	Net / Gross	Office / Industrial Supply as of 31 st March 2018	Need for Offices 2018-38 (sqm)	Need for Offices 2018-38 (sqm)	Need for B2 / B8 2018-38 (ha)	Need for B2 / B8 2018-38 (ha)
			Experian/Labour Supply Range	Past Take Up Scenario	Experian / Labour Supply Range	Past Take Up Scenario
Ashfield	Net	75.47 ha	13,165 - 23,396	26,664	4.68 – 15.53	76.87
Ashfields	Gross	75.47 ha	23,898 - 33,956	37,224	46.71 – 57.56	118.90
Hucknall	Net	26.10 ha	1,785 - 3,988	308	0.88 – 6.07	13.85
Hucknall	Gross	26.10 ha	2,305 - 4,508	828	9.74 – 14.93	22.71
Mansfield	Net	35.2 ha	8,555 – 13,638	-17,865	5.25 – 12.12	12.62
Mansfield	Gross	35.2 ha	37,603 -42,686	11,183	18.94 – 25.80	26.31
Newark & Sherwood	Net	160.19 ha*	11,180 – 24,296	44,959	8.27 - 23.74	81.78
Newark & Sherwood	Gross	160.19 ha*	46,404 – 59,520	80,183	26.47 – 41.95	99.99
Outer HMA TOTAL	Net	270.86 ha	32,900 – 61,330	53,758	18.2 – 51.39	171.27
Outer HMA TOTAL	Gross	270.86 ha	107,905 – 136,162	128,590	92.12 – 125.31	245.2

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

- 2.49 The study found based on qualitative evidence and consultations with commercial agents that there was a lack of large ‘big box’ B8 allocations that have come forward and limited sites available.
- 2.50 The report recommended that there was a reasonable basis for maintaining an employment land protection policy for key sites in the 8 districts’ emerging local plans in line with the allocations already set out in planning policy.

Nottingham Core and Outer HMA Logistics Study Final Report (2022)

- 2.51 The purpose of the study was to understand the future demand for strategic warehousing and logistics within the Nottingham Core and Outer HMA, with a particular focus on:
- How the logistics sector may change;
 - To assess the impact / influence of the East Midlands Freeport on future demand in the area;
 - Forecast future need, demand and growth in the strategic distribution/ logistics sector in the Study Area to 2040;
 - Identify barriers to and opportunities for growth, which enable planning for freight optimisation; and,
 - Develop approaches to ensure maximum benefits from sector growth are derived locally.
- 2.52 Based off this, the study found that there is strong appetite for space across the Midlands, with take-up almost 75% higher than the same period in 2020 as a result of sustained

demand for online shopping following the pandemic. However, availability is at a critical **level of shortage with the large unit vacancy rate at 1.69% or 0.19 years' worth of supply.** In Nottinghamshire, the market has been growing rapidly with increase in demand and construction, especially distribution and third-party logistics.

- 2.53 **The study area contains the national artery M1 corridor and forms part of the 'Golden Triangle' being the national centre of the UK logistics market whereby main other parts of the UK can be reached in a 4hr drive time.** However, much of the M1 study area to the north is covered by Green Belt policy which restricts development, particularly around Nottingham, which suppresses market supply. Vacancies stand at 0.3% in 2021 which is significantly under the minimum functional market level of 5%.
- 2.54 Stakeholder engagement found that whilst there is demand for 500,000 – 1,000,000 sq. ft. units in the Nottinghamshire M1 market, lack of units means attention is going elsewhere which represents a market economic loss. Junctions north of the M1 J24 and onto J28 are prime locations with strong location, accessibility and labour market access.
- 2.55 With regards to future supply in the study area, the study found there to be around 215,000 sqm of unimplemented permissions across the study area and another 101,000 sqm of allocations therefore totalling 315,000 sqm of committed supply. This could increase to 885,000 if the future pipeline of 570,000 sqm is included from submitted applications and proposed allocations.
- 2.56 Based on five scenarios – labour demand (135,000 sqm), completions trend (893,000 sqm), net absorption (0.7m – 1.1m sqm), traffic growth (0.9m – 1.3m sqm), and market signals (1.5m – 1.8m sqm) – the study recommends 1,486,000 sqm. This is based on market performance of the wider M1 corridor and comparisons with other similar markets including Leicestershire. Whilst the study acknowledged market signals suggested higher, potential provision in other parts of Nottinghamshire (Bassetlaw) suggests this is not necessary.
- 2.57 Once the study takes into account unimplemented permissions and allocations – which amounts to 315,000 sqm – the residual need changes to 1,171,000 sqm. However, this need reduces to 601,000 sqm once draft allocations and Freeport proposals are factored in. To illustrate this, the study suggests this is around 2-3 large strategic logistics parks. Again, some of the need is expected to be generated through the redevelopment of existing logistic or manufacturing units which sees the residual need fall to 1,370,000 – 1,550,000 sqm.

Greater Nottingham Planning Partnership Strategic Distribution and Logistics Background Paper (2023)

- 2.58 This Strategic Distribution and Logistics Sites Background Paper was prepared by Ashfield, Broxtowe, Erewash, Gedling, Nottingham and Rushcliffe Councils. Its aim was to consider whether there was suitable potential sites to meet the need for strategic distribution and logistics facilities, and the suitability of these to be considered for allocation through the preparation of the Greater Nottingham Strategic Plan and emerging Draft Ashfield Local Plan and Erewash Core Strategy Review.
- 2.59 In terms of potential strategic warehousing, the study estimated that there was 315,000 sqm of floorspace committed via planning permissions and adopted local plans, and a further 569,634 sqm in the future pipeline.

- 2.60 The studies notes that there is 461,041 sqm of distribution and logistics permitted (committed) on approximately 138 hectares [ha] of land and 453,600 sqm on about 108.3 **ha potentially in the “pipeline” which would** see need fall to around 571,359 sqm on around 163 ha. The redevelopment of existing employment sites was identified as being able to meet 10 – 20% of this remaining need, which would reduce demand to between 131-147 ha. The preferred sites (Former Bennerley Coal Disposal, Stanton North and Ratcliffe on Soar Power Station) would make provision for about 74,000 sqm on 68 ha.
- 2.61 Finally, the study recommends providing for approximately 425 ha of strategic warehousing and logistics facilities. **There is a considerable amount of “committed” and potential “pipeline” supply already identified by the Councils across the Nottingham Core and Outer HMAs.**

Sheffield Logistics Study (2022)

- 2.62 The study, delivered by Icen, was commissioned to understand the future demand for strategic warehousing and logistic facilities within the area, as well as noting the relationship with other surrounding authorities and the property market area.
- 2.63 The study found a number of drivers in the logistics market. This included a growing demand for e-commerce (comprising 30% of retail sales compared to 4% in 2007) as well as automation within warehouses. Due to this, many new warehouse developments are being designed and built with automation from the start (often having to replacing existing units which are physically sound). As part of decarbonising the sector, rail will become a key component of the sector as well as battery-electric vehicles. However, this will also increase demands for electricity.
- 2.64 Indexed against selected benchmark areas, Sheffield was found to have grown its strategic warehousing stock at a slower pace than wider areas. While vacancy in Sheffield was historically higher than across all benchmark areas, at the time of writing it was the same level as in the core and wider areas. In line with previous indicators, net absorption and delivery were relatively stable in the first part of the decade until a surge of recent activity.
- 2.65 Based off an assessment of the current supply for potential large-scale logistics in the Sheffield City area, between 22.3 ha and 84.2 ha were available for logistics depending on future utilisation of sites. However, following discussions with SCC, it was expected this would be towards the lower end of the range due to aspirations of advanced manufacturing associated with the Advanced Manufacturing Innovation District.
- 2.66 The study recommends that the Council plan for 78.2 ha. On the basis that 20% of this could be met through recycling existing sites, 62.6 ha of land is needed long-term for B8 needs. However, against a supply of just 22.3 ha, this will not meet the logistic requirements. Whilst some of this need may be able to be met within the wider PMA at sites including Apleyhead Junction, the study recommends that around 8-10 larger final mile units or a greater number of smaller units might be required given population growth and increases in e-commerce.

Local Policy / Evidence Base: Bolsover District Council

Bolsover District Council Local Plan (adopted 4th March 2020)

- 2.67 The Bolsover District Council Local Plan sets out its ambitions to accommodate new growth in the District across the period 2014-2033. To do this, the Local Plan states it will enhance the environment whilst supporting regeneration and improving employment opportunities, in particular greater local jobs, and ensure the delivery of new homes.
- 2.68 To this end, the Local Plan objectives include:
- Sustainable growth through sustainable patterns of development, protecting blue and green infrastructure and the Green Belt, and providing appropriate infrastructure;
 - Delivering regeneration in urban and rural settlements and supporting deliverable opportunities for the comprehensive redevelopment of brownfield sites;
 - Infrastructure and new facilities support new development and provide the necessary physical, digital and social infrastructure required;
 - Economic prosperity which encourages the growth of high value manufacturing businesses, business services and rural diversification;
 - Employment opportunities through creating opportunities and supporting new enterprises, helping top delivering a diverse range of sites and attract new investors whilst also enabling the growth of existing businesses; and,
 - Meeting housing needs which meet the needs of all sectors of the community, improving the existing stock, and helping to expand communities.
- 2.69 Policy SS2 sets out the scale of development which will be suitable within the District. During the plan period, the Local Plan will make provision for sufficient land to accommodate the delivery of a minimum 5,168 dwellings (272 dpa), alongside an additional housing land supply buffer of 10% and sufficient land to accommodate 92 ha of employment land. The Plan allocates three strategic sites: Bolsover North, Clowne Garden Village and Former Whitwell Colliery.
- 2.70 Policy SS3 states the Local Plan will direct development in accordance with the settlement hierarchy, firstly prioritising the small towns of Bolsover, Shirebrook and the emerging towns of South Normanton and Clowne, with large villages following and then small settlements. Policy SS3 shows that the majority of housing and employment development will be located in the small towns and emerging towns.
- 2.71 As noted in the objectives, redevelopment of brownfield sites forms a key part of the Local Plan. Policy SS7 identifies the Coalite Priority Regeneration Area as a key site which could accommodate employment development (comprising B1, B2 and B8), a transport hub, an energy centre or a visitor centre. Policy SS8 also names Pleasley Value as a Priority Regeneration Area, although the site will need to address a number of highways, environmental, conservation and flooding-related issues.
- 2.72 As part of the 92 ha of B1, B2 and B8 employment land, Policy WC1 sets out the location of sites under construction, with planning permission or allocated in the Local Plan. This includes strategic employment land such as Seymour Link Road in Markham Vale and the former Coalite Works.

Bolsover Economic Development Needs Assessment (October 2015)

- 2.73 The Bolsover Economic Development Needs Assessment [EDNA] previously provided the evidence base to inform the development of the new Local Plan up to 2033. The aim of the study was to identify specific employment land requirements and where they should be accommodated across the District. This included analysing the current situation in the District, assessing future requirements, and identifying a site portfolio including the suitability and deliverability of sites.
- 2.74 **Looking at Bolsover's economy, the study found that it was characterised by:**
- Historic job growth between 2000-2008, particularly within B class jobs. However, strong growth was also observed in relation to warehousing and distribution.
 - The largest concentrations of businesses are around Bolsover town centre, the M1 corridor and Shirebrook.
 - Whilst Bolsover has experienced high job growth, it also faces low economic activity, high levels of deprivation and lagging workplace and resident earnings. This indicates a low proportion of knowledge-based businesses in the District.
- 2.75 **Analysis of the District's FEMA indicates that almost 70% of Bolsover's working residents travel outside the District for employment, giving a self-containment of 30%. Bolsover's FEMA, therefore, comprises of Chesterfield, North East Derbyshire, Amber Valley, Bassetlaw, Mansfield and Ashfield. This comprises the workplace for 80% of Bolsover's residents and the residence of 76% of Bolsover's workers.**
- 2.76 **The District's commercial property market is largely localised demand.** Bolsover is located between a number of larger, more established commercial centres (such as Sheffield, Chesterfield, Nottingham and Derby) and has historically tended not to compete significantly with these centres for office or manufacturing firms.
- 2.77 Overall Bolsover has a low scale of office provision (63,000 sqm) which accounts for 8% of floorspace. However, consultations indicate that occupier demand is weak and largely driven by indigenous demand.
- 2.78 In terms of meeting future need, the study took into account four scenarios. Overall, this found requirements ranged from 23.3 ha to 129.5 ha.

Table 2.3 Gross Land Requirements by Scenario – 2015-2033 (hectares)

	Baseline (OE) Job Growth	Policy-On (FLUTE) Job Growth	Past Take-Up Rates	Labour Supply (SHMA)
Office (E(g)(i)/(ii))	5.9	10.2	19.8	4.7
Manufacturing (E(g)(iii) /B2)	5.2	16.3	25.1	6.9
Warehousing/ Distribution (B8)	14.0	20.7	84.6	11.7
Total	25.1	47.2	129.5	23.3

Source: Bolsover EDNA (2015)

- 2.79 Following sensitivity testing, including past take-up, this gave rise to a requirement for approximately 80 ha. However, drawing together the analysis from four scenarios, sensitivity testing, market intelligence and consultation, the study recommended between 65ha and 100ha of employment land to 2033.

- 2.80 Whilst 65 ha was regarded as an adequate supply to meet indigenous demand, based on large, retail logistic developments recently, a larger supply of employment land was regarded as required to compete effectively for future opportunities.
- 2.81 Analysis of the development pipeline found that there were 9 sites with planning permission which would have the potential to provide 75.47 ha. Should the Council adopt a strategy of catering only for indigenous demand, then the study recommended 65 ha would be sufficient.
- 2.82 However, based off site assessments, the study also found a further 10 allocated sites (totally 17.04 ha) and three unallocated sites – Land East of Rotherham Road, Bolsover Business Park, and Wincobank Farm. The study also identified potential sites which could accommodate demand from the logistics and distribution sector, including land at Seymour and Castlewood Business Parks.
- 2.83 Overall, it was regarded that the sites assessed and considered suitable for employment use would provide a range of sites and could adequately meet the business needs and demand. That said, the study recommends the need for public funding to help bring forward undeveloped sites. However, this is a reflection of market conditions and not site-specific issues, with the study encouraging against de-allocation.

Bolsover Economic Alignment Study (August 2018)

- 2.84 Lichfields was commissioned by BDC to prepare an Economic Alignment Study that updated the economic forecasting underpinning the EDNA produced in October 2015.
- 2.85 As part of this, the study tested different population/housing growth scenarios on future employment space requirements, addressing:
- Analysis of the latest 2018 Oxford Economics forecasting data.
 - Identification of future B-Class employment space requirements.
 - Analysis of factors which may impact on the relationship of employment growth to residential demand.
 - Factors which make forecast employment growth less certain or delayed.
- 2.86 Based on the above, the study found that job forecasts for the District (2014-2033) will be less pronounced, reducing from 4,400 to 2,268. The strong growth will be seen in the transportation and storage sector (+865 jobs) and health and social (+839 jobs). By contrast, there will be significant decline in construction (-411 jobs), manufacturing (-321) and retail and wholesale (-129 jobs). This has an impact on B-Class employment land requirements.
- 2.87 The study considered that the employment land requirements set out in the emerging Local Plan remained valid. As in 2015, Lichfields modelled using a variety of forecasting techniques and scenarios, and found:
- Office requirements between 4ha and 18ha. Data analysis and agent consultation suggested office completions have slowed significantly. The study recommended planning for 12ha of land for office development.
 - Manufacturing provided a requirement of between 4.6ha and 30.3ha. Taking a mid-point of the Policy On and Past Take Up scenarios, the study recommended 26 ha.

- Warehousing and Distribution was identified as a key sector. Discounting for 4 very large warehousing developments in recent years, the study recommended planning for between 38ha and 109ha with the mid-point range of 74 ha as an appropriate target.

- 2.88 Whilst the study found an overall requirement of 76-147 ha (gross), with 112 ha recommended as the single figure, the 92 ha allocated in the emerging Local Plan remained within this range and was regarded as valid.
- 2.89 The connection between housing and employment growth in the District was relatively limited historically. Whilst the current Local Plan housing target of 272 dpa could sustain a net job growth equal to 40 ha, this was below the 76-147 ha range. Nevertheless, the study concluded there has been a historic disconnect between actual demand for housing and employment compared to what a model would suggest. In particular, the study noted that some of the employment increase had been underpinned by strategic warehousing which might distort the level of jobs compared to employment land given the size of warehousing versus employment levels. As well as this, the FEMA analysis, highlights the relationship between Bolsover and other authority areas and often meets the needs of a wider geography than just itself.
- 2.90 Finally, the study concluded that the Council must consider whether the current allocations for employment land and housing remain sustainable. The study concluded that full alignment between the 92 ha employment land figure and 272 dpa target. However, to further align this would require policy intervention. The study noted that this could include increasing the job density from 0.67 to 0.80 (the East Midlands average) followed by other policy measures such as better-quality employment opportunities.
- 2.91 Whilst adjustments could be made to commuting rates, economic participation of **unemployment trends, the study urged caution based off the Planning Advisory Service's Technical Advice Note on Objectively Assessed Needs and Housing Targets and previous High Court judgements. The study advised that adjusting these data inputs would “move more towards a policy choice and away from being a realistic adjustment based on empirical research and evidence”** (paragraph 5.24).

Local Policy / Evidence Base: Chesterfield Borough Council

Chesterfield Borough Council Local Plan (adopted 15th July 2020)

- 2.92 The Chesterfield Borough Local Plan covers the period 2018-2035. As part of its vision for a thriving Borough where everyone has access to the jobs, training and support they need, the Local Plan cites the Staveley and Rother Valley Corridor, south of Chatsworth Road, the A61 Corridor and Markham Vale as key locations which can help this.
- 2.93 CLP1 sets out the spatial strategy for achieving its vision. Regeneration priority areas will maximise benefits by focussing development around the Eastern Villages, including Barrow Hill, Holme Hill and the Staveley and Rother Valley Corridor. The Council will make provision for the delivering of a minimum 240 dpa (4,080 over the period). The Council allocates 50 ha of employment land, with particular focus on Markham Vale and Staveley and Rother Valley Corridor.

- 2.94 CLP3 sets out the housing allocations for Chesterfield Borough which will help guide meeting the 44,080 net new dwellings. The priority for development will be to continue delivering and regenerating brownfield land with a target of 60% support. CLP4 sets out the types and tenures which will be sought across development including 5-20% affordable housing depending on zone, 25% accessible homes, and a need for housing for older people.
- 2.95 CLP6 states that development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. As part of the spatial strategy, planning permission will be granted for new employment development where they accord with:
- a B1(a) office development within and on the edge of existing town and district centres including Chesterfield Waterside and Markham Vale.
 - b B1 light industrial within and close to existing town and district centres.
 - c B1 and B2 industrial uses within Established Business Areas and areas at Markham Vale, Staveley and Rother Valley Corridor, and Chatsworth Road Corridor.
 - d B8 uses at Markham Vale and Staveley and Rother Valley Corridor.
- 2.96 RP1 sets out the Regeneration Priority Areas, this includes:
- Barrow Hill including delivering new homes, supporting Barrow Hill as a visitor attraction and employment centre, and providing safe and convenient walking and cycling connections to New Whittington and the Staveley and Rother Valley Corridor.
- 2.97 **The Local Plan also sets out the policies for Chesterfield's strategic sites, including:**
- Policy SS1 sets out the development policies for Chesterfield Town Centre including promoting a diverse range of uses, improving accessibility between the centre and surrounding areas including the Railway Station and Waterside, and enhancing the range of residential uses.
 - Policy SS2 states development proposals along the Chatsworth Road Corridor will be supported where they contribute to the vitality and viability of the district centre, strengthen links with surrounding communities, and provide a new variety of mixed-uses.
 - Policy SS4 highlights that all development within the Markham Vale area must contribute to the role of the area as a strategic employment site of sub-regional importance. This includes supporting the needs of advanced manufacturing in particular, job creation, making appropriate provision for walking and cycling, and meeting the needs of businesses on site.
 - **Policy SS5 expresses the Council's support for the comprehensive redevelopment of the Staveley and Rother Valley Corridor to create a sustainable urban expansion including 1,500 new dwellings, employment opportunities on the Hall End and Works Road (up to 10 ha at Hall End and 30 ha at Works Road), provide a new local centre and develop a sustainable community.**
 - Policy SS7 supports the development of land between Hollis Lane and Crow Lane as part of Chesterfield Railway Station. This is centred around improve access to the station, mixed-use development including residential and office, and improved pedestrian access.

Chesterfield Local Plan Employment Requirement Study 2018-2033

- 2.98 The Chesterfield employment land requirement study (2018-2033) takes account a demographically derived assessment of employment need; employment growth forecasts; past take-up rates; and local **knowledge of the functioning of Chesterfield's commercial** property market to identify a future land requirement.
- 2.99 The study recognises that a key challenge is Chesterfield is building a more resilient economy that can create and sustain job opportunities, responding to the lag in employment over the last 30 years (1987-2017) which has grown at a rate of 9% compared to a national rate of 40%.
- 2.100 **By 2033, Chesterfield's population is estimated to increase to 107,257 from 104,765 in 2018.** Of this, 64,694 will be working age with 79% economically active. However, the study also identifies 7% of economically active people in the 67-79 population. Based on population forecasts, the study identifies 52,266 economically active people.
- 2.101 Based on an employment ratio of 1.1 in 2033, the study assumes there will be an employment figure of 57,493. Based on 2018 jobs, the study identifies 53,000 jobs in Chesterfield including workforce and self-employed. This gives an additional employment demand of 4,493 by 2033 which, when adjusted for home-working (7% at the time of Census 2011), results in 4,200 additional jobs by 2033. The population-based forecast of 4,200 equates to a growth rate of 8.4% which sits towards the lower end of 6-14% range forecast and is, therefore, considered a realistic if not conservative forecast.
- 2.102 Looking at past take-up rates, the study acknowledges that the growth of the business base has performed well, increasing by 21% from 2012-2017 compared to 26% nationally. In particular, Markham Vale is identified as growing at 5.5 ha a year over the period 2012-18 with very little development elsewhere.
- 2.103 Based on future growth in employment by sectors, the study assigns these to B1, B2 and B8 Use Classes to calculate net additional employment requirement. The level of employment land required is then calculated through future employment, Homes and Communities Agency [HCA] floorspace ratios, standard plot ratio of Use Classes, and adjusted for normal turnover in the sector. This results in a total employment requirement of 43.8ha over 2018-2033.

Table 2.4 Employment Land Requirement (2018-2033)

	Additional jobs	Employment land requirement
B1 Office	+1,950 jobs	5.2 ha
B2 Industrial	No net employment	21 ha*
B8 Distribution	+700 jobs	17.6 ha

Source: Chesterfield Borough Council (2018) Chesterfield Borough Local Plan Employment Land Requirement 2018-2033

*Future land requirement linked to supporting the effective functioning of the manufacturing base. An allowance of 1.4 ha pa, equating to 21 ha over the 15-year period

Chesterfield Economic Assessment 2022

- 2.104 The Chesterfield Economic Assessment found that there was 51,000 people employed in Chesterfield plus around 4,000 classified as self-employed. Of this, the public sector (comprising public administration, education and health) was the largest employer accounting for over 30% of employment, followed by the retail and wholesale sector at 20%

and motor trades, which accounted for almost 5% compared to just 2% nationally. Higher-value private sector services are under-represented in Chesterfield, accounting for 12% of employment compared to 19% nationally.

- 2.105 Chesterfield has consistently under-performed in terms of employment growth over the last 20 years with the number of jobs increasing by 9% compared to 18% regionally and 17% nationally. This can be explained by structural changes such as the restructuring in **Chesterfield's manufacturing basis and public austerity measures which affects the public sector base.**
- 2.106 By 2021 and 2030, Oxford Economics forecasts that employment will increase by 2.9% **compared to 3.7% for D2N2 and 5.7% nationally. Following this, a 'policy-on' scenario was prepared for Chesterfield which took account of capital investment set to take place (Staveley Town Deal - £25m and Chesterfield Levelling Up Fund [LUF] scheme - £20m).** Alongside a working assumption that a major industrial site (Hartington Industrial Park) and the first phase of PEAK Resort (a new visitor destination) will come forward within the timescale, this collective investment is considered to raise the employment growth projection to 4% (or an additional 2,000 jobs) by 2030.
- 2.107 This suggests that there will be notable increases in other services, arts and leisure (+12%), transport and storage (+11%), ICT (+11%) and hospitality (+11%). The manufacturing, retail and finance sectors all experience declining employment to 2030, reflecting increased automation, use of Artificial Intelligence [AI] and continued growth of on-line services
- 2.108 In 2022 there were 3,350 businesses operating in Chesterfield. Although employment in manufacturing is broadly in line with the national average (8.0% vs 7.6%), Chesterfield has twice as many businesses operating in the sector as nationally (9.9% vs 5.0%).
- 2.109 Over the last ten years (2012-2022), the number of businesses in Chesterfield has increased by 21% or 585 businesses. The largest absolute increase has been in construction (+115 businesses), business administration (+110) and professional services (+95). The largest percentage growth has been in business administration (+76%) and transport and storage (+70%), reflecting a rise in courier related activity in response to Covid-19 and online shopping.

Chesterfield Growth Strategy 2023-2027

- 2.110 The overall purpose of the Growth Strategy is to build on the range of current development prospects to accelerate to rate of economic growth and maximise opportunities for local people and businesses.
- 2.111 The Strategy is underpinned by the economic assessment and will help contribute to the aims of the wider strategies which operate locally and regionally. The Strategy recognises that Chesterfields forms part of an overlap geography in that it sits within and receives funding from both the Sheffield City Region and D2N2 LEP areas.
- 2.112 In response to the challenges faced in the Borough, including economic slowdown, housing delivery and retail decline, it identifies opportunities through HS2 at Chesterfield Station and rail related activity at Staveley; the Northern Gateway; and attracting entrepreneurs and skilled workers to the Borough.
- 2.113 **The overall aim of the Growth Strategy is:** *'To secure the long-term growth of the borough, supporting new job creation and ensuring local people have the right skills to access*

future employment opportunities.” To do this, the Strategy establishes a strategic framework with seven key objectives.

- 2.114 The Strategy sets out the key activities which will form the economic growth programme. An example of the activities mentioned are included in Table 2.5.

Table 2.5 Chesterfield Strategic Framework

	Objective	Example Activities
Supporting business growth and investment	1. Work to increase business start-ups and support the expansion of the existing business base. 2. Undertake a range of marketing activities to raise the profile of the borough as a business location and attract new business investment.	Maximise the role of Dunstone and Tapton Park Innovation Centres; Provide advice on a range of business-related services delivered by the Council including pre-planning application advice to support new development; and promote the availability of commercial property in Chesterfield.
A great place to live, visit and do business	3. Secure investment in infrastructure that enables employment and housing growth and delivers a high quality of place. 4. Strengthen the distinctive role of Chesterfield town centre to ensure its longer-term vitality and viability. 5. Support the growth of Chesterfield as both a visitor destination and hub.	On-going investment/management of the Council's commercial property portfolio; ensure sufficient range of employment and housing sites; Enable the regeneration of Staveley and Rother Valley Corridor; and secure on-going investment and development of the town centre and implement the Northern Gateway scheme;
An inclusive approach to growth	6. Work to raise the level of workforce skills to support future business growth. 7. Ensure that all local people are in a position to benefit from the growth which takes place in the borough.	Engage with businesses through account management and respond to specific skills needs; foster links between businesses, education and training providers; and support the delivery of local programmes.

Source: Chesterfield Borough Council (2023) Growth Strategy 2023-2027

Local Policy / Evidence Base: North East Derbyshire District Council

North East Derbyshire District Local Plan (adopted 29th November 2021)

- 2.115 The North East Derbyshire Local Plan sets out the vision and spatial strategy for sustainable growth and development in the authority area from 2014-2034.
- 2.116 The Local Plan sets out the sub-area objectives across the District:
- The North: ensuring the vitality and viability of the key town centres including Dronfield, Eckington and Killamarsh; supporting countryside recreation; improving the quality of employment land and addressing infrastructure deficiencies to allow for existing sites to expand including Callywhite Lane.
 - The West: facilitating sustainable growth in settlements to build strong and vibrant communities and limiting development elsewhere; conserving the character of the countryside; and diversifying the rural economy.

- The South: securing the economic regeneration of Clay Cross town centre; recognising the regenerative role of key employment areas including Chesterfield and the former Avenue and Biwaters strategic sites.
- The East: support the role the east can play, particularly around the A632, and supporting the M1 corridor, including strategic sites around Markham Vale; secure regeneration and remediation of land to support sustainable growth; and ensuring environmental quality is upheld from the HS2 railway line.

2.117 Policy SS1 sets out the sustainable development principles which will guide development in North East Derbyshire. This includes:

- Meeting development needs within defined settlements and the settlement hierarchy (Policy SS2);
- Promoting the efficient use of land and re-use previously development land and buildings (Policies SS2-4, SS6 and SS10);
- Locating development where there is access to a broad range of jobs, services and facilities which can be accessed by foot, cycle or public transport (Policy SS2); and,
- Supporting business expansion and growth and supporting a skilled labour force, improving skills and access to job opportunities (Policy WC1-3).

2.118 Policy SS2 sets out the housing and employment target for North East Derbyshire:

- Housing: a delivery of 330 homes per year (6,600 in total). This will be focussed on Level 1 towns (including Clay Cross, Dronfield, Eckington and Killamarsh) the Avenue and Biwaters Strategic Sites, and Level 2 settlements.
- Employment: making provisions for 43 ha of employment land. This will be focusses on Principal Employment Areas and Strategic Sites including the Avenue, Biwaters and Markham Vale (Policy SS3-5).

2.119 The Local Plan sets out specific spatial strategy policies for its strategic sites:

- Policy SS3 – The Avenue: this will provide up to 1,100 new homes (700 up to the period 2034) and a minimum of 4ha of additional employment land.
- Policy SS4 – Former Biwaters Site: this will provide up to 1,000 new dwellings (800 up to 2034) and 8ha of employment generating land uses, including starter units and managed workspaces.
- Policy SS5 – Markham Vale: is allocated a strategic development site. Development will take place as a comprehensive development of the whole Markham Vale scheme and incorporate sustainable design principles.
- Policy SS6 – Coalite Regeneration Priority Area: the site will permit either main uses or a combination of housing development up to 660 dwellings, including a local centre and primary school, or B2 and B8 & E(g) for up to 28a, or a transport hub. Development will be guided by the site masterplan and must include redevelopment on the whole site.

North East Derbyshire Employment Land Projections Update (2013)

2.120 An update was carried out for the NEDDCs Employment Land projections in 2013, covering economic factors driving demand for employment land, the nature of employment in

District, floorspace requirements, and qualitative comment of the state of employment land provision.

- 2.121 The study concluded that, in basic quantitative terms, the District appeared to have a reasonable amount of employment land, comprising around 55 ha including potential sites. This was above the requirements suggested by all of the employment land projections with the exception of Scenario 3, based on past take up rates.
- 2.122 Set against over the plan period, the study estimated that there may be further losses of existing employment land to non-B class uses. Based on losses since 1992, this indicated that NEDDC was losing around 3.2 ha per annum over the past 21 years. Due to the **District's largely rural nature, the study suggested it would become reliant upon redeveloped sites in the long-term due to a constrained number of 'new' employment land provision.**
- 2.123 Past take up of employment land in the District over the period 1991 to 2013 totalled 45.51 ha, or 2.07 ha per annum, although delivery dropped sharply following the immediate aftermath of the 2008 recession and, at the time of writing, had not yet recovered. Depending on the nature of developments going further, e.g. large scale B8 developments, take up rates could be higher.
- 2.124 Future growth in the District is likely to be driven by continued underlying demand for B2 industrial premises and growing demand for office space and warehousing, with the latter focussed in strategically accessible locations.
- 2.125 The study conducted five employment land scenarios which suggested a requirement between 35 ha and 75 ha (gross) to meet employment land needs up to 2031.

Table 2.6 Employment Land Scenarios (2011-2031)

	Scenario	Net	Gross
Econometric Demand Forecasting	OE Baseline	7.16	43.30
Econometric Demand Forecasting	Regeneration / Policy On	8.20	44.34
Past Take-Up	Past Delivery Rates Continue	41.40	77.54
Labour Supply	Labour Supply (Latest Household Projections)	-2.00	34.14
Labour Supply	Labour Supply (330 dpa)	0.59	36.73

Source: North East Derbyshire District Council (2013) Employment Land Review Update 2013

- 2.126 **The range accommodated North East Derbyshire's pro-growth housing strategy; the need to revitalise much of the current poor quality stock; the imbalance of the portfolio, with further sites needed in areas of stronger demand (such as in closer proximity to the M1 junction); continued demand for B2 floorspace (particularly from indigenous companies) and emerging digital and creative business service sectors, whilst factoring in the continued economic uncertainty and the practicalities of the physical constraints of the District which would preclude a step-change in delivery.**
- 2.127 Whilst the study did not consider it appropriate to set individual targets for individual use classes within the overall range, an indicative split was provided for planning purposes involving 25% for B1a/b office; 50% B1c/B2 industrial; and 25% for B8 warehousing.
- 2.128 The study also recommended that NEDDC adopt a pro-active approach to managing the existing portfolio of employment sites due to the general poor quality of the existing **portfolio. It suggested that the District's overall stock should be reinvigorated through the**

provision of new, market-ready sites in areas of higher demand, particularly to the east of the District, as well as renewal and intensification of older sites.

North East Derbyshire Employment Land Review Update (2017)

- 2.129 Following the 2013 study, an update was carried out in 2017 for the period 2014-2034, using the latest Experian projections and up-to-date data on past take-up and losses, and **taking into account the release of the Government's Practice Guidance in March 2014.**
- 2.130 Following this, the study indicated that the new employment land projections ranged between 28 ha and 41 ha.
- 2.131 In general terms, the Experian scenario resulted in a gross employment land requirement of 31 ha, which is below the previous 43 ha suggested by the Oxford Economics projections in the 2013 ELPU. The Past Take Up rate figure, at 41 ha, was also below the 77.5 ha figure previously. The main differences between the two figures, except for the different time period, was explained by the significant fall in the job forecasts (1,845 net job growth previously, compared to 1,276 now), aligned with the reduction in completions (2.07 ha per annum previously, compared to 0.95 ha using the latest data) and projected losses (1.6 ha in the 2013 ELPU, compared to 1 ha in the 2017 study).

Table 2.7 North East Derbyshire Gross Employment Land Comparisons 2014-34

	Net Increase (2014-2034)	Gross Increase (2014-2034)
Econometric: Experian Baseline	8.81	30.76
Past Trends	5.98	27.93
Regeneration	18.76	40.71
Labour Supply (SHMA)	7.02	28.97
Past Take-Up Rates	19.00	40.95

Source: North East Derbyshire District Council (2017) Employment Land Review Update 2017

- 2.132 The study concluded that if NEDDC was to consider going for the upper end of the employment land range, it would need to be aware of the housing delivery implications or review other policy interventions required to minimise adverse labour force implications.
- 2.133 At the time of writing, the range of between 28-41 ha was lower than the current supply of commitments (63 ha), potential new sites (15 ha) and some existing sites with available undeveloped or under-utilised land. The study recommended that to meeting the future requirements for office and industrial space, NEDDC would need to make choices in the emerging Local Plan about which employment sites to protect or allocate for employment or which to bring forward as mixed-use schemes.

North East Derbyshire Employment Land Review Update – Economic Growth Analysis Technical Note (2018)

- 2.134 For this analysis, Lichfields was appointed to revisit the Experian projections for the District in light of economic uncertainty and examine the Regeneration Scenario, as well as comparisons with ELRU scenarios from other published work.
- 2.135 The note acknowledged that economic forecasts should be treated as indicative but, given the Regeneration Scenario is validated by the latest Experian projections, should be treated as a realistic modelling approach in the current economic climate.

2.136 The report states that:

“the latest Experian Economic projections (released in December 2017) for North East Derbyshire further justify the appropriateness of the Regeneration Scenario. The latest Experian projections indicate a level of net job growth of 2,700 over the 20-year plan period, which is very similar to the 2,827 projected by the Regeneration Scenario. Furthermore, the sectoral level breakdown underpinning the Regeneration Scenario remains a reasonably close match to the latest Experian data.”

2.137 Consequently, it was the Council’s view that the Regeneration Scenario was supported by this work.

Employment Land Needs of Adjoining Authorities

Bassetlaw District

2.138 Bassetlaw District Council commissioned a Housing and Economic Development Needs Assessment [HEDNA] in 2020 to assess future need developments for both housing (both market and affordable) and employment land across the District.

2.139 Following the findings of the 2019 Economic Development Needs Assessment for Bassetlaw, the 2020 HEDNA concluded that analysis undertaken neither supports a standalone Bassetlaw FEMA nor identifies a strong single centre of influence over Bassetlaw, and **instead should consider multiple linkages and influences on the district’s** economy. Instead, the study recommended a duty-to-cooperate with neighbouring authorities over the Plan period to ensure that the needs of businesses and commuting residents are met. In particular, the study recognises the strong influence and relationship with the Sheffield City Region and D2N2 LEP.

Local Housing Need

2.140 Based off the Standard Method, the HEDNA identified that growth in households in Bassetlaw over 2020-2030 equated to 2,515 or 252 households per annum. Based on an affordability ratio of 6.35, a 15% adjustment was applied to the district which resulted in a total need of 288 per annum. As this was not above the existing Core Strategy for Bassetlaw of 350 dpa, the local housing need for Bassetlaw remained at 288 over the plan period 2020-2037.

Economic Growth and Job Forecasts

2.141 The Economic Development Needs Assessment identified that key sectors within Bassetlaw included transport and logistics, clean energy, and manufacturing. Based on 2020 baseline jobs forecasts from Oxford Economics, it was suggested that there would be around only 112 new jobs between 2020 and 2037, which reflects gains in health and social care jobs offset by expected losses in manufacturing.

2.142 Similar to the 2019 EDNA, GL Hearn applied a growth scenario based on an uplift in key sectors of manufacturing, transport and storage based on recent sector performances and following stakeholder consultation, which as discounted by a 50% return to trend from 2030 onwards to allow for greater incorporation of Oxford Economics underlying indicators.

- 2.143 As part of the HEDNA, a policy on employment position (supply led) was also considered factoring into a significant supply of sites progressing and being actively promoted. Considering just Proposed Allocations and Snape Lane, which had planning permission this resulted in a total job growth of 5,878. This increased to 9,735-11,236 once factoring in the two Apleyhead Junction scenarios. Broadly, the general supply (excluding Snape Lane) was considered comparable to the Oxford Economics growth scenario, and substantially increased when larger warehousing sites, including Apleyhead, were considered.

Economic Led Housing Need

- 2.144 Following this, the study recommended an economic-led housing need of 562-591 dpa based on the higher job growth figure and higher in-commuting, the upper end represented a higher self-containment rate in Bassetlaw. The higher end would also result in a population growth of 20,747 over the plan period.
- 2.145 Of this, the study suggested that there was a need for 214 affordable homes per annum.

Employment Land Demand and Balance

- 2.146 Finally, the study brings together what the employment growth forecasts mean for land need and balance of supply. This recommends a land need of 186.9 ha over the plan period. However, based on an existing supply of existing sites and premises under construction, the study suggested that the employment need could be met using known permitted or allocated supply.

Table 2.8 Supply-Demand Balance 2018-37 (ha)

	B Class Uses
Needs	186.9
Constructions	10
Permissions	33.5
Allocations	59.5
Snape Lane (permitted)	80.9
Sub Total	184.3
Apleyhead Junction	118.7
Supply	303.0

Source: GL Hearn (2020)

Amber Valley

- 2.147 The Amber Valley Borough Local Plan 2022-2040 Regulation 19 version was published in February 2024. It sets an employment land requirement of 57.27 ha (which comprises of a requirement of 44.82 ha plus a 5-year buffer to reflect a choice of sites by size, quality and location and to provide a continuous supply beyond the end of the forecast period, equating to 57.27 ha in total). Policy EGS1 allocates 10 sites of 82.25 ha including a 22.0 ha site at Derby Hall, Derby Road Derby and 30.0 ha on land north of Derby Road, Derby (Cinderhill).
- 2.148 Relating to the Cinderhill site, in July 2024 Harworth Group was granted outline planning consent [ref: AVA/2023/0182] from Amber Valley Borough Council for the development of around 1.5m sq. ft. of Grade A industrial and logistics space and up to 300 new homes at its Cinderhill development in Derbyshire, to the south of North East Derbyshire and Bolsover.

It is understood that the regeneration of this site once complete is expected to create over 1,000 new jobs.

2.149 Officers noted that the following allocated employment sites are in close proximity to Bolsover and NE Derbyshire Districts:

- Cotes Park Lane (East), Somercotes (12.14 ha);
- Cotes Park Lane (West), Somercotes (2.09 ha);
- Hockley Way, Somercotes (1.14 ha);
- Wimsey Way, Somercotes (1.88 ha); and,
- Lily Street Farm, Derby Road, Swanick (10.50 ha).

2.150 The Council considers that Amber Valley District can meet its own needs in full within its own area.

2.151 Officers requested that this ENAS should consider any unmet strategic employment land needs arising from the wider area.

Derbyshire Dales

2.152 The current employment land requirement in the adopted Derbyshire Dales Local Plan is 24 ha. The Council has been undertaking a review of its Local Plan and the evidence that it has suggests that the requirement for the period 2017-2040 would be slightly less than the current Plan requirement, at 15 ha, based upon the latest economic forecasts. However, at this time Officers stated that they did not consider that the Council will be removing any allocations from the Local Plan.

2.153 There are a number of sites identified in the adopted Derbyshire Dales Local Plan which have yet to come forward. Its largest allocation, and one which is more likely to come forward in the foreseeable future, is Ashbourne Airfield. This is some way from the North Derbyshire districts. Overall, Derbyshire District Council Officers confirmed that the District can meet its own employment land needs within its own area.

Sheffield City

2.154 The Draft Sheffield Local Plan is currently at Examination stage and proposes to set an employment land requirement of 12.8ha per year comprising:

- 11.5 ha per annum for employment land to meet general needs, as derived from the Sheffield Employment Land Review Update [ELRU] (2021); and,
- 1.3 ha per annum to make a contribution towards meeting the needs for large scale strategic warehousing, as derived from the Sheffield Logistics Study [SLS] (December 2022).

2.155 There are no proposed major employment sites in Sheffield close to the boundary with North East Derbyshire. Under the emerging Sheffield Plan, the City is unable to meet its full needs for large scale logistics uses. The SLS concluded that Sheffield exists within a **‘wider property market area’ for the logistics market, which extends beyond Sheffield’s local authority boundary**¹². The SLS identifies 22.3 ha of land in Sheffield that can make a contribution towards meeting the needs for large scale strategic warehousing across the

¹² Iceni (2022): *Sheffield Logistics Study*, pages 51 and 52, and paragraphs 4.20 and 4.21

wider property market area. The 22.3 ha equates to a figure of 1.3 ha per annum. The Study identifies a total need for 62.6 ha over the period 2022-2039 (after allowing for 20% recycled sites). This means there is a shortfall of 40.5 ha which would need to be met with the wider property market area¹³.

- 2.156 The Sheffield Plan Inspectors have asked Sheffield City Council to do some further work as part of the Integrated Impact Assessment [IIA] (including a Sustainability Appraisal) to examine some additional reasonable alternatives for the scale and location of employment growth. This includes consideration of additional land in the Green Belt at Owlthorpe and Beighton in the south-east of the City. Whilst the land being considered does not immediately adjoin North East Derbyshire, it is within 2-3 km of the boundary. Land at Norton Aerodrome was considered as an option for employment use as part of the IIA; however, the Draft Plan proposes to allocate the site for housing.

Rotherham

- 2.157 Rotherham Borough Council commenced its Regulation 18 Issues and Options consultation on the Rotherham Core Strategy Partial Update [CSPU] on 12th August 2024 (and closed on 30th September), although the commencement by central Government on 30th July 2024 on its reforms to the NPPF, the Standard Method and other plan-making reforms. As such, Officers suggested that the progress of this partial update through to adoption - in its current form - will be unlikely.
- 2.158 The CSPU proposes minor changes to the indicative distribution of employment land set out in Policy CS1, although it notes that there is no identifiable need for additional land. Policy CS1 continues to provide an appropriate long-term strategy and indicative distribution. However, the implications of extending the plan period to 2025-2040 and specifically the interlinkages with the need for housing over this period could be further considered.
- 2.159 **Regarding Policy CS9 ‘Transforming Rotherham’s Economy’**, the Council proposes to update the policy taking account of the latest evidence for employment land set out in the Sites and Policies Document:
- “Approximately 264 ha of employment land was allocated in the Sites and Policies document. Monitoring data indicates that in January 2023 around 194ha of employment land remains available for development. The Council considers that the employment land remaining to be developed is sufficient to support the housing growth proposed in Policy CS6 over the plan period of 2025 - 2040. Consideration will be given to commissioning further evidence to verify the amount of employment land required, but based on the Core Strategy employment need requirement this appears to be a sufficient supply of employment land to meet all future employment needs.” [page 27, Lichfields’ emphasis]*
- 2.160 A substantial evidence base was published alongside the CSPU, including a schedule monitoring delivery of the allocated employment sites (base date January 2023).

¹³ Note: this is an area of disagreement with some of the other City Region Local Authorities (see Sheffield Plan Local Authorities Statement of Common Ground – paras 4.2-4.7 - [017f5b_427f9115d55447be8f4b38afb277a9a9.pdf \(usrfiles.com\)](#))

Ashfield

- 2.161 Ashfield District Council submitted its Local Plan and supporting documents to the Secretary of State for Levelling Up, Housing and Communities for independent examination on 29th April 2024. The Examination in Public Hearing sessions began on 12th November 2024 and are scheduled to run until at least 31st January 2025.
- 2.162 In the Ashfield Local Plan 2023 to 2040: Regulation 19 Pre-Submission Draft, proposed *Strategic Policy S8: Delivering Economic Opportunities* sets out the amount of employment land needed between 2023 and 2040. It identifies a need for approximately 81 ha of employment land over the plan period (to 2040).
- 2.163 This employment land requirement reflects the evidence from the Nottingham Core HMA and *Nottingham Outer HMA, Employment Land Needs Study (ELNS)* (May 2021, Lichfields); the *Nottingham Core HMA and Nottingham Outer HMA Logistics Study* (2022, Icení) and the analysis set out in **the Council's Background Paper No 3: Economy & Employment Land** (2023) and the *Greater Nottingham Strategic Distribution and Logistics Sites Background Paper* (2023).
- 2.164 The Ashfield Local Plan 2023 to 2040: Regulation 19 Pre-Submission Draft is contributing to meeting the regional need for employment land, particularly in relation to sub regional sites for large scale distribution and logistics. The proposed allocation at Junction 27 of the M1 is intended to contribute to a wider regional demand for logistics.
- 2.165 The proposed employment allocations in the Ashfield Local Plan 2023 to 2040: Regulation 19 Pre-Submission Draft include the strategic employment sites S8 and S8a which are located at J27 of the M1. The planning application reference Land Adjacent To Junction 27 Of The M1, Mansfield Road, Annesley, Nottinghamshire is V/2022/0246. This relates to a 23.75 ha site located to the south east of M1 Motorway, Junction 27. The proposal (for which a decision is still pending as of November 2024) identifies a total GIA of 91,716.90 sq m of B2/B8 floorspace. It is split into 2 phases:
- Phase 1 would be for a building of 30,866 sqm which is understood to be for a B2 use with ancillary offices for occupation by Garnalex, Garner Aluminium Extrusion Ltd and has an independent access from the A608.
 - Phase 2 comprises: A unit of 30,193.49 sqm to be occupied by Garnalex. Three other units, comprising 9,290 sqm, 10,219 sqm and 11,148 sqm¹⁴.
- 2.166 Approval has recently been granted (on 31st July 2024) for a 2,806 sqm Automated Distribution and Manufacturing Centre (planning application ref. V/2024/0127). The site is located to the east of Lowmoor Road, Kirkby.
- 2.167 Officers reported that Ashfield District Council can meet its own needs in terms of employment land. They highlighted the sub regional need for strategic employment sites. The Nottinghamshire Core and Outer HMA Logistics Study (2022) estimates that there is a residual need for 137-155 ha of large strategic logistics parks within the study areas. The study also identifies broad areas of opportunity in which these sites should be located, comprising M1 J25-28, adjacent the A453 and surrounding Newark.

¹⁴ <https://planning.ashfield.gov.uk/civica/Resource/Civica/Handler.ashx/Doc/pagestream?cd=inline&pdf=true&docno=18473388>

Mansfield

- 2.168 **Mansfield District Council's** current Local Plan 2013-2033 (adopted September 2020) has a requirement for 41 ha* over the plan period (2013-2033). The 41 ha was made up of 38 ha E(g)/B2/B8 and 3 ha E(c). After accounting for completions, commitments and vacant sites within employment areas, there was 5.15 ha of land that needed to be allocated in the plan. Approximately 20 ha was allocated in order to provide flexibility. The Council has started its Local Plan Review and will need to update its evidence as part of that process in due course.
- 2.169 The Pleasley Hill Farm Sustainable Urban Extension [SUE] (Policy SUE1) is close to the Bolsover District boundary and includes 1.7 ha of mixed employment uses. This has extant outline planning permission (ref. 2020/0169/OUT) and the reserved matters application is being put together currently. Overall, the outline planning permission includes 10.48 ha of employment and commercial uses.
- 2.170 The Penniment Farm employment allocation (Policy E2c) is also on the western side of the District near to Bolsover and will provide 9 ha of mixed employment uses. This site has a resolution to grant planning permission, subject to the signing of a section 106 agreement (ref. 2022/0412/FUL).
- 2.171 There is a further 18.8 ha allocated at the Berry Hill SUE (Policy -SUE3); however, whilst the housebuilding has commenced on this site there has not yet been an application for the employment phase(s).
- 2.172 Mansfield District Council Officers confirmed that they expect to be able to meet their needs within Mansfield District going forward.

3.0 Socio-Economic Context

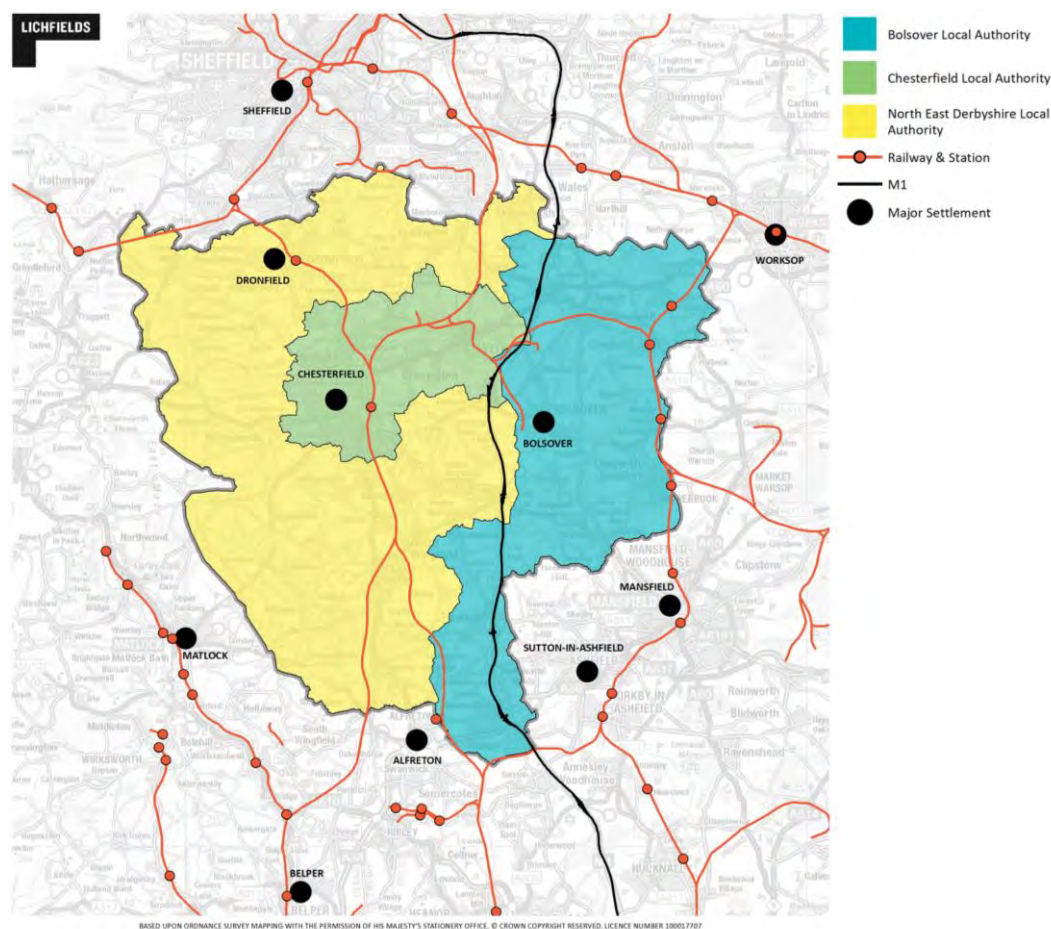
Introduction

- 3.1 This section sets out the economic context for the three North Derbyshire districts in the context of the cost-of-living crisis, economic uncertainty and the new Labour Government. The findings are based primarily upon statistical data sources but have been validated and tested in consultations with key economic development stakeholders.
- 3.2 The section revisits key indicators for a range of topics, including economic performance, business demography, labour market, population demographics and deprivation. The key growth drivers for Derbyshire are also assessed in relation to the three districts. Comparisons are made to the rest of the East Midlands and England to provide points of reference. The section concludes with a summary of the key strengths, weaknesses, opportunities and threats [SWOT] facing the districts.

Spatial Overview

- 3.3 Located within the East Midlands, the study area covers the three North Derbyshire districts of Bolsover District, Chesterfield Borough and North East Derbyshire District.

Figure 3.1 Bolsover District, Chesterfield Borough and North East Derbyshire District



Source: Lichfields

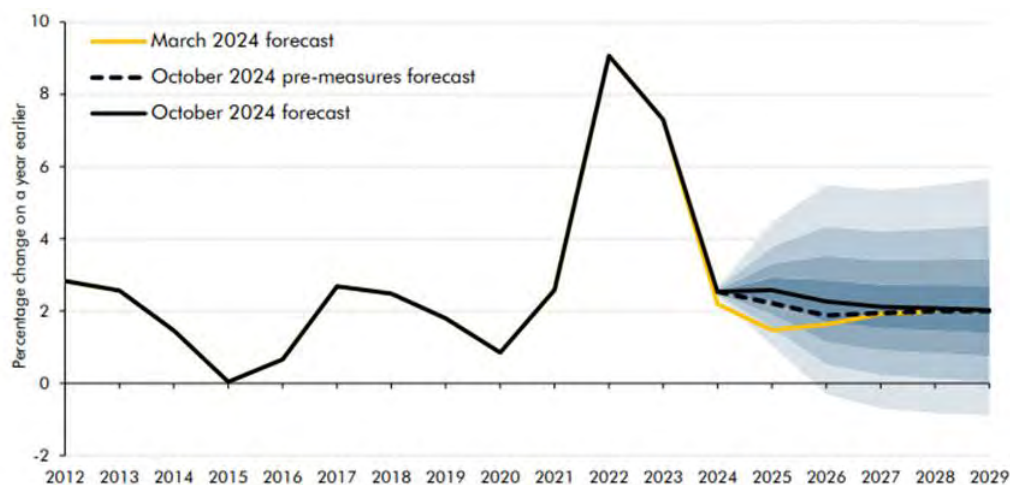
- 3.4 Figure 3.1 sets out the spatial context relative to adjoining authorities, settlements and key sub-regional transport infrastructure, including:
- The M1 – a key strategic route connecting Yorkshire to the north and East Midlands and London to the south.
 - East Midlands Railway Network – provides national passengers regular connections across the country along the Midland Main Line. Separate rail networks also cross the study area east to west providing access to Birmingham and South Wales, Lincoln, Peterborough, Norwich, Manchester and Liverpool. Northern Rail operates direct services to/from Leeds, Nottingham and Derby whilst the East Coast Main Line runs along the eastern side of the study area with a station at Newark Northgate; this provides direct linkages to London Kings Cross, Yorkshire, the North East and Scotland.

Economic Conditions and Trends

Macro-Economic Trends

- 3.5 Macro-economic trends are a critical influence on the future performance Chesterfield **Borough, Bolsover District and North East Derbyshire's economy. These shape the level of** demand for the sale of goods and services. In turn this affects business formation and survival, investment decisions, recruitment, wages and productivity.
- 3.6 **The Office for Budget Responsibility's [OBR] latest Economic and Fiscal Outlook [EFO]** (October 2024) highlights shocks to the UK economy including the recent conflict in the Middle East and back-to-back shocks from the Covid-19 pandemic and energy crisis. This resulted in a period of declining inflation but stagnating output. The economy is expected to grow by just over 1.0% this year, rising to 2.0% in 2025, before falling to around 1.5%.
- 3.7 CPI inflation was 2.0% in mid-2024 and is expected to pick up to 2.6% in 2025 due to the recent Autumn Budget. This is 1.1 percentage points higher in 2025 and 0.6 percentage points higher in 2026 due to greater-than-expected persistence in wage growth and the near-term fiscal loosening in the budget. The OBR expects inflation to increase by 0.4 percentage points at their peak effect in 2026 due to Budget policy measures. A further escalation in the Middle East poses a risk to inflation forecast due to the impact on energy prices. Alongside this, the Bank of England expects the Bank Rate to fall more steeply this year from the current peak 5.0% to 3.5% in the final year of the forecast by 2029.

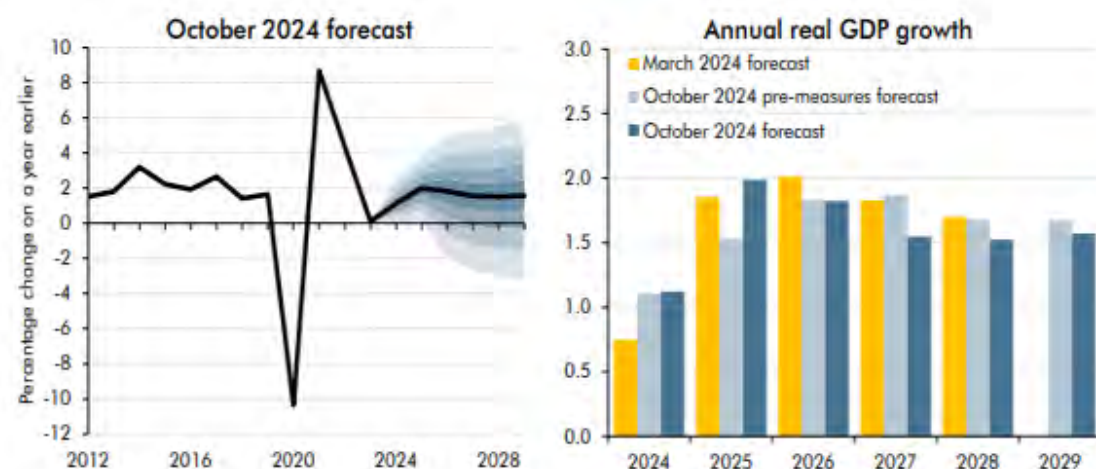
Figure 3.2 OBR CPI Inflation



Source: OBR October 2024

- 3.8 Policies announced as part of the Autumn Budget were expected to push up CPI inflation by 0.5 percentage points at their peak and then gradually fall back to target. The OBR forecast that GDP will grow by 0.6% at its peak in 2025-26 as the fiscal loosening temporarily raises output above its potential level. Budget policies will continue to have lasting impacts on the economy with the employment National Insurance Contribution [NIC] rise estimated to reduce labour supply whilst increase in public investment boosts potential output by raising the public capital stock and incentivising some private investment. Real GDP is expected to pick up from close to zero last year to 1.1% in 2024, 2.0% in 2025, 1.8% in 2026, before falling back to 1.5% thereafter. Stronger growth in the near term, supported by the easing in monetary policy, pushes GDP above **OBR's** estimate of potential output.
- 3.9 Compared to **OBR's** March forecast, growth is forecast to be an average of a $\frac{1}{4}$ percentage point higher this year and next. This reflects stronger GDP and real wage growth in recent quarters, and the net fiscal loosening in this Budget. Growth is then weaker between 2026 and 2028 as these temporary effects fade.

Figure 3.3 Real GDP Figure



Note: Successive pairs of lighter-shaded areas around our forecast represent 20 per cent probability bands.

Source: ONS, OBR

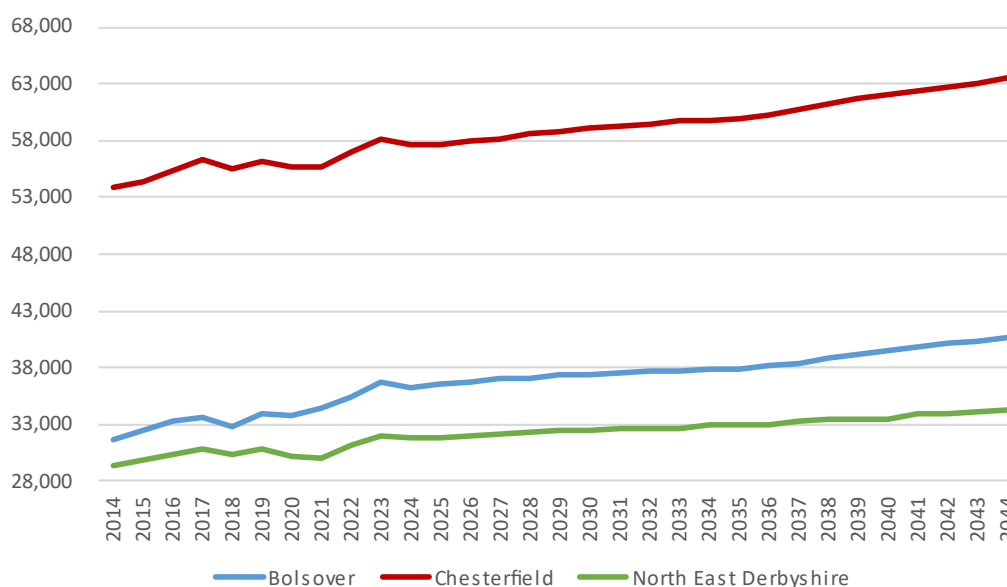
Source: OBR October 2024

Economic Performance

Future Job Growth Prospects

- 3.10 The March 2024 Experian job forecasts show that, whilst employment fell across the three districts around 2020/21 during the Covid-19 pandemic, it has since recovered and exceed pre-pandemic levels. However, in Bolsover and Chesterfield, the rate of growth experienced in the 5-years before the pandemic (2014-2019) still exceeds the growth expected in the 5-year period following the pandemic (2021-2026) at 7.6% versus 6.7% in Bolsover and 4.3% versus 3.9% in Chesterfield. A similar trend is forecast to take place in the UK at 8.7% versus 7.7%. On the other hand, North East Derbyshire and the East Midlands see a different trend and are expected experience a higher growth rate in the 5-years following at 4.8% versus 6.7% during 2021-2026 in North East Derbyshire and 5.6% versus 7.8% in the East Midlands.

Figure 3.10 Experian: Bolsover, Chesterfield and North East Derbyshire Workforce Jobs



Source: Experian UK Local Market Forecasts Quarterly March 2024

- 3.11 Experian forecast a decline of -1,000 jobs across the three authorities between 2023 and 2024. In each Council this represents -400 in Bolsover (-1.1%), -400 in Chesterfield (-0.7%) and -200 in North East Derbyshire (-0.6%). By contrast, the East Midlands and UK are forecast to experience a small growth of 0.5% and 0.4%. The three authorities are expected to recover between 2026-2027.
- 3.12 Net job growth between 2022 and 2044 is anticipated to be in the order of 14,900 across the three authorities, with Bolsover increasing by 5,200 (14.7%), Chesterfield by 6,500 (11.4%) and North East Derbyshire by 3,200 (10.3%). This, however, represents a significantly lower decrease than seen across the East Midlands (36.0%) and UK (41.1%).
- 3.13 Except for Bolsover, whose growth rate is significantly below its historic growth rate (2002-2022) of 15,300 or 76.1%, the other authorities will experience growth above their historic rates, as shown in Table 3.1. Between 2002-2022, an additional 3,400 jobs (+6.3%) were created in Chesterfield, similar an additional 2,000 (+6.9%) were created in North East Derbyshire. Nevertheless, this is below the growth rate seen regionally (+25.1%) and nationally (+24.8%).

Table 3.1 Historic and Projected Employment Change

	2002-2022	2002-2022	2022-2044	2022-2044
	Net Workforce Jobs Growth	% change	Net Workforce Jobs Growth	% change
Bolsover	15,300	76.1%	5,200	14.7%
Chesterfield	3,400	6.3%	6,500	11.4%
North East Derbyshire	2,000	6.9%	3,200	10.3%
East Midlands	30,494,820	25.1%	54,688,050	36.0%
UK	410,503,460	24.8%	847,617,290	41.1%

Source: Experian (March 2024) UK Local Market Forecasts Quarterly - Workforce Jobs: Lichfields analysis.

3.14

Table 3.2 shows the projected change in sector employment in Bolsover over the period 2022-2044. The transport and storage sector will play the largest role in the economy in terms of both as a proportion of overall jobs at 18.0% or 7,200 jobs, as well as the total job growth jobs projected to grow at 20.6% or 2,200 additional jobs. This is likely to be a function of the fact that the sector has strong growth prospects across the wider region, and Bolsover has delivered high volumes of warehouse space in recent years and remains favourably located on the national strategic highways network. There is also forecast to be strong levels of growth in the arts and entertainment sector at +26.7% (or 800 additional jobs) and the public administration and defence sector at 20.0% or 200 additional jobs. By contrast, the biggest decrease is forecast in mining, quarrying and utilities at -33.3% or -100 jobs. Wholesale and retail will also decline by -6.0% or -300 jobs.

Table 3.2 Projected Sectoral Employment Change in Bolsover 2022-2044

	2022	2022	2044	2044	Change from 2022 to 2044	Change from 2022 to 2044
Accommodation & food services	2,300	6%	2,800	7%	500	17.9%
Business administration & support services	2,500	7%	2,800	7%	300	10.7%
Agriculture, forestry & fishing	0	0%	0	0%	0	0.0%
Transport & storage	5,000	14%	7,200	18%	2,200	30.6%
Manufacturing	3,700	10%	4,100	10%	400	9.8%
Information & communication	900	3%	1,200	3%	300	25.0%
Construction	2,300	6%	2,200	5%	-100	-4.5%
Education	2,200	6%	2,300	6%	100	4.3%
Mining, quarrying & utilities	400	1%	300	1%	-100	-33.3%
Financial & insurance	0	0%	0	0%	0	0.0%
Health	3,100	9%	3,700	9%	600	16.2%
Arts, entertainment, recreation & other services	2,200	6%	3,000	7%	800	26.7%
Motor trades	700	2%	700	2%	0	0.0%
Professional, scientific & technical	3,600	10%	3,900	10%	300	7.7%
Public administration & defence	800	2%	1,000	2%	200	20.0%
Property	400	1%	400	1%	0	0.0%
Wholesale & Retail	5,300	15%	5,000	12%	-300	-6.0%
All Sectors	35,400		40,600		5,200	14.7%

Source: Experian (March 2024) UK Local Market Forecasts Quarterly - Workforce Jobs: Lichfields analysis.

3.15

Table 3.3 highlights that in Chesterfield, business administration and accommodation and food services will drive job growth at 39.1% (+1,800) and 35.5% (+1,100) between 2022 and 2044. However, as a proportion of overall employment, the health sector will continue to

dominate at 26.0% or 16,300 of overall employment in the Borough. The largest decline between 2022 and 2044 is forecasted to be within motor trades at -25.0% (-100) and transport and storage at -19.4% (-700).

Table 3.3 Projected Sectoral Employment Change in Chesterfield 2022-2044

	2022	2022	2044	2044	Change from 2022 to 2044	
Accommodation & food services	3,100	5%	4,200	7%	1,100	35.5%
Business administration & support services	4,600	8%	6,400	10%	1,800	39.1%
Agriculture, forestry & fishing	0	0%	0	0%	0	0%
Transport & storage	3,600	6%	2,900	5%	-700	-19.4%
Manufacturing	5,000	9%	4,900	8%	-100	-2%
Information & communication	1,200	2%	1,400	2%	200	16.7%
Construction	1,900	3%	1,900	3%	0	0%
Education	4,400	8%	4,500	7%	100	2.3%
Mining, quarrying & utilities	300	1%	300	0%	0	0%
Financial & insurance	1,500	3%	1,700	3%	200	13.3%
Health	12,600	22%	16,300	26%	3,700	29.4%
Arts, entertainment, recreation & other services	1,900	3%	2,100	3%	200	10.5%
Motor trades	400	1%	300	0%	-100	-25%
Professional, scientific & technical	3,200	6%	3,400	5%	200	6.3%
Public administration & defence	1,700	3%	1,600	3%	-100	-5.9%
Property	400	1%	400	1%	0	0%
Wholesale & Retail	11,200	20%	11,200	18%	0	0%
All Sectors	57,000		63,500		6,500	11.4%

Source: Experian (March 2024) UK Local Market Forecasts Quarterly - Workforce Jobs. Lichfields analysis

3.16 Table 3.4 shows that in North East Derbyshire, business administration will witness the largest growth between 2022 and 2044 at 37.5% (+900), as well as health at 26.5% (+1,300) and professional services a 23.5% (+400). In terms of overall employment, manufacturing and health will continue to dominate the overall share at 18.0% and 6,200 jobs respectively. However, manufacturing is forecast to decline by -1.6% or -100 jobs by 2044. The largest decline is expected to be in agriculture, at -50.0% (-100 jobs).

Table 3.4 Projected Sectoral Employment Change in North East Derbyshire 2022-2044

	2022	2022	2044	2044	Change from 2022 to 2044	Change from 2022 to 2044
Accommodation & food services	2,500	8%	2,900	8%	400	16%
Business administration & support services	2,400	8%	3,300	10%	900	37.5%
Agriculture, forestry & fishing	200	1%	100	0%	-100	-50%
Transport & storage	1,300	4%	1,400	4%	100	7.7%
Manufacturing	6,300	20%	6,200	18%	-100	-1.6%
Information & communication	700	2%	800	2%	100	14.3%
Construction	1,400	5%	1,400	4%	0	0%
Education	2,700	9%	2,700	8%	0	0%
Mining, quarrying & utilities	0	0%	0	0%	0	0%
Financial & insurance	0	0%	0	0%	0	0%
Health	4,900	16%	6,200	18%	1,300	26.5%
Arts, entertainment, recreation & other services	1,300	4%	1,500	4%	200	15.4%
Motor trades	400	1%	400	1%	0	0%
Professional, scientific & technical	1,700	5%	2,100	6%	400	23.5%
Public administration & defence	500	2%	400	1%	-100	-20%
Property	600	2%	600	2%	0	0%
Wholesale & Retail	4,200	14%	4,300	13%	100	2.4%
All Sectors	31,100		34,300		3,200	10.3%

Source: Experian (March 2024) UK Local Market Forecasts Quarterly - Workforce Jobs. Lichfields analysis

Business Demography

- 3.17 Data published by the Office for National Statistics [ONS] shows that across the three districts, there are around 8,955 businesses of which 2,205 are located in Bolsover, a further 3,355 in Chesterfield and 3,395 in North East Derbyshire. Overall, the business composition across the three districts is largely in-line with the regional and national trends which suggests a higher concentration of Small and Medium Enterprises [SMEs]. However, except for North East Derbyshire, Bolsover and Chesterfield have a higher proportion of large enterprises (250+) at 0.7% respectively compared to the East Midlands and UK (0.4% each).

Table 3.5 Size of Enterprises (2023)

	Bolsover	Bolsover	Chesterfield	Chesterfield	North East Derbyshire	North East Derbyshire	East Midlands	UK
Micro (0 to 9)	1,910	86.6%	2,840	84.6%	3,020	89.0%	88.8%	89.1%
Small (10 to 49)	220	10.0%	420	12.5%	310	9.1%	9.2%	9.0%
Medium (50 to 249)	60	2.7%	70	2.1%	55	1.6%	1.6%	1.6%
Large (250+)	15	0.7%	25	0.7%	10	0.3%	0.4%	0.4%
Total	2,205	100.0%	3,355	100.0%	3,395	100.0%	100.0%	100.0%

Source: ONS (2023) Business Counts / Lichfields Analysis

- 3.18 From 2018 to 2020, the stock of businesses in Bolsover, Chesterfield and North East Derbyshire increased year on year¹⁵. This was caused by a greater number of business

¹⁵ ONS (2023) Business Demography – 2017-2022: Enterprise Births, Deaths and Survivals

births than business deaths, resulting in a net increase in these years. In particular, notable years for this growth included 2020, which saw an additional 205 businesses in Chesterfield and 105 in North East Derbyshire, and 2018 which saw an additional 85 in Bolsover. The years 2017, 2021 and 2022 tell a different story however with more business deaths than births, resulting in a net loss. Whilst all three districts saw more business deaths in 2017, Bolsover was particularly badly affected, losing 1,660 businesses. 2021 also saw 130 business deaths in Chesterfield, and 2022 saw 20 and 70 more business deaths in Bolsover and North East Derbyshire whilst Chesterfield experienced no growth.

Table 3.6 Count of Business Births and Deaths in Bolsover, Chesterfield and North East Derbyshire

	2017	2017	2018	2018	2019	2019	2020	2020	2021	2021	2022	2022
	Births	Deaths	Births	Deaths	Births	Deaths	Births	Deaths	Births	Deaths	Births	Deaths
Bolsover	215	1,875	290	205	270	245	220	200	245	200	240	260
Chesterfield	320	385	325	300	405	325	505	300	350	480	355	355
NE Derbyshire	320	335	310	270	335	275	415	310	450	395	355	425

Source: ONS (2023) Business Demography – 2017 to 2022: Enterprise Births, Deaths and Survivals

- 3.19 In terms of the increase in the stock of businesses, performance from 2017-2022 has varied slightly across the three districts. Whilst Chesterfield and North East Derbyshire saw year-on-year increases in the number of its active enterprises between 2018/19 – 2020/21, **Bolsover's performance has varied with growth in 2018-19** followed by decline and then an increase year-On-year from 2020/21 – 2021/22. Overall, between 2017 and 2022, Chesterfield and North East Derbyshire saw an overall increase of 2.09% and 7.54%, with North East Derbyshire exceeding the regional and national averages (5.73% and 2.81%), whilst Bolsover saw an overall decline (-3.09%).

Table 3.7 Annual Change in Active Enterprises

	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2017-2022
Bolsover	-145	70	-35	30	5	-75
Bolsover	-5.97%	3.06%	-1.49%	1.29%	0.21%	-3.09%
Chesterfield	-45	75	160	15	-130	75
Chesterfield	-1.25%	2.12%	4.42%	0.40%	-3.43%	2.09%
North East Derbyshire	-35	75	105	185	-85	245
North East Derbyshire	-1.08%	2.33%	3.19%	5.45%	-2.37%	7.54%
East Midlands	-1,310	4,715	3,935	3,920	-570	10,690
East Midlands	-0.70%	2.55%	2.07%	2.02%	-0.29%	5.73%
UK	-3,680	48,090	8,000	42,560	-14,990	79,980
UK	-0.13%	1.69%	0.28%	1.47%	-0.51%	2.81%

Source: ONS (2023) Business Demography – 2017-2022: Enterprise Births, Deaths and Survivals

- 3.20 As shown in Table 3.8, businesses that locate in Bolsover, Chesterfield and North East Derbyshire tend to have slightly higher survival rates than might be expected elsewhere. Of the business births in 2017, 51.2% in Bolsover, 48.4% in Chesterfield and 45.3% in North East Derbyshire were still around 5 years later compared to 39.6% in the UK and 41.3% in the East Midlands.

Table 3.8 Births of business units in 2017 and their survival

	Births	1-year survival	%	2-year survival	%	3-year survival	%	4-year survival	%	5-year survival	%
Bolsover	215	205	95.3	160	74.4	135	62.8	120	55.8	110	51.2
Chesterfield	320	300	93.8	250	78.1	205	64.1	180	56.3	155	48.4
NE Derbyshire	320	295	92.2	245	76.6	200	62.5	170	53.1	145	45.3
East Midlands	21,575	20,320	94.2	15,865	73.5	12,300	57.0	10,295	47.7	8,915	41.3
UK	356,895	334,450	93.7	260,095	72.9	200,360	56.1	163,995	46.0	141,315	39.6

Source: ONS (2023) Business Demography – 2017: Enterprise Births, Deaths and Survivals

- 3.21 Table 3.9 presents the business composition of Bolsover, Chesterfield and North East Derbyshire when compared to the rest of the East Midlands and England.
- 3.22 Generally, there is a similar business composition when compared to the comparators. However, there are some notable exceptions. In particular, manufacturing is over-represented in Bolsover (9.1%), Chesterfield (9.8%) and North East Derbyshire (7.1%) compared to both the East Midlands (6.4%) and England (4.9%). Similarly, agriculture is notably high in North East Derbyshire (8.8%) compared to the regional (5.5%) and national picture (3.9%) whilst Bolsover (3.4%) and, in particular, Chesterfield (0.9%) are below.
- 3.23 Conversely, there are a lower proportion of white-collar businesses across the three districts. In particular, Bolsover (2.9%), Chesterfield (4.5%) and North East Derbyshire (3.5%) have fewer ICT businesses compared to the regional and national comparators (4.3% and 7.3%). Similarly, the professional services industry is less represented across Bolsover (9.5%), Chesterfield (12.4%) and North East Derbyshire (11.6%) compared to the national average (15.7%), although it is more closely aligned with the East Midlands (12.6%) except for Bolsover.

Table 3.9 UK Business Counts - enterprises by industry (2023)

Industrial Sector	Bolsover	Bolsover	Chesterfield	Chesterfield	North East Derbyshire	North East Derbyshire	East Midlands	England
Agriculture, forestry & fishing	75	3.4%	30	0.9%	300	8.8%	5.5%	3.9%
Mining, quarrying & utilities	10	0.5%	20	0.6%	15	0.4%	0.5%	0.5%
Manufacturing	200	9.1%	330	9.8%	240	7.1%	6.4%	4.9%
Construction	370	16.8%	455	13.6%	620	18.3%	14.2%	13.9%
Motor trades	100	4.5%	175	5.2%	150	4.4%	3.8%	2.9%
Wholesale	90	4.1%	195	5.8%	175	5.2%	4.4%	3.9%
Retail	170	7.7%	295	8.8%	245	7.2%	7.9%	8.0%
Transport & storage	130	5.9%	140	4.2%	125	3.7%	6.6%	4.8%
Accommodation & food services	160	7.3%	270	8.0%	205	6.0%	6.3%	6.2%
Information & communication	65	2.9%	150	4.5%	120	3.5%	4.5%	7.3%
Financial & insurance	70	3.2%	80	2.4%	70	2.1%	2.7%	2.3%
Property	135	6.1%	105	3.1%	145	4.3%	3.9%	4.3%
Professional, scientific & technical	210	9.5%	415	12.4%	395	11.6%	12.6%	15.7%

Industrial Sector	Bolsover	Bolsover	Chesterfield	Chesterfield	North East Derbyshire	North East Derbyshire	East Midlands	England
Business administration & support services	165	7.5%	250	7.5%	225	6.6%	7.6%	8.5%
Public administration & defence	20	0.9%	5	0.1%	20	0.6%	0.5%	0.3%
Education	30	1.4%	60	1.8%	60	1.8%	1.7%	1.8%
Health	65	2.9%	165	4.9%	110	3.2%	4.0%	4.0%
Arts, entertainment, recreation & other services	140	6.3%	220	6.6%	175	5.2%	6.8%	6.7%
Total	2,205	100.0%	3,355	100.0%	3,395	100.0%	100.0%	100.0%

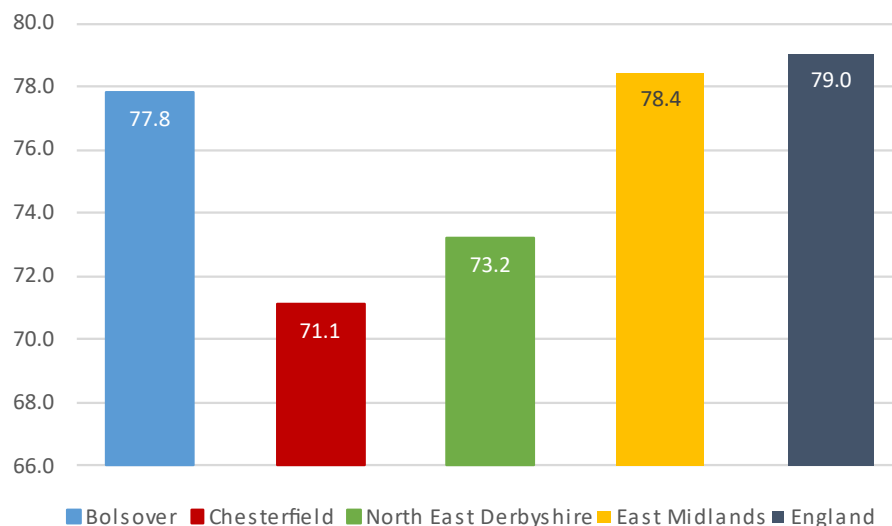
Source: ONS (2024) UK Business Counts / Lichfields' Analysis

Labour Market

Employment

3.24 Figure 3.4 illustrates the economic activity rate (aged 16-64) within the three districts. It shows that there are fewer economically active working-aged people in Bolsover (77.8%), Chesterfield (71.1%) and North East Derbyshire (73.2%) than the regional and national average (78.4% and 79.0%). In particular, the proportion of residents who are economically active is considerably lower in Chesterfield than elsewhere in the sub-region.

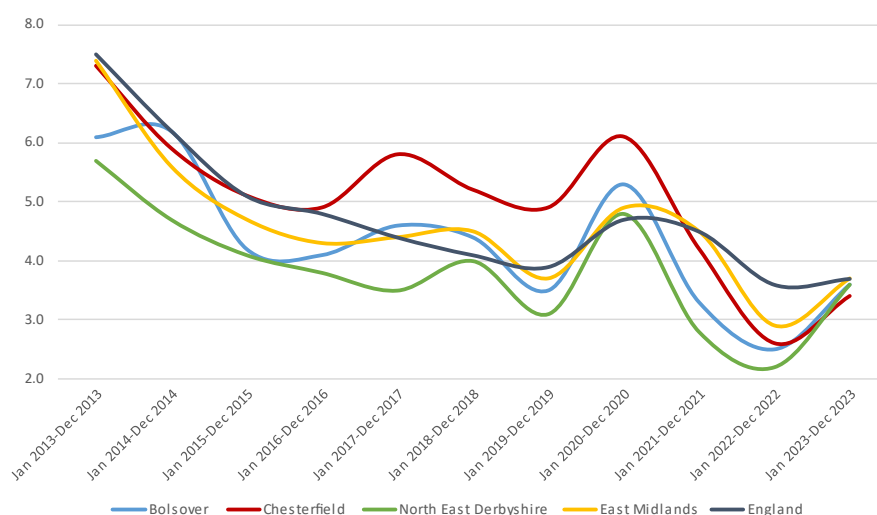
Figure 3.4 Economic Activity Rate Aged 16-64 (2023)



Source: ONS (2024): Annual Population Survey

3.25 Over the past ten years, only Bolsover has seen an increase in its economically active population, which grew by 10.1% since 2013 whilst Chesterfield and North East Derbyshire reduced by 7.3% and 7.6% respectively. The growth seen in Bolsover is nearly double the growth shown nationally (5.4%) and well above the regional growth (4.1%).

Figure 3.5 Unemployment Rate Aged 16+ Nottingham Core HMA (2013-2023)



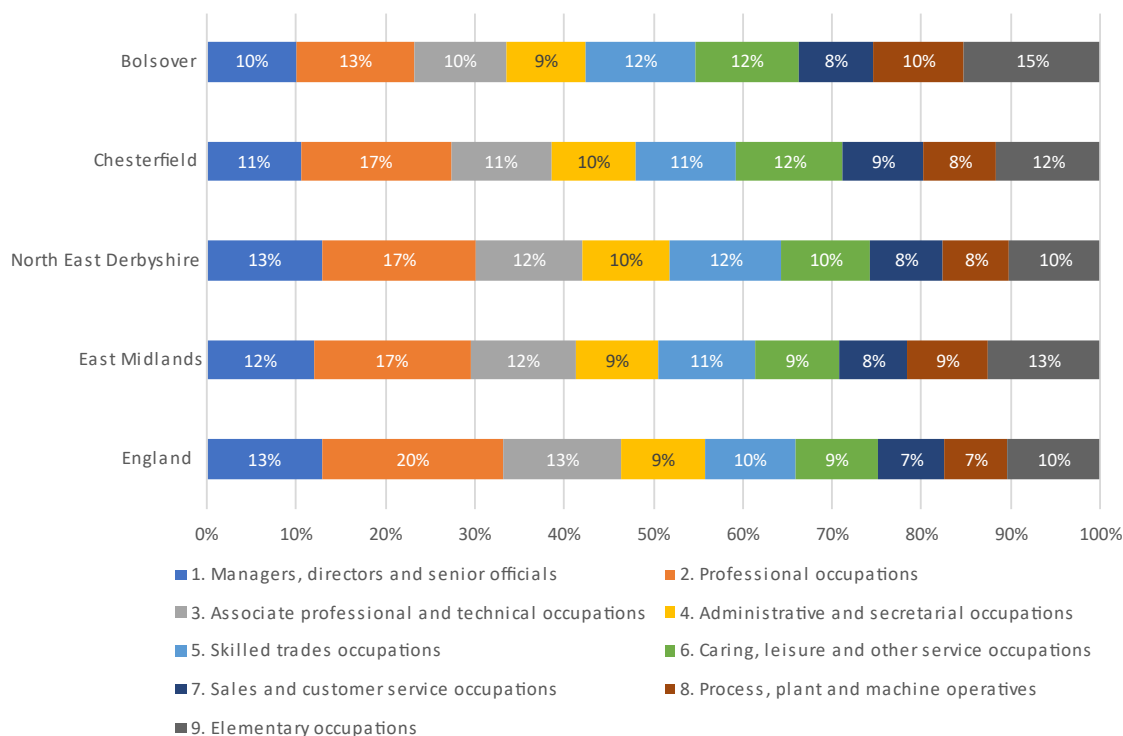
Source: ONS (2024) Annual Population Survey January/December 2013 – January/December 2023

3.26 Figure 3.5 illustrates the (ONS model-based) unemployment rates in the three districts and the comparator areas for the years 2013 to 2023. This highlights that Bolsover and North East Derbyshire in particular have seen unemployment rates fluctuate year-on-year above or below the national rate, with Chesterfield Borough generally seeing rates higher than the UK as a whole until 2021 onwards. In the latest release to December 2023, all three districts were coalescing at, or slightly below the UK/regional rate (3.7%), with Bolsover at 3.6%, Chesterfield at 3.4% and North East Derbyshire at 3.6%. According to the Annual Population Survey for December 2023, there were 3,500 unemployed residents in Bolsover District; 1,600 unemployed residents in Chesterfield Borough; and 2,800 unemployed residents in North East Derbyshire.

Occupations

3.27 The three districts generally align with the rest of the East Midlands and England in the composition of their workforce occupations as recorded in the 2021 Census. However, the three districts slightly under-perform compared to England when comparing the proportion of professional, managerial and higher skilled occupations (SOC 1-3), whilst more elementary and lower skilled occupations (SOC 7-9) make up a higher proportion of the workforce, particularly in Bolsover at 34% compared to 25% nationally. Some modest disparities occur at a district level within specific occupational levels. For example, fewer people are employed in professional occupations compared to the national level (at 20.0%). Similarly, there is a higher proportion of residents employed in elementary occupations in Bolsover (15%) compared to the regional and national picture (of 13% and 10% respectively). Overall, the greatest disparities tend to occur within Bolsover, with more minor differences in Chesterfield and North East Derbyshire.

Figure 3.6 Occupational Profile across Bolsover, Chesterfield and North East Derbyshire



Source: Census (2021) TS063 - Occupation

Location Quotients

- 3.28 In order to identify the full economic potential of the three districts, it is important to revisit which industrial sectors are best placed to drive future growth. This analysis has been informed by an understanding of which sectors are under or over-represented in terms of local employment and their recent growth performance.
- 3.29 Table 3.10 assesses the three districts' current sectoral strengths through the use of location quotients [LQs], which measure the proportion of employment in an industry at the local authority level relative to the national average. A value above 1.0 denotes a higher local representation of a sector compared to the UK average, whilst anything below 1.0 signifies an under-representation. The higher or lower a figure is to 1.0, the greater the extent of any over or under-representation.
- 3.30 Representation of sectoral strengths differs by the districts. In Bolsover, there is a high representation of jobs in land transport and storage (2.65), manufacturing (1.97) and civil engineering (1.64). In Chesterfield, wholesale (1.96), health (1.77) and social work (1.60) are over-represented. North East Derbyshire has similar over-representations to Bolsover, with a high concentration of employment in manufacturing (2.20), civil engineering (1.93), although there is also a relatively high proportion of jobs in specialised construction (1.98).

Table 3.10 Employment Specialisms by Sector in Bolsover, Chesterfield and North East Derbyshire (2024)

	Bolsover	Bolsover	Chesterfield	Chesterfield	North East Derbyshire	North East Derbyshire
	Jobs	LQ	Jobs	LQ	Jobs	LQ
Accommodation & Food Services	2,500	0.90	3,300	0.76	2,700	1.15
Administrative & Supportive Services	2,700	0.85	5,000	1.00	2,700	1.00
Agriculture, Forestry & Fishing	0	0.00	0	0.00	200	0.60
Civil Engineering	400	1.64	400	1.04	400	1.93
Computing & Information Services	800	0.79	1,100	0.69	600	0.69
Construction of Buildings	800	1.03	1,400	1.14	800	1.21
Education	2,200	0.71	4,400	0.91	2,700	1.03
Finance	0	0.00	1,100	0.65	0	0.00
Health	1,400	0.46	8,400	1.77	2,400	0.93
Land Transport, Storage & Post	4,900	2.65	3,300	1.13	1,200	0.76
Media Activities	0	0.00	0	0.00	0	0.00
Other Private Services	1,800	1.76	900	0.56	600	0.69
Professional Services	3,900	1.13	3,400	0.62	1,800	0.61
Public Administration & Defence	900	0.54	1,700	0.65	500	0.35
Real Estate	400	0.57	400	0.36	500	0.84
Recreation	600	0.58	1,300	0.80	1,000	1.14
Residential Care & Social Work	1,900	1.02	4,700	1.60	2,700	1.70
Retail	2,700	0.92	4,900	1.06	2,200	0.88
Specialised Construction Activities	1,500	1.21	2,000	1.02	2,100	1.98
Telecoms	0	0.00	0	0.00	0	0.00
Utilities	400	1.04	300	0.50	0	0.00
Wholesale	2,400	1.30	5,700	1.96	1,900	1.21
Manufacturing	4,100	1.97	3,500	1.07	3,900	2.20
Total	36,300		57,200		30,900	

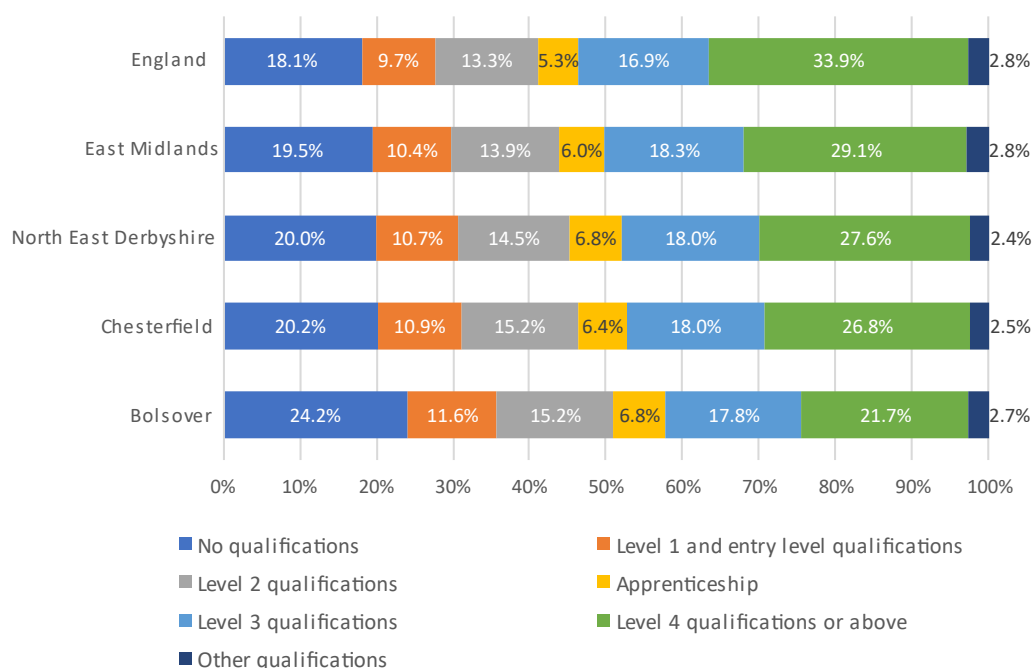
Source: Experian (March 2024)

Skills and Qualifications

3.31

Figure 3.7 presents the qualification levels of residents aged 16 to 64 for the three districts against the comparator areas. It indicates that in general, a lower proportion of residents hold higher qualifications across the three districts. There are fewer residents with Level 4 qualifications (i.e., degree or equivalent) across Bolsover (21.7%), Chesterfield (26.8%) and North East Derbyshire (27.6%) compared to the East Midlands (29.1%) and England (33.9%). In contrast, more North Derbyshire residents hold either lower or no qualifications. Bolsover in particular has a high proportion of residents with no qualifications (24.2%) compared to the wider region (19.5%) and England (18.1%).

Figure 3.7 Qualifications of People Aged 16-64



Source: Census (2021) TS067 - Highest level of qualification

Earnings

- 3.32 Table 3.11 presents the median resident and workplace earnings across the three districts between 2012 and 2022¹⁶. Except for Bolsover, whose residents on average earn £27,327 per annum, Chesterfield (£30,621) and North East Derbyshire (£30,798) are typically in-line with the regional average (£30,946) but below the national level (£33,279).
- 3.33 Over the last ten years, Bolsover has experienced disappointingly weak growth in its resident's earnings, with an increase of only 6.0% (+£1,541) since 2012 compared to Chesterfield at 28.2% (+£6,731) and North East Derbyshire at 24.3% (+£6,027). The growth witnessed in Chesterfield and North East exceeds the rate seen regionally (23.8%) and nationally (24.1%).
- 3.34 Workplace-based earnings for all three North Derbyshire districts have been below the East Midlands (£30,345) and UK average, in particular in Bolsover, where workplace-based earnings stand at £25,806. Wages are slightly higher in Chesterfield (£28,735) and North East Derbyshire (£29,773) and have consistently been so over the past 10 years, but have generally been above the East Midlands average with the exception of figures for 2011 and 2020. Workplace-based earnings have been consistently lower than resident-based earnings over the last 10 years in the Core HMA, with the current figure at £27,986.
- 3.35 Since 2012, both Bolsover and Chesterfield have experienced a lower growth in workplace earnings at 11.3% (+£2,612) and 11.1% (£2,872) compared to North East Derbyshire at 30.8% (+£7,006). The growth in workplace-based earnings in North East Derbyshire also exceeds the growth seen regionally, at 23.2% (+£5,719).

¹⁶ 2023 resident earnings for Bolsover and Chesterfield have been suppressed as statistically unreliable by the ONS. For this reason and to ensure completeness, earnings have been presented for 2022.

Table 3.11 Resident and Workplace-Based Earnings (2012-2022)

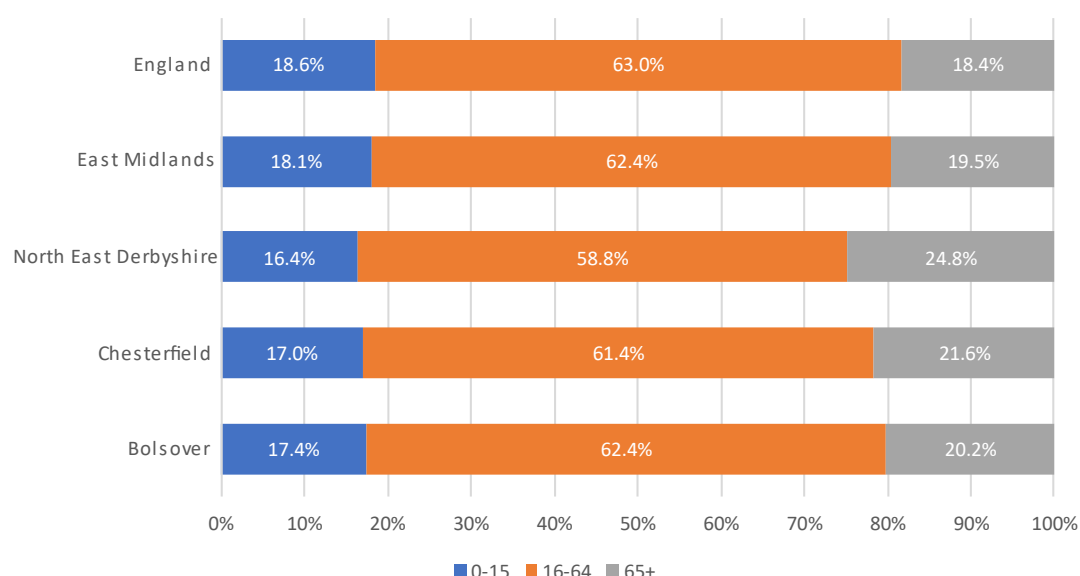
	Bolsover	Bolsover	Chesterfield	Chesterfield	North East Derbyshire	North East Derbyshire	East Midlands	East Midlands	England
	Resident	Workplace	Resident	Workplace	Resident	Workplace	Resident	Workplace	
2012	£25,786	£23,194	£23,890	£25,863	£24,771	£22,767	£24,995	£24,626	£26,826
2022	£27,327	£25,806	£30,621	£28,735	£30,798	£29,773	£30,946	£30,345	£33,279
Change	£1,541	£2,612	£6,731	£2,872	£6,027	£7,006	£5,951	£5,719	£6,453
% change	6.0%	11.3%	28.2%	11.1%	24.3%	30.8%	23.8%	23.2%	24.1%

Source: ONS (2023) Annual Survey of Hours and Earnings

Population Demographics

3.36 Figure 3.8 summarises the population age structure for the three districts and comparator areas. According to the 2021 Census, a total of 80,277 people live in Bolsover whilst 103,569 live in Chesterfield and 102,002 in North East Derbyshire. Overall, the population structure of the three districts is largely in-line with the national and regional pattern. However, there are slightly fewer people of working age (16-64) in North East Derbyshire at 58.8% with a larger older population (24.8%) compared to nationally (18.4%).

Figure 3.8 Bolsover, Chesterfield and North East Derbyshire Age Structure (2021)



Source: Census (2021) – TS009

3.37 Population growth in the three districts since the 2011 Census has varied, with Bolsover increasing by 5.8% residents (+4,411) compared to Chesterfield which actually declined slightly by -0.2% (-219), and North East Derbyshire which had a small increase of 3.0% (+2,979). This overall growth is below both the regional and national picture of 6.6% and 7.7% respectively.

3.38 An inconsistent picture can be seen when it comes to analysing growth in age groupings across the three districts. For example, **Chesterfield and North East Derbyshire's working aged population** reduced by -4.1% and -3.0% between 2011 and 2021, **whilst Bolsover's** increased by 3.4%, a rate more in line with that seen across the East Midlands and England (which increased by 3.7% and 4.3% respectively). Of the older population aged 65+, all three districts have seen significant growth across Bolsover (17.6%), Chesterfield (16.1%)

and North East Derbyshire (21.1%) over the past decade. However, this is still below the regional and national growth picture of 20.1% and 23.1%.

Table 3.12 Population Growth for Bolsover, Chesterfield and North East Derbyshire and Comparator Areas (2011-2021)

	Bolsover	Bolsover	Chesterfield	Chesterfield	North East Derbyshire	North East Derbyshire	East Midlands	England
0-15	319	2.3%	-627	-3.4%	406	2.5%	4.6%	5.2%
16-64	1,666	3.4%	-2,689	-4.1%	-1,841	-3.0%	3.7%	4.3%
65+	2,426	17.6%	3,097	16.1%	4,414	21.1%	20.1%	23.1%
Total	4,411	5.8%	-219	-0.2%	2,979	3.0%	6.6%	7.7%

Source: Census (2021,2011) Single Year of Age

3.39 In terms of the future demographic picture, the 2018-based Sub National Population Projections [SNPP] indicate that population growth across the three districts will differ **between 2018 and 2043 (the latest available forecast period)**. By 2043, Bolsover's population is projected to increase by 12,906 (or 16.2%) which is between two and three times higher than the level of growth projected for the other two districts. Whilst **Chesterfield's** resident population is forecast to increase by 5,424 (or 5.2%) and North East Derbyshire by 9,458 (or 9.4%), these two figures are below the regional and national rates of 14.3% and 10.3%.

3.40 As can be seen from Table 3.13, this growth is largely due to high levels of growth in the 65+ age groups, which are forecast to grow by 49.3% in Bolsover, 32.2% in Chesterfield and 32.9% in North East Derbyshire. **The latter two districts' older population is forecast to grow at a slower rate than either the East Midlands or England (at 46.3% and 44.7%)**. Of note, **Bolsover's working aged population is forecast to grow at 9.0%**, whilst Chesterfield would see a decline of 1.7% and North East Derbyshire a minimal growth of 0.7%. Except for Bolsover (which is above the regional and national average), this indicates a notably different growth pattern in Chesterfield and North East Derbyshire compared to the regional and national rates of 7.3% and 3.8%.

Table 3.13 Population Growth for Bolsover, Chesterfield and North East Derbyshire and Comparator Areas (2018-2043)

	Bolsover	Bolsover	Chesterfield	Chesterfield	North East Derbyshire	North East Derbyshire	East Midlands	England
0-15	640	4.5%	-514	-2.9%	928	5.6%	4.4%	-0.9%
16-64	4,443	9.0%	-1,113	-1.7%	408	0.7%	7.3%	3.8%
65+	7,822	49.3%	7,052	32.2%	8,119	32.9%	46.3%	44.7%
Total	12,906	16.2%	5,424	5.2%	9,458	9.4%	14.3%	10.3%

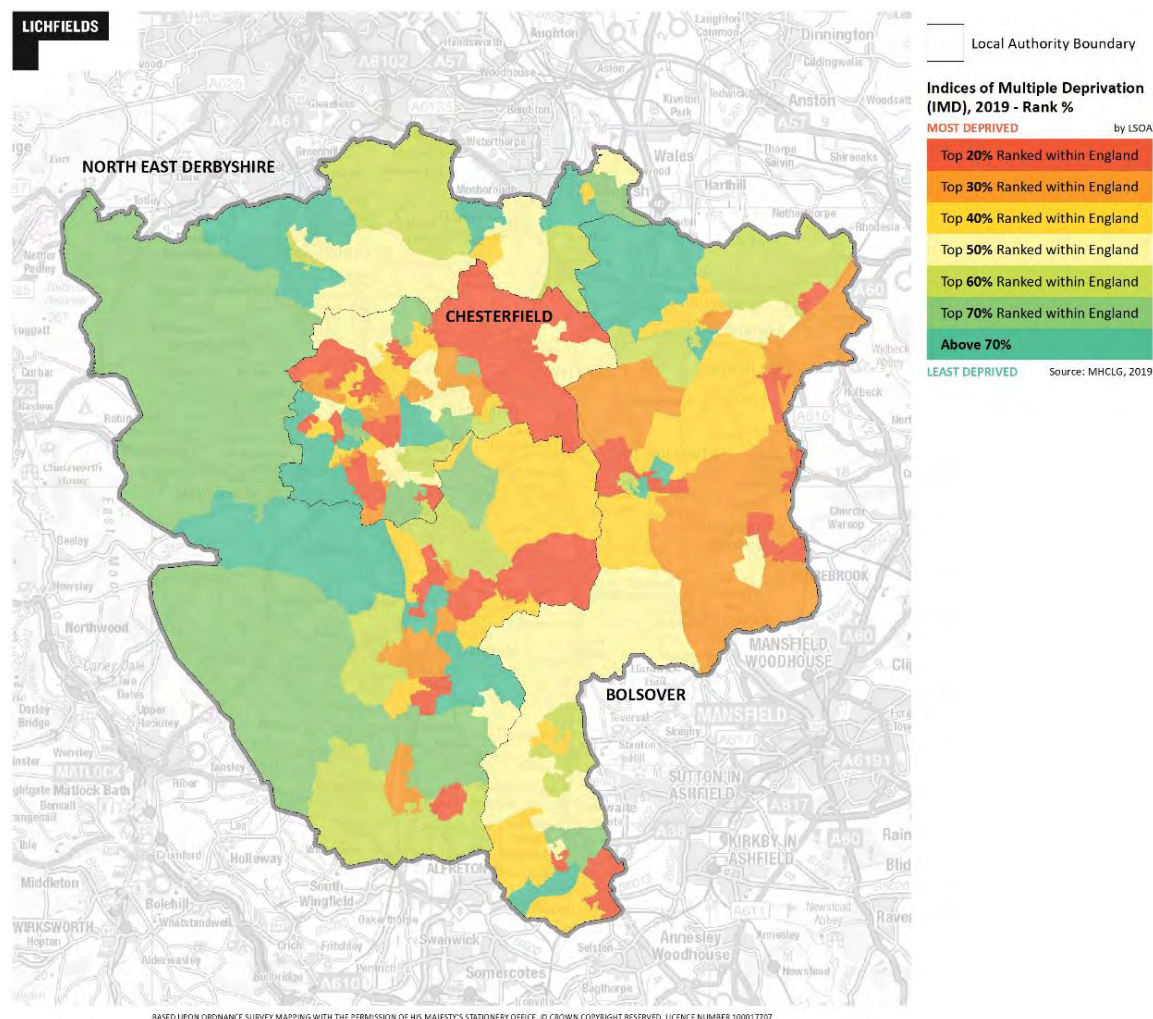
Source: ONS (2018) Population Projections

Deprivation

3.41 Figure 3.9 **illustrates the ONS's Indices of Deprivation (2019) and** shows hotspots of deprivation across all three districts. There are particularly high concentrations of deprivation within Chesterfield, with large parts of the Borough (particularly in the town centre and to the east of the Borough) in the top 20% most deprived output areas nationally. Similarly, Bolsover also has concentrations of deprivation, with pockets of high deprivation in the centre of the district and to the east, particularly around Houghton, Langwith and Bolsover town centre. In contrast, North East Derbyshire District has high levels of affluence in the more rural areas to the west and north, particularly in and around

the Peak District National Park, with much higher levels of deprivation in the urban areas along the A61 and A6175 such as Holmewood to the east.

Figure 3.9 Rank of Indices of Multiple Deprivation



Source: Lichfields analysis, drawing upon ONS Indices of Multiple Deprivation 2019

SWOT Analysis

3.42 The main Strengths, Weaknesses, Opportunities and Threats facing the three districts are summarised in Table 3.14.

Table 3.14 SWOT analysis

Current Strengths	Current Weaknesses
<ul style="list-style-type: none"> The three authority areas are centrally located, with excellent transport and infrastructure links to the rest of the UK. In particular, the three districts are an attractive location for logistics companies due to the presence of the M1 running north/south through the FEMA, with four junctions – Junction 30 in Bolsover; Junction 29A in Chesterfield; Junction 29 in NE Derbyshire and Junction 28 in Bolsover – encouraging a number of ‘big box’ operators to locate in the area. Businesses that locate in the three authority areas (most notably Bolsover) tend to have slightly higher survival rates than the wider East Midlands and UK. The 3 authority areas demonstrate strong employment specialisms. In particular, Bolsover has specialisms in transport & storage and manufacturing; Chesterfield has specialisms in wholesale and health; and NE Derbyshire has specialisms in manufacturing and engineering. Lower workplace earnings in the three authority areas ensure that North Derbyshire has a low-cost workforce that is attractive to businesses. 	<ul style="list-style-type: none"> The economic activity rates of working-aged people in the 3 authority areas (notably Chesterfield and NE Derbyshire), are below the rates of the East Midlands and England. A lower proportion of residents across the 3 districts hold higher qualifications, with more residents possessing lower or no qualifications compared to the wider region and England. Chesterfield and NE Derbyshire have experienced a decline in their working aged population compared to an overall increase across the East Midlands and England. At the same time, the older population has increased significantly, albeit only Bolsover has seen an increase above the regional and national trend. There are significant pockets of deprivation across the three authorities, focused primarily within the urban areas. The three authority areas are expected to experience weaker growth in employment levels between 2022 and 2044 compared to the wider region and the UK as a whole.
Current Opportunities	Current Threats
<ul style="list-style-type: none"> Manufacturing represents a larger proportion of the overall business base than elsewhere. Supporting businesses in this sector to grow and enter higher value markets could help increase inward investment and attract new businesses whilst also increasing wages and the quality of jobs. Across the 3 areas, sectors including health and professional services are forecast to grow, particularly in Chesterfield and NE Derbyshire. This represents an excellent opportunity to upskill the local population. Rise of homeworking is likely to continue as technology advances. Promoting the highly attractive natural environment (including the PDNP) in and around the three authority areas will help attract new workers to live in North Derbyshire. Large base of smaller businesses means their space requirements are generally more flexible. However, with a slightly higher proportion of large businesses, it will be vital to ensure that there is suitable space to meet this need. The new NPPF24 requires LAs to calculate their housing needs using a new standard methodology that is stock-based, rather than demographic-based. The result is that the three districts’ collective LHN increases by over 125%, from 631 dpa to 1,444 dpa. Should this latter figure be taken forward in the Local Plans and housing numbers delivered ‘on the ground’ over the coming years, this will inevitably result in an influx of new migrants moving into North Derbyshire, with a concurrent boost to the local labour force. 	<ul style="list-style-type: none"> Chesterfield’s working aged population is forecast to decline by -1.7% to 2043. This is at the same time as significant growth in the older population across the area. Uncertainty surrounding future levels of homeworking may mean that future patterns of working are permanently changed, which may have a knock-on effect on the need for new office space. Unemployment rates have fluctuated year-on-year in the 3 districts, going from above and below the national and regional averages, highlighting a volatile and potentially vulnerable labour market. Vulnerability to automation of the relatively low-skilled workforce poses a threat to all 3 authorities, particularly given the domination of sectors such as manufacturing and higher concentration of lower qualifications. As there are fewer residents with high qualification and higher skilled jobs (and accordingly, high workplace salaries) this could create future challenges to attract white-collar employment.

4.0 Functional Economic Market Area

4.1 This section provides an overview of Bolsover District, Chesterfield Borough and North East Derbyshire District's position within a wider Functional Economic Market Area [FEMA].

4.2 The methodology adopted for this study follows the PPG approach on defining FEMAs within and across local authority areas¹⁷.

4.3 The PPG notes that since patterns of economic activity vary from place to place, there is no standard approach to defining a FEMA. However, it is possible to define them taking account of the following factors¹⁸:

- *“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.”*

Defining the FEMA

Derbyshire Economic Strategy

4.4 The Derbyshire Economic Strategy was produced by the Derbyshire Economic Partnership and defined Bolsover District, Chesterfield Borough and North East Derbyshire District as **the ‘North East Economic Zone’** which includes a significant part of the M1 Corridor from Junction 26 to Junction 30. The Zone was described as having the capacity to attract significant inward investment at major employment sites at Markham Vale Enterprise Zone and the A61 Corridor.

4.5 The Zone is influenced by developments within the Sheffield City Region, which attracts workers from Dronfield and surrounding communities. The main settlements in the North East Economic Zone are Dronfield, Chesterfield, Clay Cross, Clowne and Bolsover.

Travel-to-Work Areas

4.6 Detailed guidance on how to define a FEMA was last provided by CLG back in 2010¹⁹. This stated that examining commuting flows can help to define the FEMA of an economy. These commuting flows can be assessed using the latest travel-to-work flow data from the 2011 Census.

4.7 The ONS defines labour market areas as those areas where the bulk of the resident population also work. Defining labour market areas requires an analysis of commuting patterns to identify Travel to Work Areas [TTWAs] for local economies. The current

¹⁷ Reference ID: 61-018-20190315

¹⁸ Reference ID: 61-019-20190315

¹⁹ CLG (2010) *Functional Economic Market Areas: An Economic Note*

criteria for defining TTWAs is that at least 75% of an area's working population work in the area and at least 75% of the people who work in the area also live in the area. The area must also have a working population of at least 3,500. However, for areas with a working population in excess of 25,000, self-containment rates as low as 66.7% are accepted to **define a TTWA as part of a limited “trade-off” between workforce size and level of self-containment**²⁰.

4.8 TTWAs provide a good indication of which labour market a location or local authority is in and how labour market areas are split across the UK. The ONS published 2011 TTWAs for the UK in August 2015. These were developed to approximate self-contained labour market areas i.e. areas where most people both live and work and therefore relatively few commuters cross a TTWA boundary on their way to work.

4.9 The ONS 2011 TTWA mapping (Figure 4.1) suggests that the three authority areas are **primarily located within the ‘Chesterfield’ TTWA, albeit the eastern and southernmost portions of Bolsover District cut across into the Mansfield TTWA** (with a small area of the north-easternmost part of the District located in the Worksop & Retford TTWA), whilst the northernmost portion of North East Derbyshire extends into the Sheffield TTWA.

Figure 4.1 Travel to Work Areas 2011



Source: ONS (2015): TTWAs 2011

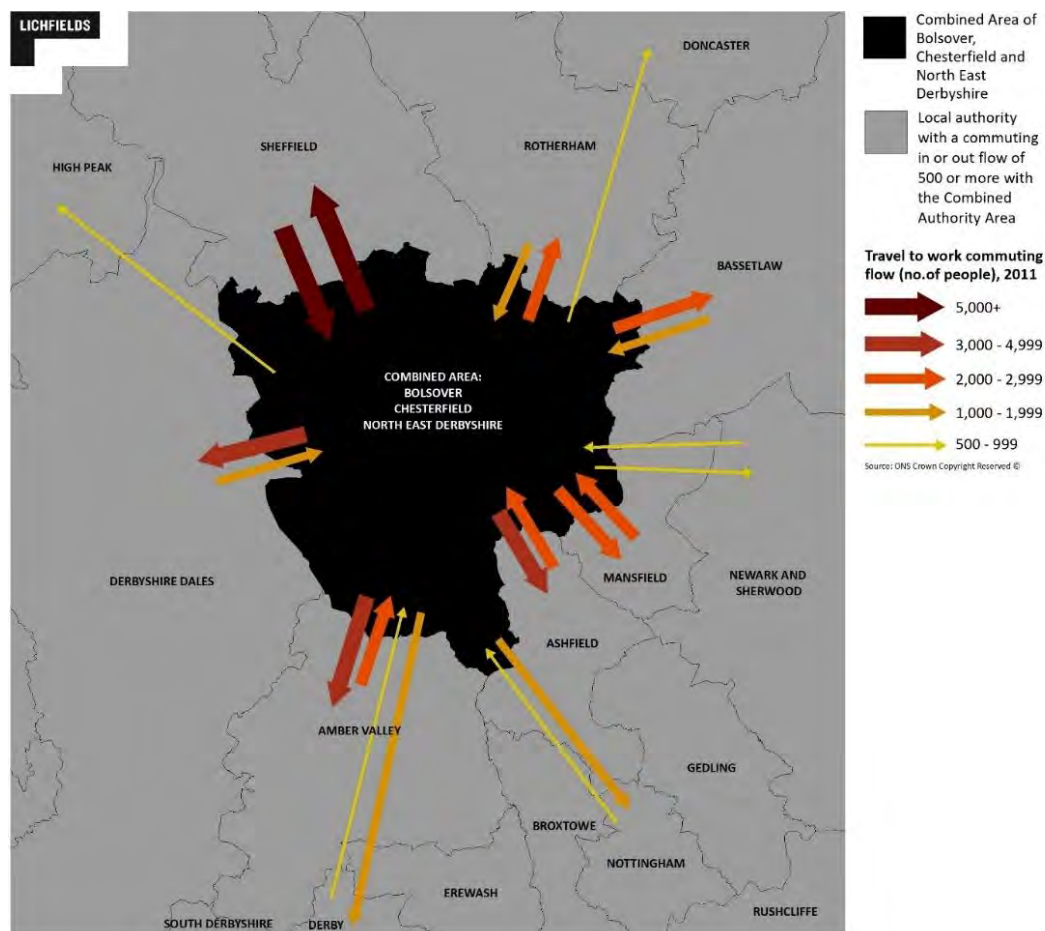
Commuting Patterns

4.10 Figure 4.2 presents the commuting flows of people working inside or outside of Bolsover District, Chesterfield Borough and North East Derbyshire District. In total, 77.4% of all working residents in the three authority areas also work there (FEMA Test #1). Similarly, 84,013 local residents live and work in the three authority areas out of a total of 113,432 people working in the three authority areas. This equates to 74.1% the residents (FEMA Test #2) and would pass the lower threshold of 66.7%.

4.11 On this basis, given the criteria set above, Bolsover District, Chesterfield Borough and North East Derbyshire District would pass both FEMA tests.

²⁰ Commuting to work, Changes to Travel to Work Areas: 2001 to 2011 (ONS, December 2015)

Figure 4.2 Bolsover District, Chesterfield Borough and North East Derbyshire District Commuting Flows



Source: ONS Census 2011 / Lichfields Analysis

- 4.12 All three local authority areas have subsequently been examined to see whether they would comprise a TTWA in isolation on the basis of the FEMA tests outlined previously, using the 2011 Census commuting data (given the ongoing issues with the reliability of the 2021 Census data, which took place in the midst of the Covid-19 pandemic when a very high proportion of workers temporarily stopped commuting into the office). The results are presented in Table 4.1.
- 4.13 None of the three authority areas in isolation could be said to be a TTWA in isolation. With the exception of Chesterfield Borough, which only just passes FEMA Test #1, neither Bolsover nor North East Derbyshire Districts pass the FEMA Test #1. However, when it comes to FEMA Test #2, none of the three authority areas meet either the 75% or lower 66.7% thresholds. On this basis, it is reasonable to conclude that the three authority areas operate as a combined TTWA rather than in isolation.

Table 4.1 2011 Commuting Data

	Live and work in LA*	Resident workforce population	Workplace Population	Net flow	FEMA Test (live and work in same area: % resident workforce)	FEMA Test (live and work in the same area: % workplace population)
Bolsover District	14,181	29,305	29,564	259	48.4%	48.0%
Chesterfield Borough	30,658	40,773	52,110	11,337	75.2%	58.8%
North East Derbyshire District	18,241	38,534	31,758	-6,776	47.3%	57.4%
Combined Authority Areas	84,013	108,612	113,432	4,820	77.4%	74.1%

Source: 2011 Census / Lichfields Analysis

* Includes residents who live and work in the same LA; plus homeworkers, plus those who state they have no fixed workplace.

Housing Market Areas

Migration Flows

- 4.14 In July 2014, origin/destination data on migration was released for the 2011 Census at local authority level. Although origin/destination data was released for the 2021 Census in 2023, as with commuting patterns, the data is heavily skewed due to the restrictions in place during the 2021 fieldwork which resulted in fewer people moving due to the Covid-19 pandemic. For this reason, we have continued to use the 2011 Census as the most reliable dataset.
- 4.15 Patterns of migration are a function of a range of housing market factors combined with household circumstances. Key factors that influence migration patterns and the geography of housing markets include affordability (which itself is influenced by a range of factors), and accessibility, particularly related to place of work and ease of commuting.
- 4.16 Table 4.2 illustrates the migration flows between Bolsover, Chesterfield and North East Derbyshire and other local authorities using data from the 2011 Census. The analysis indicates that the level of self-containment of migratory movements in the three authority areas is high, with demand-side self-containment totalling 68.5% of all those moving into a dwelling in either Bolsover, Chesterfield or North East Derbyshire moving from within one of the three authority areas and supply-side self-containment totalling 69.4% of all those moving out of a dwelling in the three authority areas also moving from within its boundaries.
- 4.17 These figures fall just short of the 70% self-containment rate suggested by the Practice Guidance as being necessary to justify a self-contained HMA.

Table 4.2 Inward and outward migration flows between Bolsover, Chesterfield and North East Derbyshire Authorities

District of Origin/Destination	Residents moving into Bolsover, Chesterfield and NE Derbyshire	Residents moving into Bolsover, Chesterfield and NE Derbyshire	Residents moving out of Bolsover, Chesterfield and NE Derbyshire	Residents moving out of Bolsover, Chesterfield and NE Derbyshire
Moves within Bolsover, Chesterfield and North East Derbyshire	15,466	68.5%	15,466	69.3%
Sheffield	1,152	5.1%	1435	6.4%
Mansfield	448	2.0%	442	2.0%
Amber Valley	442	2.0%	484	2.2%
Ashfield	362	1.6%	323	1.4%
Bassetlaw	312	1.4%	216	1.0%
Derbyshire Dales	311	1.4%	371	1.7%
Nottingham	232	1.0%	138	0.6%
Rotherham	176	0.8%	241	1.1%
Derby	170	0.8%	147	0.7%
Other districts	3,523	15.6%	3,055	13.7%
Total moves in/out	7,128	7,128	6,852	6,852
All moves in/out/within	29,446	29,446	29,446	29,446

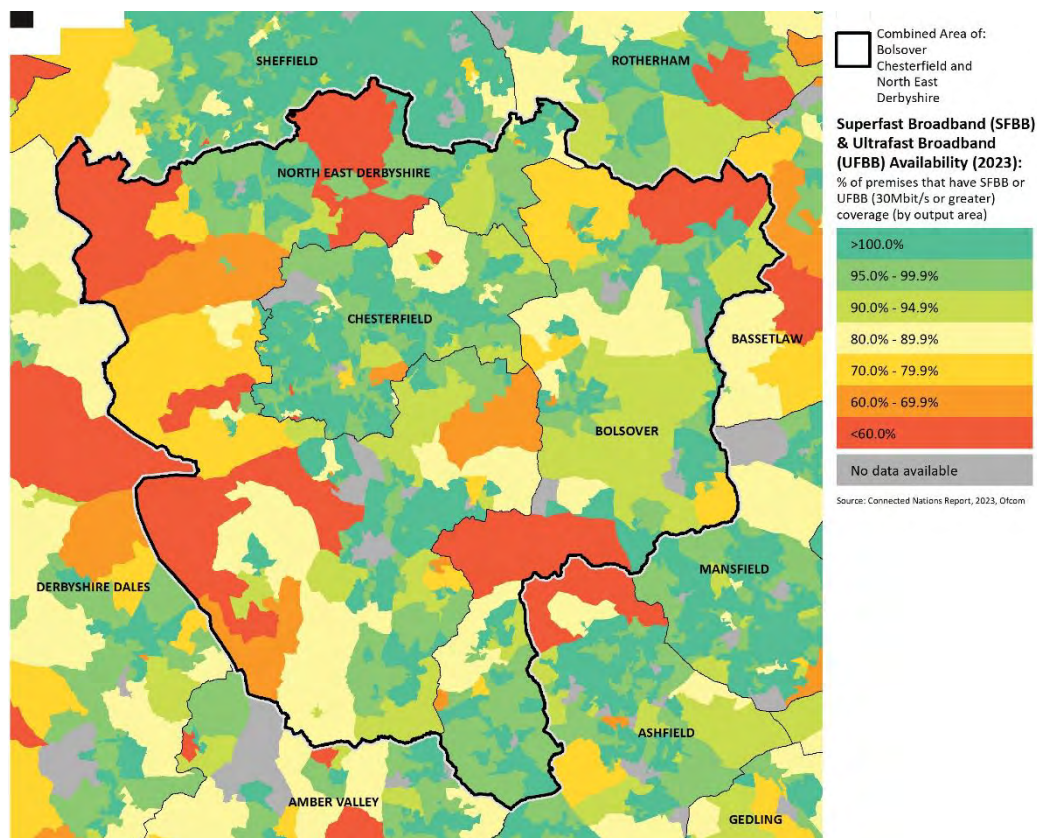
Source: Census (2011)

- 4.18 However, the 2018 PPG iteration states that when defining the HMA, there should be a **particular focus** “*where a relatively high proportion of short household moves are contained*”. **If the analysis is constrained only to moves within** Bolsover, Chesterfield and North East Derbyshire and those to the immediate adjoining authorities, the three authority areas have a much higher self-containment rate of 83.2% for in-migration, and 82.9% for out-migration. This would pass the 70% self-containment rate based on this approach.

Digital Connectivity

- 4.19 The three authority areas have relatively good digital connectivity within much of their built-up urban areas, particularly Chesterfield and Bolsover, whilst the more rural parts face poorer digital connectivity, particularly the western areas of North East Derbyshire (see Figure 4.3) and in the Peak District National Park.
- 4.20 The good level of access to superfast broadband indicates that (with the exception of the western side and parts of the north and east), businesses and residents can easily connect to the wider world and digital economic linkages likely extend well beyond the three authority area boundaries.

Figure 4.3 Nottingham Core-Outer HMA Broadband Connectivity



Source: Ofcom (2024): Connected Nations Report / Lichfields Analysis

Transport Network

- 4.21 Transport networks support productivity and the success of local economies by facilitating the swift movement of goods and people and supporting business operations. The M1 runs directly through the three authority areas, extending to London in the south and Yorkshire in the north; the FEMA also benefits from a number of A roads including the A61 which runs parallel with the M1 to the west; the A619 which runs west-east through Chesterfield; and the A617 which runs from Chesterfield through to Mansfield in the east.
- 4.22 The authority areas have a number of rail stations: with Chesterfield being the largest and busiest. The Midlands Mainline runs directly through the FEMA and provides a variety of regular services to/from London St Pancras, Nottingham, Sheffield, Leicester, Derby and Chesterfield including East Midlands Railway, CrossCountry Trains, Thameslink and TransPennine Express.

Other Strategic Employment Land Studies

- 4.23 Three recent Strategic Employment land Studies cover FEMAs which extend into, or immediately abut, the three North Derbyshire Districts. These comprise the A1 Corridor Logistics Assessment for Bassetlaw Council (August 2021, Iceni) and its subsequent Addendum (April 2022); the Nottinghamshire Core and Outer HMA Logistics Study Final Report (August 2022, Iceni); and the Sheffield Logistics Study (December 2022, Iceni).
- 4.24 Firstly, the A1 Corridor Logistics Assessment (April 2021) was produced by Iceni on behalf of Bassetlaw District Council. This provides a high-level assessment of the large scale

logistics market on the A1 Corridor in Bassetlaw and the wider property market area. This is defined as running from the M18 at Thorne in Doncaster down to J25 of the M1 at Erewash and taking in Chesterfield to the west and Newark in the east. The study is principally used to support the emerging Bassetlaw Local Plan.

Figure 4.4 Indicative A1 Corridor Full Property Market Area / Inner Area



Source: CoStar / Icen Projects 2021

- 4.25 As can be seen from Figure 4.4, the A1 Study recommended a Property Market Area [PMA] that included the whole of Nottinghamshire; the Sheffield City Region (excluding Barnsley); and North East Derbyshire, Derbyshire Dales, Bolsover and Chesterfield.
- 4.26 The study used a gross absorption (leases taken up) and deliveries model to assess future requirements. The study argued that there are 8-11 years of supply which is insufficient to meet Local Plan requirements looking forwards 15 years:
- “In the present study we aggregate the south / east SCR area with the Nottinghamshire position, but find that even with the significant supply in Doncaster, the wider M1 / A1 corridor supply levels are around 8 years’ worth of past take up / 11 years of delivery. Whilst this is significant, it indicates that when planning for 15 years or more in the Local Plan process, there is likely to be insufficient supply overall”*** [paragraph 5.14].
- 4.27 It identified a supply of 1.1 million sqm (63.3 ha) of strategic distribution in Bolsover District; 1.1 million sqm (24.7 ha) in Chesterfield Borough; and 500,000 sqm (18.8 ha) in North East Derbyshire District.

- 4.28 The study concluded that one of the key challenges arising was the separation or integration of FEMA and PMA geographies:

“Bassetlaw’s A1 is influenced by both the M1 running south to Nottingham and north to Hoyland and the M18 corridor to Thorne. This crosses the SCR, which Bassetlaw was formerly a part, D2N2 LEP and the Nottingham Inner / Outer HMA. Considering the supply data, SCR is far better served whilst supply is limited in Nottinghamshire. The ELNS recognised the logistics market undersupply and it is possibly that a greater volume brought forward would deflate the A1 corridor. It could be inferred that significant supply in Bassetlaw is meeting some of the Nottingham Inner / Outer HMA logistics needs however it is not the role or intention of this study to ascertain the Nottingham HMA logistics requirements, rather to provide a perspective on the role of the A1 in the overall PMA.

Notwithstanding the above point, based on the research undertaken herein, it seems reasonable that Bassetlaw does bring forward large sites such as Apleyhead Junction, that these are desired by the market and will not lead to an oversupply in the medium term across the South Yorkshire / Nottinghamshire / Derbyshire authorities as assessed in the PMA. The assessment suggests around 8 years of supply, based on past take up, is in the pipeline, and this is substantial, particularly in Doncaster. However with Local Plans expected to be provided for 15 years or more; and indicators suggesting the recent past rate of take up / delivery under represents future need; on balance the sites in Bassetlaw (most notably Apleyhead Junction) and most likely further sites in the southern part of the PMA will be required.” [page 29]

- 4.29 The Nottinghamshire Core and Outer HMA Logistics Study Final Report (August 2022) has a Study Area of Broxtowe, Rushcliffe, Nottingham City, Gedling, Erewash (Core HMA) plus Newark & Sherwood, Ashfield and Mansfield (Outer HMA). Therefore, whilst it excludes the three North Derbyshire districts, it does note that:

“In terms of Derbyshire, the study area for the Nottingham HMAs herein only includes Erewash. However, there is clearly a market interaction with other authorities including Amber Valley, Bolsover, Chesterfield and North East Derbyshire who form part of the M1 corridor in this part of the East Midlands. This is particularly prominent at M1 J28 around South Normanton and Alfreton with units proposed Panattoni Park J28 (Bolsover). This area and others are likely to continue to experience significant market pressure for new units.” [paragraph 8.34]

- 4.30 **The study area contains the national artery M1 corridor and forms part of the ‘Golden Triangle’ being the national centre of the UK logistics market whereby main other parts of the UK can be reached in a 4hr drive time.** The southern edge of study area runs towards Castle Donnington, East Midlands Airport and Gateway, where J24 of the M1 and the A50 interchange are a key logistics hub and national distribution logistics location. Moving north, much of the M1 study area is covered by Green Belt policy which restricts development. This places a restriction on delivery of new logistics units in many instances particularly around Nottingham, suppressing market supply.

- 4.31 It notes that **there is a ‘two tier’ logistics market in the study area with large scale logistics** over 200,000 sq. ft. and above seeking motorway junctions; and a secondary market more focused on units around 100,000 sq. ft. (mid box) along well connected A Road corridors. The market for large scale occupiers can extend along the strategic road

network across the whole East Midlands region; however, within the Derby / Nottingham M1 area it is focused on Junctions 24 (outside study area) to 28. This reflects the significant labour catchment for the two cities:

“Undertaking large scale logistics studies at the HMA level can present significant methodological difficulties and challenges as the real world property market areas for occupiers overlap. As noted by stakeholders, there is a Nottingham / Derby M1 sub market but this forms part of a wider M1 corridor area of search.” [paragraph 8.30]

4.32 **When considering the extent of the study area, it reports stakeholders’ comments** suggesting that Junctions north of M1 J24 running to J28 (South Normanton) are prime locations within the East Midlands in terms of location, accessibility and access to labour markets:

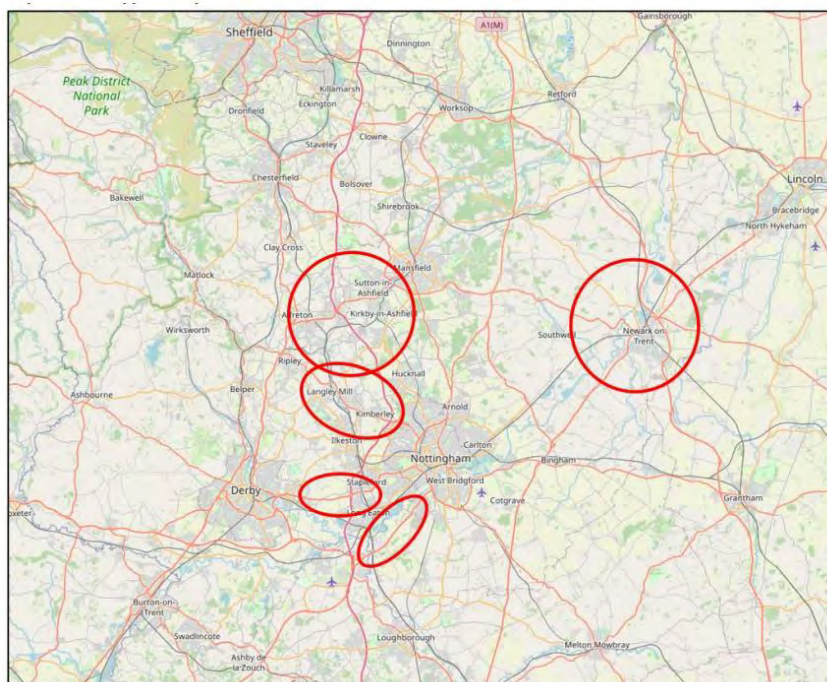
“J24 East Midlands Gateway is an excellent example and there is a significant lack of development J25/26 in particular where the market is seeking space. J29 is probably the top end of the East Midlands area before moving into the Sheffield market - Chesterfield starts to see a different type of need. The J24-28 area is particularly well placed for the drive time catchment of Nottingham and Derby which is considered to have less competition than around Leicester.” [pages 33-34]

4.33 Both Bolsover and Chesterfield are included in the wider area B8 strategic supply analysis, with Chesterfield identified as contributing 86,450 sqm / 24.7 ha as of 2021, and Bolsover 221,550 sqm / 63.3 ha.

4.34 The Nottinghamshire report recommended that the most appropriate requirement for strategic B8 was 1,486,000 sqm (425 ha @35% plot ratio) 2021-2040. Taking into account permissions and allocations (315,233 sqm) and future pipeline (including draft allocations), the residual need would fall to 601,133 sqm or 172 ha. Five broad areas of opportunity are identified to meet this need, comprising areas adjacent to junction 25, 26, 27 and 28 of the M1; areas adjacent to the A453 and areas surrounding Newark.

4.35 As can be seen on Figure 4.5, **this includes the “Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfreton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608)”, which extends across into Bolsover District around Junction 28 and part of North East Derbyshire District.**

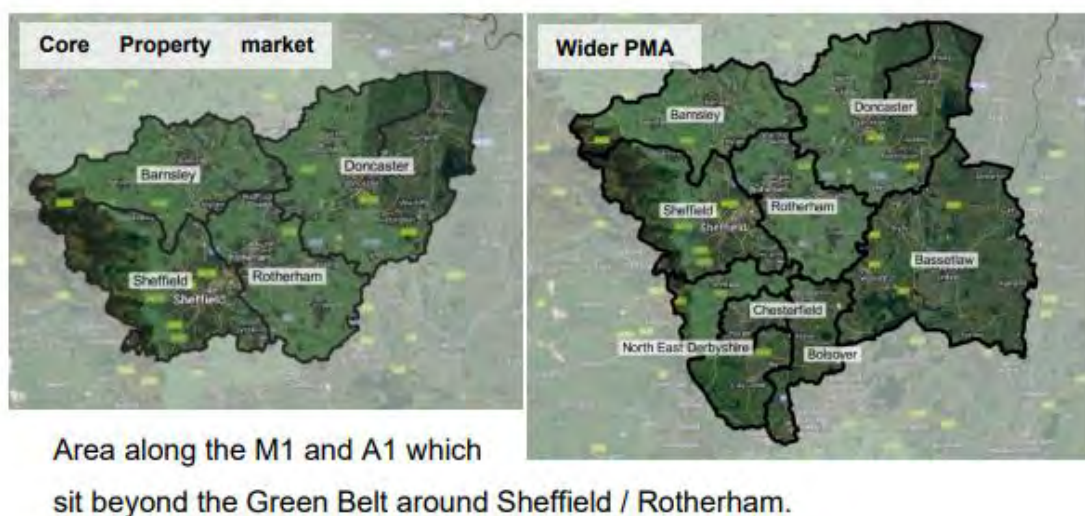
Figure 4.5 Map: Area of Opportunity



Source: Nottinghamshire Core and Outer HMA Logistics Study (2022), Figure 10.1

- 4.36 The Sheffield Logistics Study [SLS] (December 2022, Icen) was commissioned by Sheffield City Council to understand the future demand for strategic warehousing and logistics facilities within the area, noting the relationship with other surrounding authorities and the inherent large scale property markets involved in logistics. The definition of the geographical extent of the area for the Study was a key part of the brief.
- 4.37 The SLS concluded that the Sheffield Core industrial submarket (**referred to as the ‘study area’**) aligns with the Sheffield City boundary. The area benefits from motorway connections to key routes including the M1, M62 and M18, which make large swathes of the UK’s population reachable in just a couple of hours drive time.
- 4.38 **It goes on to note that the ‘Core Property Market Area’ comprises** Sheffield, Rotherham, Barnsley, Doncaster – **this is CoStar’s defined South Yorkshire property market and is** widely accepted as representing the typical occupier search area.
- 4.39 **It goes on to define the ‘Wider Property Market Area’ as comprising:** Sheffield, Rotherham, Barnsley, Doncaster, North East Derbyshire, Chesterfield, Bolsover, Bassetlaw – this captures the southern band of authorities adjoining the South Yorkshire Property Market (see Figure 4.6):

Figure 4.6: Sheffield Property Market Areas



Source: Sheffield Logistics Study (2022): page 52

- 4.40 The study modelled strategic needs for Sheffield City only, and recommended the net absorption trends approach which rolls forward past deals in large B8 leases and includes a margin for flexibility, choice and delays in site delivery. The resulting need range is 69.6 ha – 86.8 ha with a mid-point of 78.2 ha. Assuming that 20% of the stock can be recycled, then the level of need would reduce to 62.6 ha.
- 4.41 The study reported that Sheffield City had a forward supply of 22.3 ha of strategic logistics sites, resulting in a shortfall of 40.3 ha, which has implications for the Sheffield PMA as it puts pressure on neighbouring authorities. However, when looking across the wider PMA including Bassetlaw the study found that there was sufficient supply due to large sites being brought forward (notably due to the scale of allocations at Bassetlaw including Apleyhead Junction).

Conclusion on the extent of the FEMA

- 4.42 On the basis of the above analysis, it is considered that Bolsover District, Chesterfield Borough and North East Derbyshire District comprise a self-contained FEMA that represents an appropriate spatial area for planning for employment land needs at a local scale.
- 4.43 That said, whilst the functional relationships are strongest within and between these three **districts (meeting the Government's statistical tests of a FEMA), in practical terms the boundaries are fluid, and the local property market could extend into adjoining districts.** As set out in the Bolsover Economic Alignment Study (2018), Bolsover District in particular often meets the needs of a wider geography than just itself.
- 4.44 The situation is more complicated when it comes to strategic needs. It is important to note that the FEMA does not stop abruptly at the boundaries of the three districts, and both the commercial and industrial property markets must be seen within their wider context. For example, the office market is very limited in North Derbyshire and mainly provides for the needs of local companies seeking to expand, or Government Quangos. Larger companies seeking A Grade space or headquarter facilities generally prefer the Core office market of Sheffield City Centre or (to a lesser extent) its immediate environs).

4.45

Similarly, whilst technically the three districts ‘pass’ the self-containment FEMA test, in practice the strategic logistics market extends well beyond the three districts, particularly along the M1 Corridor. There are three recent reports which address this point, and which have been assessed in detail above. The Bassetlaw A1 Corridor Logistics Assessment, Nottinghamshire Core & Outer Logistics Study and the Sheffield Logistics Study all consider the three North Derbyshire Districts to be included in their respective Wider Property Market Areas for the purposes of strategic logistics areas of search (see Table 4.3).

Table 4.3 Strategic Logistics Market Areas impacting North Derbyshire

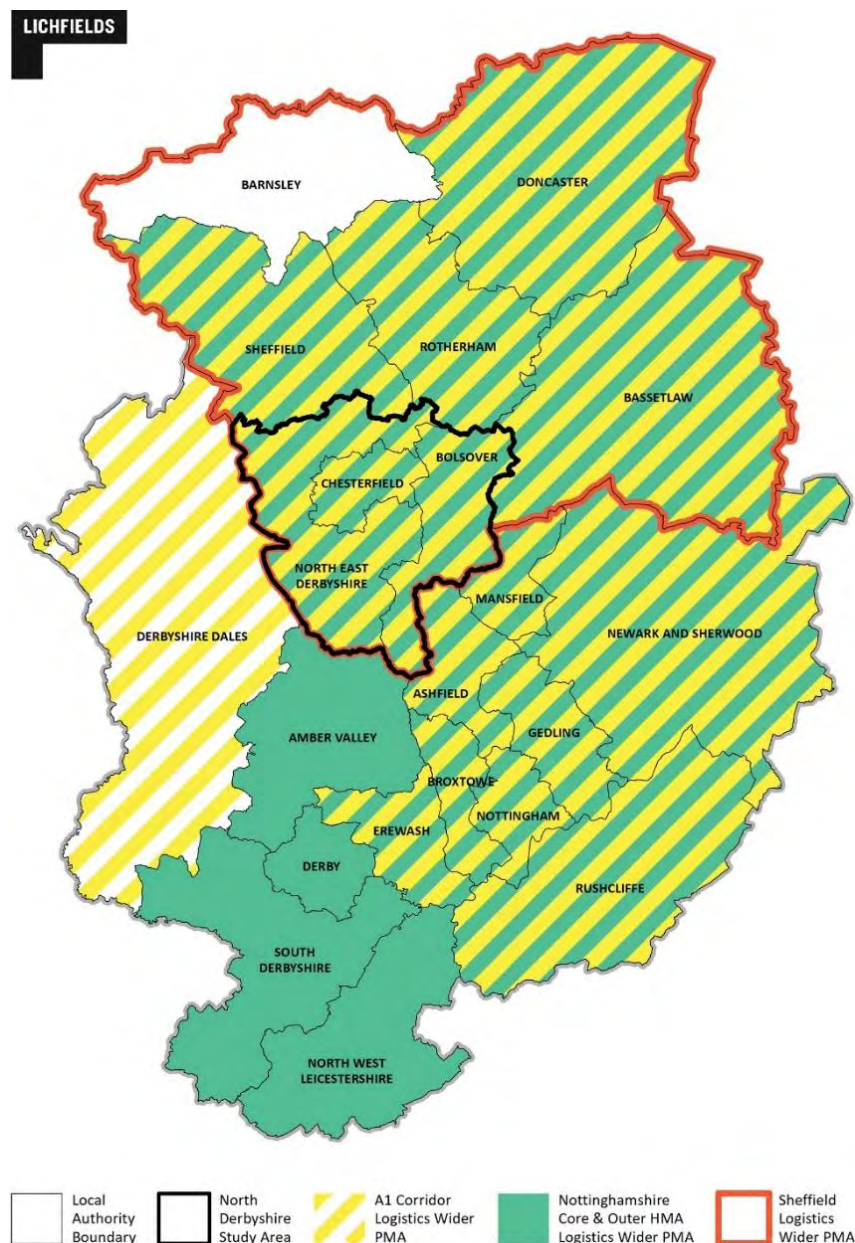
A1 Corridor Logistics Assessment (August 2021) / Addendum (April 2022)	A1 Corridor Logistics Assessment (August 2021) / Addendum (April 2022)	Nottinghamshire Core and Outer HMA Logistics Study (August 2022)	Nottinghamshire Core and Outer HMA Logistics Study (August 2022)	Sheffield Logistics Study [SLS] (December 2022)	Sheffield Logistics Study [SLS] (December 2022)
Inner Area	Full PMA	Study Area	Wider Area	Core Property Market Area	Wider PMA
Bassetlaw (A1 Corridor area)	Ashfield	Ashfield	Amber Valley	Barnsley	Bassetlaw
Bassetlaw (A1 Corridor area)	Bassetlaw	Broxtowe	Bassetlaw	Doncaster	Bolsover
Bassetlaw (A1 Corridor area)	Bolsover	Erewash	Bolsover	Rotherham	Chesterfield
Bassetlaw (A1 Corridor area)	Broxtowe	Gedling	Chesterfield	Sheffield	NE Derbyshire
Bassetlaw (A1 Corridor area)	Chesterfield	Mansfield	Derby		
Bassetlaw (A1 Corridor area)	Derbyshire Dales	Newark & Sherwood	Doncaster		
Bassetlaw (A1 Corridor area)	Doncaster	Nottingham City	NE Derbyshire		
Bassetlaw (A1 Corridor area)	Erewash	Rushcliffe	NW Leicestershire		
Bassetlaw (A1 Corridor area)	Gedling		Rotherham		
Bassetlaw (A1 Corridor area)	Mansfield		Sheffield		
Bassetlaw (A1 Corridor area)	Newark & Sherwood		South Derbyshire		
Bassetlaw (A1 Corridor area)	NE Derbyshire				
Bassetlaw (A1 Corridor area)	Nottingham				
Bassetlaw (A1 Corridor area)	Rotherham				
Bassetlaw (A1 Corridor area)	Rushcliffe				
Bassetlaw (A1 Corridor area)	Sheffield				

Source: Valuation Office Agency (2024): NDR Floorspace Tables

4.46

This suggests that the Strategic Logistics PMA which North Derbyshire sits within is highly fluid and could meet demand from as far away as the A1 Corridor to the east; Doncaster to the north; and Nottinghamshire to the south and east. Indeed, Figure 4.7 illustrates that the three North Derbyshire districts actually sit at the very heart of the three strategic Logistics wider PMAs defined above.

Figure 4.7: Overlapping Strategic Logistics Indicative Wider Property Market Areas



Source: Lichfields analysis /various Strategic Logistics Reports

4.47

In terms of what this means for this ENAS, it is recommended that whilst the three North Derbyshire districts represent an appropriate FEMA for local office, industrial and logistics needs, some of the strategic logistics requirements generated here could also be accommodated elsewhere in the wider PMAs identified in Figure 4.7 (and vice versa). The focus is likely to be on comparable locations in the vicinity of the M1 and, to a lesser extent, the A1 junctions.

5.0 **Commercial Property Market Signals and Intelligence**

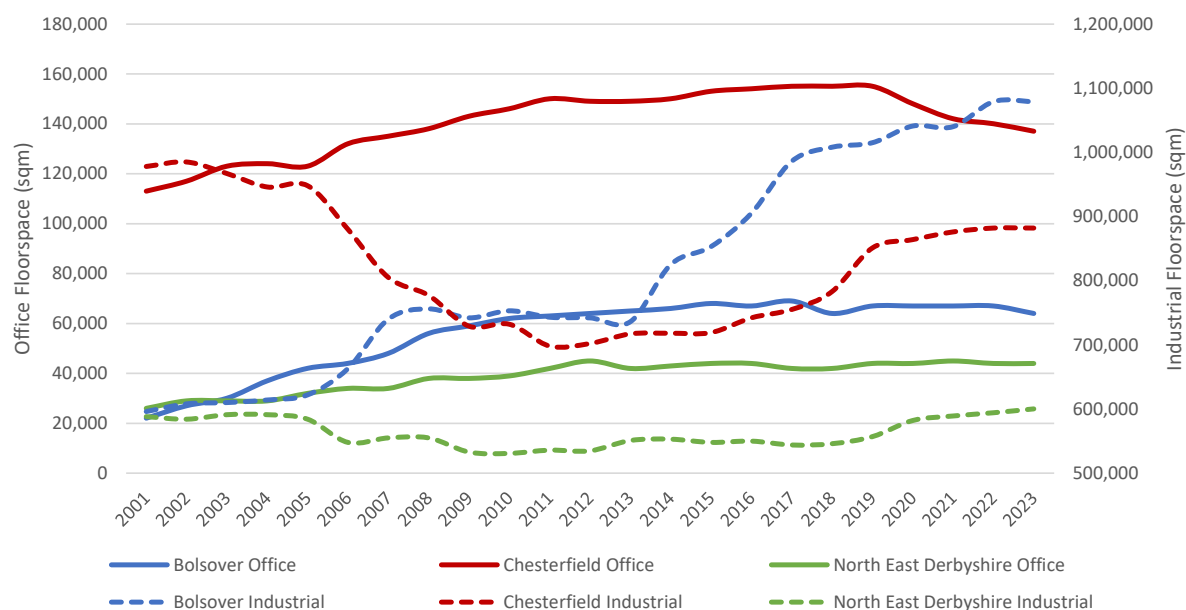
Introduction

- 5.1 This section provides an overview of the current stock of employment space in the three North Derbyshire districts, whilst also summarising latest trends and changes to the supply of this employment space. The amount of employment land and floorspace has been considered across the three main types of employment uses: office/R&D [E(g)(i)(ii)], manufacturing [E(g)(iii)/B2], and warehousing & distribution [B8].
- 5.2 The section then provides an overview of the property market from both a national and local perspective. It examines the key office and industrial employment locations in North Derbyshire and provides an update on rents and land values based on the latest CoStar data. This has also been informed by a review of market trends and secondary data, as well as consultations with several stakeholders such as commercial agents and developers active in Bolsover, Chesterfield, North Derbyshire and the wider area.
- 5.3 This analysis uses data from the following sources:
- 1 Commercial floorspace data from the ONS and various datasets from the Valuation Office Agency [VOA];
 - 2 Monitoring data on commercial space from the three Councils;
 - 3 CoStar commercial property data; and,
 - 4 Discussions with a number of local agents and other commercial stakeholders.

Employment Space

- 5.4 Figure 5.1 and Table 5.1 present the latest data on industrial and office floorspace from the VOA. In total, the three North Derbyshire districts have approximately 2.9 million sqm of employment floorspace, of which approximately 91.3% comprises of factories/warehouses and just 8.7% offices. Table 5.1 shows that over the period 2002/03 to 2022/23, commercial office space in all three districts increased rapidly, at rates well in excess of the national average. This was particularly the case for Bolsover, which experienced an increase of 113%, with an additional 34,000 sqm coming forward (more than the other two districts combined).
- 5.5 A similar picture can be observed with regards to industrial floorspace for Bolsover, which saw an increase of 469,000 sqm in 20 years, (+77%), in marked contrast to Chesterfield which saw a loss of 85,000 sqm (-9%) and the country as a whole (-3%). North East Derbyshire saw a much more modest increase in its total industrial stock, equal to 9,000 sqm over the 20-year period (+1.5%).

Figure 5.1 Stock of Employment Floorspace in North Derbyshire, 2001-2023, in sqm



Source: Valuation Office Agency (2024): NDR Floorspace Tables

Table 5.1 Growth in Employment Floorspace in North Derbyshire and comparator areas (2002/03 – 2022/23), in sqm

	Office	Office	Office	Industrial	Industrial	Industrial
	2023 Floorspace	Change (2003-2023)	% Change (2003-2023)	2023 Floorspace	Change (2003-2023)	% Change (2003-2023)
Bolsover	64,000	+34,000	+113.3%	1,079,000	+469,000	+76.9%
Chesterfield	137,000	+14,000	+11.4%	882,000	-85,000	-8.8%
North East Derbyshire	44,000	+15,000	+51.7%	600,000	+9,000	+1.5%
SUB-AREA TOTAL	245,000	+63,000	+34.6%	2,561,000	+393,000	+18.1%
Derbyshire	568,000	+169,000	+42.4%	6,893,000	+100,000	+1.5%
East Midlands	4,707,000	+541,000	+13.0%	42,766,000	+4,043,000	+10.4%
England & Wales	83,070,000	+300,000	+0.4%	337,762,000	-9,515,000	-2.7%

Source: Valuation Office Agency (2024): NDR Floorspace Tables

- 5.6 The overall distribution of office and industrial floorspace has remained broadly consistent over the period with industrial floorspace comprising 92.3% of total floorspace in 2002/03, and subsequently falling slightly to 91.3% of total employment floorspace in 2022/23.

Spatial Distribution

- 5.7 Commercial property market data from CoStar provides a helpful insight on industrial and office floorspace. CoStar is an online commercial property database maintained by a team of market researchers which tracks in detail properties that appear on the market. Whilst this means that CoStar does not capture 100% of properties and floorspace as tracked by the VOA, it is considered to be relatively accurate for larger properties and provides insight and market analysis that would not otherwise be available.
- 5.8 Table 5.2 presents the spatial distribution of properties and floorspace across Bolsover, Chesterfield and North East Derbyshire. In total, there are 315 office units across the three districts, of which 56.5% (178 units) are located within Chesterfield, 25.7% (81 units) in Bolsover and 17.8% (56 units) in North East Derbyshire.

- 5.9 This trend remains consistent when analysing the amount of floorspace across the three districts. Of the total floorspace, there is 152,678 sqm or 57.9% office floorspace within Chesterfield, 71,541 sqm or 27.1% in Bolsover, and 39,627 sqm or 15.0% in North East Derbyshire.

Table 5.2 Office and Industrial properties and floorspace by district

	Bolsover	Chesterfield	North East Derbyshire	Total
Office				
Properties	81	178	56	315
Properties (%)	25.7%	56.5%	17.8%	100.0%
Floorspace (sqm)	71,541	152,678	39,627	263,846
Floorspace (%)	27.1%	57.9%	15.0%	100.0%
Industrial				
Properties	103	128	117	348
Properties (%)	29.6%	36.8%	33.6%	100.0%
Floorspace (sqm)	193,047	215,490	223,207	631,744
Floorspace (%)	30.6%	34.1%	35.3%	100.0%
Storage and Distribution				
Properties	94	98	88	280
Properties (%)	33.6%	35.0%	31.4%	100.0%
Floorspace (sqm)	806,180	329,377	300,032	1,435,589
Floorspace (%)	56.2%	22.9%	20.9%	100.0%
Total				
Properties	278	404	261	943
Properties (%)	29.5%	42.8%	27.7%	100.0%
Floorspace (sqm)	1,070,768	697,545	562,866	2,331,179
Floorspace (%)	45.9%	29.9%	24.1%	100.0%
...of which Storage and Distribution Units over 9,000 sqm in size				
Properties	22	7	7	36
Properties (%)	61.1%	19.4%	19.4%	100.0%
Floorspace (sqm)	602,766	164,241	129,636	896,643
Floorspace (%)	67.2%	18.3%	14.5%	100.0%

Source: CoStar analysis (June 2024) / Lichfields Analysis

- 5.10 Regarding industrial floorspace, there are a total of 348 industrial units across the three districts. Unlike office, the distribution of industrial units is more equally spread across the sub-region, with 128 units (36.8%) within Chesterfield; 117 (33.6%) in North East Derbyshire; and 103 (29.6%) in Bolsover. The volume of floorspace continues to show a similar pattern when observing floorspace with 215,490 sqm or 34.1% in Chesterfield, 193,047 sqm or 30.6% in Bolsover, and 223,207 sqm or 35.3% in North East Derbyshire. Whilst Chesterfield has more industrial units than North East Derbyshire, the latter district has slightly more industrial units that are larger in scale.
- 5.11 When looking at storage and distribution units across the three districts, there continues to be an equal split. In Chesterfield there are 98 (35.0%) units, 94 (33.6%) in Bolsover, and

88 (31.4%) in North East Derbyshire. Interestingly, when looking at floorspace distribution, the data indicates a different picture. Bolsover has noticeably larger storage and distribution units given the floorspace size of 806,180 sqm or 56.2% of the total floorspace. This compares to 329,377 sqm, or 22.9%, in Chesterfield and 300,032 sqm, or 20.9%, in North East Derbyshire.

- 5.12 **Furthermore, this trend continues when looking at the distribution of large ‘big box’ storage and distribution units (often associated with warehousing and the logistics industry).** In Bolsover, there are 22 units or 61.1% of the total stock compared to 7 or 19.4% in Chesterfield and North East Derbyshire respectively. Similarly, floorspace shows there is 602,766 sqm or 67.2% storage and distribution in Bolsover, 164,241 sqm or 18.3% in Chesterfield and 129,636 sqm or 14.5% in North East Derbyshire. This confirms a larger concentration of large storage and distribution units in Bolsover compared to the wider districts.

Rents

- 5.13 CoStar provides data on the market rent per sq. ft. across office, industrial and storage and distribution units in Bolsover District, Chesterfield Borough, and North East Derbyshire District.
- 5.14 In the office market, Chesterfield Borough yields the highest market rent per sq. ft. at £9.28 compared to £7.89 and £8.68 in Bolsover and North East Derbyshire Districts. This reflects the stronger office market within the Borough and its position as the third-tier destination behind Sheffield City, then outer Sheffield. Whilst an important sub-regional town within the East Midlands and Derbyshire, Chesterfield is not an established office destination, and Bolsover and North East Derbyshire even less so. It is relevant to note that over the last ten years, North East Derbyshire District has seen a high growth in its office market rent.
- 5.15 In general, Sheffield City Centre dominates the office market across the wider sub-region and most interest for new office space in North Derbyshire is almost entirely limited to existing businesses looking to relocate to better quality premises or to expand their offer; or Government Quangos and local Councils seeking accommodation. Office rental levels are generally very low, even in Chesterfield.
- 5.16 The local industrial market is much healthier. North East Derbyshire District and Chesterfield Borough see higher rents per sq. ft. at £8.28 and £8.07 compared to £6.85 in Bolsover. Across the three authority areas, there has been a similar level of growth over the last ten years of around 56-59%. **Consultees considered that the ‘sweet spot’ in the market** was for smaller industrial units of around 2,000 sq. ft. or less, driven by very small SMEs.
- 5.17 Storage and distribution units within the three authority areas face similar trends to the wider industrial market with higher rents in Chesterfield Borough (£6.16) and North East Derbyshire District (£6.12). Bolsover District has a lower market rent at £5.63. As mentioned above, the three areas have seen similar rental growth of around 34-36% over the past ten years.
- 5.18 From consultation with commercial agents and stakeholders, the three authority areas face a challenge of low rental yields compared to other nearby locations (notably Sheffield City), in part due to the overall quality of some commercial stock and the cost associated with developing and remediating land. In particular, consultees considered that the office

market in Chesterfield could yield higher market rents but due to the cost of developing land felt this would reduce viability levels. Consultees recommended that improving the overall quality of stock on sites (such as Chatsworth Road) would help improve the desirability of sites and bring forward higher quality, higher yielding units.

Table 5.3 Market Rental levels per Sq Ft across North Derbyshire

	Bolsover	Chesterfield	North East Derbyshire
Office			
Q1 2024	£7.89	£9.28	£8.68
Increase (2014-2024)	+ £2.30	+ £2.84	+ £3.01
% Change (2014-2024)	+ 41.1%	+ 44.1%	+ 53.1%
Industrial			
Q1 2024	£6.85	£8.07	£8.28
Increase (2014-2024)	+ £2.47	+ £3.00	+ £3.09
% Change (2014-2024)	+ 56.4%	+ 59.2%	+ 59.5%
Storage and Distribution			
Q1 2024	£5.63	£6.16	£6.12
Increase (2014-2024)	+ £1.42	+ £1.64	£1.62
% Change (2014-2024)	+ 34.1%	+ 36.3%	+ 36.0%

Source: CoStar June 2024 / Lichfields analysis

Quality of Premises

- 5.19 **CoStar's star rating system uses market-tested criteria** which allows for analysis of the quality of **existing office and industrial stock**. **CoStar's criteria take account of architectural design, structures/systems, amenities, site/landscaping/exterior, and certifications**. This analysis defines low quality properties as those rated 1-2 stars, average quality properties as those rated 3-stars and high-quality properties as those rated 4-5 stars.
- 5.20 Table 5.4 shows a breakdown of office and industrial properties across the three districts by star rating against the regional comparator. The data indicates that across the three districts the stock is skewed to either mid-range quality office stock at 3-stars or low quality 1-2 star premises. In Bolsover, 54.3% of offices are 3-stars with 44.4% 1-2 stars. Similarly, in Chesterfield 55.1% of office stock is 3-stars and 42.7% is 1-2 stars whilst North East Derbyshire contains 51.8% 3-star office stock and 48.2% 1-2 stars. In both Bolsover and Chesterfield, a very small amount is rated 4-5 stars, at 1.2% and 2.2% respectively. This includes 1 Basin Square and the Northern Gateway Enterprise Centre in Chesterfield. Overall, the breakdown above presents a similar pattern to that seen in the East Midlands, although there is a higher proportion of 1-2 star properties across the East Midlands at 49.8%.
- 5.21 The table also illustrates the quality of industrial properties across the three districts. In Bolsover and North East Derbyshire, the stock is skewed towards low-quality 1-2 star premises at 54.4% and 50.4% whilst the remainder is 3-star, at 45.6% and 49.6%. In Chesterfield, the stock is largely 3-star quality rated, whilst the majority of the remaining stock is 1-2 star at 46.1%. When compared against the East Midlands, it appears that there is a higher proportion of low quality industrial units which comprises 54.8% of the stock.
- 5.22 When looking at storage and distribution premises, across the three districts there is an overwhelming proportion of 3-star properties which comprise around two-thirds of their

stock. This includes 67.0% of premises in Bolsover, 70.4% in Chesterfield and 60.2% in North East Derbyshire.

- 5.23 Interestingly, when confined to an examination of units over 9,000 sqm, the stock in Bolsover is largely high quality 4-5 star units at 68.2%, including Central M1 345 and 230 at Normanton Brook Road. In Chesterfield and North East Derbyshire around 71.4% of the stock respectively is 3-star. This is higher than the proportion of 3-star properties in the East Midlands which has 62.5% 3-star properties and, except for North East Derbyshire, has a higher amount of low-quality units at 30.1%. Of those units which are above 9,000 sqm, the East Midlands appears to have more ranked 3-4 stars at 36.7% which is above Chesterfield and North East Derbyshire but below Bolsover. However, there is also a lower number of 3-star and 1-2 star properties across the region.

Table 5.4 Quality of Properties in North Derbyshire and Yorkshire and the East Midlands

	Bolsover	Bolsover	Chesterfield	Chesterfield	North East Derbyshire	North East Derbyshire	East Midlands
	Properties	%	Properties	%	Properties	%	%
Office							
1 - 2 Star	36	44.4%	76	42.7%	27	48.2%	49.8%
3 Star	44	54.3%	98	55.1%	29	51.8%	48.7%
4 - 5 Star	1	1.2%	4	2.2%	0	0.0%	1.5%
Industrial							
1 - 2 Star	56	54.4%	59	46.1%	59	50.4%	54.8%
3 Star	47	45.6%	67	52.3%	58	49.6%	44.0%
4 - 5 Star	0	0.0%	2	1.6%	0	0.0%	1.2%
Storage and Distribution							
1 - 2 Star	14	14.9%	27	27.6%	33	37.5%	30.1%
3 Star	63	67.0%	69	70.4%	53	60.2%	62.5%
4 - 5 Star	17	18.1%	2	2.0%	2	2.3%	7.4%
Storage and Distribution (Over 9,000 sqm)							
1 - 2 Star	1	4.5%	1	14.3%	1	14.3%	5.9%
3 Star	6	27.3%	5	71.4%	5	71.4%	57.4%
4 - 5 Star	15	68.2%	1	14.3%	1	14.3%	36.7%

Source: CoStar Analysis (June 2024) / Lichfields Analysis

Floorspace Availability

- 5.24 Table 5.5 shows the availability of floorspace in each district, comprising any space that is currently marketed. The availability of office space is largely similar between the three districts with Bolsover seeing the highest proportion of available space at 5.8% or 4,124 sq. ft. whilst Chesterfield has the lowest at 3.7% or 5,683 sq. ft. and North East Derbyshire sees 4.7% or 1,878 sq. ft.
- 5.25 There is a significant lack of available industrial floorspace across the 3 districts. In North East Derbyshire only 256 sq. ft. of industrial floorspace is available (0.1%). In Chesterfield there is 4,837 sq. ft. or 2.2%, available and in Bolsover there is 2,176 sq. ft. or 1.1%, available. Across the three districts, there is clearly a very constrained supply

of available industrial units. This supports the comments received from local agents during the stakeholder discussions which indicated that most small industrial units did not remain on the market long due to a lack of supply.

- 5.26 When looking at storage and distribution, the picture differs between the districts. Bolsover has greater levels of availability at 111,083 sq. ft. or 13.8% whilst in Chesterfield this is only 2,567 sq. ft or 0.8%. A similar picture is seen in North East Derbyshire which only has 7,007 sq. ft. available or 2.3%. When looking at logistics properties above 9,000 sqm, in Bolsover, again, there are significantly higher levels of floorspace available at 87,289 sq. ft. or 14.5%, whilst neither Chesterfield nor North East Derbyshire have any available strategic logistics floorspace.

Table 5.5 Floorspace availability by district (sq. ft.)

	Bolsover	Chesterfield	North East Derbyshire	Total
Office				
Floorspace	71,541	152,678	39,627	263,846
Available	4,124	5,683	1,878	11,685
Available (%)	5.8%	3.7%	4.7%	4.4%
Industrial				
Floorspace	193,047	215,490	223,207	631,744
Available	2,176	4,837	256	7,269
Available (%)	1.1%	2.2%	0.1%	1.2%
Storage and Distribution				
Floorspace	806,180	329,377	300,032	1,435,589
Available	111,083	2,567	7,007	120,657
Available (%)	13.8%	0.8%	2.3%	8.4%
Storage and Distribution (Over 9,000 sqm)				
Floorspace	602,766	164,241	129,636	896,643
Available	87,289	-	-	87,289
Available (%)	14.5%	0.0%	0.0	9.7%
Total				
Floorspace	1,070,768	697,545	562,866	2,331,179
Available	117,383	13,088	9,142	139,613
Available (%)	11.0%	1.9%	1.6%	6.0%

Source: CoStar Analysis (June 2024) / Lichfields Analysis

Recorded Development Rates, Losses and Pipeline

Bolsover

Completions

- 5.27 As set out in Section 2.0, Policy SS2 *Scale of Development* of the Bolsover Local Plan (adopted March 2020) identifies a demand requirement for 92 ha of employment land from 2015 to 2033 (i.e. 5.11 ha per annum over 18 years).

- 5.28 To monitor whether the district is meeting its targets, data on gross completions for the period 2015/16 to 2023/24 was analysed, based on information provided by Council Officers for those years. Data was also provided over a longer period stretching back to 1999/00. This information is set out in Table 5.15. Over the 9-year plan period to date, gross completions for employment uses in Bolsover District amounted to 81.59 ha, at an average of 9.07 ha per annum gross. Over half of this was delivered in 2023/24 alone, with the bulk relating to B8 logistics or mixed B2/B8 uses.
- 5.29 Between 1999/00 and 2014/15, delivery was also strong at 115.14 ha, or 7.2 ha per annum. Again, the primary driver for this was B8 (68.6 ha) and to a lesser extent, B2 (26.07 ha). Over the full 25-year monitoring period, take up of employment land has totalled 197 ha, or 7.87 ha per annum.

Table 5.6 Gross Employment Land Developed in Bolsover by Use Class (ha)

	E(g) (i) / (ii)	E(g) (iii)	B2	B8	B2/B8	TOTAL
2023/24	0	0	0.37	15.18	27.04	42.59
2022/23	0	0	0	0.83	0	0.83
2021/22	0	0	0	0	0	0
2020/21	0.20	0	0.53	0.00	8.74	9.47
2019/20	0	0	0	0.32	0	0.32
2018/19	0	0	0	0*	0	0*
2017/18	0	0	0	3.79	0	3.79
2016/17	0	0	0.58	1.87	4.90	7.35
2015/16	0	0	0	17.24	0	17.24
Total Plan period	0.20	0	1.48	39.23	40.68	81.59
Annual	0.02	0	0.16	4.36	4.52	9.07
2014 – 2015	0.86	-	0.13	0.43	-	1.42
2013 – 2014	0	-	0	6.26	-	6.26
2012 – 2013	1.18	-	0	19.01	-	20.19
2011 – 2012	0.05	-	0	5.46	-	5.51
2010 – 2011	0.76	-	0	0	-	0.76
2009 – 2010	0	-	0	0	-	0
2008 – 2009	1.19	-	0	0	-	1.19
2007 – 2008	1.9	-	1.4	3.77	-	7.07
2006 – 2007	4.93	-	0.46	0.73	-	6.12
2005 – 2006	1.92	-	0	5.85	-	7.77
2004 – 2005	1.8	-	0.2	23.62	-	25.62
2003 – 2004	1.48	-	3.72	0.29	-	5.49
2002 – 2003	1.11	-	1.7	0	-	2.81
2001 – 2002	1.9	-	6.6	1.08	-	9.58
2000 – 2001	0.72	-	3.31	0	-	4.03
1999 – 2000	0.67	-	8.55	2.1	-	11.32
Total 1999-2014	20.47	-	26.07	68.6	-	115.14
Annual	1.28	-	1.63	4.29	-	7.20
25-year period	20.67	0	27.55	107.83	40.68	196.73

Source: Bolsover District Council Officers June 2024

*Note: 5.6 ha was delivered this year, but this relates to the demolition and removal of existing structures; site remodelling; erection of new building for employment uses offices 935 B8 22,971 Total 23,906 sqm.

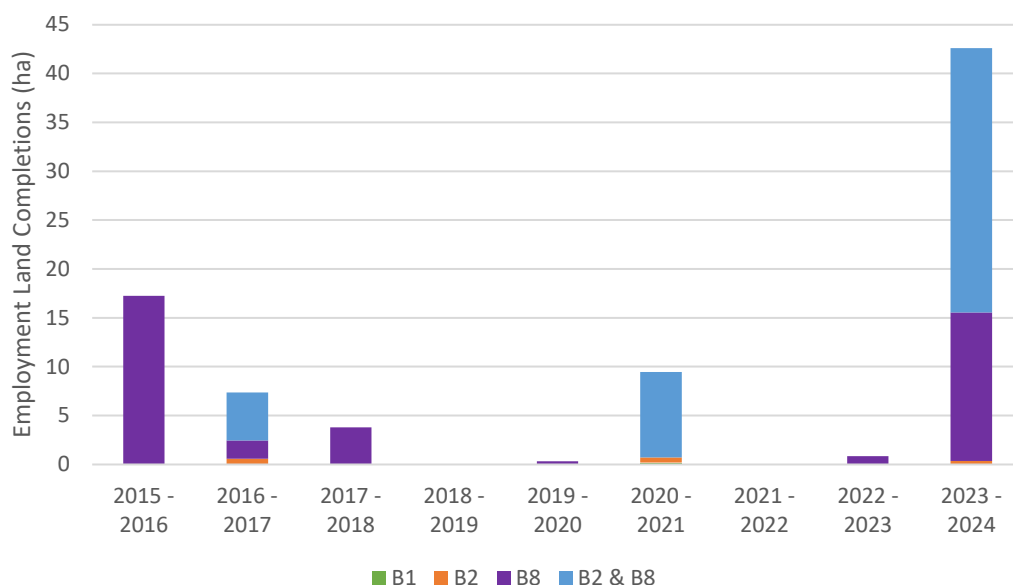
Area approx.5.6 ha at Englander Business And Distribution Centre, High View Road, South Normanton.

It represents the redevelopment of an existing employment area and therefore is not a net gain

5.30 As can be seen in Figure 5.4, delivery over the plan period to date has fluctuated considerably, with three or four years of strong delivery against four years where virtually nothing was delivered at all. The 42.59 ha delivered most recently, in 2023/24, includes 25.02 ha on the former Coalite site across Plots 4a, 4b, 6, 7 and 8 for a mix of B2 and B8 with ancillary office; and 15.18 ha at Units 1 and 2 on land to the north and west of Berristow Farm, Mansfield Road, South Normanton for a 32,000 sqm B8 logistics unit (again with ancillary office).

5.31 In 2015/16, the biggest completion was for the Sports Direct Warehouse, Unit A, Brook Park East Road, Shirebrook, Mansfield comprising 16.95 ha of B8 land / 97,510 sqm. This essentially accommodated a storage and distribution centre and retail²¹, storage and training facility with ancillary parking.

Figure 5.2 Gross Annual Employment Land Completions in Bolsover District 2015/16 – 2023/24



Source: BDC Annual Monitoring Reports

5.32 In general, the Local Plan target of 92 ha, or 5.11 ha per annum, looks readily attainable given that the Council has already seen 81.59 ha come forward in the first 9 years, and we are only halfway through the plan period. This continues the trend of high levels of employment land development, particularly for logistics sites, in the District.

Strategic Completions

5.33 Over the 9-year plan period to date, 11 strategic units (defined as B2 industrial / B8 warehousing over 9,290 sqm / 100,000 sq. ft. in size) have been completed.

²¹ In addition, 2,496 sqm of retail space for factory shop is not included in the total floor area of 97,510 sqm or land area of 16.95 ha.

5.34 These new warehousing units (which exclude the redevelopment of an existing employment unit) total 256,142 sqm (28,460 sqm per annum) and are summarised in Table 5.7.

Table 5.7 Strategic Employment deliveries over 9,290 sqm between 2015/16 and 2023/24 (sqm)

	Site	Description	Floorspace (sqm)	Land (ha)
2023/24	Plot 6, Land Formerly Known as Coalite	Office 890 sqm B2/B8 17,801 sqm	18,691	25.02 (also covers Units 7, 4a, 4b and 5)
2023/24	Plot 7, Land Formerly Known as Coalite	Office 591 sqm B2/B8 11,809 sqm	12,400	See above
2023/24	Plot 4a, Land Formerly Known as Coalite	Office 467 sqm B2/B8 9,333 sqm	9,800	See above
2023/24	Plot 4b, Land Formerly Known as Coalite	Office 636 sqm B2/B8 12,098 sqm	12,734	See above
2023/24	Plot 5, Land Between River Doe Lea Mineral Railway Line and North Si, Buttermilk Lane, Bolsover	Office 589 sqm B2/B8 9,995 sqm	10,584	See above
	Unit 1, Land to the North and West of Berristow Farm, Mansfield Road, South Normanton	Office 1,600 sqm B8 30,406 sqm	32,006	15.18 (also covers Unit 2)
	Unit 2, Land to the North and West of Berristow Farm, Mansfield Road, South Normanton	Office 1,398 sqm B8 20,000 sqm	21,398	See above
2022/23	-	-	0	0
2021/22	-	-	0	0
2020/21	Plot 15 Off Erin Road, Erin Road, Markham Vale Development, Bolsover (Building 1)	Development of industrial units for flexible B2/B8 purposes. Each unit to be provided with ancillary office space.	20,580	6.31
2019/20	-	-	-	
2018/19	Englander Business and Distribution Centre, High View Road, South Normanton	Demolition and removal of existing structures; site remodelling; erection of new building for employment uses offices 935 B8 22,971.	23,906 - Not included as a net gain as it is a recent redevelopment of an existing employment unit	5.6
2017/18	-	-	-	
2016/17	Unit C1 Farmwell Lane South Normanton Alfreton.	Development of Industrial Warehouse (B2, B8) with Ancillary Development.	20,439	4.9
2015/16	Sports Direct Warehouse, Unit A, Brook Park East Road, Shirebrook, Mansfield	Storage and distribution centre and retail, storage and training facility with ancillary parking	97,510	16.95
	Total Delivery over the Plan period (excluding Englander Business and Distribution Centre)		256,142	68.36
	Annual		28,460	7.60

Source: Bolsover District Council Officers June 2024.

Losses

- 5.35 Losses are also recorded by BDC in its AMRs dating from 2015/16 to 2023/24 (the current Local Plan period) and also stretching further back, to 1999/2000. As shown in Table 5.16, a total of 6.25 ha was lost to alternative non-B Class uses over the past 9 years, at an average of 0.69 ha annually, rising to 12.81 ha over the total 25-year assessment period.

Table 5.8 Employment Land Lost across Bolsover District by Use Class (ha) (1999/00-2023/24)

	E(g)(i) / (ii)	E(g) (iii)	B2	B8	TOTAL	Land lost
2023/24			0.93		0.93	Builders Yard, Pit Hill, Whaley Thorns
2022/23					0	No losses
2021/22					0	No losses
2020/21	0.11				0.11	5 Hanger Hill, Whitwell
2019/20	3.14				3.14	Bolsover DC Sherwood Lodge Bolsover offices demolished and redeveloped for retail
2018/19				1.78	1.78	High Ash Farm, Mansfield Road, Clowne, Countryside, Chesterfield
2017/18	0.08				0.08	1, Windmill Rise, South Normanton
2016/17					0	No losses
2015/16	0.21				0.21	Bolsover District Council Depot, Meadow Lane, South Normanton
Total Plan period	3.54	0	0.93	1.78	6.25	
Annual	0.39	0	0.10	0.20	0.69	
2014 – 2015					0	-
2013 – 2014					0	-
2012 – 2013			0.41		0.41	QMEC, Quarry Road, Bolsover.
2011 – 2012					0	-
2010 – 2011				0.5	0.5	Former Birchwood Dismantlers, South Normanton
2009 – 2010			1.78	0.58	2.36	Land to the rear of the Rectory, Town Street, Pinxton Adjacent Mercol Works, Behind and to South of 89 High Street Tibshelf
2008 – 2009			0.14		0.14	Transpakship, The Old School, Huthwaite Lane, Blackwell
2007 – 2008					0	-
2006 – 2007	0.88		0.26		1.14	Straven Ltd, Ball Hill, South Normanton TJS Welding, Rotherham Road, New Houghton
2005 – 2006			0.29	0.16	0.35	Former Wood Yard, Adjacent 8 Wollen Close, Creswell Rear of 37a to 43 Back Lane Palterton Land to the rear of the Royal Oak, Barlborough
2004 – 2005					0	-
2003 – 2004			0.22		0.22	Main Road, Langwith
2002 – 2003			0.27		0.27	Old Winding House, Coltsworth Lane, north of Clowne. King Street, Whitwell

	E(g)(i) / (ii)	E(g) (iii)	B2	B8	TOTAL	Land lost
2001 – 2002			1.2		1.2	Former Luke Engineering Works, Land West of Heritage Drive, Clowne.
2000 – 2001					0	-
1999 – 2000					0	-
Total 1999-14	0.88	0	4.44	1.24	6.56	
Annual	0.06	0	0.28	0.08	0.41	
25-year period	4.42	0	5.37	3.02	12.81	

Source: NEDDCC Annual Monitoring Reports

Forward Supply and Development Pipeline

- 5.36 Policy WC1 of the adopted Bolsover Local Plan (March 2020) allocated just under 92 ha of B1, B2 and B8 employment land. This included 19.61 ha on 4 sites that had already been completed by 2020, plus a further site totalling 3.74 ha that was under construction at the time the Plan was adopted. Seven other sites with planning permission were allocated, totalling 26.62 ha were added to 6 new allocations totalling 41.59 ha. The overall total, of 71.95 ha, is broken down in Table 5.9, with just 43.62 ha remaining:

Table 5.9 Allocated Employment Land Available in Bolsover District as of 31st March 2024

Site	Use	Ha as of 2020	Remaining Area	Description
Sites under construction 2016-2017				
Erin Road Seymour (Markham Vale)	B2/B8	3.74	0.00	Completed 2017/18. 16/00439.
Sites with Planning Permission				
Seymour Link Rd (Central Plot) Markham Vale	B2/B8	4.4	0.00	Completed 2020/21. 19/0719/FUL.
Seymour Link Road (Southern Plot) Markham Vale	B2/B8	2.7	0.00	Completed 2020/21. 19/0719/FUL.
Export Industrial Park, Export Way (off A619), Steetley	E(g)/ B2/ B8	10.7	10.7	-
Land West of Farmwell Lane, Castlewood, South Normanton	E(g)	3.13	0.00	Completed 2020/21. 19/00648 & 19/00699.
Land between Brickyard Farm and Balborough Links	E(g)/ B2/ B8	3.45	3.45	NOTE: Planning Permission 21/00621/FUL granted subject to conditions on 12/04/24 (i.e. after 31/03/24) for 4.98 ha. Erection of a workshop/manufacturing building with associated office space, trailer parking and associated works.
Land off High Hazels Road, Balborough	E(g)/B8	1.17	1.17	-
Land off Weighbridge Road, Brook Park, Shirebrook	E(g)/B8	1.07	0.00	0.3725 ha utilised for electrical generation - Rest of the site open storage.
Local Plan Allocations				
Park View (south), Whaley Thorns	B2/B8	0.58	0.58	-
Land South of Maisies's Way, South Normanton	E(g)(iii)Light Industrial	1.05	1.26	Extant planning permission (22/00023) for the erection of 2 buildings approx. 8m high with a total of 2,430 sqm (GIA) / 1.26 ha of employment floorspace (Class E(g)) with associated car parking.
Wincobank Farm, South Normanton	B2/B8	14	0.00	Completed 2023/24. Planning permission 21/00635.
Clowne Garden Village Strategic Site	E(g)/ B2/ B8	20	20	-
Colliery Road, Cresswell	E(g)/ B2/ B8	0.46	0.46	-

Former Whitwell Colliery Strategic Site	E(g)/ B2/ B8	5.5	6.0	Outline planning permission (18/00452) for the mixed-use redevelopment of the former Whitwell Colliery site, comprising circa 450 dwellings, circa 6 ha of employment, public open space, convenience retail store and offices, means of access and parking. Not yet developed.
Policy WC1 Overall Total		71.95	43.62	
Employment land under Policy SS7: Coalite Priority Regeneration Area	B2/B8	25.602	0.00	One potential plot remaining but subject to HS2b Safeguarding Directions
Policy SS7 Overall Total		25.602	0.00	

Source: BDC Local Plan / BDC Officers

- 5.37 There are also a number of extant planning permissions for employment land in Bolsover District which have the potential to change the overall scale of the forward supply. These are summarised in Table 5.10.
- 5.38 **The Council's data suggests that there are a further 6 non-allocated employment sites that have extant permission for employment use, capable of contributing a further 10.123 ha, to the District's overall employment land portfolio. This additional supply** is dominated by two large sites – a site between Brickyard Farm and Barlborough Links, which has permission for a mix of 157 dwellings, 5 E(g)(i) office units and 4 B2/B8 industrial units with the employment land component comprising 8,282 sqm, or 2.07 ha, and land to the North of the M1 And South West of Oxcroft Junction, Woodthorpe Road, Shuttlewood, which crosses over into Chesterfield Borough and which comprises of two warehouse units (B2/B8) up to 68,000 sqm gross, with ancillary office accommodation (5.52 ha plot area).
- 5.39 There are also two sites with planning permission for extensions which have yet to come forward, totalling 0.62 ha, and five sites with planning permission for demolition and rebuild that have yet to be developed, totalling 0.286 ha.
- 5.40 The addition of all of these sites would increase the overall supply by 11.029 ha (see Table 5.10). Added to the 45.15 ha of **land remaining on the Local Plan's existing employment** land allocations, this would bring the total portfolio of employment land supply in Bolsover District up to 56.179 ha.

Table 5.10 Extant planning permissions for Employment Floorspace across Bolsover by Use Class (as of 31st March 2024)

Site	E(g) (i) / (ii)	E(g) (iii)	B2	B8	B2/B8	TOTAL (sqm/ha)	Description
Site with planning permission but not developed as at 31st March 2024							
Rear of 16 to 124 and South West of 124 and, between Brickyard Farm and Barlborough Links, Chesterfield Road, Barlborough	0.11				1.96	2.07	Approval of RM for erection of 157 dwellings and 5 E(g)(i) office units and 4 B2/B8 industrial units with provision of open space and access to the site via A619.
Land South of Model Village, Creswell	0.20	0.20	0.20	0.20		0.80	Outline planning application for the residential led, mixed-use redevelopment of land to the south of Colliery Road, Creswell. Comprising of c.300 dwellings, circa 0.8 ha of employment land, convenience retail, community scale leisure facility, medical centre.

Land to the North of The M1 And South West of Oxcroft Junction, Woodthorpe Road, Shuttlewood (Land to the North East of Markham Vale Employment Site and the M1 and South West of B6419).					5.52	5.52	The development crosses into Chesterfield Borough Council. Outline planning application for erection of 2 warehouse units (B2/B8) up to 68,000 sqm gross, with ancillary office accommodation including the area in Chesterfield BC and Bolsover DC.
27 - 33, Intake Road, Bolsover	0.429		0.199			0.628	Two storey industrial building with ancillary office space and associated works including car parking and changes to internal road layout (existing B2 space 380 sqm plus new build 292 sqm = 672)
Land to Rear of 10, Grange Close, South Normanton			0.37			0.37	Erection of a commercial industrial block housing 7 units for a B2 or Class E(g) use
Unit 2, 60, Brookhill Road, Pinxton			0.735			0.735	Single storey portal framed industrial building with plastisol coated cladding to roof and walls comprising 3 no B2/B8 units
Sub-Total	0.739	0.20	1.504	0.20	7.48	10.123	
Site with planning permission for extensions but not developed at 31st March 2024 (figures are net)							
Unit 3, Grange Close, South Normanton			0.01			0.01	Proposed extension to an existing warehouse industrial unit
Premier House, Vernon Street, Shirebrook			0.61			0.61	Erection of a new warehouse building 'Infill extension to existing building'
Sub-Total	0	0	0.62	0	0	0.62	
Site with planning permission for demolition and rebuild but not developed at 31st March 2024 (figures are net)							
Garage Site to the Rear of 35 - 41, Baker Street, Creswell			0.084			0.084	Demolish existing garage site and construct new factory unit for printing, vinyl vehicle wrap and clothing embroidery use
EPC UK Explosives, Carnfield Hill, South Normanton			0.024			0.024	Demolish existing garage site and construct new factory unit for printing, vinyl vehicle wrap and clothing embroidery use
EPC UK Explosives, Carnfield Hill, South Normanton			0.011			0.011	Proposed demolition of existing building (AB2) and its replacement with a new single storey laboratory, with the associated refurbishment of the existing on site laboratory for additional on site staff welfare facilities at Rough Close Works, Carnfield Hill, South Normanton (Demolished 112.2 sqm new build 219.1sqm = 106.9 sqm new space)
EPC UK Explosives, Carnfield Hill, South Normanton			0.036			0.036	Proposed demolition of existing building (G4) and its replacement with a new process building with associated access, bunding and storage magazine and security fencing (Demolished 114.1 sqm new build 475.8 sqm = 361.70 sqm new space)
The Old Abattoir, High Street, Tibshelf				0.131		0.131	Change of use from 'sui generis' to mixed use development of B2 Industrial and C3a Residential (Loss existing space 206.3 sqm, new space 524.7 sqm = 147.4 sqm additional space).
Sub-Total	0	0	0.155	0.131	0	0.286	
ALL	0.739	0.200	2.279	0.331	7.480	11.029	

Source: BDC Council Officers

5.41 It is also relevant to note that BDC currently has three significant employment land applications (over 1,000 sqm) in for planning that had not been determined as of 31st March 2024. These are:

- 15-17 Brookhill Lane, Pinxton (ref: 24/00179/FUL): Demolition of existing redundant units (prior notification submitted under separate planning submission 23/00419/DETDEM) and construction of new commercial units comprising of 10no units. 1.16 ha / 4,620 sqm B2.
- Land to the West of Cartwright Lane Alongside the Mansfield Road South Normanton (ref: 23/00562/OUT): Over the district boundary application with Ashfield DC. Employment development comprising the erection of two Class B2/B8 employment units with ancillary office floorspace, car parking, service yards. 12.21 ha / 39,198 sqm B2 with ancillary office.
- Bolsover Business Park, Woodhouse Lane, Bolsover (23/00180/OUT): Outline planning application with access detail only, for mixed-use development comprising of up to 5,000 sqm of employment units Office B2 & B8), 2 retails units (total gross area approximately 3,200 sqm one being for discount food retail), a drive-thru take-out unit and up to 35 dwellings. 7.4 ha.

Chesterfield

Completions

5.42 Policy CLP1 ‘*Spatial Strategy*’ of the Chesterfield Borough Local Plan (adopted July 2020) identifies a requirement for 50 ha of employment land over the period 2018 to 2035 (i.e. 2.94 ha per annum over 17 years), split 5.9 ha for B1; 23.8 ha for B2 and 19.9 ha for B8.

5.43 To monitor whether the Borough is meeting its targets, data on gross completions for the period 2015/16 to 2023/24 were analysed, based on information provided by Council Officers for those years. This information is set out in Table 5.11. Over the 9-year period to date, gross completions for B-Class uses in Chesterfield Borough amounted to a substantial 58.68 ha, at an average of 6.52 ha per annum gross. Over 40 ha of this was delivered in the first three years of the monitoring period alone, between 2015/16 and 2017/18, most of which (30.4 ha) related to B8 logistics with ancillary office accommodation at the Markham Vale Employment Growth Zone. Over the 6-year Plan period since 2018/19, completions have totalled 77,547 sqm, or 17.37 ha.

Table 5.11 Gross Employment Floorspace Developed in Chesterfield Borough by Use Class (sqm)

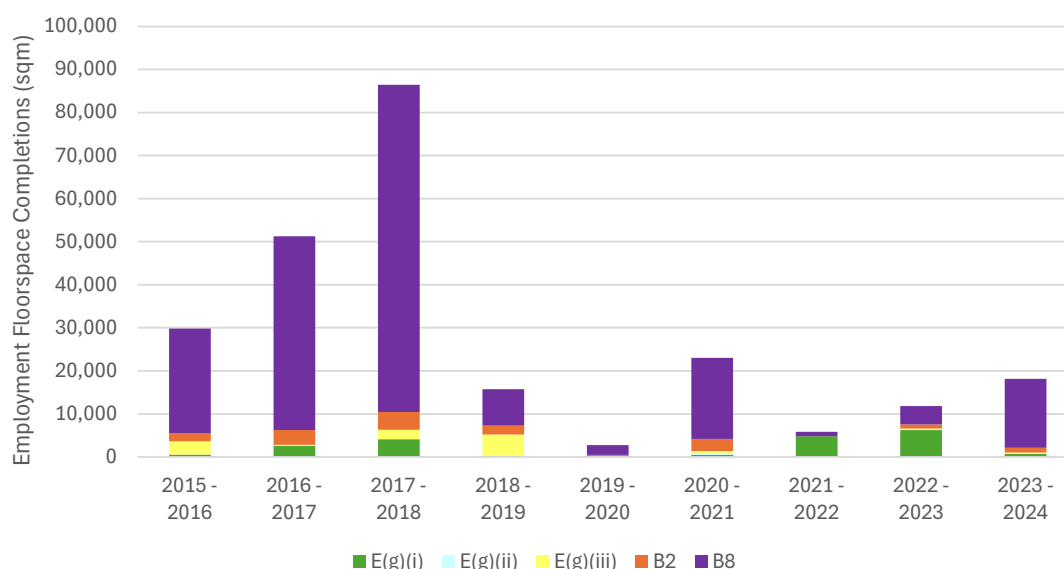
	E(g) (i)	E(g) (ii)	E(g) (iii)	B2	B8	TOTAL	TOTAL LAND (HA)
2023/24	792	0	221	1,125	16,005	18,143	2.25
2022/23	6,228	0	407	903	4,291	11,829	3.23
2021/22	4,806	0	0	0	1,053	5,859	1.29
2020/21	487	303	590	2,785	18,839	23,004	5.69
2019/20	332	0	0	372	2,243	2,947	0.89
2018/19	120	0	5,110	2,046	8,489	15,765	4.03
2017/18	4,158	0	2,180	4,113	76,026	86,477	18.05
2016/17	2,647	0	147	3,462	44,989	51,245	16.55
2015/16	580	0	3,063	1,900	24,310	29,853	6.69

Total	20,150	303	11,718	16,706	196,245	245,122	58.68
Annual	2,239	34	1,302	1,856	21,805	27,236	6.52
Total Plan period (2018/19 onwards)	12,765	303	6,328	7,231	50,920	77,547	17.37
Annual (2018/19 onwards)	2,128	51	1,055	1,205	8,487	12,924	2.90

Source: Chesterfield Borough Council Officers October 2024. Note: Sums may not add due to rounding errors.

- 5.44 As can be seen in Figure 5.4, delivery over the 9-year period has fluctuated considerably to date, with three years of strong delivery against six years of much more modest growth once Markham Vale's contributions began to slow.

Figure 5.3 Gross Annual Employment Land Completions in Chesterfield Borough 2015/16 – 2023/24



Source: Chesterfield Borough Council Officers July 2024

- 5.45 In general, the Local Plan target of 50 ha, or 2.94 ha per annum from 2018/19, looks readily attainable given that the Council has already seen 17.37 ha come forward in the first 6 years, at a level (2.90 ha per annum) that is virtually identical to the intended delivery rate even excluding most of the Markham Vale contributions that came forward in the first three years of the assessment period.

Losses

- 5.46 Losses are also recorded by CBC dating from 2015/16 to 2023/24. As shown in Table 5.12, a total of 4.06 ha (30,723 sqm) has been lost to alternative non-B Class uses over the past 9 years, at an average of 0.45 ha annually. This was primarily due to the retrospective change of use of an existing glass manufacturing, storage and distribution 21,646 sqm / 3.12 ha unit (Class B2/ B8) to an online auction house and distribution unit (Sui Generis) at John Pye Auctions, Newton House, Pottery Lane West, Whittington Moor. Over the 6-year Plan period to date, the amount of land lost has totalled 3.62 ha, or 0.60 ha per annum.

Table 5.12 Employment Floorspace Lost in Chesterfield Borough by Use Class (sqm), 2015/16-2023/24

	E(g) (i)	E(g) (ii)	E(g) (iii)	B2	B8	TOTAL	TOTAL LAND (HA)
2023/24	-900	0	0	0	-432	-1,332	-0.20
2022/23	-561	0	0	0	-407	-968	-0.08
2021/22	-192	0	0	-21,646	0	-21,838	-3.12
2020/21	-108	0	0	-148	0	-256	-0.02
2019/20	-1,111	0	0	0	-210	-1,321	-0.13
2018/19	-521	0	0	0	0	-521	-0.05
2017/18	-532	0	0	-1,412	0	-1,944	-0.19
2016/17	-382	0	-631	-1,530	0	-2,543	-0.24
2015/16	0	0	0	0	0	0	0.00
Total	-4,307	0	-631	-24,736	-1,049	-30,723	-4.06
Annual	-479	0	-70	-2,748	-117	-3,414	-0.45
Total Plan period (2018/19 onwards)	-3,393	0	0	-21,794	-1,049	-26,236	-3.62
Annual (2018/19 onwards)	-566	0	0	-3,632	-175	-4,373	-0.60

Source: Chesterfield Borough Council Officers July 2024. Note: Sums may not add due to rounding errors.

Forward Supply and Development Pipeline

5.47 Policy CLP6 Economic Growth of the adopted Chesterfield Local Plan (July 2020) identified a forward supply of 98.3 ha of employment land to meet the 50 ha need. This comprised 3.4 ha of land developed within the 2018/19 monitoring year²²; 19.2 ha of land with extant planning permission (including 5 ha at Markham Vale and loss of 2.0 ha at Waterside); and 8 new allocated sites without planning permission totalling 75.7 ha. This latter figure includes 50 ha at the Staveley Works site (Policy SS5: Staveley and Rother Valley Corridor).

5.48 An updated position on the allocated sites and major commitments is presented in Table 5.13, with 93.98 ha remaining:

Table 5.13 Allocated Employment Land Available in Chesterfield Borough as of 31st March 2024

Site	Use	Ha as of 2019/20	Remaining Area	CBC Officer Commentary
Local Plan Allocations				
E1 Former GKN works, Sheepbridge Lane	E(g), B2, B8	3.6	3.6	No market updates for a number of years. The site at the top of Sheepbridge lane is vacant hard standing land. The last use on the section in question was the storage of pipes. There is no evidence of active on-site marketing (June 2023).
E2 Land at Prospect Park, North of Dunston	E(g), B2, B8	2.5	2.5	2.5 ha still being marketed via Knight Frank (5,000-40,000 sq. ft. available). Existing Rillatech unit on site already accounted for.
E3 Station Road (Wagon Works), Old Whittington	E(g), B2, B8	6.3	6.3	Vacant scrubland as of June 2023 with an old building in situ. No on-site marketing.

²² Note: CBC and Lichfields have revisited the past completions, with some extensions to existing sites revised down to ensure that the land take only relates to the actual floorspace where (for example) no new parking / serviced land is created. Similarly, there are also a small number of bespoke approaches such as for CHE/19/00792/FUL where CBC Officers estimated the land take based on CIL records, given that the development was mixed use. The revised figure for 2018/19 is now estimated at 4.03 ha rather than 3.4 ha previously.

Site	Use	Ha as of 2019/20	Remaining Area	CBC Officer Commentary
				There is a long-term market listing for someone to take on the whole of the site (either as freehold or leasehold) which is owned by Coverland. Flood constraints on site.

E4 Whitting Valley Road (Land at), Old Whittington	E(g), B2, B8	3.7	3.74	Consists of three parcels totalling 3.74 ha (vacant scrubland). Suon have sold a half share of freehold interest on site since the adoption of the Local Plan with no updates since. There is no evidence of active on-site marketing (June 2023).
E5 Former Boythorpe Works, Goyt Side Road	E(g), B2, B8	5.0	5.0	No market updates.
E6 Impala Estates (land adj. Markham Vale)	B8	2.6	2.6	Thin strip of land running behind Impala Estates units. No active marketing.
Markham Vale	B2, B8	5.2	2.22	Now developed.
Staveley Works Corridor (area around Works Road, SS5)	E(g), B2, B8	2.0	2.0	Outline planning applications submitted for first two residential phases (totalling 750 dwellings, local centre and new school).
Staveley Works SS5	E(g), B2, B8	50.0	50.0	The site is now identified as part of the East Midlands Investment Zone and the intention is to target manufacturing use in class B2, potentially including B8 and E(g)(iii) elements.
Land Accessed from Farndale Road, Staveley (CHE/13/00675/OUT)	E(g), B2, B8	16.58	16.02	Approval of reserved matters of CHE/13/00675/OUT - Redevelopment of land for employment uses (Use Classes E(g), B2 and B8) in December 2020 and construction now underway. 3.62 ha E(g), 5.8 ha B2, 7.16 ha B8. Hartington Business Park comprises 3 terraces of brand new modern industrial/warehouse accommodation. The B2/B8 units, on 0.56 ha of land, was ready for occupation in Q1 2023.
Policy CLP6 Overall Total		97.48	93.98	

Source: CBC Local Plan Table 10 / CBC Officers

5.49 The Local Plan reported that as of 31st March 2019, there was 16.0 ha of land with extant planning permission for employment land (excluding Markham Vale) which had the potential to change the overall scale of the forward supply. CBC now states that as of 31st March 2024, there are 23 sites with extant planning permission for employment use, totalling 16.49 ha / 65,965 sqm (of which 0.30 ha / 1,182 sqm is currently under construction²³).

5.50 Of this total:

- 1,452 sqm relates to the demolition of 7 buildings and erection of 12 new units use B2/B8 use with ancillary offices, associated car parking and external vehicular areas/landscaping on Land off Station Road, Old Whittington.
- 8,808 sqm relates to the demolition of the former Simply Gym, Sheffield Road, Whittington Moor and the erection of a self-storage facility including office use (Class E(g)(i)) of 186 sqm and two employment units comprising Class E(g)(ii)/E (g)(iii) & B8.
- 45,454 sqm, or 11.36 ha, relates to Land at North East of Markham Vale, Woodthorpe (approved 15th December 2023). This is an Outline planning application for the erection of warehouse units (Class B2/B8), with ancillary office accommodation; construction of new access road; provision of service yards and internal vehicle circulation and parking areas. The application site covers both the Borough of

²³ Note: calculated on the basis of applying a plot ratio

Chesterfield but also part of Bolsover District Council land. Therefore, the same application was submitted to both Local Planning Authorities. The total site area is 27.6 ha, for the erection of two large commercial units (buildings A and B) totalling 67,994 sqm. Unit B is located in Chesterfield, and Unit A in Bolsover. Unit B comprises of a 45,454 sqm warehouse which includes ancillary offices with a floorspace of 2,090 sqm provided over two storeys, with 49 lorry parking spaces and 300 parking spaces. The application site is unallocated, albeit it adjoins Markham Vale. It was approved, subject to conditions, on 15h December 2023.

- Land At Enterprise Way Enterprise Way, Duckmanton, Chesterfield. Approval of all reserved matters for Plot 6 for the erection of 4 no. Class B2/B8 units with office space and associated works. This relates to Unit 4 only, as this is the sole unit on CBC land (with the remainder in North East Derbyshire District). This totals 1,584 sqm of B2 floorspace. It is noted that Plot 7 West has since been approved at Reserved Matters Stage in June 2024 (i.e. after the base date of 31st March 2024 for this analysis).

5.51 The addition of all of these sites would increase the overall supply to 65,965 sqm, or 16.49 ha assuming a standard plot ratio of 40%. **Added to the land remaining on the Local Plan's** existing employment land allocations and the 17.37 ha that has been delivered already within the Plan period (2018-19-2023/24) would bring the total portfolio of employment land supply in Chesterfield Borough up to 127.84 ha.

Table 5.14 Forward Supply of Employment Floorspace across Chesterfield (as of 31st March 2024)

Site	TOTAL (sqm/ha)
Land developed within Local Plan period 2018/19-2023/24	17.37
Undeveloped Local Plan Allocations	93.98
Commitments*	16.49
ALL	127.84

Source: CBC Council Officers (July 2024)

*Assumed 40% plot ratio

North East Derbyshire

Completions

5.52 **As set out in Section 2.0, Policy SS2 of NEDDC's adopted Local Plan sets out that over the period 2014-2034 it will make provision for 43 ha of employment land (i.e. 2.15 ha per annum over 20 years).**

5.53 To monitor whether the district is meeting its targets, data on gross completions for the period 2015/16 to 2023/24 was analysed, based on data provided by North East Derbyshire District Council Officers for those years. Take up (i.e. completions) of land for employment development has been provided over this time period, broken down by Use Class and is set out in Table 5.15. Over this 9-year period, gross completions for B-Class uses in North East Derbyshire amounted to just 45,064 sqm, or 11.36 ha, at an average of 5,007 sqm / 1.26 ha per annum gross.

Table 5.15 Gross Employment Land Developed across North East Derbyshire by Use Class (ha) (2015/16 to 2023/24)

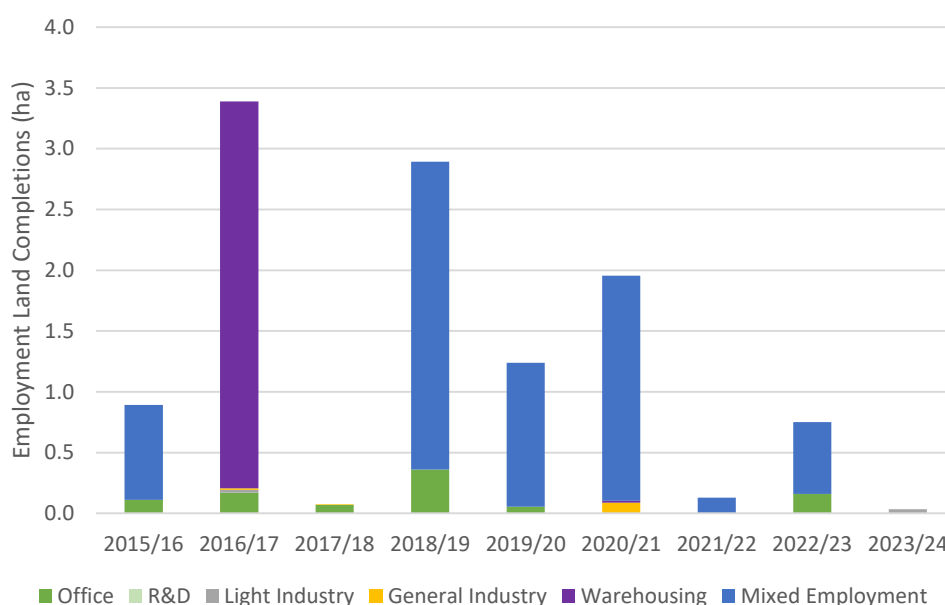
	E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8	E(g)(iii)/B8	B2/B8	E(g)(iii)/B2/B8	TOTAL
2015/16	0.11	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.89
2016/17	0.17	0.00	0.02	0.01	3.18	0.00	0.00	0.00	3.39
2017/18	0.07	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.08
2018/19	0.36	0.00	0.00	0.00	0.00	0.00	0.60	1.93	2.89
2019/20	0.05	0.00	0.00	0.00	0.00	0.00	1.19	0.00	1.24
2020/21	0.00	0.00	0.00	0.09	0.02	0.00	0.00	1.85	1.96
2021/22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13
2022/23	0.16	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.75
2023/24	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.03
TOTAL	0.92	0.00	0.06	0.11	3.20	0.59	2.57	3.91	11.36
Annual	0.10	0.00	0.01	0.01	0.36	0.07	0.29	0.43	1.26

Source: North East Derbyshire District Council 2024.

note figures may not sum due to rounding

- 5.54 As can be seen in Figure 5.4, delivery has fluctuated over time and been on a downward trend from 2016/17, ranging from 7,103 sqm / 3.39 ha in 2016/17 to almost no developments at all in 2017/18 and 2023/24. In general, of the specified Employment Use Classes, around 8% has come forward for office/R&D; 1.5% for light and general industrial uses and 28% for B8 warehousing and distribution. A further 62% has come forward for mixed/unspecified B-class uses.

Figure 5.4 Gross Annual Employment Land Completions in North East Derbyshire District 2015/16 – 2023/24



Source: NEDDC Officers 2024

- 5.55 Completions have occurred primarily at Coney Green, which has seen 7.47 ha come forward over the past 9 years including 2.07 ha on Plot F for a warehouse unit for IKO Ltd in 2016/17; 1.23 ha on Plot J encompassing three units for a mix of office and warehousing, also in 2016/17; 2.19 ha across the whole of Plot I for a mix of office and B2/B8 uses in 2018/19; and 1.98 ha on Plot D in 2020/21-2021/22 across 7 buildings for a mix of light industrial, general industrial and warehousing units. Elsewhere, 0.89 ha relating to Meter Provider was delivered in 2015/16 on Plot 6a south in Markham Vale, whilst Plot 6a north

and central delivered 0.7 ha and 1.24 ha respectively in 2018/19 and 2019/20. The only other allocated site to see any employment development over the past decade was at the Western End of Callywhite Lane, which saw 6 buildings (10 units plus Jarvale's offices and a warehouse) on a 0.75 ha plot come forward in 2022/23. There have also been some further completions on minor windfall sites across North East Derbyshire which have totalled 0.31 ha over the past 9 years.

- 5.56 In general therefore, the Local Plan target of 43 ha, or 2.15 ha per annum, looks some way off given that we are now halfway through the plan period, having delivered around a quarter of the target. This continues the trend of relatively low employment development on allocated sites in the District. The current level of take up, at just 1.26 ha per annum over the past 9 years, is significantly below the 2.07 ha of employment land that was delivered on average between 1991 and 2013, although this figure was boosted by high levels of growth in the early 2000s, with average build rates declining to just 0.23 ha per annum between 2008 and 2013.

Losses

- 5.57 Losses are also recorded by NEDDC in its AMRs dating from 2015/16 to 2023/24. This can be seen in the context of the adopted Local Plan, which sought to address anticipated losses from employment to other uses by factoring in an adjustment of 20ha, or 1 ha per annum, over the Plan period. Losses are monitored in the AMR to assess whether the actual rate of losses is matching those that were anticipated.
- 5.58 As shown in Table 5.16, a total of 5.55 ha was lost to alternative non-B Class uses over those years, at an average of 0.62 ha per year, which is just less than two-thirds of the rate predicted for the 20-year period in the Plan (at 1 ha/year).

Table 5.16 Employment Land Lost across North East Derbyshire by Use Class (ha) (2015/16-2023/24)

	E(g) (i)	E(g) (ii)	E(g) (iii)	B2	B8	E(g)(iii) /B8	B2/B8	E(g)(iii) /B2/B8	TOTAL	Land lost
2023/24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
2022/23	0.00	0.00	0.23	0.00	1.03	0.00	0.00	0.00	1.25	Oaks Farm, Sicklebrook Lane, Dronfield
2021/22	0.04	0.00	0.00	0.00	0.005	0.00	0.00	0.00	0.04	Dronfield (Psychotherapist consultancy rooms, Wreakes Lane) Dronfield (Children's Day Care, Stubley Lane)
2020/21	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.44	Coney Green (Vehicle Styling Company, Plot B)
2019/20	0.00	0.00	0.00	0.15	0.00	0.05	0.00	0.00	0.20	Clay Cross (Retail, Derby Rd Business Park), 0.09ha. Clay Cross (Retail, Smithy Avenue), 0.11ha
2018/19	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.73	Eckington (Aldi Foodstore, Littlemoor)
2017/18	0.00	0.00	0.00	0.23	0.59	0.00	0.00	0.00	0.82	Clay Cross (Aldi, Derby Road), 0.75ha Dronfield (Gym, Callywhite Lane), 0.07ha
2016/17	0.53	0.00	0.00	0.00	0.00	0.00	1.48	0.00	2.01	Eckington (Education facility, Littlemoor) Derbyshire County Council Works Depot, Stretton Road, Clay Cross
2015/16	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.05	Renishaw (Gym, Ravenshorn Way)
TOTAL	0.55	0.00	0.23	0.18	1.80	0.09	2.70	0.00	5.545	
Annual	0.06	0.00	0.03	0.02	0.20	0.01	0.30	0.00	0.616	

Source: NEDDC Annual Monitoring Reports / NEDDC Officers

5.59 **The Council's AMR also notes that** there have been losses from the supply of employment land, at Clay Cross, equal to:

- 2019/20 - 0.62ha lost to housing at Coney Green Plot A
- 2021/22 – 2.78ha lost to housing at Coney Green Plot L.

5.60 These figures are not recorded by NEDDC as part of the 20 ha losses anticipated in the Local Plan because they were not in use for employment land at the start of the plan period. Instead, they reduce the supply of land available for employment development.

Forward Supply and Development Pipeline

5.61 As of 31st **March 2024**, the Council's AMR recorded that there was 41.17 ha of allocated employment land remaining in North East Derbyshire District, across 11 sites, although once an adjustment is made to reflect the housing likely to come forward on the Biwaters site, this would reduce to 37.53 ha (as summarised in Table 5.17).

Table 5.17 Employment Land Available in North East Derbyshire as of 31st March 2024

Site	Local Plan Allocation	Remaining Area
Coney Green, Clay Cross (Plot H)	9.03	1.59
Derby Road, Upper Mantle Close, Clay Cross	0.89	0.89
Westthorpe Business Centre, Killamarsh	0.35	0.35
Markham Vale (West of M1), Long Duckmanton	4.00	1.87
Markham Vale (Part of former Coalite land, Chesterfield Road), Long Duckmanton	1.25	1.25
Renishaw Industrial Estate	2.50	2.50
Hepthorne Lane, Tupton	3.32	3.32
Biwaters Site – Mixed Use Development, Clay Cross	5.00	1.36*
Land Adjacent to Norwood Industrial Estate, Killamarsh	5.40	5.40
The Avenue – Mixed Use Development, Wingerworth	4.00	4.00
Coalite Priority Regeneration Area (Policy SS6)	28.00	15.00
TOTAL	63.74	37.53

Source: NEDDC Annual Monitoring Reports / Local Plan 2014-2034 Table 6.1 and Policy SS6

*Note: Strategic site allocation – changes to approved Biwaters site masterplan to allow housing on employment parcel, reduces the employment land supply from 5 ha to 1.36 ha.

5.62 **As noted in the Council's 2023/24 AMR**, Policies SS3 – SS6 relate to the four Strategic Sites at The Avenue, Biwaters, Markham Vale, and the Coalite Priority Regeneration Area. Although employment land remains available at both The Avenue (4 ha) and Biwaters (5 ha), none of this land has been delivered to date. However, Markham Vale has delivered 2.83 ha of employment land since 2014/15, with 1.87 ha remaining (west of the M1). 15 ha of employment land has also been made available at the Coalite Priority Regeneration Area following recent approval of Reserved Matters applications on the site in respect of Plots 1 and 2. This was not previously included in the supply due to uncertainties over timescales for its delivery.

5.63 **The Council's AMR for 2023/24** also notes that there is also further potential employment supply associated with the Dronfield Regeneration Area which is safeguarded for long-term employment provision in the North of the District. Whilst some of this land was developed during the monitoring period, the Council considers that it is unlikely that further significant areas of land will come forward without significant investment in infrastructure.

- 5.64 In total therefore, there remains 37.53 ha of available employment land on allocated sites in the District.
- 5.65 There are also a number of extant planning permissions for employment land in North East Derbyshire which have the potential to change the overall scale of the forward supply. These are summarised in Table 5.18.
- 5.66 **The Council's data suggests that there are a further 8 non-allocated employment sites that have extant permission for employment use, capable of contributing a further 25,289 sqm, or 7.664 ha, to the District's overall employment land portfolio. This additional supply is dominated by two large sites – a 3.925 ha site at The Coal Yard, North Wingfield Road, Grassmoor, which is currently in the open countryside and has permission for a mixture of E(g)(i) offices, B2 workshops and B8 storage; and a 3.1 ha site on Land to the rear of Dukes Close, Wood Street, Cavendish Close and Park Road in Holmewood which would see the erection of a 9,460 sqm cold store B8 building with associated plant room, service yard and car parking.**
- 5.67 The addition of these sites would increase the overall supply to 45.194 ha (including the 37.53 ha of allocated sites that have yet to come forward). As can be seen in the Table, this factors in the permission that has recently been granted at the former Biwaters strategic site allocation to vary the approved masterplan for the site which allows housing on part of the employment land. This reduces the potential contribution the site makes to the employment land supply from 5 ha to 1.36 ha (i.e. a reduction of 3.64 ha).
- 5.68 To conclude, **North East Derbyshire District's total forward supply of employment land, including allocations and commitments, equates to 45.194 ha.**

Table 5.18 Extant planning permissions for Employment Floorspace across North East Derbyshire by Use Class (as of 31st March 2024)

Site	E(g) (i)	E(g) (iii)	B2	B8	E(g)(iii) /B2/B8	TOTAL (sqm/ha)	Description
Grangers International, Enterprise Way, Markham Vale	370			950		1,320 sqm 0.132 ha	Extension to existing warehouse to include warehouse and 3 storey office accommodation
Site B, Roman Road Systems, Rotherside Road		886.4				886.4 sqm 0.222 ha	Mixed use development for 5 dwellings and 9 commercial units
The Coal Yard, North Wingfield Road, Grassmoor	2,000		1,792	8,208		12,000 sqm 3.925 ha	E(g)(i) offices, B2 workshops and B8 storage including parking
Land r/o Dukes Close, Wood Street, Cavendish Close and Park Road				9,460		9,460 sqm 3.10 ha	Erection of new cold store building (use class B8) with associated plant room, service yard and car parking
Unit B, Park Road			320			320 sqm 0.08 ha	Proposal to install 1no. Additional workshop for the installation of new lorry loader cranes
Norwood Industrial Estate			254			254 sqm 0.064 ha	Erection of 3 No. Single storey industrial buildings
Unit 14A, Stonebroom Industrial Estate			800			800 sqm 0.08 ha	Erection of two new buildings for manufacturing and storage purposes
Brendeck Ltd, Stonebroom Industrial Estate			249			249 sqm 0.062 ha	Removal of static caravan and erection of 2-storey industrial warehouse
TOTAL NEW SITES	2,370	886	3,415	18,618	0	25,289 sqm 7.664 ha	

Former Coalite Site on the north west and south east of Buttermilk Lane					46,438	15.00	Reserved matters application for the approval of appearance further to permission 19/00925/OL (for E(g)(iii), B2 & B8 with ancillary offices).
Former Biwaters Strategic Site, Brassington Street	544				3,986	1.36	Erection of 5 commercial buildings comprising flexible units for Class B8 (with ancillary retail) or E(g) and E (commercial, business and services) uses, including one unit for a drive through restaurant (Use Class E(b)) and one subterranean office unit (Use Class E(g)) with associated access, infrastructure, car parking and landscaping
Former Biwaters Strategic Site, Brassington Street						-3.64	S73 application to vary condition 4 (parameters plan) pursuant to planning approval 20/00532/OL to rearrange the uses on parcels 7, 8A, 9 and 11. Changes to approved masterplan to allow housing on employment parcel, reduces employment land supply.

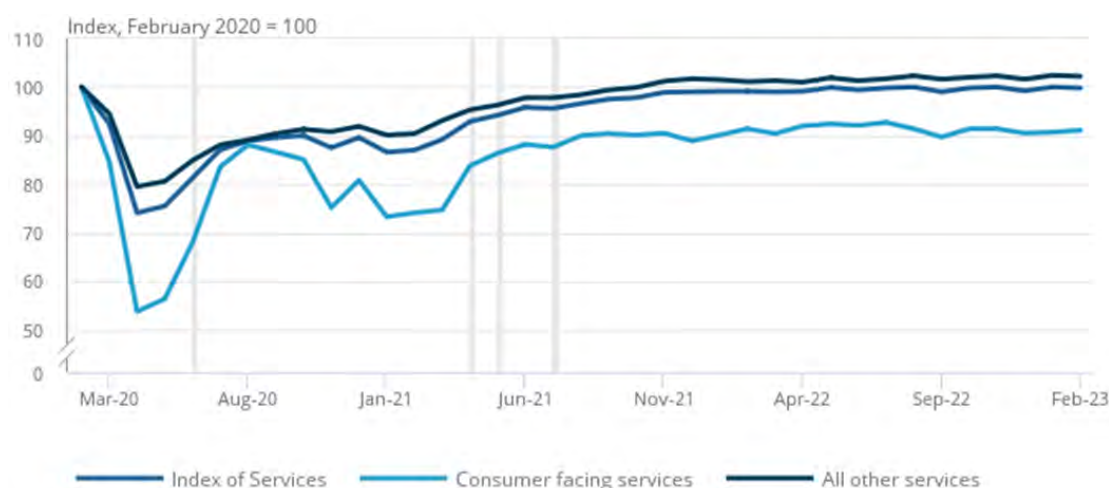
Source: NEDDC Council Officers

Commercial Overview

UK Industrial Sector Growth Prospects

- 5.69 Services output fell by 0.1% in February 2023 with education and public administration contributing the greatest amount of negative growth, falling 1.7% and 1.1% because of sector-wide industrial action. These falls were partially offset by growth in six of the 14 services sub-sectors with human health and social work activities contributing the largest growth at 0.3% and 2.0% respectively. Regarding other services sub-sectors, the repair of computers, personal and household goods grew by 7.5% and other personal service activities grew by 2.1% in February 2023.
- 5.70 Output in consumer-facing services grew by 0.4% in February 2023, building on growth of 0.3% in the previous month however remain 8.9% below their pre-pandemic levels of February 2020, while all other services were 2.2% above (Figure 5.5).

Figure 5.5 Monthly index of services, March 2020 to February 2023



Source: ONS (2023): Monthly estimate of GDP, February 2023

- 5.71 Production output fell by 0.2% in February 2023, after a fall of 0.5% in January 2023. Electricity, gas, steam, and air conditioning supply fell by 2.2% and was the largest contributor to the fall in February 2023. Growth in Manufacturing remained flat in February 2023 and saw declines in seven of the 13 sub-sectors. The manufacture of

chemicals and chemical products was the largest negative contributor falling 2.5%, followed by the manufacturing of electrical equipment (-4.6%) and printing (-1.8%). Growth was observed in the manufacturing of computers and electronics (+2.9%) followed by the manufacture of transport equipment (+1.5%) (Figure 5.6).

Figure 5.6 Monthly Index of the Production Sector, February 2020 to February 2023



Source: ONS (2023): Monthly estimate of GDP February 2023

East Midlands Investment Zone

5.72 Investment Zones are areas across the UK where central and local government will work with business and local partners to create the conditions for investment and innovation. The Government has agreed final plans for 7 Investment Zones to date and is supporting local partners to deliver them.

5.73 This includes the East Midlands Investment Zone, which will create jobs and drive growth in the advanced manufacturing and clean energy sectors. Key locations include:

- Infinity Park, in Derby – tax reliefs available on designated site;
- Explore Park, in Worksop – this crosses the district boundary with Bolsover and could potentially see further growth in the future – tax reliefs available on designated site; and,
- Hartington Staveley – tax reliefs available on designated site. This is located in Chesterfield Borough.

5.74 Government Guidance states that:

“The Investment Zone will address a lack of R&D and innovation space, with local infrastructure investment and tax reliefs unlocking much needed sites. Tax reliefs will be used to unlock a constrained brownfield site in Hartington Staveley with opportunities to build on the nascent advanced rail cluster; support the expansion of sustainable construction activities in Worksop; and further grow world-leading green and nuclear clusters in Derby’s Infinity Park.

Alongside this, grant funding will be used to address low employment growth and a shortfall of individuals with skills above Level 3 through bespoke skills and retraining programmes, to enable more people to access the job opportunities the Investment Zone

will create. Grants for R&D and business support will further help to commercialise innovative research and bring products to market.

*Taken together, local partners expect these proposals to create 4,300 jobs and leverage around £380 million of private investment over the next 10 years. The East Midlands Investment Zone is supported by local businesses and research partners including the **University of Derby, University of Nottingham, and Nottingham Trent University**²⁴.*

- 5.75 £160m has been approved to support growth for the East Midlands Investment Zone – with the funding spread over 10 years at the three sites. The £160m will also provide funding and grants for investment proposals and business cases, for developing new technologies, skills and training, and for research, innovation roadmaps and pilot projects. According to the East Midlands Combined County Authority, which will manage it²⁵, the East Midlands Investment Zone will boost growth and jobs and focus on green industries and advanced manufacturing. It is anticipated that the Investment Zone could encourage £383m of private investment and help to create 4,300 jobs in the region.
- 5.76 The three East Midlands Investment Zone [EMIZ] sites include tax benefits to new companies to the sites. The Hartington-Staveley and Infinity Park will also benefit from Business Rate Retention – both of which will help boost economic growth, with income raised from business rates reinvested locally, creating thousands of high-quality jobs. This represents a significant benefit for Chesterfield Borough in particular, within which the Hartington Staveley site is located. The land set to be developed includes the former Staveley Chemical Works site and former Hartington Colliery site and has the potential to boost productivity across green industries and advanced manufacturing sectors willing to locate at the site.

Business Survey

- 5.77 Businesses in Bolsover District, Chesterfield Borough and North East Derbyshire District were invited to take part in a business survey which covered their existing location and premises, existing challenges, future growth ambitions, and whether they intended to relocate premises or sites to meet their current or future needs.
- 5.78 In total, there were 58 complete responses from businesses, with 15 from businesses located in Bolsover District (25.9%), 34 in Chesterfield Borough (58.6%) and 8 in North East Derbyshire District (13.8%). One business had properties in both Chesterfield and North East Derbyshire.
- 5.79 Of the business responses (with the exception of Bolsover District), the majority of businesses stated they had been based at their current premise for over 10 years (equating to 56% in Chesterfield Borough and 62.5% in North East Derbyshire District). In Bolsover, a third of businesses reported being at their location 6-12 months. Overall, across the three authority areas, businesses had generally been based in their existing building and site for an extended period of time.

²⁴ <https://www.gov.uk/guidance/investment-zones-in-england#where-are-investment-zones>

²⁵ <https://www.eastmidlands-cca.gov.uk/news/mayor-claire-joins-government-minister-at-160m-investment-zone-site/>

Table 5.19 Length of time at existing business or site

	Bolsover District	Chesterfield Borough	NE Derbyshire District
0-6 months	20.0%	5.9%	0.0%
6-12 months	33.3%	2.9%	0.0%
1-3 years	20.0%	2.9%	12.5%
3-5 years	0.0%	14.7%	0.0%
5-10 years	13.3%	17.6%	25.0%
10+ years	13.3%	55.9%	62.5%

Source: Lichfields

- 5.80 Where businesses had relocated from another location, most respondents from Bolsover and North East Derbyshire had relocated from elsewhere in the East Midlands or beyond – only Chesterfield Borough had a significant number of respondents who had relocated from elsewhere in the same district (77.3%). For example, in North East Derbyshire District, around 40.0% of respondees had relocated from Sheffield.

Table 5.20 Previous business location

	Bolsover District	Chesterfield Borough	NE Derbyshire District
Bolsover District	16.7%	0.0%	0.0%
Chesterfield Borough	16.7%	77.3%	20.0%
North East Derbyshire District	0.0%	4.5%	20.0%
Elsewhere in the East Midlands	50.0%	4.5%	20.0%
Elsewhere	16.7%	13.6%	40.0%

Source: Lichfields

- 5.81 Across the three authority areas, when asked what factors influenced the selection of the current premises, those rated as important or most important were rental cost, quality and the running cost of premises. In particular, the overall cost of premises was regarded as being particularly important in Bolsover and Chesterfield (73.3% and 66.7% respectively). Interestingly, in North East Derbyshire District, access to the road network was rated highly by half of all respondents.

Table 5.21 Important or most important factors for influencing businesses selection of premises and location

	Bolsover District	Chesterfield Borough	NE Derbyshire District
Quality of premises	60.0%	63.6%	62.5%
Cost of premises	73.3%	66.7%	50.0%
Running costs	46.7%	57.6%	37.5%
Access to road network	26.7%	54.5%	50.0%

Source: Lichfields

- 5.82 Overall, businesses appeared to be satisfied with both their building / site across all of the three authority areas. When asked to rate on a scale of 1 to 5 (1 = poor, 5 = excellent), a large proportion rated them as either very good or excellent. However, in North East Derbyshire District, fewer than half had rated their building and site as very good or excellent, with around **25-29% of respondents providing a 'neutral' rating for their building and site**. This corresponds with the qualitative feedback, businesses in North East Derbyshire District were largely satisfied but suggested that the general upkeep of the

building and facilities, as well as local roads and car parks, could benefit from targeted improvements.

Table 5.22 Proportion of businesses who rated their building and site as very good or excellent

	Bolsover District	Chesterfield Borough	NE Derbyshire District
Building	63.6%	66.7%	42.9%
Site	60.0%	62.5%	50.0%

Source: Lichfields

5.83 When asked whether their existing building and site met their space requirements, the majority of respondents stated that there was adequate space. In particular, the vast majority of the businesses in Bolsover who responded, described their building and space as adequate (92.3%) compared to slightly lower levels across Chesterfield Borough (78.1%) and North East Derbyshire (75.0%).

5.84 Of those who said there was not enough space, respondents cited limited room for on-site expansion, with qualitative feedback focussing on the need for more office floorspace. Anecdotally, some businesses in Chesterfield Borough reported having to operate from additional premises elsewhere within the Borough in order to cater for expansion needs. One business in Chesterfield Borough went as far as to say that they were having to operate a hybrid working policy due to lack of office capacity.

Table 5.23 Reasons for existing building and site not meeting space requirements of businesses

	Bolsover District	Chesterfield Borough	NE Derbyshire District
Not enough space	7.7%	18.8%	25.0%
Adequate	92.3%	78.1%	75.0%
Underutilised/excess space	0.0%	3.1%	0.0%

Source: Lichfields

5.85 When asked whether businesses had previously encountered issues in finding suitable business premises and sites, there was a difference across the three authority areas. Whilst businesses in Bolsover District largely said this did not apply to them (71.4%), the majority of businesses in Chesterfield Borough said they had not encountered issues (42.9%). However, in North East Derbyshire District 62.5% of businesses had stated they had encountered difficulties. The qualitative feedback from those businesses indicates that this was largely due to the cost, size or lack of available premises.

Table 5.24 Have businesses encountered issues in finding suitable premises and sites

	Bolsover District	Chesterfield Borough	NE Derbyshire District
Yes	7.1%	39.4%	62.5%
No	21.4%	42.4%	25.0%
N/A	71.4%	18.2%	12.5%

Source: Lichfields

5.86 Looking at future business needs surrounding premises, only the majority of businesses responding from North East Derbyshire District stated they had expectations to move in the next five years (75.0%) compared to just 46.7% in Bolsover District and 42.4% in Chesterfield Borough.

5.87 When asked for the main reasons for relocation in the future, the main reason for relocation was for more space. When asked for qualitative feedback on reasons for relocating, businesses aspired to either:

- expand their business and therefore required a larger site or additional units, or
- provide dedicated space for additional functions (e.g. staff quarters).

Table 5.25 Main reason for relocation or making changes to existing premises over the next five years

	Bolsover District	Chesterfield Borough	NE Derbyshire District
More space required	71.4%	57.1%	66.7%
Less space required	0.0%	14.3%	0.0%
Other changing requirements	42.9%	50.0%	33.3%

Source: Lichfields

5.88 Despite this, the majority of businesses across each local authority area reported that working from home had not changed their space requirements in Bolsover District (100%), Chesterfield Borough (94%) and North East Derbyshire District (100%).

5.89 Of those businesses who intended to move or make changes to their premises over the next five years, the survey asked about how they intended to fulfil this. The majority of businesses in Chesterfield (46.7%) and North East Derbyshire (66.7%) intended to adapt their existing site either through taking on additional units or improving the existing site or building. In Bolsover however, half of all businesses reported that they would relocate to another site in the District. Based on the qualitative feedback, this was generally dependent on whether space was available. One business responded that, whilst they wanted to remain in Bolsover, this was dependent on alternative sites being suitable and inexpensive.

Table 5.26 How businesses intend to move or make changes to premises over the next five years

	Bolsover District	Chesterfield Borough	NE Derbyshire District
Adapt existing site	33.3%	46.7%	66.7%
Relocate to another site in Bolsover District	50.0%	0.0%	16.7%
Relocate to another site in Chesterfield Borough	0.0%	46.7%	16.7%
Relocate to another site in North East Derbyshire District	0.0%	6.7%	50.0%
Relocate elsewhere	16.7%	13.3%	0.0%

Source: Lichfields

5.90 Overall, the majority of businesses across the three local authority areas were either satisfied or very satisfied with their business location in Bolsover (73.3%), Chesterfield (69.7%) and North East Derbyshire (50.0%). In terms of qualitative feedback, the main benefits of their existing location tended to relate to the proximity to Chesterfield Town Centre or nearby amenities, and possessing strong transport links especially to the M1 and mainline rail connections.

- 5.91 Finally, when asked what property/land needs the three Councils should prioritise, businesses requested the following:
- Providing better premises for smaller businesses including cheaper and more suitably sized units;
 - Prioritising investment in the town centres; and,
 - Improving quality and infrastructure / facilities at sites e.g. yard space, parking and storage.
- 5.92 Overall, the business survey indicated that local businesses were generally satisfied with their location and existing building. Where businesses had relocated recently, this tended to be within the same local authority area or at least in reasonably close proximity, such as Sheffield or the wider East Midlands, and the majority intended to remain in the same area in the future. The main issues arising from the business survey was insufficient space (particularly for office floorspace); an inability to adapt or expand on site; and the importance of cost as a factor determining location.

Enquiries

- 5.93 **Data provided by CBC's Economic Development Unit offers** an insight into the type and level of commercial property enquiries being received across Bolsover District, Chesterfield Borough and North East Derbyshire District. Overall, 260 enquiries were received in the first 5 months of 2024 (to May), compared to 597 received across the whole of 2023. The Council is therefore on track to slightly exceed the number of enquiries seen the previous year. The highest level of enquiries was in 2016 at 944, whilst the average number of enquiries year-on-year at 673 between 2013 and 2023.

Table 5.27 Commercial Property Enquiries by Type of Property

	2023	2023	2024	2024	2013-2023 (average)	2013-2023 (average)
	N	%	N	%	N	%
Units	196	35.2%	101	38.8%	276	41.0%
Offices	151	27.1%	47	18.1%	132	19.6%
Land/sites	20	3.6%	23	8.8%	45	6.7%
Retail	167	30.0%	72	27.7%	186	27.6%
Leisure	0	0.0%	3	1.2%	0	0.0%
Investment/development	4	0.7%	1	0.4%	2.5	0.4%
Mixed use	0	0.0%	3	1.2%	0	0.0%
Not specified	19	3.4%	10	3.8%	31	4.6%
Total	557	100.0%	260	100.0%	673	100.0%

Source: Chesterfield Borough Council (2024)

- 5.94 Table 5.27 shows that the majority of enquiries are for industrial units, which typically comprise between 35% and 41% of yearly commercial enquiries. There also continues to be high level of enquiries for retail units (27-30%) and office units (18-27%). Despite concerns surrounding the impact of Covid-19 and working from home, 2023 actually saw the highest number of office enquiries (151 enquiries) since 2017. Whilst this does not indicate the type of office space being sought, it highlights a continued appetite for office properties.

- 5.95 Interestingly, 2021 saw the highest level of industrial enquiries (284) since 2016 (332). However, since then enquiries have reduced. Table 5.28 presents the level of enquiries for industrial units based on floorspace. This shows that on average, the majority of enquiries are for units up to 1,500 sq. ft, with this predominantly being within the range 500-1,000 sq. ft (17.0%). 2021 saw the highest level of enquiries for 10,000+ sq. ft since 2018/17, after which time the number has declined and remain below pre-pandemic levels.

Table 5.28 Commercial Property Enquiries for Industrial Units by Size (sq ft)

	2023	2023	2024	2024	2013-2023 (average)	2013-2023 (average)
	N	%	N	%	N	%
up to 500	42	21.4%	9	8.9%	43	15.6%
501-1000	39	19.9%	11	10.9%	47	17.0%
1001-1500	26	13.3%	29	28.7%	28	10.1%
1501-2000	11	5.6%	10	9.9%	17	6.2%
2001-2500	3	1.5%	5	5.0%	11	4.0%
2501-3500	3	1.5%	2	2.0%	7	2.5%
3501-5000	9	4.6%	5	5.0%	12	4.3%
5001-10000	6	3.1%	3	3.0%	8	2.9%
10000+	11	5.6%	5	5.0%	20	7.2%
not specified	46	23.5%	22	21.8%	40	14.5%
Total	196	100.0%	101	100.0%	276	100.0%

Source: Chesterfield Borough Council (2024)

- 5.96 Looking at office space enquiries, there is a disproportionately high amount of enquiries for units up to 500 sq. ft. with this comprising, on average, 47.0% of all office enquiries. Overall, enquiries are typically up to 1,000 sq. ft. However, with the exception of 2022, the level of enquiries for office units 500-1,000 sq. ft. has reduced, suggesting a shift towards smaller floorplates.

Table 5.29 Commercial Property Enquiries for Office Units by Size (sq ft)

	2023	2023	2024	2024	2013-2023 (average)	2013-2023 (average)
	N	%	N	%	N	%
up to 500	88	58.3%	19	40.4%	62	47.0%
501-1000	14	9.3%	5	10.6%	23	17.4%
1001-1500	5	3.3%	4	8.5%	9	6.8%
1501-2000	16	10.6%	3	6.4%	7	5.3%
2001-2500	0	0.0%	2	4.3%	3.5	2.7%
2501-3500	3	2.0%	1	2.1%	3	2.3%
3501-5000	2	1.3%	0	0.0%	3	2.3%
5001-10000	2	1.3%	0	0.0%	2.5	1.9%
10000+	2	1.3%	1	2.1%	5	3.8%
not specified	19	12.6%	12	25.5%	15	11.4%
Total	151	100.0%	47	100.0%	132	100.0%

Source: Chesterfield Borough Council (2024)

- 5.97 Regarding the overall quantum of floorspace requested, with the exception of 2020, the total amount of floorspace requested within the office market saw its lowest level in 2023 at 115,575 sq. ft. Whilst an average of 181,480 sq. ft. has been sought during the past ten years, the annual amount has declined since 2016.
- 5.98 Similarly, the amount of industrial floorspace requested in 2022 and 2023 represents the lowest volume sought in the last ten years. There was a spike of floorspace requested through enquiries in 2021 at 1,66,058 sq. ft. which, whilst above recent amounts requested, still remains lower than pre-pandemic levels but broadly in-line with the ten-year average.

Table 5.30 Total floorspace requested through enquiries

	2023	2024	2013-2023 (average)
Office	115,575 sq. ft	43,850 sq. ft	181,480 sq. ft
Industrial Units	462,738 sq. ft	244,530 sq. ft	1,166,058 sq. ft
Retail	133,526 sq. ft	18,250 sq. ft	109,510 sq. ft
Land/sites	75 acres	40 acres	149 acres
Leisure	-	-	-
Mixed Use	-	500 sq. ft	-
Investment/Development	-	-	-

Source: Chesterfield Borough Council (2024)

- 5.99 Finally, where the reason for enquiry is known, the majority of enquiries received are typically from businesses looking to either relocate, expand their business, or start-up in one of the three authority areas. This highlights the importance of providing a sufficient level of high-quality premises which can attract investment into the area, support those seeking to expand, and help those looking to start-up a business.

Commercial Property Market Stakeholder Engagement

- 5.100 One-to-one telephone discussions were conducted with Commercial Property Agents to gain an understanding of the current characteristics of the commercial property market; the supply and demand of employment sites; and probable future trends within Bolsover District, Chesterfield Borough and North East Derbyshire District.
- 5.101 Agents stated that the market overall has slowed down over the past 12-months due to a combination of macro-economic uncertainty, inflationary pressures and re-balancing of market need in light of Covid-19. The latter was true of both the office and industrial **market, with the office market still ‘finding its feet’ as one agent** put it, with the industrial sector (and particularly logistics) returning to more typical levels of activity following its peak during Covid-19.

Office Market

- 5.102 Agents noted a clear hierarchy for office space in the wider area. It is dominated by Sheffield City Centre, which provides the bulk of high quality A grade floorspace that attracts a wide range of tenants including multi-national regional headquarters. The second tier comprises the outskirts of Sheffield and below this, there are a number of smaller town centres of which Chesterfield is the strongest hub across the three North Derbyshire districts. The market is much weaker outside Chesterfield Town Centre and office rental values were often lower than the effective break-even level of around £20-£21 per sq. ft. At this level, which is substantially above the typical office rents in the three Council Areas (see Table 5.3) this means that it is difficult for many offices to come forward

for development without an element of public sector intervention (a point which was raised by some of the commercial agents during the stakeholder consultation).

- 5.103 Office demand is very weak across North Derbyshire generally, with its role in the hierarchy limited to small, locally-based companies seeking to expand or to move into better quality space, or local authority/Government Quangos who need to be located here. There are very few companies willing to move into the area from outside of North Derbyshire; those that do gravitate towards Sheffield.
- 5.104 Demand from the office market has reduced following the Covid-19 pandemic with more people working from home and overall business appetite for larger floorplates declining. Whilst there have been limited transactions or activity in the market recently, agents considered that many office occupiers were still waiting for the market to stabilise and figure out a model which works between office and home-working.
- 5.105 Overall, agents considered that **the office market was moving towards ‘better but smaller space’**. However, this poses challenges in terms of providing this kind of offer as it is generally associated with higher-quality units which provide breakout spaces, hot-desking or fully serviced buildings. Agents were of the view that serviced units provided more flexibility to tenants who did not want to sign up to long-term leases. Anecdotally, agents found that serviced buildings allowed occupiers to move between floors (where available) in order to adapt to changing size requirements. With uncertainty still existing around Covid-19 and where the office market will go, agents saw a greater role for these kinds of flexible developments.
- 5.106 There is a lack of Grade A buildings in Chesterfield, with very few coming forward following the completion of 1 Waterside Place. Whilst agents considered that this was an attractive office development, the cost of the floorspace (particularly in light of inflation and reduced office working) meant that the market yield was difficult to make work. Developments like 1 Waterside Place were reliant on public sector financing to address the viability gap. This type of gap funding has been harder to access post-Covid-19 which makes it harder to make the numbers stack up for the private sector to justify bringing forward higher-quality office developments as noted above.
- 5.107 **As a location, however, agents were confident in Chesterfield’s role** in the office market. The transport accessibility, nearby amenities and good parking provision within the Town Centre were seen as factors which would draw people back to the office environment. Although some agents believed there was a continued role for business parks, overall, stakeholders considered that these suffered from poor public transport connectivity and did not provide the leisure or amenities facilities office workers now desired as part of the return to the office. That said, the overall office stock in the Town Centre was regarded as dated and in need of refurbishment to remain competitive.

General and Light Industrial

- 5.108 Regarding industrial premises, agents noted that market activity had been restricted in recent years partly due to lack of suitably sized units but also lack of available stock coming forward. There is a strong level of demand across the three authorities for small-to-medium sized units (i.e. 500 to 1,000 sq. ft.) for local SMEs. Despite this, there are very few small-to-medium sized units available which meet the needs of local businesses. Of those available, they tend to be poorer quality, older stock which is not as attractive. There is a lack of new, suitably-sized, units coming forward due to the build costs associated with

small and medium units and the lower market value they will generate. One agent noted that Biodiversity Net Gain [BNG] has made this even harder, as the added 10% BNG creates additional costs for sites. Whilst demand therefore exists for small to medium sized industrial units, the viability associated with low rental yields and redevelopment costs of brownfield sites risks being prohibitive.

- 5.109 Agents stressed that there is a significant unmet need for these types of units in all three authority areas. In terms of attractive locations for meeting industrial demand, agents repeatedly spoke of Clay Cross and Sheepsbridge as popular locations. One agent referred to 15 small units they had recently exchanged in Clay Cross which were either let or sold prior to completion due to the high demand. Similarly, another agent had seen responsive demand in Sheepsbridge with units going within 24 hours. In terms of the users of these sites, agents emphasised that it was largely local occupiers or businesses already within the area which highlighted the need to respond to the indigenous business population. However, lack of available space to either locate or expand into meant that some local businesses were having to look at other local authority areas. This still remained within the FEMA, with companies looking to leave Chesterfield considering Bolsover rather than beyond the three authority areas. This is largely due to the local focus of business owners and wanting to retain their existing skilled workforce.

Logistics

- 5.110 There has been a slowdown in the logistics market since the Covid-19 peak. Agents acknowledged there was surplus space after the ramp up during Covid-19 when businesses wanted and needed more space. However, there has been a re-adjustment in the market and whilst for a while many occupiers were said to be holding off due to economic uncertainty, agents have noticed that businesses are looking for space once again. Agents acknowledged that the third-party logistics sector were looking to restock their own buildings before taking on additional sites (e.g. DHL taking up a business on behalf of Sainsburys) but there was nevertheless confidence that the logistics market would start to look for larger sites.
- 5.111 Of the commercial agents consulted, there was a general consensus that the logistics market was largely focused upon Bolsover and North East Derbyshire at present. However, agents were keen to acknowledge that the logistics market was not concerned with authority boundaries as such, but more specific strategic locations with ready access to the strategic highways network. In particular, places such as Markham Vale and Sheepsbridge were referenced as key logistics locations due to their proximity to the M1 corridor. Locations such as Staveley were regarded as more suited to industrial or small-scale distribution because it is not located as closely to the M1 corridor, although it could still play a role within the wider ecosystem and clustering of businesses.
- 5.112 Markham Vale in particular was regarded as a strategically important location due to its place within the M1 Corridor, which was one of the main attractions for logistics, as well as the wider rail and road access associated with the site. Agents acknowledged that there were limited sites available at Markham Vale going forward, but recommended that further land around the site should be released to help address the demand. Markham Vale and Horizon 29 were seen as attractive locations for distribution and were helping to bridge the **gap between Junction 28 of 'north East Midlands' and South Yorkshire**. Agents stressed that releasing more land between Junction 28 and South Yorkshire along the motorway corridor would be attractive for logistics use. Agents suggested that this would allow the

corridor to connect with the Staveley Regeneration Corridor and unlock further industrial uses.

- 5.113 In terms of the role of freight, commercial agents noted that electric vehicles are not yet at the point of replacing freight but this would also depend on the nature of the user. Some occupiers were seen to be moving towards rail freight terminals to futureproof themselves, but will continue to rely on road-based freight in the short to medium term due to the high costs and ongoing uncertainty.

Planning for a Modern Economy

- 5.114 The Government, at paragraph 86c of the NPPF²⁴, has introduced a specific requirement to **consider four forms of commercial development as part of building a ‘modern economy’**, including:
- a Laboratories
 - b Gigafactories
 - c Digital infrastructure (including data centres)
 - d Freight and logistics
- 5.115 Each of these land uses has its own location, market need and supporting infrastructure requirements, and therefore planning implications. Some are likely to be located close to existing facilities or within clusters of adjacent industries, while others will reflect access to infrastructure and market drivers as pre-conditions for new clusters to emerge.
- 5.116 The pattern of market requirements and related supply chains may cut across conventional FEMAs and require more strategic planning approaches to be applied across local authority areas.
- 5.117 These land uses are subject to rapid changes in technology and so there is a need for flexibility and agility in policies and site allocations to support the growth of modern economy land uses. All of these factors mean conventional approaches to forecasting employment land needs as set out in the PPG are less applicable, and there is a need for a more bespoke approach.
- 5.118 Given the significant take up of logistics sites in North Derbyshire in recent years and its advantageous location at the heart of the Strategic Road Network, a separate section has been provided in this ENAS examining the specific needs of strategic logistics (see Section 9.0).
- 5.119 This Commercial Property analysis section and stakeholder engagement has not revealed any specific clusters of laboratories, gigafactories or other digital infrastructure uses in North Derbyshire, or identified any particularly pressing requirements for substantial levels of new floorspace. Nevertheless, the remainder of this section provides an overview of the current prevalence of these three land uses in North Derbyshire. Drawing on a range of data sources, including VOA survey data and Inter Departmental Business Register [IDBR] data, we have examined the extent and location of these land uses within each local authority. We have then examined which of these land uses has the greatest potential for growth and should be considered as part of future planning.
- 5.120 Table 5.31 summarises **demand side indicators of the three ‘modern economy’ sectors**. It presents a high-level summary of existing business units that are either directly, or

indirectly linked to the laboratory, gigafactory or digital infrastructure sectors using IDBR data recording the number of units by industry and employment size, from 2023. A detailed analysis was undertaken for each of the SIC2 codes to match these with the Modern Economy sectors, with a weighting attached to uses likely to be strongly linked with that activity (Tier 1) and those that have weaker links (Tier 2) with a weighting applied.

- 5.121 For Laboratories, this encompassed 36 sectors, **of which one was identified as ‘Tier 1’** (Research and experimental development on natural sciences and engineering) with the remaining 35 classified as **‘Tier 2’**. For Gigafactories, this comprised 6 Tier 1 categories (including manufacturing of motor cars, batteries and accumulators) and 36 Tier 2 categories. For Digital Infrastructure, this featured one Tier 1 category (data processing, hosting and related activities; web portals) and 26 Tier 2 categories.
- 5.122 The Table shows the proportion of these (weighted) business units by category, for each of the three modern economy classifications, compared to the total number of business units in that district. It then ranks each area depending on how it compares with other districts nationwide. So, to take an example, 0.35% of all business units in Bolsover District comprise a laboratory or a related sector. This is a comparatively low rate nationally and ranks in the bottom tenth percentile at 6.2 (i.e. almost 94% of districts in England have a higher proportion of business units in this use class than Bolsover). Chesterfield also has a comparatively low proportion of laboratory businesses, whilst North East Derbyshire fares better, being slightly above the median expectation of labs for a district of its size.
- 5.123 Bolsover has a reasonably high proportion of potential Gigafactory-related business units with a rank of 66.9, although even this is well below the level of Chesterfield which has a surprisingly high ranking of 96.1. This is despite having few car manufacturing units and relates predominantly to the Borough having a high number of small units that manufacture electric motors, generators, transformers and electricity distribution and control apparatus. North East Derbyshire has a much lower ranking of 18.5, suggesting it is in the lowest 20% nationwide.
- 5.124 As for the proportion of digital infrastructure business units (including data centres), none of the three North Derbyshire districts ranked highly, with all in the bottom 40% and Bolsover in particular ranking in the lowest 3% of districts nationwide.

Table 5.31 Existing Business Units in Knowledge Economy Sector and Related Sectors

	Proportion of Laboratory Business Units	Proportion of Gigafactory-related Business Units	Proportion of Digital Infrastructure Business Units
Bolsover	0.35% Rank: 6.2	0.85% Rank: 66.9	0.23% Rank: 2.3
Chesterfield	0.41% Rank: 21.4	1.18% Rank: 96.1	0.44% Rank: 39.3
NE Derbyshire	0.53% Rank: 55.2	0.64% Rank: 18.5	0.43% Rank: 34.7

Source: IDBR UK Business Counts - local units by industry and employment size band (2023) / Lichfields analysis

- 5.125 The next stage in the analysis examined existing labour and skills in the three modern economy sectors and compared these with the national levels of occurrence. This uses BRES data at SIC2 level with the assumptions concerning sectoral classifications as before.
- 5.126 Table 5.32 downgrades the three North Derbyshire districts in the overall ratings on most (but by no means all) categories, suggesting that whilst there might be a number of units **fulfilling a particular function of the ‘modern economy’ employment levels are generally**

quite low. This appears to be the case for laboratories in the area, with all three districts ranking in the bottom 20% of districts nationwide. Employment in Gigafactories is lower in Bolsover and Chesterfield when compared to the number of units, although both Chesterfield and North East Derbyshire still rank in the top half of the country in this category:

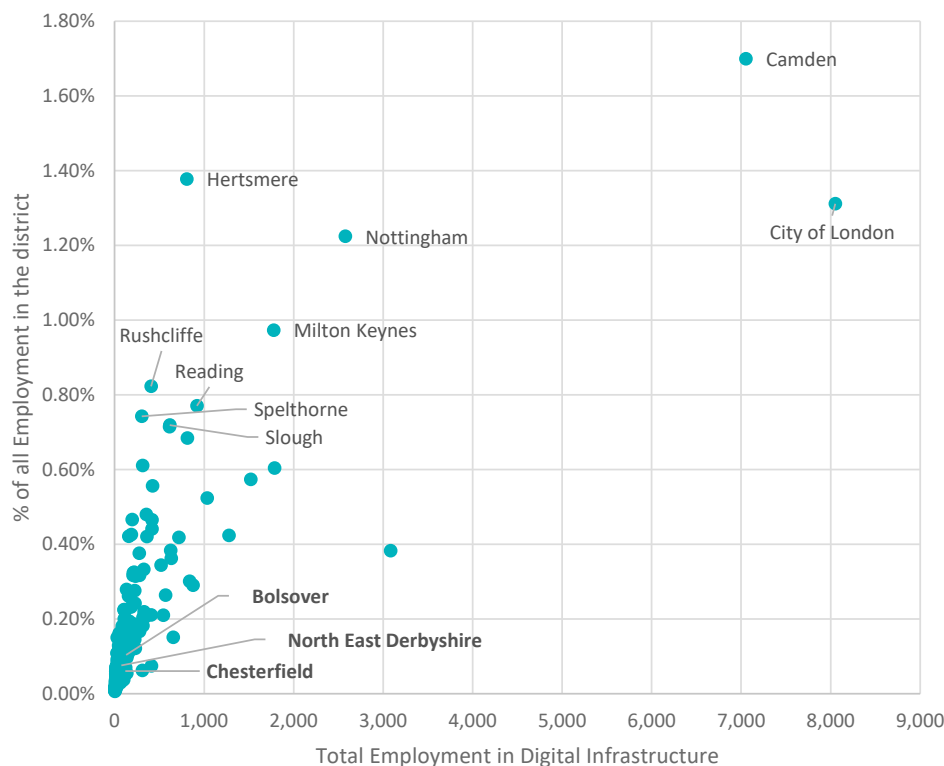
Table 5.32 Existing labour/skills in sector and related sectors (as a proportion of total employment in LPA)

	Employment: Laboratories	Employment: Gigafactories	Employment: Digital Infrastructure
Bolsover	0.52% Rank: 0.6	0.63% Rank: 18.8	0.11% Rank: 62.7
Chesterfield	0.72% Rank: 11.7	1.07% Rank: 63.3	0.05% Rank: 25.3
NE Derbyshire	0.78% Rank: 18.8	0.91% Rank: 52.3	0.07% Rank: 44.2

Source: BRES (2023) / Lichfields analysis

- 5.127 The Digital Infrastructure employment levels are interesting, with Bolsover having a rank in the top 40% nationwide despite ranking in the bottom 3% in terms of the number of units. Whilst this appears counter intuitive, it is important to note that the vast majority of districts actually employ very few people in this specific category of the Modern Economy and there is a very clear clustering of employment in certain parts of the country.
- 5.128 As shown by the scatter graph in Figure 5.7, almost all English districts have very few people employed in the Digital Infrastructure sector (such as Data Centres). This contrasts with a handful of outliers in and around the M4 Corridor near Slough and Reading; Central London; and south Nottingham. Camden, for example, is estimated to employ over 7,000 people in this category, whilst the City of London employs over 8,000. In contrast, 199 English districts have fewer than 200 employees working in this sector each, which explains the considerable congestion at the lower quadrant of the chart. Therefore Bolsover, which only has a little over 100 employees in this category, nevertheless ranks in the top half of Districts in the country.

Figure 5.7 Distribution of Employment in the Digital Infrastructure sector as a proportion of Total Employment



Source: BRES 2023 / Lichfields Analysis

- 5.129 It is apparent that this sector, perhaps more than any of the other modern economy sectors, is concentrated in a handful of locationally significant locations and it is difficult to argue that there is a particular cluster of growth opportunities in this sector in any of the three North Derbyshire districts.
- 5.130 In summary, whilst there are pockets of employment in certain sectors of the modern economy in all three districts, total employment tends to be relatively low and there are no defined clusters, certainly in comparison with other parts of the country. This is particularly the case for laboratories, but even with the other sectors, where the comparative rate appears to be relatively high (such as with Bolsover and the Digital Infrastructure employment as discussed above), this tends to reflect very low levels of employment in a great many other districts nationwide, contrasting with a very pronounced clustering in certain well established Corridors (notably between Slough and Hayes in the south east of England).
- 5.131 These Digital Infrastructure clusters tend to benefit from ready access to reliable, high voltage power; fibre optic cables; and in many cases, sit within a Cloud Availability Zone whereby a service provider such as Google or Microsoft leases several data centres within a zone with a narrow radius of fibre cable connectivity. This ensures that if one data centre goes offline another in its immediate vicinity can pick up the network instantaneously.
- 5.132 Therefore, whilst there are some promising signs that the three districts have some locally important companies operating in the modern economy sector, there is limited evidence that there are cohesive clusters ready to expand rapidly. That is not to say that the three districts should not be agile in response to opportunities in any of the modern economy sectors. There will still be a need to ensure that sufficient flexibility is built into the forward

land supply to ensure that land can be provided if an inward investment opportunity of note arises in the future.

6.0 **Review of Employment Land Portfolio**

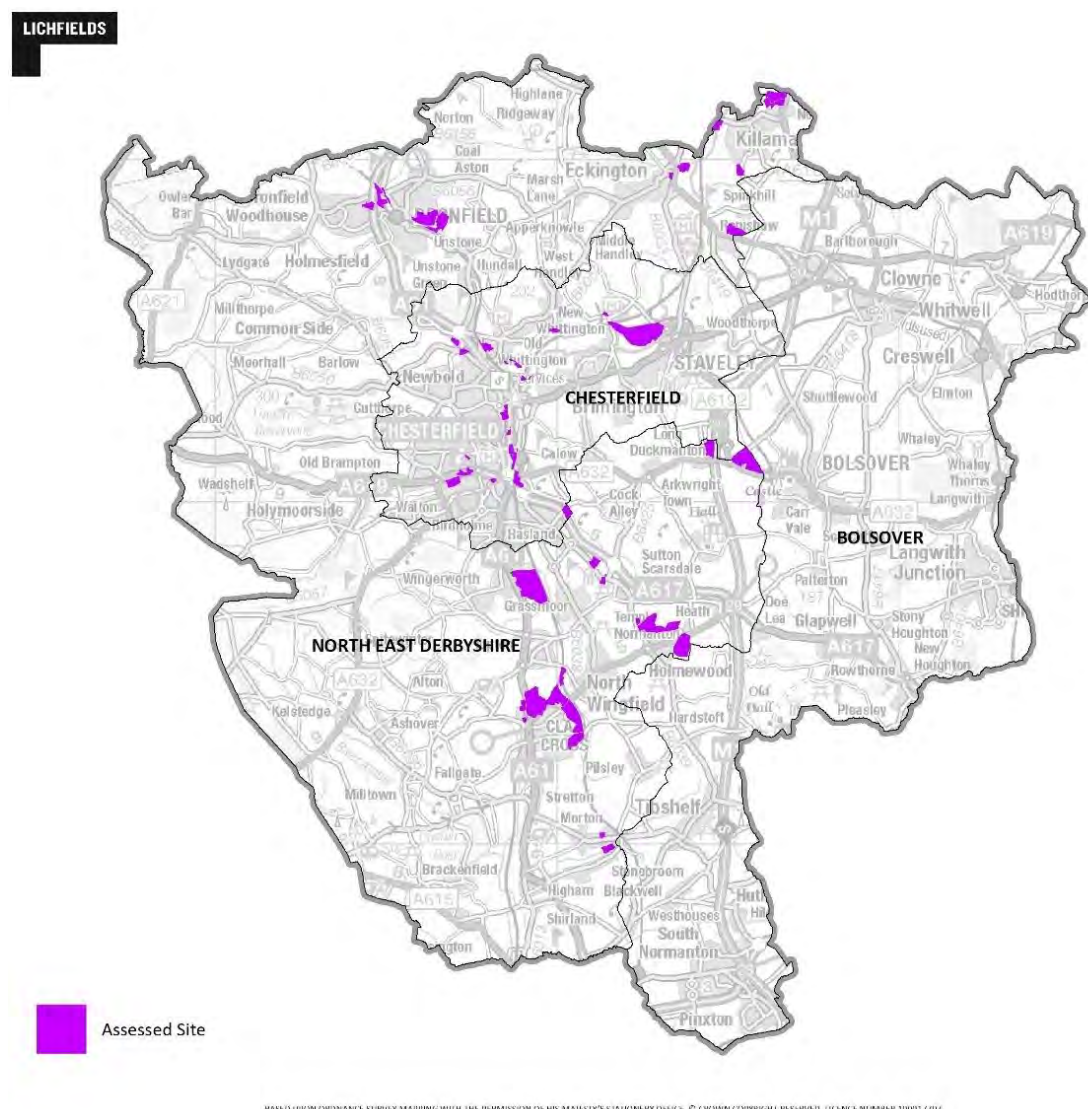
Introduction

- 6.1 This section presents the findings from the qualitative assessment of existing and future employment land supply. This analysis considered the characteristics and quality of land and sites in Chesterfield Borough and North East Derbyshire District, and their suitability and deliverability to meet future employment development needs.
- 6.2 The review focused upon sites and land currently in existing / allocated employment use or undeveloped employment sites within the adopted Local Plans for the two local authority areas. The assessment considered 50 allocated and non-allocated sites identified by Planning Policy Officers of the respective districts. Of this, 19 sites were in Chesterfield Borough and 31 were located in North East Derbyshire District.

Overview of Assessed Sites

- 6.3 In Chesterfield Borough, 19 sites were selected by the Council for prioritisation and were grouped into one of the following:
- Five of the sites were allocated for employment use or comprised strategic allocations in the adopted Local Plan (July 2020);
 - Eleven of the sites were Existing Employment Areas; and,
 - Three of the sites were potentially suitable employment sites as identified through the 2018 Land Availability Assessment.
- 6.4 In North East Derbyshire District, the 31 sites selected by the Council fell into the following categorisation:
- 11 of the sites were allocated in the adopted Local Plan (November 2021); and,
 - 20 of the sites were non-allocated Existing Employment Areas.
- 6.5 The location of these sites is presented in Figure 6.1, with detailed site pro-formas for the assessed sites provided in Appendix 2.

Figure 6.1 Map of Sites Assessed



Source: Lichfields Analysis

Committed Supply of Employment Space

Chesterfield Borough

6.6 The committed stock of employment space in the study area comes from three key sources:

- 1 Allocated employment sites: sites allocated for development under policies in the Chesterfield Local Plan (2018-2035) and Local Plan Policies map, including Strategic Sites;
- 2 Non-allocated employment sites: either sites which are in use as Existing Employment Areas but do not benefit from an employment land allocation or other windfall sites; and,
- 3 Sites which have been identified in the previous Land Availability Assessment as potentially suitable for employment use.

6.7 The Local Plan identified an employment land supply totalling 98.3 ha, with a base date of **2018**. **Since that time, the Council's supply position has improved. The Council's current** supply position, with a base date of 31st March 2024, is summarised in Table 6.1 below.

- 6.8 It indicates that the Council has a total of 116.51 ha of employment land potentially available (with a base date of 31st March 2024). This comprises 6.04 ha that was developed over the past two years, plus 43.98 ha remaining on existing Local Plan allocations and a further 16.49 ha of sites with extant planning permission for employment uses. A further 50 ha could be delivered at the Staveley Works Corridor site.
- 6.9 Of the total area to be developed within Chesterfield Borough, it is estimated that the following would comprise strategic B2/B8 sites (capable of accommodating units greater than 9,000 sqm in size):
- Commitment: Land At North East To Markham Vale and Employment Site and M, Seymour Link Road, Woodthorpe, Chesterfield (CHE/21/00554/OUT): Outline planning application for erection of warehouse units (Class B2/B8) up to 68,000 sqm gross, with ancillary office accommodation; construction of new access road; provision of service yards and internal vehicle circulation and parking areas. Of the 68,000 sqm total, 45,454 sqm / 11.36 ha is located in Chesterfield Borough, with the remainder in Bolsover District.

Table 6.1 Chesterfield: Total Local Plan Allocations and Other Employment Land Commitments (as of 31st March 2024)

Ref	Site Name	Assumed Employment Use	Complete 2022-2024	Short term (0-5 yrs)	Medium term (6-10 yrs)	Long term (11-16 yrs)
	LOCAL PLAN ALLOCATIONS / STRATEGIC SITES					
E1	Former GKN works, Sheepbridge Lane	Multiple (E(g), B2, B8)	-	3.6	-	-
E2	Land at Prospect Park, North of Dunston	Multiple (E(g), B2, B8)	-	2.5	-	-
E3	Station Road (Wagon Works), Old Whittington	Multiple (E(g), B2, B8)	-	-	-	6.3
E4	Whitting Valley Road (Land at), Old Whittington	Multiple (E(g), B2, B8)	-	3.74	-	-
E5	Former Boythorpe Works, Goyt Side Road	Multiple (E(g), B2, B8)	-	-	-	5
E6	Impala Estates (land adj. Markham Vale)	B8	-	2.6	-	-
N/A	Markham Vale West: Plot 2	Multiple (B2, B8)	-	1.47	-	-
N/A	Markham Vale East: Plot 5 North	B8	-	0.75	-	-
N/A	Land Accessed from Farndale Road, Staveley (CHE/13/00675/OUT)	Multiple (E(g), B2, B8)	0.56	-	9.44	6.58
N/A	Staveley Works Corridor (area around Works Road, SS5)	Multiple (E(g), B2, B8)	-	-	2.0	-
SS5	Staveley and Rother Valley Corridor	Multiple (E(g), B2, B8)		-	-	50
	SUB-TOTAL		0.56	14.66	11.44	67.88
	2022/2023 Completions (Net)	Multiple (E(g), B2, B8)	3.23	-	-	-
	2023/2024 Completions (Net)	Multiple (E(g), B2, B8)	2.25	-	-	-
	Commitments as of 31 st March 2024*	Multiple (E(g), B2, B8)	-	16.49	-	-
	ALL	Multiple (E(g), B2, B8)	6.04	31.15	11.44	67.88

Source: Chesterfield Borough Council Officers (July 2024). Note: Sites highlighted in **Bold** have been appraised as part of this ENAS.

* Excluding Land off Station Road, Old Whittington as already included in LP Allocations.

Allocated Employment Sites

- 6.10 The Local Plan Policies Map (adopted July 2020)²⁶ allocates 12 sites for employment use, of which six are Strategic Allocations. This ENAS has assessed five of the allocated employment sites (Former GKN Works; Dunston Way; Station Road; Whitting Valley Road; and Former Boythorpe Works), as well as the three Strategic Sites (Staveley & Rother Valley Corridor, Chesterfield Waterside & Potteries, and Chesterfield Station Masterplan Area).
- 6.11 These employment areas not only provide space for current employers and businesses, but they also provide opportunities for new investment and rejuvenation, through intensification or reuse. The Strategic Sites also provide an opportunity to deliver wider area regeneration through supporting mixed-use development.

Non-Allocated Employment Land Sites

- 6.12 This ENAS assesses 8 non-allocated employment sites which operate as Existing Employment Areas out of the total 49 non-allocated existing employment sites in Chesterfield Borough. These comprise Baden Powell Road; Brimington Road North; Brimington Wharf; Chester Street; Clayton Street; Old Brick Works Lane; Station Lane Industrial Estate; and Wharf Lane.
- 6.13 The gross area of these sites equates to 27.96 ha.

North East Derbyshire District

- 6.14 The committed stock of employment space in the study area comes from two main sources:
- 1 Allocated employment sites: those sites allocated for development in the existing North East Derbyshire Local Plan (2014-2034) including Strategic Sites; and,
 - 2 Non-allocated employment sites: sites which are in use for employment purposes, but which have not been formally allocated as such.
- 6.15 The Local Plan identified an employment land supply totalling 35.74 ha, comprising of 26.74 ha of 8 Existing Employment Sites and allocations with development land remaining; and 9 ha on two strategic sites – The Avenue, Wingerworth; and the Former Biwaters Site, **Clay Cross. The Council's latest current supply position, with a base date of 31st March 2024, is summarised in Table 6.2 below.**
- 6.16 It indicates that the Council has a total of 43.974 ha potentially available (with a base date of 31st March 2024). This comprises a net loss of 1.22 ha that was lost over the past two years (net of a very modest level of completions), plus 37.53 ha remaining on existing Local Plan allocations and a further 7.664 ha of sites with extant planning permission for employment uses.
- 6.17 Whilst this is slightly higher than the 41.17 ha recorded in the 2023/24 AMR, this also factors in the likely net loss of 3.64 ha of employment land on the Biwaters Site Mixed Use allocation, which has been amended via an application to allow for housing on part of the employment land parcel, leaving 1.36 ha.

²⁶ Chesterfield Borough Council (2020) Local Plan Policies Map 2018-2035

6.18

Of this total, it is estimated that the following sites would comprise strategic B2/B8 employment sites capable of accommodating a total floorspace greater than 9,000 sqm:

- Commitment: Land r/o Dukes Close, Wood Street, Cavendish Close and Park Road. Erection of new cold store building (use class B8) with associated plant room, service yard and car parking, 9,460 sqm / 3.10 ha.
- Commitment / Allocation: Former Coalite Site on the north west and south east of Buttermilk Lane: 46,438 sqm / 15 ha.

Table 6.2 North East Derbyshire: Total Local Plan Allocations and Other Employment Land Commitments (as of 31st March 2024)

Designation	Site Name	Complete 2022-2024	Remaining as of 31 st March 2024
Existing Employment Site and LP Allocation with development land remaining	Coney Green, Clay Cross (Plot H)	-	1.59
Existing Employment Site and LP Allocation with development land remaining	Derby Road, Upper Mantle Close, Clay Cross	-	0.89
Existing Employment Site and LP Allocation with development land remaining	Westthorpe Business Centre, Killamarsh	-	0.35
Existing Employment Site and LP Allocation with development land remaining	Land Adjacent to Norwood Industrial Estate, Killamarsh	-	5.40
Existing Employment Site and LP Allocation with development land remaining	Markham Vale (West of M1), Long Duckmanton	-	1.87
Existing Employment Site and LP Allocation with development land remaining	Markham Vale (Part of former Coalite land, Chesterfield Road), Long Duckmanton	-	1.25
Existing Employment Site and LP Allocation with development land remaining	Renishaw Industrial Estate	-	2.50
Existing Employment Site and LP Allocation with development land remaining	Hepthorne Lane, Tupton	-	3.32
Strategic Sites	The Avenue – Mixed Use Development, Wingerworth	-	4.00
Strategic Sites	Biwaters Site – Mixed Use Development, Clay Cross	-	1.36**
Policy SS6	Coalite Priority Regeneration Area	-	15.00
SUB-TOTAL		-	37.53
2022/2023 Completions (Net)		-1.255	
2023/2024 Completions (Net)		0.035	
Commitments as of 31 st March 2024*			7.664*
ALL		-1.22	45.194

Source: North East Derbyshire Council Officers (July 2024). NED Authority Monitoring Report 2023. Note: Sites highlighted in Bold have been appraised as part of this ENAS.

*Note: Excludes The Former Coalite Site and the Former Biwaters Site, both of which have extant planning permission, but which are included separately in the Table.

**Strategic site allocation - changes to approved Biwaters site masterplan to allow housing on employment parcel, reduces employment land supply from 5 ha to 1.36 ha.

Allocated Employment Sites

- 6.19 As noted above, the adopted Local Plan North East Derbyshire allocates 8 sites for employment totalling 17.17 ha, plus two Strategic Sites (the Avenue and the Former Biwaters Site) and a mixed-use site with a sizable element of employment land (Coalite Priority Regeneration Area), all of which have been assessed as part of this ENAS.

Non-Allocated Existing / Potential Employment Sites

- 6.20 This ENAS has also assessed 20 sites which were non-allocated Existing / Potential Employment Areas.

Bolsover District

- 6.21 No sites in Bolsover District were reviewed as part of this ENAS. As such, Lichfields has not appraised the suitability of the forward supply set out below on a site-by-site basis.
- 6.22 As above, the committed stock of employment space in Bolsover District comes from two main sources:
- 1 Allocated employment sites: those sites allocated for development in the existing Bolsover District Local Plan (March 2020) including Strategic Sites; and,
 - 2 Non-allocated employment sites: sites which are in use for employment purposes, but which have not been formally allocated as such.
- 6.23 The Local Plan identified an employment land supply totalling 71.95 ha, comprising of 3.74 ha of land under construction (as of 2016-2017); 26.62 ha across 7 sites with extant planning permission; and 41.59 ha of Local Plan allocations (across 6 sites including the two Strategic Sites at Clowne Garden Village and the Former Whitwell Colliery).
- 6.24 **The Council's latest current supply position, with a base date of 31st March 2024,** is summarised in Table 6.3 below.
- 6.25 It indicates that the Council has a total of 98.069 ha of employment land that is potentially available (of which 43.42 ha was delivered in the two years from the 2022 modelling base date).
- 6.26 Of this total, it is estimated that the following sites would comprise strategic B2/B8 employment sites capable of accommodating a total floorspace greater than 9,000 sqm:
- Commitment: Land to the North of the M1 and South West of Oxcroft Junction, Woodthorpe Road, Shuttlewood (Land to the North East of Markham Vale Employment Site and the M1 and South West of B6419). The development crosses the District boundary into Chesterfield Borough. Bolsover District - Unit A offices 1,161 sqm + 21,379 sqm (B2 or B8) = 22,540 sqm. Plot Area 5.52 ha.
 - Completion: Coalite, developed in Bolsover for 66,443 sqm across 6 plots / 25.02 ha and completed in 2023/24.
 - Completion: Units 1 and 2 on Land to the North and West of Berristow Farm, Mansfield Road, South Normanton, for 32,006 sqm and 21,398 sqm respectively (53,404 sqm in total), covering a 15.18 ha plot of land. Completed in 2023/24.

Table 6.3 Bolsover District: Total Local Plan Allocations and Other Employment Land Commitments (as of 31st March 2024)

Designation	Site Name	Completed 2022-2024	Remaining as of 31 st March 2024
Sites with Extant Planning Permission	Export Industrial Park, Export Way (off A619), Steetley	-	10.7
Sites with Extant Planning Permission	Land between Brickyard Farm and Barlborough Links	-	3.45
Sites with Extant Planning Permission	Land off High Hazels Road, Barlborough	-	1.17
Sites with Extant Planning Permission	Land South of Model Village, Creswell (18/00087)		0.8
Sites with Extant Planning Permission	Land to the North of The M1 and South West of Oxcroft Junction, Woodthorpe Road, Shuttlewood (Land to the North East of Markham Vale Employment Site and the M1 and South West of B6419). The development crosses the District boundary into Chesterfield Borough (see above). Bolsover - Unit A offices 1,161 sqm + 21,379 sqm (B2 or B8) = 22,540 sqm. Plot Area 5.52 ha. Gross site area approximately 11.14 ha.	-	5.52
Sites with Extant Planning Permission	Rear of 16 to 124 and South West of 124 and, between Brickyard Farm and Barlborough Links, Chesterfield Road, Barlborough	-	2.07
Sites with Extant Planning Permission	27 - 33, Intake Road, Bolsover	-	0.628
Sites with Extant Planning Permission	Land to Rear of 10, Grange Close, South Normanton	-	0.37
Sites with Extant Planning Permission	Unit 2, 60, Brookhill Road, Pinxton	-	0.735
Sites with Extant Planning Permission	Unit 3, Grange Close, South Normanton	-	0.01
Sites with Extant Planning Permission	Premier House, Vernon Street, Shirebrook	-	0.61
Sites with Extant Planning Permission	Garage Site to the Rear Of 35 - 41, Baker Street, Creswell	-	0.084
Sites with Extant Planning Permission	EPC UK Explosives, Carnfield Hill, South Normanton	-	0.071
Sites with Extant Planning Permission	The Old Abattoir, High Street, Tibshelf	-	0.131
LP Allocation with development land remaining	Park View (south), Whaley Thorns	-	0.58
LP Allocation with development land remaining	Land South of Maisies's Way, South Normanton (extant pp, ref: 22/00023)	-	1.26
LP Allocation with development land remaining	Wincobank Farm, South Normanton (Completed 2023/24. Planning permission 21/00635.)	15.18	-
LP Allocation with development land remaining	Clowne Garden Village Strategic Site	-	20.0
LP Allocation with development land remaining	Colliery Road, Cresswell	-	0.46

LP Allocation with development land remaining	Former Whitwell Colliery Strategic Site (extant pp ref: 18/00452)	-	6.0
Employment land under Policy SS7: Coalite Priority Regeneration Area	Coalite 6 Plot developed in Bolsover: Plot 4a 9,800 / Plot 4b 12,734 / Plot 5 10,584 / Plot 6 14,127 / Plot 7 12,400 / Plot 8 6,798. (Completed 2023/24)	25.02	-
SUB-TOTAL		40.20	54.649
Other 2022/2023 Completions (Net)		0.83	-
Other 2023/2024 Completions (Net)		2.39	-
ALL		43.42	54.649

Source: Bolsover District Council Officers (July 2024)

Approach

- 6.27 It is vital that LPAs identify a future supply of land which is suitable, available and deliverable for economic development uses over the plan period. Identifying such a supply will help both CBC and NEDDC respond to business requirements and meet their objectively assessed economic development needs.
- 6.28 Each of the identified sites were inspected and assessed by Lichfields in accordance with applicable planning practice guidance²⁷, considering the following criteria:
- 1 Physical limitations or problems such as strategic road/local access, infrastructure, ground conditions, flood risks, pollution or contamination (based on information provided by Council Officers);
 - 2 Appropriateness and likely market attractiveness (including vacancy and market activity on site) for the type of development proposed;
 - 3 Strategic and local road access;
 - 4 Proximity to labour and services;
 - 5 Barriers to delivery;
 - 6 Compatibility of adjoining uses;
 - 7 Site size, characteristics and potential development constraints; and,
 - 8 Alignment with strategic and local economic strategies.
- 6.29 In addition to the above site criteria, the assessment also considered other site factors such as their policy status, planning and environmental constraints, suitability for specific uses, and any key barriers to delivery of undeveloped sites. Details of specific criteria used to assess sites is provided in Appendix 3, with site pro-formas in Appendix 2.
- 6.30 In addition to the above criteria, the assessment also considered other site-specific factors such as their policy status, planning constraints and suitability for specific uses. Although flood risk was considered as a part of this assessment, it is recognised that being in a flood zone does not necessarily preclude some types of commercial uses from coming forward for development.

²⁷ See Planning Practice Guidance on housing and economic land availability assessments, in particular paragraph: 012 Reference ID: 3-012-20190722 and paragraph: 018 Reference ID: 3-018-20190722.

- 6.31 The assessment of gross site areas to net developable areas was based upon standard plot adjustment assumptions as set out in Appendix 4, except where site specific factors required adjustments, for example if steep topography further limited the net developable area. Sites that are fully developed are given a net developable area of 0 ha. Fully developed sites recommended as being suitable for employment use do not contribute to **the District's** future employment land supply.
- 6.32 The site visits were supplemented by discussions with key stakeholders including commercial agents, local stakeholders and Council Officers. The assessments also reviewed data provided by both CBC and NEDDC such as environmental constraints, including flood risk, heritage designation, listed building status, as well as relevant planning history.
- 6.33 Details of the criteria used to rate these sites are contained in Appendix 3. Appendix 2 provides a series of site pro-formas containing photographs, red-line boundaries on aerial maps, descriptions, assessments, the final rating and recommendation for each of the assessed sites.
- 6.34 **The criteria rating categories of 'very good', 'good', 'average', 'poor' and 'very poor' are** intended to provide a broad indication of the overall quality of employment land supply rather than a comparison of one site against another.
- 6.35 It should be noted that the assessment process in itself does not necessarily provide a complete picture of the local significance of certain sites. For example, a site could be assessed to have the potential to satisfy particular business and sector needs (i.e. which can be important reasons for retaining the site) even if it does not perform well against conventional site assessment criteria. A wider commentary is therefore provided to supplement the formal rating exercise.
- 6.36 It is also important to note that the assessment is based on current conditions and intrinsic qualities of sites, and that the associated scoring has been derived on this basis. It is possible that the scoring and relative rankings of sites could change in the future if measures were put in place to enhance their functionality as employment sites, for example through new infrastructure and servicing.

Overview of Sites

- 6.37 The final recommendation for each site is informed by the site assessment and commentary (in Appendices 2 and 3) but is essentially based on a rounded qualitative 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.
- 6.38 In general, although the assessed sites vary in size and quality, they are largely found to be well occupied. Sites that are underperforming include those that contain a large proportion of aging units, are in highly constrained locations such as high density residential areas, or

are subject to the introduction of residential uses and a general diluting of the overall employment offer as a result. The best performing sites benefit from strong strategic locations, higher quality buildings and can provide flexibility in the size of units and use classes on site.

Chesterfield Borough

6.39 Overall, the site assessments indicate that the Borough has a reasonable range of employment sites of varying quality and type. The majority of sites assessed accommodate a mix of B2 and B8 uses. E(g)(i) office sites were nearly all within and around Chesterfield Town Centre.

6.40 A summary of site rankings is provided in Table 6.4 and Table 6.5.

Table 6.4 Chesterfield Borough Site Scoring Summary

Site Score	Number of sites	Size (ha) (gross)	Size (ha) (net)
Very Good	1	6.64	0
Good	7	88.10	61.20
Average	6	23.29	12.10
Poor	5	22.4	8.52
Very Poor	-	-	-
Total	19	140.43	81.82

Source: Lichfields analysis

Table 6.5 Summary of Chesterfield Borough's Site Assessments

Site reference	Site name	Size (net ha)	Site rating (no. sites)	Recommendation
CHES12	Old Brick Works Lane	0	Very Good (1)	Retain designation for Economic Growth within an Established Business Area.
CHES1	Former GKN Works, Sheepbridge Lane	2.00	Good (7)	Retain employment land allocation. (Note: Site area reduced from 3.6 ha allocation in Local Plan to 2 ha as part of the site is now built out and occupied by GCL Products and various storage units).
CHES19	Waterside (Station Place and Basin Square)	1.96	Good (7)	Retain as part of the Strategic Site Allocation SS3 Chesterfield Waterside & the Potteries, for mixed use development, with a focus on office accommodation. The Council may need to consider more gap funding if it is to see further high-quality office space coming forward in the short to medium term.
CHES20	Station Masterplan Area	1.00	Good (7)	Retain as part of the Strategic Site Allocation SS3 Chesterfield Waterside & the Potteries. Also retain the southern portion as an Established Business Area, potentially extending this to include the now demolished Chesterfield Hotel to the north, which is now vacant hardstanding that is used as a car park for the train station. This could accommodate office / hotel accommodation given that it is directly opposite the successful One Waterside Place.

CHES6	Brimington Road North - First Stage Manufacturing/Spire Hydraulics	0.00	Good (7)	Retain designation for Economic Growth within an Established Business Area.
CHES3A/3B/3C	Whitting Valley Road (Land at), Old Whittington	3.74	Good (7)	Retain employment land designation on all three land parcels. Access improvements may be required to serve CHES3C to generate market interest.
CHES10	Dunston Way	2.50	Good (7)	Retain the site's employment land allocation.
CHES2	Station Road, Wagon Works, Old Whittington	5.67	Average (6)	Retain the site's employment land allocation. (Note: the site's allocation size has been reduced by 10%, from 6.3 ha to 5.67 ha, to reflect the likelihood that the north western section will not be developable).
CHES13	Station Lane Industrial Estate	0.00	Average (6)	Retain designation for Economic Growth within an Established Business Area, most suitable for E(g), B2 and B8 uses.
CHES14	Wharf Lane	0.00	Average (6)	Retain designation for Economic Growth within an Established Business Area.
CHES11/CHES4	Goytside Works	5.00	Average (6)	Retain designation as part of the Strategic Site Allocation SS2 Chatsworth Road Corridor. but access improvements are required to improve the type of use which could come forward. The site should also retain its employment land allocation under Policy CLP6. However, proposals are being developed for a Derbyshire police headquarters on the site (subject to planning). If it is brought forward for these uses then the impacted part of the site should be removed from the employment land portfolio, with the boundaries redrawn.
CHES17	Land to the West of Campbell Drive, Barrow Hill	1.43	Average (6)	Deallocate from open space / play provision / sports facility use and consider extending CLP6 Economic Growth designation to cover the entirety of the site.
CHES5	Baden Powell Road	0.00	Average (6)	The central / eastern part of the site should retain its Established Business Areas designation. However, the western spur of the site, which predominantly includes residential properties, should be excluded and the site boundary amended accordingly.
CHES7	Brimington Wharf	0.00	Poor (5)	Retain designation for Economic Growth within an Established Business Area, although given that the much of the site may need to be acquired and redeveloped for road infrastructure related to the CSRR which passes directly through the site, it is probable that the site's designation for economic uses will need to be reconsidered in the near future once the route and land-take associated with the CSRR is finalised.

CHES8	Chester Street	0.94	Poor (5)	Retain CLP6 Established Business Areas protection for the site. Open storage / light industrial uses may be suitable in this location. However, given the likely challenging viability and access issues the Council should be flexible in applying this policy as trade counter uses may be appropriate in this location, accessing via the Mecca Bingo car park.
CHES9	Clayton Street	0.20	Poor (5)	Retain designation for Economic Growth within an Established Business Area. However, improvements to the quality of some of the vacant buildings on the southern extent of Clayton Street would be required to generate market interest.
CHES15	Chatsworth Road South (Chatsworth Road Business Park, Furnace Hill Works, Wheatbridge Road Premises)	0.40	Poor (5)	Retain designation as part of the Strategic Site Allocation SS2 Chatsworth Road Corridor. However, improvements are required to the quality of the existing buildings are required in line with the existing masterplan/regeneration framework for the site to improve the type of uses which could come forward and generate further market interest.
CHES16	Land to the East of Calow Lane	6.98	Poor (5)	Do not allocate for employment uses.

6.41 The vast majority of the sites rated either 'good' or 'average'.

6.42 One site is recommended to be designated for Economic Growth:

- 1 Land West of Campbell Drive, Barrow Hill (CHES17): The site is located within a Regeneration Priority Area. Only a small portion of the site is currently allocated for economic growth under CLP6, with the majority instead designated as sports facilities/open space/play provision. However, the site does not appear to be in use for these recreational activities. The site is located within the Barrow Hill Regeneration Priority Area and uses on this site that support the regeneration of the area, and/or support the activities of Barrow Hill Roundhouse as a visitor attraction and centre for employment should be facilitated. The site is constrained by the local highway network, reducing its potential to support high density employment development with high levels of HGV/commuter traffic, from coming forward.

It is unclear whether the market interest is there to redevelop the site for employment uses at present, other than for lower value open storage as can be seen on sites to the south-west of the roundhouse. **The site's current designation does not appear to be contributing significantly to meeting the recreational needs of Barrow Hill's residents.** Alternative uses should be explored for this regeneration site which may include light industrial use if the market is there, although high quality residential development may be a more deliverable option. The Council should ensure that a flexible approach is taken to the future development of this site and avoid being overly prescriptive as to its future designation to help regenerate Barrow Hill in accordance with the Local Plan's spatial strategy. In the meantime, it is recommended that the CLP6 Economic Growth designation be extended to cover the entirety of the site.

6.43 It is not recommended that one potential site be allocated for employment use:

- 1 Land to the East of Calow Lane (CHES16): The site comprises undeveloped greenfield land of a regular shape that is currently in agricultural use. The site is located near the small village of Calow, approximately 2.2km southeast of Chesterfield

Town Centre. It is currently unallocated in the Chesterfield Borough Local Plan. The site is considered to be unsuitable for employment development due to the constrained nature of the surrounding local roads, distance from the strategic highway network and other technical constraints, including biodiversity concerns and flood constraints. The easternmost part of the site is in Flood Zone 3, reducing the developable area by around 20%-30%.

North East Derbyshire District

6.44 Overall, the site assessments indicate that the District has a reasonable range of employment sites of varying quality and type, although over 60% were either good or average. The majority of sites assessed accommodated a mix of B2 and B8 uses.

6.45 A summary of site rankings is provided in Table 6.4 and Table 6.5.

Table 6.6 North East Derbyshire District Site Scoring Summary

Site Score	Number of sites	Size (ha) (gross)	Size (ha) (net)
Very Good	7	112.04	19.47
Good	10	199.89	7.8
Average	9	82.1	5.83
Poor	5	25.98	3.3
Very Poor	-	-	-
Total	31	420.01	36.4

Source: Lichfields analysis

Table 6.7 Summary of North East Derbyshire District's Site Assessments

Site reference	Site name	Size (net ha)	Site rating (no. sites)	Recommendation
NED3	Markham Vale	1.87	Very Good (7)	Retain the site as a Strategic Site for employment use under Policy SS5. The site is considered suitable for E(g), B2 and B8 uses.
NED7	Markham Vale, NE of Chesterfield Road	1.25	Very Good (7)	Retain the site's allocation as a Principal Employment Area suitable for E(g), B2 and B8 uses.
NED20	Holmewood Business Park	0	Very Good (7)	Retain the site's designation as a Principal Employment Area most suitable for E(g) uses.
NED4	Coalite Priority Regeneration Area	27.2	Very Good (7)	Retain the site's allocation as a Priority Regeneration Area and protect the site for employment use. Potential to increase the amount of employment land delivered on this site from 15 ha to c. 27 ha following cancellation of HS2 route north of Birmingham.
NED11	Holmewood Industrial Park	0	Very Good (7)	Retain the site's designation as a Principal Employment Area most suited to light industrial, B2 and B8 uses.
NED17	Westthorpe Fields, Off Green Lane	0.35	Very Good (7)	Retain the site's designation as a Principal Employment Area , most suitable for E(g), B2 and B8 development.
NED6	Holmewood Industrial Estate	0.8	Very Good (7)	Retain the site's designated as a Principal Employment Area most suited to light industrial, B2 and B8 uses.

NED18	Coney Green Industrial Estate	1.59	Good (10)	The site should be retained as a Principal Employment Area most suited to E(g), B2 and B8 uses. The residential parts of the site (northwest and southwest of Coney Green Road) should be removed.
NED12	Corbriggs Industrial Estate, Mansfield Road	0.85	Good (10)	Retain the site's designation as a Principal Employment Area most suitable for B2 and B8 uses. The western part of the site has extant permission for the development of a Wood Processing Facility. The undeveloped northern and northeastern parts of the site may suit either small-scale development or expansion of the existing occupiers subject to providing suitable access arrangements to the plots.
NED1	The Avenue	4.0	Good (10)	Retain designation as a Strategic Site under Policy SS3 for mixed use development with 4 ha of employment land. E(g) uses (with a focus on light industrial) may be most suitable on the employment areas approved by the outline planning permission subject to providing appropriate screening to the adjacent residential uses.
NED2	Former Biwaters Site	1.36	Good (10)	Retain designation as a Strategic Site under Policy SS4 with an element of employment land on the site. (Note: Changes to approved Biwaters site masterplan to allow housing on employment parcel, reduces remaining employment land supply on this site from 5 ha to 1.36 ha).
NED10	Rotherham Close	0	Good (10)	Retain site's designation as a Principal Employment Area most suited to E(g), B2 and B8 uses.
NED14	Callywhite Lane Industrial Estate	0	Good (10)	Retain the site's designation as a Principal Employment Area , most suitable for a mix of E(g), B2 and B8 uses alongside a moderate amount of ancillary accommodation to support the site's main employment function. Access improvements and modernisation of units may be required to continue to attract occupiers in the future.
NED16	Stubley Lane/Wreakes Lane Industrial Estate	0	Good (10)	Retain the site's designation as a Principal Employment Area most suitable for E(g), B2 and B8 uses, with the potential to support other ancillary and employment uses, specifically within Use Class E.
NED25	West Of Derby Road	0	Good (10)	Retain the site's designation as a General Employment Area , most suitable for E(g), B2 and small scale B8 uses as well as complementary Sui Generis and Class E uses that serve the local community.
NED19	Temple Normanton Business Park	0	Good (10)	Retain the site as a Principal Employment Area most suitable for B2 and B8 uses. Consider releasing a further 1.25ha of land immediately to the north from the Green Belt as an expansion to this Business Park.
NED26	Derby Road (East and South)	0	Good (10)	Retain the site's designation as a General Employment Area , most suitable for E(g), B2 and small scale B8 uses as well as complementary Sui Generis and Class E uses that serve the local community.

NED21	Renishaw Industrial Estate (Ravenshorn Commercial Park)	2.5	Average (9)	Retain the site's designation as a Principal Employment Area most suitable for E(g), B2 and B8 development.
NED22	Bridge Street Industrial Estate/Upper Mantle Close	3.33	Average (9)	Retain the site's designation as a Principal Employment Area most suitable for E(g), B2 and B8 development. The available site area would increase from 0.89 ha to 3.33 ha.
NED23	Gunstones Bakery, Stubley Lane	0	Average (9)	Retain the site's designation at a General Employment Area most suitable for E(g) uses as well as smaller-scale B2 and B8 uses.
NED8	Pilsley Road	0	Average (9)	Retain designation as a Principal Employment Area most suitable for B2 and B8 uses.
NED9	Sheffield Road Industrial Estate	0	Average (9)	Retain designation as a Principal Employment Area most suited to B2 and B8 uses.
NED13	Rotherside Road	0	Average (9)	Retain the site's designation as a Principal Employment Area most suitable for E(g), B2 and B8 development. The employment site boundary should be amended to exclude the new residential properties encroaching within its boundaries.
NED15	Norwood Industrial Estate	0	Average (9)	Retain the site's designation as a Principal Employment Area most suited for B2 and B8 uses. Improvements to existing buildings will be required to increase their appeal for future occupiers.
NED29	Stonebroom Industrial Estate	0	Average (9)	Retain the site as a General Employment Area , most suitable for E(g), B2 and B8 uses.
NED30	Littlemoor Business Park	0	Average (9)	Retain site's designation as a General Employment Area. However, redevelopment and / or renovation of the premises within Littlemoor Business Park is likely to be required to increase market appeal by E(g), B2 and B8 occupiers.
NED27	Hepthorne Lane	0.70	Poor (5)	Retain the site's designation as a General Employment Area , most suited to E(g), B2 and B8 development. However, the site boundary in the adopted Local Plan should be amended so that it aligns with the current developed area and excludes the greenfield land to the south and west, with only a small area immediately fronting Station Road available for development (reducing the available area from 3.32 ha to around 0.7 ha).
NED28	Morton Industrial Estate	0	Poor (5)	Retain designation as a General Employment Area , most suitable for small-scale light industrial, B2 and B8 uses. However, if the current occupiers were to locate, a comprehensive redevelopment of the site would need to be considered or, subject to demonstrating lack of commercial demand in the area, a change of use. The residential part of the site adjacent to the B6014 should be removed from the boundary designation.
NED24	Sheffield Road	0.10	Poor (5)	Retain the site's designation as a General Employment Area , most suitable for a range of employment uses (E(g), B2 and B8) as well as other supporting Class E and Sui Generis uses.

NED5	Dronfield Regeneration Area	2.5	Poor (5)	The site comprises the Dronfield Regeneration Area and is protected for future employment use. Whilst the northern part of the site relates well to the successful Callywhite Lane Industrial Estate and should retain its employment designation (suited to E(g), B2 and B8 uses), the remainder of the site is so constrained by a range of highways and environmental issues that it should be deallocated.
NED31	Land South of Norwood Industrial Estate	0.0	Poor (5)	Given the existing highways constraints on the site and the proximity of residential uses, the site may be more suited to residential development rather than employment uses. It is recommended that the site's designation as a General Employment Area is removed.

6.46

Most of the sites were rated either 'good' or 'average'. Only five sites were rated as being 'poor', but some of these continue to perform important economic functions as existing employment sites and are occupied despite their constraints and some of the low-quality units on site. Nevertheless, this justifies their retention as they can provide cheap, cost-effective accommodation for local businesses. Only one site has been recommended to lose its designation entirely as a General Employment Area, with another site recommended to lose part of its allocation. These are discussed in further detail below:

- 1 Land South of Norwood Industrial Estate (NED31): The site largely comprises of undeveloped greenfield land but is contained by built development on three of the boundaries, including the Norwood Industrial Estate to the north. The site is constrained by poor vehicular access into the site and is separated from the Norwood Industrial Estate due to Chesterfield Canal (a designated Local Wildlife Site). The new infrastructure required has the potential to create significant viability issues. Existing residential uses are also located adjacent to two boundaries, with planning permission **granted to bring forward 50 dwellings on land situated adjacent to the site's western boundary**. Given the existing highways constraints on the site and the proximity of residential uses, the site may be more suited to residential development rather than employment uses. **It is recommended that the site's designation as a General Employment Area is removed.**

Dronfield Regeneration Area (NED5): The site is located on the edge of the existing Callywhite Lane Industrial Estate. The surrounding industrial units, alongside the more recently developed business units within Navigation Way Business Park, are well occupied. The site is severely constrained by flood risk, highway accessibility, topography, wildlife designations and heritage. Employment uses should be directed to the previously developed, northern part of the site. Consideration should be given to retaining as many existing landscape features on the site where possible, whilst also protecting the setting of the adjacent Scheduled Ancient Monument. The northern part of the site should therefore retain its employment protection and act as expansion land for the successful Callywhite Lane Industrial Estate, whilst the remainder of the site could be deallocated. This would reduce the developable area down to around 2.5 ha.

Conclusions

Chesterfield Borough

6.47

Overall, the assessment of identified employment sites indicates that the Borough contains a reasonable range of employment sites of differing qualities and types, with low vacancy levels. The sites vary from medium-sized existing industrial estates with multiple occupiers

to larger strategic sites which are allocated for economic regeneration and redevelopment, as well as several small, single-occupier employment sites which support a number of indigenous businesses.

- 6.48 The majority of sites have some form of planning policy status/protection, either as an existing employment allocation or strategic site, or operate within an Existing Employment Area and are therefore afforded a degree of protection from competing land uses. Most sites accommodated a combination of industrial (B2) and low-grade warehousing (B8) uses, often with ancillary offices. Some sites were allocated for mixed-use development and part of a wider regeneration area masterplan, particularly around Chesterfield Town Centre, with a focus on commercial (Use Class E) and residential.
- 6.49 There are five sites which score poorly, with one of these, Land to the East of Calow Lane, recommended to remain as open countryside and not to be allocated for employment uses. Another site, Chester Street, should retain its Established Business Areas protection under Policy CLP6, but whilst open storage / light industrial uses may be suitable in this location the Council should be flexible in applying this policy as trade counter uses may be more appropriate in this location given likely viability and access issues.
- 6.50 One common theme amongst the sites assessed was that of low vacancy rates. These low rates of vacancy prevent the churn, intensification and upgrading of existing sites that **would be expected to take place within a 'normal', or fluid, market environment** which is evident in a number of sites due to the presence of lower quality units and uses.
- 6.51 In general, the Council has a not insubstantial forward supply of employment land. If the recommendations of this ENAS are taken forward, the supply (with a base date of 2022) could total around 120 ha.

Table 6.8 Chesterfield: Total Local Plan Allocations and Other Employment Land Commitments (as of 31st March 2024)

Ref	Site Name	Assumed Employment Use	Complete 2022-2024	Amended Supply	TOTAL
E1	Former GKN works, Sheepbridge Lane	Multiple (E(g), B2, B8)	-	3.6 2.0	2.0
E2	Land at Prospect Park, North of Dunston	Multiple (E(g), B2, B8)	-	2.5	2.5
E3	Station Road (Wagon Works), Old Whittington	Multiple (E(g), B2, B8)	-	6.3 5.67	5.67
E4	Whitting Valley Road (Land at), Old Whittington	Multiple (E(g), B2, B8)	-	3.74	3.74
E5	Former Boythorpe Works, Goyt Side Road	Multiple (E(g), B2, B8)	-	5.0	5.0
E6	Impala Estates (land adj. Markham Vale)	B8	-	2.6	2.6
SS2	Chatsworth Road South	Multiple (E(g), B2)	-	0.40	0.40
SS3	Waterside (Station Place and Basin Square)	E(g) i/ii	-	1.96	1.96
SS3	Station Masterplan Area	E(g) i/ii	-	1.00	1.00
N/A	Markham Vale West: Plot 2	Multiple (B2, B8)	-	1.47	1.47
N/A	Markham Vale East: Plot 5 North	B8	-	0.75	0.75
N/A	Land Accessed from Farndale Road, Staveley (CHE/13/00675/OUT)	Multiple (E(g), B2, B8)	0.56	16.02	16.58
N/A	Land to the West of Campbell Drive, Barrow Hill	E(g) iii / B8 (open storage)	-	1.43	1.43
N/A	Clayton Street	Multiple (E(g), B2, B8)	-	0.20	0.20
N/A	Chester Street	E(g) iii / B8 (open storage)	-	0.94	0.94
SS5	Staveley Works Corridor (area around Works Road, SS5)	Multiple (E(g), B2, B8)	-	2.0	2.0
SS5	Staveley and Rother Valley Corridor (SS5)	Multiple (E(g), B2, B8)	-	50.0	50.0
SUB-TOTAL			0.56	97.68	98.24
	2022/2023 Completions (Net)	Multiple (E(g), B2, B8)	3.23	-	3.23
	2023/2024 Completions (Net)	Multiple (E(g), B2, B8)	2.25	-	2.25
	Commitments as of 31 st March 2024	Multiple (E(g), B2, B8)	-	16.49	16.49
ALL		Multiple (E(g), B2, B8)	6.04	114.17	120.21

Source: Lichfields Analysis / Chesterfield Borough Council Officers (July 2024). Note: Sites highlighted in **Bold** have been reappraised as part of this ENAS. Numbers in bold are new additions/amendments to the previous stated supply in the Council's Local Plan.

North East Derbyshire District

6.52

Overall, the assessment of identified employment sites suggested that the range of **employment sites were largely 'good' or 'average' with a range of industrial units and low vacancy levels.** There are a range of sites from large industrial estates, in established employment areas to remote rural sites, some containing smaller firms and others with single occupiers. Whilst there are a few sites which score poorly, even these sites fulfil wider functions that would justify their retention, such as providing a sustainable source of employment for rural residents, or enabling indigenous companies seeking low overheads to remain in the local area.

6.53

The majority of the sites were designated as Existing Employment Areas or have some form of planning policy status/protection or are safeguarded for employment uses and are therefore afforded a degree of protection from competing land uses. Most sites

accommodated a combination of industrial (E(G)(iii)/B2) and low-grade warehousing (B8) uses, often with ancillary offices.

- 6.54 Furthermore, only one existing allocated site (Land south of Norwood Industrial Estate – NED31) has been recommended to have its employment land protection removed due to poor vehicular accessibility and proximity within a residential area. Other sites were recommended to have their boundaries revised to account for existing residential uses or poor access and environmental constraints.
- 6.55 Overall, there was low vacancy rates amongst sites which, similar to Chesterfield Borough, poses challenges for churn, intensification and the upgrade of existing sites as there is a limited availability of alternative sites or locations for expansion.
- 6.56 Several larger sites, including those around Markham Vale and Holmewood Industrial Estate, are well positioned to the strategic road network which provides strong accessibility across to the north and midlands, including the Sheffield and Nottinghamshire industrial markets. These sites are well positioned to attract more strategic employment use given their size, location and market attractiveness.
- 6.57 If the recommendations of this ENAS are taken forward, the adjusted supply (with a base date of 2022) could total 54.844 ha. This is an uplift from the current 47.18 ha supply even with the loss of the Land Adjacent to Norwood Industrial Estate, primarily due to the potential inclusion of a larger volume of land at the Coalite Priority Regeneration Area due to the loss of HS2, which potentially frees up around 12 ha of additional employment land at the site.

Table 6.9 North East Derbyshire District: Total Local Plan Allocations and Other Employment Land Commitments (as of 31st March 2024)

Existing Employment Site and LP Allocation with development land remaining Site Name	Completed 2022-2024	Amended Supply	TOTAL
Coney Green, Clay Cross (Plot H)	-	1.59	1.59
Derby Road, Upper Mantle Close, Clay Cross	-	0.89 3.33	3.33
Westthorpe Business Centre, Killamarsh	-	0.35	0.35
Land Adjacent to Norwood Industrial Estate, Killamarsh	-	5.40 0	0
Markham Vale (West of M1), Long Duckmanton	-	1.87	1.87
Markham Vale (Part of former Coalite land, Chesterfield Road), Long Duckmanton	-	1.25	1.25
Renishaw Industrial Estate	-	2.50	2.50
Hepthorne Lane, Tupton	-	3.32 0.70	0.70
Holmewood Industrial Estate	-	0.8	0.8
Corbriggs Industrial Estate, Mansfield Road	-	0.85	0.85
Sheffield Road	-	0.10	0.10
Dronfield Regeneration Area	-	2.50	2.50
Strategic Sites			
The Avenue – Mixed Use Development, Wingerworth	-	4.00	4.00
Biwaters Site – Mixed Use Development, Clay Cross	-	1.36**	1.36
Coalite Priority Regeneration Area	-	15.00 27.2	27.2
SUB-TOTAL		48.4	48.4
2022/2023 Completions (Net)	-1.255	-1.255	-1.255
2023/2024 Completions (Net)	0.035	0.035	0.035
Commitments as of 31 st March 2024*	-	7.664*	7.664*
ALL	-1.22	54.844	54.844

Source: North East Derbyshire Council Officers (July 2024). NED Authority Monitoring Report 2023. Note: Sites highlighted in **BOLD** have been reappraised as part of this ENAS.

*Note: Excludes The Former Coalite Site and the Former Biwaters Site, both of which have extant planning permission, but which are included separately in the Table.

**Strategic site allocation - changes to approved Biwaters site masterplan to allow housing on employment parcel, reduces employment land supply from 5 ha to 1.36 ha.

7.0 Future Indigenous Employment Land Requirements

Introduction

7.1 This section considers North Derbyshire's future quantitative economic growth needs. It models a range of scenarios for the three districts over the Plan period 2022 to 2044. These scenarios consider the need for office and industrial (i.e. manufacturing and warehousing) floorspace. The final requirements are specified in floorspace (sqm) for E Class office (incorporating R&D), and land (in hectares) for E-Class light industrial, B2 and B8 uses.

7.2 As well as considering the baseline forecast growth using Experian's March 2024 econometric projections, we have also compared this model run with an Economic Growth scenario, as well as taking into account past delivery of employment space and the potential labour supply generated by housing growth scenarios based on the Governments current and likely future standard methodology for defining housing need.

Methodology

7.3 The Government's PPG advises on how to calculate future employment land requirement. The PPG²⁸ sets out that strategic policy making authorities will need to "develop an idea of future needs based on a range of data which is current and robust, such as:

- sectoral and employment forecasts and projections which take account of likely changes in skills needed (labour demand)
- demographically derived assessments of current and future local labour supply (labour supply techniques)
- analysis based on the past take-up of employment land and property and/or future property market requirements
- 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.

Authorities will need to take account of longer-term economic cycles in assessing this data and consider and plan for the implications of alternative economic scenarios."

7.4 An aspirational 'regeneration-led' scenario has been included which takes into account additional demand that could be generated by key growth sectors, private sector developments and interventions.

7.5 The forecast employment land scenarios covering the 22-year Plan period from 2022 to 2044 are:

- 1 Baseline employment forecasts (Labour Demand), using Experian's Local Market Quarterly Forecast for March 2024. These indicate a net workforce job growth of 5,200 (+14.7%) over the plan period for Bolsover; +6,500 (11.4%) for Chesterfield; and 3,200 (10.3%) for North East Derbyshire. The net workforce job growth figures referred to

²⁸ Planning Practice Guidance – Reference ID: 2a-027-20190220

here are total jobs across all sectors of the economy not just those likely to generate a demand for office and industrial floorspace.

- 2 An Economic Growth projection which considers in more detail the key growth **sectors identified in the LEP's SEP**. This is based on the Derbyshire Economic Strategy **Statement's interpretation of how** Derbyshire's economy contributes to the delivery of the eight priority sectors of the SEP. This scenario has been derived in conjunction **with the three Council's Economic Development Officers [EDOs] and generates a net** additional job growth target of +2,865 over the 22-year plan period.
- 3 A demographically-derived assessment of growth in the Labour Supply. This stage involves translating forecasts of population growth or planned housing levels (based on the new standard methodology as of December 2024 [SM3] into numbers of working-age and economically active residents requiring jobs, splitting these into B Class jobs and then applying job/floorspace ratios as for the job-based estimate.
- 4 Past Take-Up of employment land. The final scenario projects forward past annual **take-up rates of employment land by type using the respective Councils' monitoring** data, using longer term data (over 9 years) but avoiding distortions from constrained land supply or a few major developments.

7.6 All these approaches reflect different factors and careful consideration needs to be given as **to how appropriate each is to North Derbyshire's particular set of circumstances and policy** aspirations. In addition, to be robust, the economic growth potential and likely demand for employment space needs to be assessed under different future sensitivities, to reflect lower or higher economic growth conditions arising in future.

7.7 The ultimate judgement regarding the level of employment need that the Councils should plan for is not, therefore, simply shaped by a consideration of quantitative analysis. A range of qualitative factors should be considered, that would typically consider the quality and demand for existing premises, the spatial distribution of supply and demand for premises, and insights from commercial property agents and local businesses.

7.8 Experian econometric job forecasts were obtained by Lichfields to underpin this analysis. It should be emphasised that such forecasts tend to be most reliable at regional and national scales and consequently less so at the local economy level. Nevertheless, they provide a valuable input in respect of understanding future land needs by indicating the broad scale and direction of economic growth in different sectors.

Scenario 1: Experian Baseline March 2024

7.9 **Experian's model takes account of the existing economic structure of each Local Authority** (broken down by economic sector) and the historical relationship between the regional performance of an industry and the performance observed at the Local Authority level. The forecasts of job growth by sector used here reflect recent trends and economic growth projections at national and regional level, and how economic sectors in the three **North Derbyshire Districts have fared relative to the East Midlands region's** growth in the past. They are not constrained by either labour supply or land availability.

7.10 Before presenting the job growth outcomes from the scenarios it is worth highlighting in broad terms, limitations in how these were generated:

- 1 They are predominantly trend-based estimates projecting historic growth patterns into the future.

- 2 For the Experian projections, the population data that underpinned the modelling comprises the ONS 2019 Mid-Year Population Estimates [MYPE] for 1997-2019 and the 2018-based SNPP for England.
- 3 The forecasts do not consider policy influences and unforeseen impacts of individual business decisions.
- 4 There is not always a clear-cut relationship between employment change and employment land needs. Additional employment space may be required even if employment itself is falling; for example, if a manufacturing firm requires more space to enable greater automation and achieve job reductions through productivity gains.

Experian Scenario Assumptions: March 2024

Data from the ONS further reinforces our view that the UK is no longer in a technical recession. UK GDP is estimated to have risen by 0.1% in February following a further 0.3% growth in January that had been revised up from 0.2%.

The production sector was the primary driver behind the growth in February, rising by 1.1%, following a revised 0.3% fall in January. All production subsectors, with the exception of mining and quarrying, contributed to the rise, with manufacturing in particular noting a 1.2% increase on the month corresponding to its improved PMI performance. The service sector also contributed with a 0.1% rise following a 2.6% increase in its transportation and storage sector.

However, the construction sector somewhat offset the overall growth in GDP with a 1.9% fall, with output across eight of its nine subsectors declining as economic headwinds and winter conditions continue to delay planning work.

Following the mild technical recession in the second half of 2023, 2024 has experienced a more optimistic start. The two consecutive months of GDP growth points towards the UK economy no longer being in recession while inflation continues to ease, and business and consumer sentiment follows an upwards trajectory. Furthermore, unemployment remains low, and nominal pay growth is on the rise, signifying that some confidence can be placed in the economy.

However, our forecasts predict that GDP will only grow by 0.4% in 2024, as domestic economic constraints and geopolitical conflicts continue to jeopardise this growth. According to the ONS, around half of UK businesses recognise the current conflict in the Middle East to be the main cause of global supply chain disruption as a shock to global oil prices would drive up domestic inflation if there were any further escalation of the conflict.

The latest UK labour market data published showed a further cooling in the job market. The UK unemployment rate (aged 16-64) rose by 0.3pp in the three months to December – February 2024, though remains low by historic standards at 4.2%. In addition, the UK inactivity rate (aged 16-64) jumped by 0.3pp on the quarter to 22.2%, its highest level since July 2015, and 1.7pp above the pre-pandemic level.

Source: Experian UK Macro Economic Forecast March 2024

7.11

These local level employment forecasts are consistent with Experian's March 2024 UK macro forecast, with further detail on key assumptions summarised below.

- 7.12 A detailed breakdown of the various projections is provided in Table 7.1 for the three districts (and comparator areas). The Table indicates that the March 2024 Experian baseline workforce employment projections reported a period of sustained employment growth since the depths of the last recession.
- 7.13 Given the uncertainty in the longer-term macroeconomic picture, these assumptions may need to be reconsidered closer to the Local Plan examination stage depending on how the economic situation changes in the intervening period.
- 7.14 Table 7.1 **indicates that between 2002 and 2012, Bolsover's economy grew extremely rapidly, by 9,700 jobs. This was equal to a Compound Annual Growth Rate [CAGR] of 4.02%. This is a much higher level of growth than the Chesterfield, which saw no growth at all over that decade, and North East Derbyshire which grew by only 300 jobs (a CAGR of 0.1%). Bolsover's rate of growth was also much higher than the regional rate of 0.81% over the same time period, and particularly the UK-wide figure of 0.52%. the rate of growth slowed over the subsequent decade to 1.74%, although this was still above its North Derbyshire neighbours and also the regional (+1.09%) and national (1.16%) growth rates.**
- 7.15 Over the Plan period of 2022-**2044, the March 2024 projections suggest that Bolsover's economy will grow by +5,200 jobs, equal to a CAGR of 0.62%. This is almost identical to the regional and national growth projections. Chesterfield's rate of growth is lower, at 0.49%, albeit the net increase in workforce jobs is higher, at +6,500. North East Derbyshire's job growth is weaker in absolute terms (+3,200 jobs) and also the rate at which it is projected to grow (+0.45%).**

Table 7.1 Workforce Jobs Growth for the three North Derbyshire districts and comparator areas

	2002-2012	2002-2012	2012-2022	2012-2022	2022-2044	2022-2044
	Net Job Growth	CAGR	Net Job Growth	CAGR	Net Job Growth	CAGR
Bolsover	9,700	4.02%	5,600	1.74%	5,200	0.62%
Chesterfield	0	0.00%	3,400	0.62%	6,500	0.49%
North East Derbyshire	300	0.10%	1,700	0.56%	3,200	0.45%
East Midlands	171,280	0.81%	253,050	1.09%	343,460	0.60%
United Kingdom	1,635,740	0.52%	3,936,010	1.16%	5,134,180	0.61%

Source: Experian UK Macro Economic Forecasts March 2024

- 7.16 Table 7.2 summarises those sectors expected to experience the largest absolute increases or decreases in employment for Bolsover, Chesterfield and North East Derbyshire over the Plan period. Experian projects a growth equal to 14,900 net jobs between 2022 and 2044 overall, driven primarily by Health (+5,600); Administrative & Support Services (+3,000); Accommodation and Food Services (+2,000); Land Transport, Storage and Post (+1,600); Arts, Entertainment, Recreation & Other Services (+1,200); and Construction (+1,000²⁹). Job losses are predominantly concentrated in one sector – manufacturing³⁰ – which is projected to fall by 1,000 jobs over the next 22 years due to ongoing structural changes in the economy (with 200 job losses also in Wholesale & Retail and 100 losses in both

²⁹ Job growth in Construction is projected to be negative in North East Derbyshire in contrast to Chesterfield and Bolsover, due to a net loss of 100 jobs each in the Civil Engineering and Specialized Construction sectors.

³⁰ With the exception of North East Derbyshire, which is set to see a modest increase in manufacturing employment of +100 overall, due primarily to a growth of +400 jobs in the manufacture of Metal products.

Agriculture, Forestry & Fishing and Mining, Quarrying & Utilities).

Table 7.2 Job Change across the three North Derbyshire districts (2022 to 2044)

	Bolsover	Chesterfield	NE Derbyshire
Accommodation & food services	500	1,100	400
Business admin & support services	300	1,800	900
Agriculture, forestry & fishing	0	0	-100
Transport & storage	2,200	-700	100
Manufacturing	-400	-700	100
Information & communication	300	200	100
Construction	700	500	-200
Education	100	100	0
Mining, quarrying & utilities	-100	0	0
Financial & insurance	0	200	0
Health	600	3,700	1,300
Arts, entertainment, recreation & other services	800	200	200
Professional, scientific & technical	300	200	400
Public administration & defence	200	-100	-100
Real estate	0	0	0
Wholesale & Retail	-300	0	100
TOTAL	5,200	6,500	3,200

Source: Experian (March 2024) / Lichfields' analysis

7.17 To translate the resultant job forecasts into estimates of potential employment space it is necessary to allocate the level of employment change forecast for office, industrial, and wholesale / distribution uses as follows:

- 1 The office floorspace requirement is related to job growth / decline in the financial and business service sectors³¹;
- 2 The light industrial floorspace requirement is related to job growth / decline in some manufacturing sectors, specialised construction activities and some wholesale trades³²;
- 3 The general industrial floorspace requirement is related to job growth / decline in most manufacturing sectors³³; and,
- 4 The wholesale / distribution floorspace requirement is related to job growth / decline in the industrial sectors of wholesale and land transport, storage and postal services.³⁴

7.18 **Using Experian's baseline forecasts (which are based to an extent on past trends and current representation across the industrial classifications relative to the national and regional averages),** Table 7.3 indicates moderate growth in office-related jobs across all three districts, ranging from +1,095 in Chesterfield, to +503 in North East Derbyshire. Whilst there is growth in light industrial jobs for both Bolsover and Chesterfield, this is much more modest, whilst for North East Derbyshire there is likely to be a loss of light industrial jobs over the next 22 years (-252). This is reversed for B2 general industrial jobs with a loss of jobs for Bolsover and Chesterfield and modest growth in North East

³¹ i.e. Majority of BRES Sectors 58-74, Office administration and support, some activities of membership organisations and a proportion of Public Administration and Defence

³² Some printing and recording media; manufacture of computer and electronic products; some manufacture of furniture and repair & installation of machinery & equipment; majority of Specialised Construction Activities, plus car repair.

³³ Remaining Manufacturing sectors, plus some construction and waste and remediation activities.

³⁴ Wholesaling less car repairs retail car sales, plus post/couriers and land transport

Derbyshire. Bolsover is forecast to see a continuation of its historically strong growth in B8 warehousing jobs to 2044 with an increase of +1,922 jobs, although Chesterfield may lose -549 B8 jobs over the same timeframe. The key message from the analysis is that for Chesterfield and to a lesser extent North East Derbyshire, the vast majority of net job growth is likely to be in sectors that are unlikely to require office, industrial or warehousing floorspace. The picture is more mixed for Bolsover.

Table 7.3 Forecast Employment Change in the 3 North Derbyshire Districts 2022-2033/44 – Baseline Total Workforce Jobs

		Office*	Light Industrial**	B2 General Industrial***	B8 Warehousing****	Total Office / Industrial / Distribution Jobs	Other Jobs	Jobs in All Sectors
Bolsover	2022-33	+489	+198	-389	+595	+894	+1,406	+2,300
Bolsover	2022-44	+953	+396	-571	+1,922	+2,700	+2,500	+5,200
Chesterfield	2022-33	+581	+75	-421	-540	-305	+3,105	+2,800
Chesterfield	2022-44	+1,095	+274	-640	-549	+180	+6,320	+6,500
NE Derbyshire	2022-33	+253	-175	-47	-57	-26	+1,626	+1,600
NE Derbyshire	2022-44	+503	-252	+253	+88	+592	+2,608	+3,200

Source: Experian March 2024 / Lichfields Analysis. Note: rounding means that sums do not always add.

*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

- 7.19 Lichfields has translated the resulting net job growth figures into employment land projections using standard employment densities that have been applied to the forecast job change figures (based upon the latest HCA³⁵ guidance on employment densities). These translates Full Time Equivalents [FTEs] into workforce jobs, and plot ratios by use class.
- 7.20 For the purposes of this ENAS it has been assumed that:
- 1 One general office workforce job requires 12.5 sqm of employment floorspace (Gross External Area [GEA]);
 - 2 One light industrial job requires 47 sqm of employment floorspace [GEA];
 - 3 One general industrial workforce job requires 36 sqm of employment floorspace [GEA]; and,
 - 4 One job per 64.5 sqm for general, smaller scale warehousing (assumed to account for around a half of future space), 1 job per 71 sqm for medium scale units (also a half). Large scale / **'big box' logistics units** are analysed separately in Chapter 8.
- 7.21 The HCA Guidance took account of past trends in terms of the changing use of employment space, the main change being the more efficient utilisation of office space due to increased flexible working and hot-desking. This has resulted in a decrease in the amount of floorspace per office worker compared to previous iterations of the guidance.
- 7.22 However, it is accepted that the Covid-19 pandemic has dramatically altered working patterns. Throughout 2022 the percentage of working adults reporting having worked from home has varied between 25% and 40%, without a clear upward or downward trend, indicating that homeworking is proving resilient to pressures such as the end of lockdown restrictions and increases in the cost of living. UK-wide, in the year to January 2023, the

³⁵ HCA (November 2015): *Employment Densities Guide, 3rd Edition*

proportion of working adults that had travelled to work (both exclusively and in combination with working from home) was 44%³⁶. Despite fluctuations, this proportion remains close to that seen during the height of the pandemic, with a peak of 49% of adults having worked from home in the last seven days in the first half of 2020.

- 7.23 Many commentators are suggesting that there will be a permanent shift towards home working and the greater flexibility this affords people, with the need for office space in particular falling significantly.
- 7.24 Whilst in our view it is quite likely that there will be some long-term shift in working patterns because of the pandemic, at the time of writing it is still too soon to say how this will impact upon employment floorspace requirements. Indeed, many of the indicators appear to be moving the other way, with a drive to encourage more people to return to a 4 or 5-day working week in the office.
- 7.25 We therefore propose to retain the aforementioned job densities, particularly as the 2015 HCA Guidance already factors in an element of home working / hot desking into the calculations. That said, we have explored the potential impacts of any future need for Covid/health related measures in the sensitivity testing at the end of this chapter.
- 7.26 An adjustment has also been made to reflect the fact that a proportion of employment floorspace will always be vacant. Many sources are now suggesting that a figure of around 7.5%³⁷ / 8% should be used to calculate the normal, or equilibrium vacancy rate. CoStar data indicates that as of Q1 2024, the area had very high vacancy levels for office space, at 7.2% in Bolsover, 30.2% in Chesterfield, and 20.5% in North East Derbyshire. However, this is countered by an almost complete lack of vacant industrial floorspace in these areas, with vacancy levels at 0.9%, 1.5% and 0.1% respectively. Sitting between these extremes, the proportion of all warehousing units that are currently vacant ranged from 14.5% in Bolsover³⁸, down to 6.5% in Chesterfield and as low as 2.1% in North East Derbyshire.
- 7.27 Balancing this very wide range, it is clear that there are substantially higher levels of vacancy across North Derbyshire in the office market than there is for industrial, and to a lesser extent, warehousing, units. Nevertheless, it is sensible to apply a degree of flexibility to allow for market fluctuations.
- 7.28 Based on this data and discussions with local agents it is reasonable to suggest that the lower end of the **8-10% 'ideal' vacancy rate typically used for** Employment Land Needs Studies across the country represents a robust benchmark for an appropriate level of available floorspace going forward. A vacancy rate of around 8.0% is typically considered to **represent a 'normal' market equilibrium whereby supply and demand are broadly in balance**, but there is also sufficient availability and choice for the market to function and churn³⁹.
- 7.29 Where a reduction in jobs is forecast (e.g. for manufacturing), the associated amount of negative floorspace has been halved (in line with common methodological practice amongst Employment Land Needs Studies undertaken elsewhere across the country), to reflect the

³⁶ ONS (2023): Characteristics of homeworkers, Great Britain: September 2022 to January 2023

³⁷ Welsh Government (August 2015): Practice Guidance – Building an Economic Development Evidence Base to Support a Local Development Plan

³⁸ Whilst 14.5% is high, this may be a temporary blip due to the delivery of 126,000 sqm of B8 logistics space that came forward in 2023 alone. Prior to this, the vacancy rate for B8 in Bolsover had averaged just 2.4% over the previous decade.

³⁹ Benchmark used in the GLA Land for Industry and Transport Supplementary Guidance and London Plan (2021)

fact that job decline at a particular company does not automatically translate into a comparable loss of floorspace, at least not in the short-medium term.

- 7.30 The resultant floorspace estimates are provided in Table 7.4 for the periods 2022-2033 and 2022-2044. It indicates that there could be an overall net gain of office/industrial floorspace in Bolsover of 53,204 sqm between 2022 and 2033, rising to 163,338 sqm by 2044. This is driven by an increased demand for office and particularly B8 (due to reasonably strong growth in land transport, storage and post), with a continued fall in demand for general industrial floorspace.
- 7.31 In contrast, there is actually a net decrease in demand for employment floorspace in Chesterfield, of -14,247 sqm to 2033, albeit a partial recovery to -1,435 sqm by 2044 due to the loss of warehousing and general industrial jobs, whilst North East Derbyshire would see a loss of -3,485 sqm to 2033, rising to a modest increase of +17,785 sqm by 2044, with growth evenly distributed across office, general industrial and B8 warehousing offsetting a loss of light industrial floorspace.

Table 7.4 Forecast Net Floorspace Change (sqm) in North Derbyshire 2022-2033/2044: Experian Baseline

	Bolsover	Bolsover	Bolsover	Chesterfield	Chesterfield	Chesterfield	NE Derbyshire	NE Derbyshire	NE Derbyshire
	2022	Net Growth to 2033*	Net Growth to 2044*	2022	Net Growth to 2033*	Net Growth to 2044*	2022	Net Growth to 2033*	Net Growth to 2044*
Office	81,134	+6,603	+12,867	110,405	+7,848	+14,789	45,345	+3,417	+6,786
Light Industrial	91,584	+10,056	+20,112	107,516	+3,790	+13,908	118,923	-4,119	-5,930
B2 Industrial	166,252	-6,995	-10,286	181,172	-7,580	-11,521	170,922	-842	+9,835
B8 Logistics	495,128	+43,540	+140,646	473,919	-18,304	-18,611	166,294	-1,940	+6,466
Total	834,098	+53,204	+163,338	873,011	-14,247	-1,435	501,483	-3,485	+17,157

Source: Experian March 2024 / Lichfields Analysis. Note, sums do not always add due to rounding.

*Factoring in an 8% vacancy allowance where the net requirement is positive

**Net requirement halved as the job growth is negative. No vacancy adjustment applied in such instances.

Scenario 2) Policy On

- 7.32 An alternative job-based estimate of future needs has been compiled to understand the potential for job growth in the three districts of Bolsover, Chesterfield and North East Derbyshire, should various infrastructure projects and investment schemes come forward as planned over the coming years. Specifically, this involved discussions with Council Officers regarding their economic policy aspirations and the scale and types of jobs that could be associated with this.
- 7.33 Individual detailed classifications used in the Experian workforce job projections were reassessed to test whether there were any concrete policy justifications for modifying any of the categories. This focused on accelerating job growth in several core growth sectors in the three districts over the Plan period in line with national trends. The growth sectors were in **line with those set out in the D2N2 LEP's Strategic Economic Plan⁴⁰**, which identified eight priority sectors in which D2N2 was already strong or had the capacity to grow. These were

⁴⁰ The D2N2 Local Enterprise Partnership Strategic Economic Plan – Final Version for Submission to Government (2014)

taken forward in the Derbyshire Economic Strategy, which summarised the 8 priority sectors and the contribution Derbyshire's economy could make to delivering growth:

Figure 7.1 Derbyshire's Contribution to D2N2 Priority Sectors



Source: Derbyshire Economic Strategy Statement

- 7.34 Following discussions with Bolsover District Council Economic Development Officers [EDOs], it was agreed that these sectors remained a good match with their aspirations for their respective emerging Local Plans.
- 7.35 Chesterfield EDOs agreed, with the caveat that they had difficulty squaring the loss of 700 jobs in the transport and storage sector in the Experian forecast, with what has happened previously in the Borough and what we might expect to happen in the future. Based on Business Register and Employment Survey [BRES] data, Chesterfield has seen an employment increase of 1,000 jobs in the sector over the last 10 years. Looking forward, Officers considered that it would be reasonable to assume that some key sites will come forward for wholesale/logistics uses in the next 5 years or so, for example Markham Vale north extension and the former Hartington Tip site and, longer term, other sites in the Staveley Growth Corridor. On that basis it was requested that the baseline figure be adjusted from -700 to +600 by 2044. The other assumptions mirrored those for Bolsover.
- 7.36 Similar discussions with North East Derbyshire District Council Economic Development Officers indicated that whilst 6 of the sectors remained a good match for the Council's growth ambitions, Life Sciences and Transport & Logistics should be excluded from the uplift given the current (and likely future) mix of industries operating in the District. The relevant Experian sectors were matched in line with these key employment sectors as follows:

Table 7.5 Key Employment Growth Sectors and SIC alignment

D2N2 SEP Target Growth Sectors	Approximate Comparable Standard Industrial Classifications (Comparable Growth Rates 2022-2044 in Brackets)
1) Transport Equipment Manufacturing	Transport Equipment Manufacturing (Bolsover: 0% / Chesterfield: 0% / NE Derbyshire: 0% / East Midlands +0.21% / UK +0.09%)
2) Life Sciences	Manufacture of Pharmaceutical Products (Bolsover: 0% / Chesterfield: 0% / East Midlands +0.16% / UK +0.12%)
3) Food and Drink Manufacturing	Food, Drink & Tobacco Manufacturing (Bolsover: 0% / Chesterfield: 0% / NE Derbyshire: 0% / East Midlands -0.36% / UK -0.57%)
4) Construction	Construction of Buildings (Bolsover: +1.15% / Chesterfield: 0.65% / NE Derbyshire: 0% / East Midlands +0.71% / UK +0.62%) Specialised Construction (Bolsover: +1.08% / Chesterfield: 0.64% / NE Derbyshire: -0.22% / East Midlands +0.71% / UK +0.57%)
5) Visitor Economy	Accommodation and Food Services (Bolsover: +0.90% / Chesterfield: 1.39% / NE Derbyshire: +0.68% / East Midlands +1.11% / UK +0.88%) Recreation (Bolsover: +1.54% / Chesterfield: 1.86% / NE Derbyshire: +1.63% / East Midlands +1.68% / UK +0.55%)
6) Low Carbon Economy	Civil Engineering (Bolsover: +1.02% / Chesterfield: 0% / NE Derbyshire: -1.30% / East Midlands +0.32% / UK +0.22%) Utilities (Bolsover: -1.30% / Chesterfield: 0% / NE Derbyshire: 0% / East Midlands -0.35% / UK +0.28%)
7) Transport & Logistics	Air & Water Transport (Bolsover: 0% / Chesterfield: 0% / East Midlands +1.06% / UK +1.40%) Land Transport, Storage & Post (Bolsover: +1.67% / East Midlands +0.63% / UK +1.02%)
8) Creative Industries	Computing and Information Services (Bolsover: +1.32% / Chesterfield: 0.7% / NE Derbyshire: 0% / East Midlands +0.24% / UK +0.97%) Media Activities (Bolsover: 0% / NE Derbyshire: 0% / Chesterfield: 0% / East Midlands -0.36% / UK +0.71%) Printing and Recording Media Manufacture (Bolsover: 0% / Chesterfield: 0% / NE Derbyshire: 0% / East Midlands -1.41% / UK -1.78%)

Source: Lichfields' Analysis / Experian 2024 / D2N2 LEP SEP

- 7.37 The Table shows the percentage growth between 2022-33/44 for Bolsover, Chesterfield North East Derbyshire compared to the East Midlands and the UK as a whole. We have applied the highest overall growth rate of either of the respective district, the East Midlands or the UK to each of the 8 Key Growth Sectors.
- 7.38 Working on the presumption that these extra jobs are net additional to the job growth baseline projected by Experian, Table 7.6 shows the impact of this additional growth on the **Experian baseline forecast**. Overall, Bolsover's net workforce job growth increases by just 298 over and above the Experian baseline growth figure of +5,200 over the 22 years to 2044. This is lower than the additional growth of +1,079 in North East Derbyshire (above the +3,200 jobs in the baseline) and Chesterfield (+7,988, some 1,488 higher than the baseline). Many of these additional jobs fall into other sectors which generally do not have employment land requirements.

Table 7.6 Forecast Employment Change 2022-2033/44 – Economic Growth Total Workforce Jobs

		Office	Light Industrial	B2 General Industrial	B8 Warehousing	Total Office / Industrial / Distribution Jobs	Other Jobs	Jobs in All Sectors	Increase above Baseline
Bolsover	To 2033	+497	+198	-364	+595	+926	+1,563	+2,489	+189
Bolsover	To 2044	+953	+396	-484	+1,922	+2,787	+2,711	+5,498	+298
Chesterfield	To 2033	+724	+119	-414	+150	+579	+3,287	+3,866	+1,066
Chesterfield	To 2044	+1,179	+309	-631	+572	+1,429	+6,559	+7,988	+1,488
NE Derbyshire	To 2033	+336	+72	-44	-57	+307	+1,840	+2,147	+547
NE Derbyshire	To 2044	+568	+191	+258	+88	+1,105	+3,174	+4,279	+1,079
TOTAL	To 2033	1,557	389	-822	688	1,812	6,690	8,502	1,802
TOTAL	To 2044	2,700	896	-857	2,582	5,321	12,444	17,765	2,865

Source: Experian March 2024 / Lichfields Analysis. Note, sums do not always add due to rounding

- 7.39 The resultant floorspace estimates are provided in Table 7.7. They indicate an overall net gain of office/industrial floorspace across the three North Derbyshire districts of 78,551 sqm between 2022 and 2033, rising to 260,856 sqm by 2044.

Table 7.7 Forecast Net Floorspace Change (sqm) in North Derbyshire 2022-2033/44: Experian Policy On

	Bolsover	Bolsover	Bolsover	Chesterfield	Chesterfield	Chesterfield	NE Derbyshire	NE Derbyshire	NE Derbyshire
	2022	Net Growth to 2033*	Net Growth to 2044*	2022	Net Growth to 2033*	Net Growth to 2044*	2022	Net Growth to 2033*	Net Growth to 2044*
Office	81,134	6,709	12,867	110,405	9,771	15,916	45,345	4,538	7,665
Light Industrial	91,584	10,056	20,112	107,516	6,054	15,661	118,923	3,663	9,688
B2 Industrial**	166,252	-6,557	-8,718	181,172	-7,458	-11,356	170,922	-788	10,047
B8 Logistics	495,128	43,540	140,646	473,919	10,962	41,862	166,294	-1,940	6,466
Total	834,098	53,749	164,906	873,011	19,329	62,084	501,483	5,473	33,866

Source: Experian March 2024 / Lichfields Analysis. Note, sums do not always add due to rounding.

*Factoring in an 8% vacancy allowance where the net requirement is positive

**Net requirement halved where the job growth is negative. No vacancy adjustment applied in such instances.

Sensitivity Test: Past Jobs Growth

- 7.40 This sensitivity test looks at past trends in jobs growth experienced in the three districts over the past decade (2013-2023) and trends the resultant Compound Annual Growth Rate [CAGR] over the Plan period from 2022-2044.
- 7.41 As set out above, over the medium term, Bolsover District's economy has experienced particularly strong growth levels, following the expected blip in the immediate aftermath of the recession in 2009/10-2010/11. Over that period (2013-2023), the number of jobs in Bolsover District increased by 6,500, or 1.97% per annum (CAGR), compared to +4,600 jobs in Chesterfield Borough (0.87% CAGR) and just 3,000 (+0.99%) in North East Derbyshire District over this time period.
- 7.42 Applying these CAGR rates annually from 2022 to the total jobs growth for each district equates to a net job growth of 40,748 by 2044 for the 3 districts in North Derbyshire. Assuming the same sectoral representation for each industry in 2044 as the March 2024 Experian baseline, constrained to the aforementioned overall net job growth figures, would result in a strong office/warehousing job growth of 6,807/5,466 respectively as summarised in Table 7.8.

Table 7.8 Forecast workforce jobs change in in the three North Derbyshire districts 2022-2033/44 – Past Trends

		CAGR 2013- 23	Office	Light Industrial	B2 General Industrial	B8 Warehousing	Total Office / Industrial / Distribution Jobs	Other Jobs	Jobs in All Sectors
Bolsover	2033	1.968%	1,766	591	385	1,923	4,666	4,533	9,199
Bolsover	2044	1.968%	3,642	1,243	890	5,022	10,798	9,067	19,865
Chesterfield	2033	0.866%	1,137	214	-149	-196	1,007	5,325	6,332
Chesterfield	2044	0.866%	2,054	521	-216	13	2,373	10,260	12,634
NE Derbyshire	2033	0.989%	563	13	328	117	1,021	3,190	4,210
NE Derbyshire	2044		1,111	83	989	431	2,613	5,635	8,249
TOTAL	2033	-	3,466	818	564	1,844	6,694	13,048	19,741
TOTAL	2044	-	6,807	1,847	1,663	5,466	15,784	24,962	40,748

Source: Experian March 2024 / Lichfields Analysis. Note: rounding means that sums do not always add.

7.43

The resultant floorspace estimates are provided in Table 7.9. They indicate a very significant overall net gain in employment floorspace of around 514,373 sqm between 2022 and 2044 in Bolsover District, a much lower 51,296 sqm in Chesterfield Borough and a slightly higher 89,167 sqm in North East Derbyshire District. Overall, the employment floorspace need is driven by a strong recent growth in warehousing jobs, particularly in Bolsover.

Table 7.9 Forecast Net Floorspace Change (sqm) in North Derbyshire 2022-2044: Past Trends Job Growth

	Bolsover	Bolsover	Bolsover	Chesterfield	Chesterfield	Chesterfield	NE Derbyshire	NE Derbyshire	NE Derbyshire
	2022	Net Growth to 2033*	Net Growth to 2044*	2022	Net Growth to 2033*	Net Growth to 2044*	2022	Net Growth to 2033*	Net Growth to 2044*
Office	81,134	23,846	49,165	110,405	15,355	27,735	45,345	7,599	14,993
Light Industrial	91,584	29,996	63,103	107,516	10,873	26,467	118,923	646	4,210
B2 General Industrial	166,252	14,983	34,613	181,172	-2,677	-3,884	170,922	12,771	38,453
B8 Logistics	495,128	140,697	367,493	473,919	-6,628	978	166,294	8,541	31,512
Total	834,098	209,523	514,373	873,011	16,922	51,296	501,483	29,557	89,167

Source: Experian March 2024 / Lichfields Analysis. Note, sums do not always add due to rounding.

*Factoring in an 8% vacancy allowance where the net requirement is positive

**Net requirement halved as the job growth is negative. No vacancy adjustment applied in such instances.

7.44

It is considered that only limited weight can be attached to this modelling exercise as the past rates of job growth, particularly for Bolsover, are of a very different magnitude to the much weaker Experian projections for 2024, which factor in the likely impacts of the ongoing economic uncertainty and cost of living crisis.

Scenario 3) Labour Supply

7.45

It is also important to consider how many jobs, and hence how much employment space, would be necessary to broadly align with the forecast growth of the resident workforce in

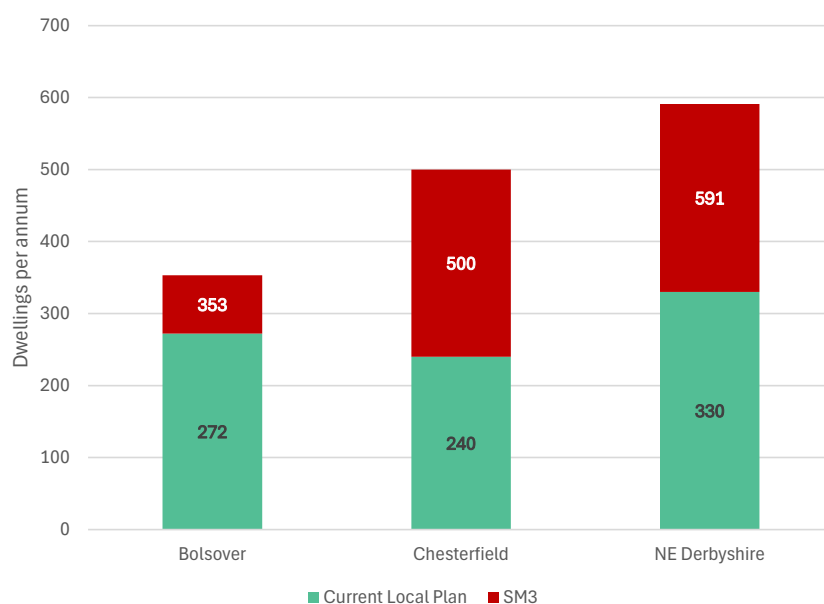
the three North Derbyshire districts. In contrast to the other approaches, this scenario focuses on the future supply of labour rather than the demand for labour. It estimates the number of new jobs that would be needed to align with the future working-age population, and how much employment space would be needed to accommodate these jobs.

7.46 The new Labour Government has recently consulted on a new Standard Methodology [SM3], which was subsequently included in NPPF24. SM3 represents a shift from the previous standard method [SM2] in that it no longer links housing need with any demographic projections (e.g. population or household projections produced by ONS).

7.47 SM3 uses a stock-based starting point (0.8% of current stock), with an affordability uplift (based on average median workplace affordability over five years. For each 1% the ratio is above 5, the housing stock baseline is increased by 0.95. This results in a final figure of 370,408 per year.

7.48 The new methodology sees a very significant increase in the housing need for all three North Derbyshire Districts. As illustrated in Figure 7.2, there is an overall housing need of 1,444 dwellings per annum [dpa] across the three North Derbyshire districts, or +31,768 dwellings over the 22-year plan period. The use of the SM3 need figure generates a 30% **increase in Bolsover District Council's housing target over and above** its current Local Plan target of 272 dpa; an increase of 108% for Chesterfield Borough Council; and an increase of 79% for North East Derbyshire District Council.

Figure 7.2 New Standard Methodology for Calculating Housing Need vs. current Local Plan Targets



Source: Lichfields' Analysis

7.49 Lichfields has developed a methodology to align the new SM3 housing need targets with population and, ultimately, job growth. As the latest set of projections with sub-national figures and the full range of national variants, the 2018-based population and household projections inform this methodology. However, it is important to recognise that these have been superseded at the national level, so the 2021-based interim projections are also incorporated. Across England, the 2021-based projections also suggest a return to overall population growth in line with the 2014-based projections, which would represent an approach in line with that envisaged by the Government in SM2.

7.50 We created an ‘adjusted baseline’ for each of the three North Derbyshire districts by firstly taking the latest 2018-based SNPP and uplifting it (by sex/age) by an uplift factor⁴¹ based on the 2021-based national projections, which are considerably higher and are driven primarily by international migration.

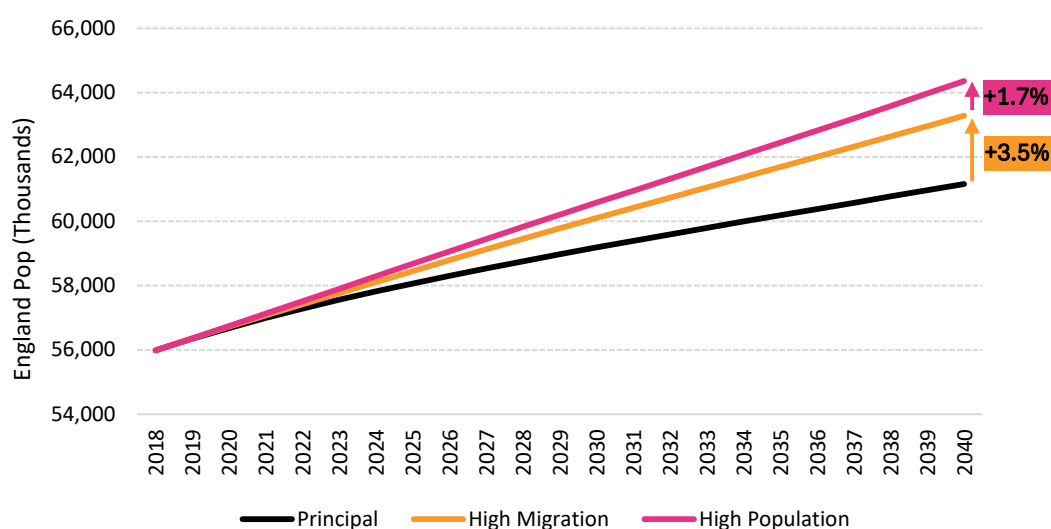
7.51 Because of the degree to which SM3 exceeds underlying population growth at a national level, it is necessary to assess how much of the housing uplift can reasonably lead to:

- actual additional population growth; *or*
- results in induced household formation, improving affordability and/or increased vacancy, implying greater choice in the housing market and induced household formation but without generating any additional people.

7.52 To assess this, we have reviewed some of the higher variant projections produced by ONS in the 2018-based projections, namely the ‘high migration’ variant (high international migration) and the ‘high population’ variant (the latter being the highest variant produced, with high international migration, high birth rates and higher life expectancy).

7.53 At a national level, the high migration variant yields an overall population 3.5% above the principal projection by 2040, with the high population variant yielding a further 1.7% population uplift as shown in Figure 3.

Figure 3 England National Population Projections – Total - Variants – 2018-based



Source: ONS

7.54 The uplift varies when looking at the working age population, with the high migration variant uplifting the principal projection for 15-64 year-olds by 4.2%, and the high population variant only uplifting by a further 0.5% by 2040.

7.55 Our approach to the standard method accommodates an increasing proportion of the overall population in an area, starting with the 2018-based SNPP and up to a limit of the ‘Adjusted High’ scenario, and takes into account the differences in age structure resulting

⁴¹ The difference between the total population by age/sex for England between the 2018-based principal population projection and the 2021-based interim principal national population projection. Note that because the 2021-based interim population projections started in 2023, adjustment factors for 2020, 2021 and 2022 are based on the 2020-based interim projections.

from higher population growth. We have then applied the following assumptions to convert population to jobs:

- Economic activity rates for 2022 and anticipated future changes in economic activity rates for males and females over the age of 16 years old. These were estimated **by using the ONS's Annual Population Survey data for each district and the 2022 MYPE** factoring in the 2021 Census, then projected forward using the growth rates published by the OBR in July 2018⁴².
- An unemployment rate for 2022 and 2023 taken from the ONS Annual Population Survey [APS] Model-based Unemployment rate for those years. This is then held constant over the remainder of the plan period.
- A Labour Force Ratio based on the APS (the number of economically active residents), unemployment rates and the March 2024 Experian employment projections (used for Scenario 1). If the Labour Force [LF] Ratio is over 1.0, this means that there were more residents in employment living in the district than there were jobs (see for example, North East Derbyshire), whereas if the LF is below 1.0, then there were more jobs than workers living in an area, resulting in net inward commuting patterns (Chesterfield being the most obvious example). The LF ratio was then held constant over the plan period 2022-2044.

7.56

Under SM3, Bolsover's new housing need figure of 353 dpa, or 7,766 net additional new homes over the 22-year plan period, could accommodate 12,413 new residents, and an increase of 5,357 jobs net. In Chesterfield, the 500 dpa SM3 figure could see a very significant increase in jobs, by 11,935 to 2044, whilst for North East Derbyshire, an increase of the LHN to 591 dpa could see a net increase in jobs of 7,213 by 2044.

Table 7.10 Projected population and labour force change associated with SM3 Housing Requirements, 2022-44

	Housing Need SM3	Housing Need SM3	Housing Need SM3	Housing Need SM3
	DPA	Total Dwellings	Estimated Population growth	Jobs growth
Bolsover	353	7,766	12,413	5,357
Chesterfield	500	11,000	17,073	11,935
NE Derbyshire	591	13,002	19,962	7,213
Nth Derbyshire TOTAL	1,444	31,768	49,448	24,505

Source: Lichfields analysis, based on 2018 SNPP, APS data, MHLCG data and OBR economic activity projections. Note: rounding means that sums do not always add.

7.57

To calculate the employment floorspace implications of these projections, the same assumptions concerning vacancy rates and employment densities as per the Experian March 2024 baseline econometric demand-side forecasting work were applied to these job projections. It has been assumed that the projected employment split of office / industrial and B8 jobs will mirror the Experian 'Policy On' projections in 2022 and 2044.

Table 7.11 Forecast Employment Change in North Derbyshire 2022-2044 – Labour Supply Total Workforce Jobs

District	Labour Supply Scenario	Office	Light Industrial	B2 General Industrial	B8 Warehousing	Total Office / Industrial / Distribution Jobs	Other Jobs	Jobs in All Sectors
Bolsover	SM3 353 dpa	927	388	-499	1,893	2,710	2,647	5,357
Chesterfield	SM3 500 dpa	1,787	466	-364	994	2,884	9,051	11,935
NE Derbyshire	SM3 591 dpa	916	416	674	281	2,287	4,926	7,213

Source: Experian March 2024 / Lichfields Analysis. Note, sums do not always add due to rounding errors.

7.58

Under these scenarios, addressing the future employment requirements of local residents would result in a net requirement of 355,978 sqm net of employment floorspace between 2022 and 2044 across the three North Derbyshire districts. These results are shown in Table 7.12:

Table 7.12 Forecast Net Floorspace Change (sqm) in North Derbyshire 2022-2033/44: Labour Supply SM3

	Bolsover	Bolsover	Bolsover	Chesterfield	Chesterfield	Chesterfield	NE Derbyshire	NE Derbyshire	NE Derbyshire
	2022	To 2033*	To 2044*	2022	To 2033*	To 2044*	2022	To 2033*	To 2044*
Office	81,134	6,662	12,521	110,405	14,663	24,125	45,345	6,815	12,361
Light Industrial	91,584	10,001	19,702	107,516	10,688	23,665	118,923	9,284	21,141
B2 General Industrial	166,252	-6,595	-8,974	181,172	-4,306	-6,544	170,922	6,082	26,186
B8 Logistics	451,277	43,274	138,484	473,919	29,070	72,737	151,566	2,596	20,575
Total	790,247	53,342	161,732	873,011	50,115	113,982	486,756	24,778	80,264

Source: Experian March 2024 / Lichfields Analysis. Note, sums do not always add due to rounding.

*Factoring in an 8% vacancy allowance where the net requirement is positive

**Net requirement halved as the job growth is negative. No vacancy adjustment applied in such instances

Estimating the Net Land Requirement

7.59

The next step involves translating floorspace into land requirements for industrial and warehousing uses (office uses are kept as floorspace). Land requirements have been calculated by applying appropriate plot ratio assumptions to the floorspace estimates:

- Industrial/Warehousing: in accordance with standard practice in ELRs⁴³, a plot ratio of 40% was applied, so that a 1 ha site would be needed to accommodate 4,000 sqm of employment floorspace.

7.60

The resulting net land requirements for the labour demand and labour supply scenarios are set out in Table 7.13. For Bolsover, the net requirements are fairly consistent, ranging from 38 ha under the Experian scenario to as high as 37 ha based on the SM3 housing need

⁴³ See, for example, Welsh Government (2015) *Practice Guidance – Building an Economic Development: Evidence Base to Support a Local Development Plan*, paragraph 6.6.2

figure to 2044. There is limited difference between the Experian baseline and Policy On scenarios, which are both at the upper end of the range, as the 8 key growth sectors identified are anticipated to see higher levels of growth by 2044 in Bolsover District than for the East Midlands/UK and therefore any additional uplifts were minimal.

- 7.61 As for Chesterfield, the net land requirements under these scenarios are lower than might have been anticipated, and in many cases result in a negative net requirement. The main reason for this is because the Experian sectoral job forecasts suggest that whilst the Borough could see relatively high levels of job growth in the coming years (+6,500 2022-44), almost all of this is likely to be in sectors that do not require traditional B-Class land – such as health (+2,600 jobs), Accommodation & Food Services (+1,100), and Residential Care & Social Work (+500). The Policy On scenario is higher as it boosts the employment land sectors that are currently poorly performing in the area, hence it features towards the upper end of the range, at 11.5 ha, although even this is well below the SM3 scenario at 22.5 ha.
- 7.62 Finally, North East Derbyshire has similarly weak net growth projections, albeit its highest scenario relates to the SM3 622 dpa target which could see 17 ha of employment land required (net).

Table 7.13 North Derbyshire Net Land requirements by labour demand and supply led scenarios (ha) 2022-33/44

		Light Industrial	Light Industrial	General Industrial	General Industrial	Warehousing	Warehousing	Total	Total
		To 2033	To 2044	To 2033	To 2044	To 2033	To 2044	To 2033	To 2044
Bolsover	1) Experian Baseline	2.51	5.03	-1.75	-2.57	10.89	35.16	11.65	37.62
Bolsover	2) Policy On	2.51	5.03	-1.64	-2.18	10.89	35.16	11.76	38.01
Bolsover	3) SM3 353 dpa	2.50	4.93	-1.65	-2.24	10.82	34.62	11.67	37.30
Chesterfield	1) Experian Baseline	0.95	3.48	-1.90	-2.88	-4.58	-4.65	-5.52	-4.06
Chesterfield	2) Policy On	1.51	3.92	-1.86	-2.84	2.74	10.47	2.39	11.54
Chesterfield	3) SM3 500 dpa	2.67	5.92	-1.08	-1.64	7.27	18.18	8.86	22.46
NE Derbyshire	1) Experian Baseline	-1.03	-1.48	-0.21	2.46	-0.49	1.62	-1.73	2.59
NE Derbyshire	2) Policy On	0.92	2.42	-0.20	2.51	-0.49	1.62	0.23	6.55
NE Derbyshire	3) SM3 591 dpa	2.32	5.29	1.52	6.55	0.65	5.14	4.49	16.98

Source: Lichfields Analysis. Note: Numbers may not sum due to rounding.

Scenario 4) Past Take Up

- 7.63 Because they reflect market demand and actual development patterns on the ground, in some situations long term completion rates of employment floorspace can provide a reasonable basis for informing future land needs, particularly where land supply or demand has not been unduly constrained historically. However, the future demand picture may not necessarily reflect past trends and some adjustments may be needed.
- 7.64 Monitoring data on past completions and losses was provided by the three North Derbyshire Councils from 2015/16 to 2023/24 inclusive. This covers 9 years of gross completions and losses data as shown in Table 7.14, Table 7.15 and Table 7.16. As set out in detail in Section 5.0 of this report, the detailed information provided by the three Councils

also enabled us to distinguish between local, or indigenous take up, and units that were completed in order to meet a wider, or strategic need. The latter were considered to be at least 9,000 sqm in size (c. 100,000 sq. ft.) and were predominantly for warehousing and to a lesser extent, industrial use.

7.65 As such, a 9-year period has been used to derive average annual completions and losses respectively as this is the length of time that completions, losses and information on strategic take up is available on a consistent basis across the three districts.

7.66 Starting with Bolsover in Table 7.14, it is apparent that since 2015/16, a total of 81.59 ha⁴⁴ has come forward (gross) for employment use, of which the vast majority (68.36 ha) relates to B8 and B2/B8 land. The latter includes 25.02 ha B2/B8 at the former Coalite site and 15.18 ha of strategic B8 land to the north and west of Berristow Farm, Mansfield Road, South Normanton, both in 2023/24. It also includes a 20,580 sqm / 6.31 ha B2/B8 development at Markham Vale in 2020/21.

7.67 The average annual gross completions of employment land totalled 9.07 ha, of which the vast majority (7.6 ha per annum) can be considered strategic in scale.

7.68 This is set against losses in order to derive a net figure. As can be seen from Table 7.14, losses totalled 6.25 ha, with average annual losses of 0.69 ha. On this basis, net completions were 75.34 ha in total / 8.37 ha per annum.

Table 7.14 Bolsover District Annual Average Take up / Losses of Employment Land, 2015/16-2023/24 (ha)

BOLSOVER		Time Period	Total Gross Completions	Total Losses to alternative non B-Class uses	Total Net Completions
Local	E(g) (i) Office / E(g) (ii) R&D	Total	0.2	3.54	-3.34
Local	E(g) (i) Office / E(g) (ii) R&D	Annual	0.02	0.39	-0.37
Local	E(g) (iii) Light Industrial	Total	0	0	0
Local	E(g) (iii) Light Industrial	Annual	0.00	0.00	0.00
Local	B2 General Industrial	Total	1.48	0.93	0.55
Local	B2 General Industrial	Annual	0.16	0.10	0.06
Local	B8 Warehousing	Total	7.1	1.78	5.32
Local	B8 Warehousing	Annual	0.79	0.20	0.59
Local	B2 & B8	Total	4.45	0.00	4.45
Local	B2 & B8	Annual	0.49	0.00	0.49
Local	ALL	Total	13.23	6.25	6.98
		Annual	1.47	0.69	0.78
Strategic	B8	Total	32.13	0	32.13
Strategic	B8	Annual	3.57	0.00	3.57

⁴⁴ The 81.59 ha gross area reflects the actual usable areas and does not include wider areas such as estate roads.

Strategic	B2/B8	Total	36.23	0	36.23
Strategic	B2/B8	Annual	4.03	0.00	4.03
Strategic	TOTAL	Total	68.36	0	68.36
Strategic	TOTAL	Annual	7.60	0.00	7.60

Source: Bolsover District Council Officers 2024. Note: Numbers may not sum due to rounding.

- 7.69 Moving on to Chesterfield, Table 7.15 indicates that since 2015/16, a total of 58.68 ha. The split between strategic employment land and smaller units for primarily indigenous users is very different from Bolsover, with 30.38 ha of Chesterfield's recent take up comparing 'big box' logistics (mainly relating to Plot 14 Markham Vale Employment Growth Zone and Plot 13, Markham Lane Duckmanton, both in 2017/18 totalling 14.8 ha).
- 7.70 The average annual gross completions of employment land totalled 6.52 ha. Again, this is set against losses in order to derive a net figure. As can be seen from Table 7.15, losses totalled just 4.06 ha, with average annual losses of 0.45 ha. On this basis, net completions were 54.62 ha in total / 6.07 ha per annum.

Table 7.15 Chesterfield Borough Annual Average Take up / Losses of Employment Land, 2015/16-2023/24 (ha)

CHESTERFIELD		Time Period	Total Gross Completions	Total Losses to alternative non B-Class uses	Total Net Completions
Local	E(g) (i) Office / E(g) (ii) R&D	Total	3.01	0.45	2.55
Local	E(g) (i) Office / E(g) (ii) R&D	Annual	0.33	0.050	0.28
Local	E(g) (iii) Light Industrial	Total	4.39	0.06	4.33
Local	E(g) (iii) Light Industrial	Annual	0.488	0.01	0.48
Local	B2 General Industrial	Total	6.93	0.31	6.62
Local	B2 General Industrial	Annual	0.770	0.03	0.74
Local	B8 Warehousing	Total	13.96	0.13	13.83
Local	B8 Warehousing	Annual	1.552	0.01	1.54
Local	ALL	Total	28.30	0.96	27.34
Local	ALL	Annual	3.144	0.11	3.04
Strategic	B2	Total	0.00	3.10	-3.10
Strategic	B2	Annual	0.00	0.34	-0.34
Strategic	B8 Warehousing	Total	30.38	0.00	30.38
Strategic	B8 Warehousing	Annual	3.38	0.00	3.38
Strategic	TOTAL	Total	30.38	3.1	27.28
Strategic	TOTAL	Annual	3.376	0.34	3.03

Source: Chesterfield Borough Council Officers 2024. Note: Numbers may not sum due to rounding.

7.71 Finally, North East Derbyshire's take up figures are summarised in Table 7.16. It shows that since 2015/16, just 11.36 ha of employment land have been completed, a very similar amount to Bolsover. Although a number of units have come forward on large new industrial estates such as Coney Green and Markham Vale, none were of a size in excess of 9,000 sqm that could legitimately be regarded as being strategic, 'big box' in scale⁴⁵.

7.72 The average annual gross completions of employment land totalled just 1.26 ha. Again, this is set against losses in order to derive a net figure. As can be seen from Table 7.15, losses totalled just 5.55 ha, with average annual losses of 0.62 ha. On this basis, net completions were 5.815 ha in total / 0.65 ha per annum.

Table 7.16 North East Derbyshire District Annual Average Take up / Losses of Employment Land, 2015/16-2023/24 (ha)

NORTH EAST DERBYSHIRE		Time Period	Total Gross Completions	Total Losses to alternative non B-Class uses	Total Net Completions
Local	E(g) (i) Office / E(g) (ii) R&D	Total	0.92	0.55	0.37
Local	E(g) (i) Office / E(g) (ii) R&D	Annual	0.10	0.06	0.04
Local	E(g) (iii) Light Industrial	Total	0.1	0.23	-0.17
Local	E(g) (iii) Light Industrial	Annual	0.01	0.03	-0.02
Local	B2 General Industrial	Total	0	0.18	-0.07
Local	B2 General Industrial	Annual	0.01	0.02	-0.01
Local	B8 Warehousing	Total	3.20	1.80	1.40
Local	B8 Warehousing	Annual	0.36	0.20	0.16
Local	B2 and B8	Total	7.07	2.79	4.28
Local	B2 and B8	Annual	0.79	0.31	0.48
Local	ALL	Total	11.36	5.55	5.81
Local	ALL	Annual	1.26	0.62	0.65
Strategic	B8	Total	0.00	0.00	0.00
Strategic	B8	Annual	0.00	0.00	0.00
Strategic	B2 and B8	Total	0.00	0.00	0.00
Strategic	B2 and B8	Annual	0.00	0.00	0.00
Strategic	TOTAL	Total	0.00	0.00	0.00
Strategic	TOTAL	Annual	0.00	0.00	0.00

Source: North East Derbyshire District Council Officers 2024. Note: Numbers may not sum due to rounding.

7.73 For the purposes of this scenario and given that the figures are considerably out of step with the econometric and labour supply modelling, we have trended forward the gross annual

⁴⁵ Note – whilst both Coney Green and Markham Vale in North East Derbyshire have seen completed floorspace in excess of 9,000 sqm during the 9-year period, none of the units have individually been this large in scale.

figures over the 22-year plan period from 2022 to 2044. The data suggests that if past take up was replicated in future, then trending forward an annual requirement of 9.07 ha in Bolsover could justify the provision of 198.95 ha (gross) of B2/B8 land over the next 22 years, of which the vast majority (167.1 ha) would relate to strategic B2/B8.

- 7.74 Chesterfield has a smaller overall figure, of 136.07 ha of B2/B8 land, evenly split between indigenous and strategic needs. Unsurprisingly, North East Derbyshire has the lowest levels of growth based on this methodology, totalling just 25.51 ha (net) of B2/B8 land over 22 years (all of which relates to local needs).

Table 7.17 Forecast Gross Floorspace (sqm) / Land Change (ha) in North Derbyshire 2022-2033/44: Past Development Trends

	Bolsover	Bolsover	Chesterfield	Chesterfield	NE Derbyshire	NE Derbyshire
	To 2033	To 2044	To 2033	To 2044	To 2033	To 2044
Office Floorspace (sqm)	977 sqm	1,954 sqm	14,696 sqm	29,392 sqm	4,518 sqm	9,036 sqm
Local Industrial / Warehousing land (ha)	15.93 ha	31.85 ha	30.91 ha	61.82 ha	12.75 ha	25.51 ha
Strategic B2/B8 land (ha)	83.55	167.10 ha	37.12 ha	74.25 ha	0.00 ha	0.00 ha

Source: Council Officers / Lichfields Analysis. Note, sums do not always add due to rounding.

- 7.75 This approach assumes that past trends of development would continue unchanged, which may not fully reflect the future trajectory of the local economy.

Flexibility Factor

- 7.76 To estimate the overall requirement of employment space that should be planned for in allocating sites, and to allow some flexibility of provision, it is normal to add an allowance as a safety margin for factors such as delays in some sites coming forward for development.
- 7.77 This margin, or flexibility factor, is a contingency adjustment, providing a modest additional land buffer so that supply is not too tightly matched to estimated demand, and so that shortages of land do not arise if future demand turns out to be greater than the forecasts. Such flexibility is sensible given the uncertainties in the forecasting process and the scope for delays in developing employment space⁴⁶.
- 7.78 The scale of the margin is a judgement call but tends to be reflective of the challenges in the local market based on past completions, ranging from 2 to 5 years. The former South-East England Planning Partnership Board [SEEPB] guidance on employment land assessments recommended an allowance that is equivalent to the average time for a site to gain planning permission and be developed, typically about two years.
- 7.79 Whilst two years is towards the lower end of the scale when it comes to a flexibility margin, given the relatively high vacancy levels across much of the stock in North Derbyshire, and the very mixed picture regarding the scale of growth based on the econometric modelling and past take up, we consider that in this instance it is appropriate to allow for a safety margin equivalent to two years of past take-up (gross as some of the net figures are negative, incorporating just local needs).
- 7.80 As indicated in Table 7.18, this equates to a 2-year industrial margin of choice totalling 2.9 ha in Bolsover; 5.62 ha in Chesterfield; and 2.32 ha in North East Derbyshire. In all cases

⁴⁶ This safety margin is separate from the consideration of the vacancy rate.

the margin predominantly comprises of industrial/warehousing uses, which also reflects the fact that market signals (such as high vacancy rates) suggest that the market for additional office floorspace is generally weaker than that for B2 and particularly B8.

Table 7.18 North Derbyshire Gross Flexibility Factor

Uses	Bolsover	Bolsover	Chesterfield	Chesterfield	NE Derbyshire	NE Derbyshire
	Average Annual	2-year	Average Annual	2-year	Average Annual	2-year
Office and R&D Floorspace (sqm)	88.8 sqm	177.6 sqm	1,336 sqm	2,672 sqm	411 sqm	821 sqm
Industrial / Warehousing land (ha)	1.45 ha	2.90 ha	2.81 ha	5.62 ha	1.16 ha	2.32 ha

Source: Council Officers / Lichfields' Analysis. Note: numbers may not sum due to rounding

- 7.81 Drawing together the results from each of the economic scenarios, the following table summarises the net land requirements across the Plan period factoring in 2-years of flexibility uplift in Bolsover Borough. They range from 2,131 sqm office/34.75 ha industrial/B8a (Past Take Up) up to 12,698 sqm office / 40.20 ha industrial / B8 (SM3 353 dpa).

Table 7.19 Net Land Requirements for Bolsover District (including flexibility factor) for 2022 to 2044 (ha)

		Total Offices / R&D	Light Industrial	General Industrial	Warehousing	Total Industrial / B8
1) Experian Baseline	Net	12,867	5.03	-2.57	35.16	37.62
1) Experian Baseline	+ Flexibility Factor	13,044				40.51
2) Policy On	Net	12,867	5.03	-2.18	35.16	38.01
2) Policy On	+ Flexibility Factor	13,044				40.91
3) SM3 353 dpa	Net	12,521	4.93	-2.24	34.62	37.30
3) SM3 353 dpa	+ Flexibility Factor	12,698				40.20
4) Past Take Up – Excluding Strategic	Gross	1,954				31.85
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	2,131				34.75

Source: Lichfields analysis. Note: Numbers may not sum due to rounding.

- 7.82 **Chesterfield Borough's net land requirements across the Plan period factoring in 2-years of flexibility uplift** are presented in Table 7.20. The net requirement ranges from 14,789 sqm office / 1.56 ha industrial / B8 (Experian baseline) up to 26,797 sqm office / 28.08 ha (SM3), whilst the Past Take Up figure, which is gross, reaches as high as 32,064 sqm office / 67.44 ha industrial / B8.

Table 7.20 Net Land Requirements for Chesterfield Borough (including flexibility factor) for 2022 to 2044 (ha)

		Total Offices / R&D	Light Industrial	General Industrial	Warehousing	Total Industrial / B8
1) Experian Baseline	Net	14,789	3.48	-2.88	-4.65	-4.06
1) Experian Baseline	+ Flexibility Factor	17,461				1.56
2) Policy On	Net	15,916	3.92	-2.84	10.47	11.54
2) Policy On	+ Flexibility Factor	18,588				17.16
3) SM3 500 dpa	Net	24,125	5.92	-1.64	18.18	22.46
3) SM3 500 dpa	+ Flexibility Factor	26,797				28.08
4) Past Take Up – Excluding Strategic	Gross	29,392				61.82
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	32,064				67.44

Source: Lichfields analysis. Note: Numbers may not sum due to rounding.

- 7.83 North East Derbyshire District's net land requirements across the Plan period factoring in 2-years of flexibility uplift are presented in Table 7.21. The net requirement ranges from 7,607 sqm office / 4.91 ha (Experian baseline) up to 13,183 sqm office / 19.29 ha industrial / B8 (SM3), whilst the Past Take Up figure, which is gross, reaches 9,858 sqm office / 27.82 ha for industrial / B8.

Table 7.21 Net Land Requirements for North East Derbyshire District (including flexibility factor) for 2022 to 2044 (ha)

		Total Offices / R&D	Light Industrial	General Industrial	Warehousing	Total Industrial / B8
1) Experian Baseline	Net	6,786	-1.48	2.46	1.62	2.59
1) Experian Baseline	+ Flexibility Factor	7,607				4.91
2) Policy On	Net	7,665	2.42	2.51	1.62	6.55
2) Policy On	+ Flexibility Factor	8,487				8.87
3) SM3 591 dpa	Net	12,361	5.29	6.55	5.14	16.98
3) SM3 591 dpa	+ Flexibility Factor	13,183				19.29
4) Past Take Up – Excluding Strategic	Gross	9,036				25.51
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	9,858				27.82

Source: Lichfields analysis. Note: Numbers may not sum due to rounding.

Convert Net to Gross Floorspace Requirements

- 7.84 While the net employment space requirements presented above represent the minimum recommended quantum of employment space to plan for in North Derbyshire over the plan period, the Councils will need to take a view on the extent to which additional space should be planned for over and above the net requirements, in order to

allow for replacement of ongoing losses of employment space during the Local Plan period.

- 7.85 There is usually a need to ensure that the stock of employment land allocated factors in a suitable allowance for the replacement of future losses of employment space that may be developed for other (non-office/industrial) uses over the plan period. This would provide some protection against the erosion of employment space over the plan period. This is a widely accepted approach in planning for future employment land needs.
- 7.86 Not all losses need necessarily to be replaced however, as some will reflect restructuring in the local economy as less space may be needed in some sectors in future. Nevertheless, some replacement is needed to refresh the quality of the stock, provide choice and to avoid the employment land supply declining. This would be on the basis that the stock of employment land in Bolsover, Chesterfield and North East Derbyshire contains some older and/or poorer quality sites, that are less likely to meet future needs and are of a scale that reflect past industrial patterns rather than the amount of land needed in future.
- 7.87 As set out in Section 5.0, data provided to Lichfields by Council Officers indicates that losses have averaged just 1.76 ha per annum over the period 2015/16 to 2023/24 over the three districts, which appears very low given the size of the local economy.

Table 7.22 North Derbyshire Annual Losses 2015/16-2023/24 (ha)

	Bolsover	Bolsover	Chesterfield	Chesterfield	NE Derbyshire	NE Derbyshire
	Local	Strategic	Local	Strategic	Local	Strategic
Office	0.39	0.00	0.05	0.00	0.06	0.00
Industrial & Warehousing	0.30	0.00	0.06	0.34	0.56	0.00
Total	0.69	0.00	0.11	0.34	0.62	0.00

Source: Lichfields analysis/Council Officers 2024. Note: Numbers may not sum due to rounding.

- 7.88 It is important to question whether the past losses are of a scale that is generally reflective **of the size of North Derbyshire's economy, and if not, whether this should be adjusted** up/down to allow for a suitable degree of refurbishment to prevent the portfolio becoming increasingly unattractive to the market.
- 7.89 It is likely that replacement rates of office space will accelerate in the years to come, not least because of the new Energy Performance Certificate [EPC] requirements for commercial property which are becoming more stringent in line with Government policy. It is probable that large sectors of the market supply across North Derbyshire will become unfit for purpose and be made redundant, which is particularly true of the current Grade C (or lower) stock in Bolsover, Chesterfield and North East Derbyshire.
- 7.90 **An alternative approach analyses the rate of 'churn', which would be equivalent to a proportion of North Derbyshire's existing stock per annum. A number of other ELRs have used a replacement figure of around 1% per annum⁴⁷, which would be the equivalent of the area's entire stock being replaced over a period of 100 years. This has been acknowledged**

⁴⁷ See, for example, Lichfield District Council's Employment Land Review 2014 Update and work covering the areas of: The West of England Updated Employment Evidence (Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire) November 2018; Greater Exeter Economic Development Needs Assessment (Devon County, East Devon, Exeter, Mid-Devon, Teignbridge and Dartmoor National Park) March 2017 and Dartmoor National Park Employment Land Review, January 2018.

as a valid alternative approach (to adjusting for anticipated future losses) when translating net employment land needs into a gross planning requirement. A 0.5% replacement level would be the equivalent of the entire stock being replaced over 200 years. To put this into context, a widely used rule of thumb in the development industry suggests that modern industrial units often have a much shorter shelf life of just 30-35 years before they become obsolete to modern occupiers and require substantial refurbishment if not demolition and rebuild.

- 7.91 Other ELR studies⁴⁸ have noted that approximately 20% of historic completions have been achieved through (former) B-Use Class redevelopment (i.e. the re-use of formerly B-Use Class employment sites), with the remainder requiring new sites. This suggests that there will likely be a requirement for a high proportion of replacement activity on new sites to deliver new employment land supply to meet modern occupier needs.
- 7.92 Table 7.24 **compares the rate of replacement needed for North Derbyshire's office / industrial stock.** Given that this exercise is seeking to identify the gross need of local, or indigenous employment land needs, an analysis has been undertaken to separate out the **9,000 sqm+ units that perform a strategic, or 'bigger than local', function using CoStar VOA data for August 2024.**
- 7.93 For example, the strategic areas containing 9,000 sqm units include, but are not limited to, the following:
- Bolsover District:
- Junction 28 of the M1 at South Normanton, including Panattoni Park, Castlewood Business Park, Normanton Industrial Estate, Amber Park and Berristow Lane Industrial Estate;
 - Land Formerly Known As Coalite On North And South Side Of, Buttermilk Lane;
 - Sports Direct, Brook Park, Shirebrook;
 - Amazon, Barlborough Links; and,
 - Seymour Link Road (northern plot) Markham Vale North.
- Chesterfield Borough:
- Markham Vale Employment Growth Zone, Markham Lane, Duckmanton; and,
 - Markham Vale, North.
- North East Derbyshire District:
- Coney Green, Clay Cross; and,
 - Holmewood Industrial Park, Williamthorpe.
- 7.94 In summary, across the FEMA, it is estimated that as of 2023 there is approximately 2.56 million sqm of industrial and warehousing floorspace based on the latest VOA data, of which around 1.23 million sqm relates to B2/B8 units over 9,000 sqm in size, with the remaining 1.33 million sqm generally meeting more localised needs.

⁴⁸ West of England Joint Spatial Plan Area Updated Employment Evidence (2018)

7.95

Table 7.23 North Derbyshire Local / Strategic office/industrial/warehousing units 2023 (sqm)

	Bolsover	Bolsover	Chesterfield	Chesterfeild	NE Derbyshire	NE Derbyshire	TOTAL	TOTAL
	Local	Strategic	Local	Strategic	Local	Strategic	Local	Strategic
Office	64,000	-	137,000	-	44,000	-	245,000	-
Industrial & Warehousing	410,718	668,282	563,398	318,602	354,051	245,949	1,328,167	1,232,833

Source: Lichfields analysis/Council Officers 2024 / CoStar 2024 / VOA 2024. Note: Numbers may not sum due to rounding.

7.96

The model works on the basis of between 0.5% and 1% of the existing floorspace being replaced annually (based on the existing floorspace for the districts using the latest Business Rates VOA data for 2023, having removed the strategic units over 9,000 sqm) and netting off a further 20% (assuming that 1 out of 5 sites will be recycled for employment use).

Table 7.24 North Derbyshire Replacement Rate Analysis (2023)

	Bolsover	Bolsover	Chesterfield	Chesterfeild	NE Derbyshire	NE Derbyshire	TOTAL	TOTAL
	0.5%*	1.0%*	0.5%*	1.0%*	0.5%*	1.0%*	0.5%*	1.0%*
Office floorspace (sqm)	256	512	548	1,096	176	352	980	1,960
B2 & B8 (excluding strategic) floorspace (sqm)	1,643	3,286	2,254	4,508	1,416	2,832	5,313	10,626
B2 & B8 (excluding strategic) land (ha)	0.411	0.822	0.564	1.127	0.354	0.708	1.33	2.66

Source: Lichfields analysis/Council Officers 2024 / CoStar 2024 / VOA 2024. Note: Numbers may not sum due to rounding.

*Using a standard 40% plot ratio to translate office/industrial floorspace to land and netting off 20% on-site replacement.

7.97

The Table indicates that on the basis of 0.5% annual loss of the stock, 980 sqm of office and 1.33 ha of industrial/warehousing land would be expected to be lost per annum, rising to 1,960 sqm and 2.66 ha respectively if the replacement rate were to be increased to 1% across the three North Derbyshire districts.

7.98

Over 22 years, this would equate to a loss replacement of 21,560 sqm of office floorspace based on 0.5% / 43,120 sqm at 1%, whilst loss replacement of 29.26 ha / 58.52 ha of industrial / warehousing land would be required depending on the replacement rate.

7.99

These figures are much higher than the longer-term trend of losses of indigenous employment land in the FEMA, which totalled just 1.42 ha across North Derbyshire per annum, or 31.24 ha over 22 years (see Table 7.22).

7.100

Balancing these considerations, it is accepted that factoring an element of future losses is not an exact science. The following factors have therefore been balanced in reaching a judgement as to the appropriate level of loss replacement:

- The current rate of loss, at 1.42 ha per annum (over the longer term, excluding strategic sites), is much lower than the level of employment land that would need to be replaced and would equate to around 0.35% of the entirety of North Derbyshire's stock (for local needs, excluding strategic) if it were replaced annually.

- Historic losses have included a number of relatively small employment sites, including the piecemeal development of small infill parcels. Losses fluctuate from virtually nothing one year, to as high as 1.86 ha in 2018/19 (predominantly in Bolsover). The loss of larger sites would potentially have a greater impact on the demand-supply balance at the local level.
- Movements between the range of uses that fall within the new E use class no longer **require planning permission because they no longer constitute ‘development’, which could result in more office/light industrial land being lost than previously.** The **Permitted Development Rights streamlining ‘office and light industrial E Classes to residential’ conversion may therefore exacerbate losses over the short to medium term.**
- A steady long-term decline in manufacturing employment does not necessarily equate to a lack of demand for industrial floorspace. For example, a net employment decline of 500 jobs could see 700 jobs lost but 200 jobs created, generating some degree of new demand for floorspace. Chesterfield Planning Officers stressed that the Borough retains a significant manufacturing sector of 350 businesses equating to over 8% of all businesses in the borough (compared to less than 5% nationally), which generates an on-going turnover demand for floorspace. This is evidenced in the past take-up scenario which shows 7 ha of land taken for B2 uses since 2015. CBC Officers considered that to better account for this turnover demand, a higher churn rate for industrial land be applied in Chesterfield and applied to all scenarios

7.101 Mindful of the factors outlined above, it is considered that on balance, and, given the uncertainties involved, it is prudent to plan for a replacement figure equal to the 0.5% churn approach for Bolsover and North East Derbyshire, and a 0.75% mid-point churn figure be applied for Chesterfield Borough. This should be monitored by the three districts over the coming years and adjusted as necessary.

7.102 This also takes into account the views of agents and developers on the need to replace and **rejuvenate North Derbyshire’s existing floorspace over the course of the plan period.** Over 22 years, this would see levels of replacement as follows:

- Bolsover: 256 sqm office / 0.411 ha of industrial / warehousing annually;
- Chesterfield: 822 sqm office / 0.845 ha of industrial / warehousing annually; and,
- NE Derbyshire: 176 sqm office / 0.354 ha of industrial / warehousing annually.

7.103 In summary, the demand-led range of total gross land requirements to 2044, factoring in a 2-year margin of choice and loss replacement, results in the following demand projections for the three North Derbyshire authorities. As demonstrated in the six Tables overleaf, across the entire FEMA, the scenarios range from a low of 41,015 sqm office / 58.66 ha industrial / warehousing (Scenario 3a SM2) to the SM3 (Scenario 3c) figure of 84,305 sqm office / 131.2 ha industrial / warehousing land:

- Econometric demand-led projections: 65,744 sqm – 67,751 sqm office / 82.41 ha – 102.4 ha;
- Standard Methodology Labour Supply projections: 80,310 sqm office / 122.99 ha; and,
- Past Development Trends: 44,053 sqm / 130.01 ha.

Table 7.25 Bolsover Gross Employment Floorspace / Land Comparisons 2022-2033

		Offices / R&D (ha)	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial / B8 (ha)
1) Experian 2024 Baseline	Net	6,603	2.51	-1.75	10.89	11.65
1) Experian 2024 Baseline	+ Flexibility Factor	6,780				14.55
1) Experian 2024 Baseline	+ Loss Replacement	9,596				19.07
2) Policy On	Net	6,709	2.51	-1.64	10.89	11.76
2) Policy On	+ Flexibility Factor	6,887				14.66
2) Policy On	+ Loss Replacement	9,703				19.18
3) SM3 353 dpa	Net	6,662	2.50	-1.65	10.82	11.67
3) SM3 353 dpa	+ Flexibility Factor	6,840				14.57
3) SM3 353 dpa	+ Loss Replacement	9,656				19.09
4) Past Take Up – Excluding Strategic	Gross	977				15.93
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	1,154				18.82

Source: Lichfields' analysis. Note: Numbers may not sum due to rounding.

Table 7.26 Bolsover Gross Employment Floorspace / Land Comparisons 2022-2044

		Offices / R&D (sqm)	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial / B8 (ha)
1) Experian 2024 Baseline	Net	12,867	5.03	-2.57	35.16	37.62
1) Experian 2024 Baseline	+ Flexibility Factor	13,044				40.51
1) Experian 2024 Baseline	+ Loss Replacement	18,676				49.56
2) Policy On	Net	12,867	5.03	-2.18	35.16	38.01
2) Policy On	+ Flexibility Factor	13,044				40.91
2) Policy On	+ Loss Replacement	18,676				49.95
3) SM3 353 dpa	Net	12,521	4.93	-2.24	34.62	37.30
3) SM3 353 dpa	+ Flexibility Factor	12,698				40.20
3) SM3 353 dpa	+ Loss Replacement	18,330				49.24
4) Past Take Up – Excluding Strategic	Gross	1,954				31.85
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	2,131				34.75

Source: Lichfields' analysis. Note: Numbers may not sum due to rounding.

Table 7.27 Chesterfield Gross Employment Floorspace / Land Comparisons 2022-2033

		Offices / R&D (sqm)	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial / B8 (ha)
1) Experian 2024 Baseline	Net	7,848	0.95	-1.90	-4.58	-5.52
1) Experian 2024 Baseline	+ Flexibility Factor	10,520				0.10
1) Experian 2024 Baseline	+ Loss Replacement	19,584				9.39
2) Policy On	Net	9,771	1.51	-1.86	2.74	2.39
2) Policy On	+ Flexibility Factor	12,443				8.01
2) Policy On	+ Loss Replacement	21,507				17.30
3) SM3 500 dpa	Net	14,663	2.67	-1.08	7.27	8.86
3) SM3 500 dpa	+ Flexibility Factor	17,335				14.48
3) SM3 500 dpa	+ Loss Replacement	26,399				23.78
4) Past Take Up – Excluding Strategic	Gross	14,696				30.91
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	17,368				36.53

Source: Lichfields' analysis. Note: Numbers may not sum due to rounding.

Table 7.28 Chesterfield Gross Employment Floorspace / Land Comparisons 2022-2044

		Offices / R&D (sqm)	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial / B8
1) Experian 2024 Baseline	Net	14,789	3.48	-2.88	-4.65	-4.06
1) Experian 2024 Baseline	+ Flexibility Factor	17,461				1.56
1) Experian 2024 Baseline	+ Loss Replacement	35,589				20.15
2) Policy On	Net	15,916	3.92	-2.84	10.47	11.54
2) Policy On	+ Flexibility Factor	18,588				17.16
2) Policy On	+ Loss Replacement	36,716				35.75
3) SM3 500 dpa	Net	24,125	5.92	-1.64	18.18	22.46
3) SM3 500 dpa	+ Flexibility Factor	26,797				28.08
3) SM3 500 dpa	+ Loss Replacement	44,925				46.67
4) Past Take Up – Excluding Strategic	Gross	29,392				61.82
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	32,064				67.44

Source: Lichfields' analysis. Note: Numbers may not sum due to rounding.

Table 7.29 North East Derbyshire Gross Employment Floorspace / Land Comparisons 2022-2033

		Offices / R&D (sqm)	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial / B8 (ha)
1) Experian 2024 Baseline	Net	3,417	-1.03	-0.21	-0.49	-1.73
1) Experian 2024 Baseline	+ Flexibility Factor	4,238				0.59
1) Experian 2024 Baseline	+ Loss Replacement	6,174				4.49
2) Policy On	Net	4,538	0.92	-0.20	-0.49	0.23
2) Policy On	+ Flexibility Factor	5,359				2.55
2) Policy On	+ Loss Replacement	7,295				6.45
3) SM3 591 dpa	Net	6,815	2.32	1.52	0.65	4.49
3) SM3 591 dpa	+ Flexibility Factor	7,636				6.81
3) SM3 591 dpa	+ Loss Replacement	9,572				10.70
4) Past Take Up – Excluding Strategic	Gross	4,518				12.75
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	5,340				15.07

Source: Lichfields' analysis. Note: Numbers may not sum due to rounding.

Table 7.30 North East Derbyshire Gross Employment Floorspace / Land Comparisons 2022-2044

		Offices / R&D (sqm)	Light Industrial (ha)	General Industrial (ha)	Warehousing (ha)	Total Industrial / B8 (ha)
1) Experian 2024 Baseline	Net	6,786	-1.48	2.46	1.62	2.59
1) Experian 2024 Baseline	+ Flexibility Factor	7,607				4.91
1) Experian 2024 Baseline	+ Loss Replacement	11,479				12.70
2) Policy On	Net	7,665	2.42	2.51	1.62	6.55
2) Policy On	+ Flexibility Factor	8,487				8.87
2) Policy On	+ Loss Replacement	12,359				16.66
3) SM3 591 dpa	Net	12,361	5.29	6.55	5.14	16.98
3) SM3 591 dpa	+ Flexibility Factor	13,183				19.29
3) SM3 591 dpa	+ Loss Replacement	17,055				27.08
4) Past Take Up – Excluding Strategic	Gross	9,036				25.51
4) Past Take Up – Excluding Strategic	+ Flexibility Factor	9,858				27.82

Source: Lichfields' analysis. Note: Numbers may not sum due to rounding.

Reality Check

- 7.104 Clearly the levels of future demand for employment land projected by the various projections differ. The projections are largely trend-based; in particular, the past take up has been (at least partly) recorded during an unprecedented recession in the commercial market nationally. It is likely that the actual performance of the three North Derbyshire Districts' economy and commercial property market will lie somewhere between the econometric and past trends projections.
- 7.105 To provide a clearer steer as to what level of growth North Derbyshire should be planning for, it is important to apply reality checks.

Replacement of Losses

- 7.106 The scenarios considered in the preceding paragraphs include an allowance for the replacement of losses at 100% of past trends. This is considered appropriate, having regard to the scale and nature of historic losses and the lack of large-scale employment losses in the pipeline.

Post Covid Impact on Employment Densities

- 7.107 The Covid-19 pandemic had a profound impact on working practices and particularly the shift to homeworking. Even before the pandemic, the ONS Labour Force Survey [LFS] showed that there had been a 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. However, this clearly accelerated significantly during the pandemic, and levels remain persistently higher than before. For example, in 2017 13.6% of people in employment worked from home; however, the 2023 ONS LFS found that 44% of workers reported home or hybrid working.
- 7.108 Home/hybrid working typically increases with age and so the gradual ageing of the workforce is likely to lead to further increases in home working over time. Younger workers continue to be least likely to only work from home (6%); those aged 16 to 24 years also had the highest rate of those travelling to work at 79%⁴⁹.
- 7.109 Many commentators are suggesting that there will be a permanent shift towards home working and the greater flexibility this affords people, with the need for office space in particular falling significantly. Examples could include the need for social distancing in terms of desk-spacing and layouts, less sharing of desks, and more communal space. Conversely, the impact may actually be to increase densities, with a higher proportion of the workforce working from home, and rotating the use of desk space to minimise the number of people in the office at any given point in time, which may actually have the effect of increasing densities.
- 7.110 The modelling currently assumes that one general office workforce job requires 12.5 sqm of employment floorspace [GEA]. This is based on the application of standard employment densities (usually taken from the 2015 HCA Employment Density Guide 3rd Edition. The existing guidance already makes some adjustment for changing working practices and **states that it already “make allowances for increased efficiencies as best it can”**. The data

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<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/characteristicsofhomeworkersgreatbritain/september2022tojanuary2023>

source is, however, getting increasingly dated and the document itself states that “further research is required on a case-by-case basis, particularly where co-working spaces are proposed”.

- 7.111 As such, a sensitivity test has been modelled that amends the HCA employment density for office floorspace. This assumes that employment densities were to increase by 25%, from 1 workforce job per 12.5 sqm, to 1 workforce job per 10 sqm for homeworking.

Table 7.31 North Derbyshire Homeworking Sensitivity Test Net Floorspace Requirement (sqm) 2022-44

	Scenario	Offices	Offices	Difference
		Base (12.5 sqm)	Sensitivity (10 sqm)	
Bolsover	1) Experian Baseline	18,676	16,103	-2,573
Bolsover	2) Policy On	18,676	16,103	-2,573
Bolsover	3) SM3 353 dpa	18,330	15,826	-2,504
Chesterfield	1) Experian Baseline	35,589	32,631	-2,958
Chesterfield	2) Policy On	36,716	33,533	-3,183
Chesterfield	3) SM3 500 dpa	44,925	40,100	-4,825
North East Derbyshire	1) Experian Baseline	11,479	10,122	-1,357
North East Derbyshire	2) Policy On	12,359	10,826	-1,533
North East Derbyshire	3) SM3 591 dpa	17,055	14,583	-2,472

Source: Lichfields Analysis. Note: Numbers may not sum due to rounding.

- 7.112 As can be seen from Table 7.31, whilst the amount of office land required declines under this scenario for all scenarios, it is fairly minimal given the modest scale of the office market in North Derbyshire. The difference averages -2,550 sqm in Bolsover, -3,655 sqm in Chesterfield and -1,787 sqm in North East Derbyshire across all of the econometric and labour supply scenarios (-7,992 sqm overall).

- 7.113 In conclusion, our view remains that it is likely that there will be some long-term shift in working patterns as a result of the pandemic, it is still too soon to say what the scale of that change on home working is likely to be. The sensitivity test demonstrates that there would have to be a profound shift in office employment densities to have a significant impact on the level of employment land needed overall across the three districts.

Summary

- 7.114 This section has considered four different scenarios to inform employment land provision across the three North Derbyshire districts between 2022 to 2033/44. The focus of this element of the analysis is primarily on identifying the needs for indigenous, or local, employers, with the requirements of strategic B2/B8 occupiers assessed in Chapter 8.0.
- 7.115 The PPG approach followed here is imperfect, as the econometric/labour supply projections will inevitably include a modest element of strategic jobs growth and it is very difficult to entirely strip this element out of the analysis completely. However, in our view it is better to err on the side of caution in line with the NPPF24's requirement to be “flexible enough to

accommodate needs not anticipated in the plan, and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.”
[paragraph 86d]

Table 7.32 North Derbyshire Scenario Comparison (sqm/ha) 2022-2033/44

		Office (sqm)	Office (sqm)	Industrial / Warehousing (ha)	Industrial / Warehousing (ha)
		To 2033	To 2044	To 2033	To 2044
Bolsover	1) Experian Baseline	9,596	18,676	19.07	49.56
Bolsover	2) Policy On	9,703	18,676	19.18	49.95
Bolsover	3) SM3 353 dpa	9,656	18,330	19.09	49.24
Bolsover	4) Past Take Up	1,154	2,131	18.82	34.75
Bolsover	Current LP Target Adopted March 2020 (2015-33)	92 ha target (65-100 ha need identified)			
Chesterfield	1) Experian Baseline	19,584	35,589	9.39	20.15
Chesterfield	2) Policy On	21,507	36,716	17.30	35.75
Chesterfield	3) SM3 500 dpa	26,399	44,925	23.78	46.67
Chesterfield	4) Past Take Up	17,368	32,064	36.53	67.44
Chesterfield	Current LP Target Adopted July 2020 (2018-35)	50 ha target (44ha need identified across a narrower timeframe of 2018-33)			
North East Derbyshire	1) Experian Baseline	6,174	11,479	4.49	12.70
North East Derbyshire	2) Policy On	7,295	12,359	6.45	16.66
North East Derbyshire	3) SM3 591 dpa	9,572	17,055	10.70	27.08
North East Derbyshire	4) Past Take Up	5,340	9,858	15.07	27.82
North East Derbyshire	Current LP Target Adopted Nov 2021 (2014-34)	43 ha target (30-43 ha need identified)			

Source: Lichfields Analysis. Note: Numbers may not sum due to rounding.

8.0 The Need for Strategic Logistics Land

Overview

- 8.1 This section presents the demand for strategic industrial and logistics (within B2 and B8 Use Class) requirements across the North Derbyshire FEMA, comprising the local authorities of Bolsover, Chesterfield and North East Derbyshire.
- 8.2 **The approach set out below identifies the need for ‘big box’** logistics and strategic industrial uses in line with the NPPF24. This is particularly so in terms of NPPF24 paragraph 87 that emphasises the specific locational requirements of different economic sectors including logistics, as well as the PPG in relation to estimating logistics requirements as part of the guidance in estimating the economic needs. It also considers the wider context of the North Derbyshire study area as it straddles the key logistics area of the M1 corridor.
- 8.3 The study considers the strategic needs across both industrial and distribution uses. Aside from reflecting the general use class allocations across the three districts (which tend not to differentiate between large scale industrial and warehousing uses), this also enables the utilisation of the commercial market evidence fully, as this assumes that both industrial and logistics occupiers seek similar types of premises in relation to locational characteristics, size and context. The resultant figures should be seen as largely additional to the local, or indigenous need set out in Section 7.0, although there will be a moderate element of cross-over between the two.

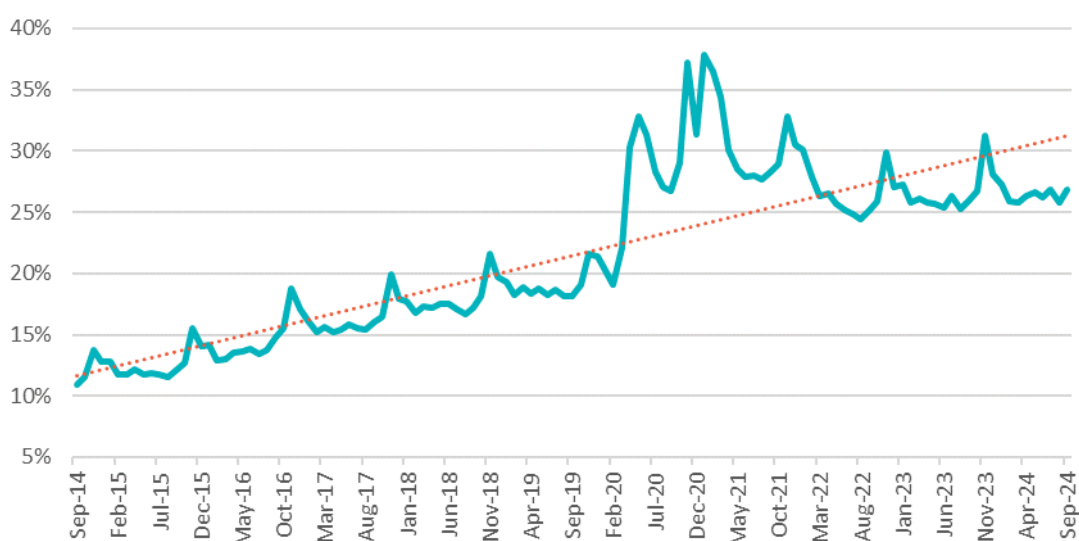
Drivers of Change and Future Prospects for Logistics Growth

E-Commerce

- 8.4 The rise in E-commerce is a key driver of demand for logistics floorspace. It has been instigated by two primary factors: population growth and increasing preferences for online shopping. Regarding population, the new Labour administration remains steadfast in its commitment to delivering 1.5 million homes over its first five years in power. Using the indicative **‘warehouse to homes’ ratio derived in the British Property Federation’s [BPF] *What Warehousing Where?***⁵⁰ report, this could equate to a need for 20.6 million sq. ft. of warehousing floorspace per year alone nationwide.
- 8.5 Preferences are shifting increasingly towards online retailing. During the Covid-19 **pandemic, the sector’s increased role in keeping cupboards stocked and taking the place of** traditional high-street shopping acted as a catalyst which accelerated existing trends in the sector.
- 8.6 In September 2024, internet sales accounted for 26.8% of all retail transactions. Whilst this is lower than the peak of 37.8% reached during the Covid-19 pandemic, it demonstrates a continuation of the historic long-term growth trend, having risen from a post-pandemic low of 24.4% in August 2022. The current figure is now more than double the 10.9% share seen a decade earlier in September 2014.

⁵⁰ BPF (2019): *What Warehousing Where?*

Figure 8.1 Internet sales as a share of total retail sales Sep 2014 – Sep 2024



Source: ONS (2024): Internet sales as a percentage of total retail sales (ratio) (%)

- 8.7 Post-pandemic, operators are seeking to build supply chain resilience to enable them to respond more quickly to unseen events which may limit high-street spending or the movement of goods internationally. Manufacturers and logistics operators are therefore increasingly looking at near-**shoring and moving from ‘just in time’ to ‘just in case’** solutions. In 2020, Savills estimated that this trend alone could increase demand for warehousing space by 20%⁵¹.

Warehouse Automation

- 8.8 Whilst e-commerce is an obvious driver of demand, there are several other growth drivers which have resulted in unprecedented requirements for industrial and logistics space, as well as the take-up of new technology, as shown in Figure 8.2.

Figure 8.2 Industrial and Logistics Growth Drivers



Source: BPF/Savills (2022): The Logic of Logistics

⁵¹ Savills (30 September 2020) Increase in UK Manufacturing to Cause Ripple Effect on Warehouse Demand in The Logistics Point <https://www.thelogisticspoint.com/post/increase-in-uk-manufacturing-to-cause-ripple-effect-on-warehouse-demand>

8.9 Technology is becoming ever more prevalent within the sector, including AI, big data, 3D printing, autonomous systems and robotics, leading to larger throughput, increased productivity and efficiency, and changing skills requirements. Automation has the potential to increase revenue per square foot of space, and so is increasingly being explored and implemented by occupiers. However, this requires modernisation of facilities throughout the supply chain, increasing demand for new space and necessitating the upgrade of older stock. Research from Prologis shows that the incorporation of new technologies into modern facilities can also mean they are more specialised towards each **occupier's needs, leading to longer leases and greater renewals**⁵².

8.10 Overall, this modernisation of processes and diversification of roles within the sector requires increasing levels of flexibility across a range of B-class employment uses within large-scale logistics centres.

Shift towards Rail Freight

8.11 In December 2023, the then Conservative government announced an ambitious target to grow rail freight by at least 75% by 2050. The target is set to encourage further private investment in projects that will grow and modernise the rail freight industry, boosting the economic growth it delivers whilst leading to significant environmental benefits by taking lorries off roads. The target also forms a key part of the government's drive to improve the long-term capacity of the rail freight network, and should lead to increasing opportunities for locating strategic warehousing development near freight interchanges as the system develops. Whilst growth has slowed recently due to high profile

8.12 There has been a recent slowdown in rail freight investment, due in no small part to the Royal Mail's decision to scrap its freight trains in July 2024 bringing its 194-year relationship with Britain's railways to a close. However, the underlying growth trend and green agenda means that prospects for rail freight remain positive in the longer term.

Skills

8.13 Although the logistics sector is a key employer nationally, the sector is often mistakenly identified with the provision of low skilled, elementary jobs with zero-hours contracts at very low densities. In fact, a wide range of jobs are supported by the sector, both in warehouse and ancillary office environments. While traditional warehouse roles remain common, logistics activities also offer and, indeed, increasingly require positions in managerial, administrative and high-tech occupations including electrical and mechanical engineering and IT roles.

8.14 **The update to the BPF's 2015 *Delivering the Goods*** report was released in 2020 and challenges perceptions of the industry as being low-skilled and low-pay. It reports that 85% of jobs in the sector are full-time, compared to the all-sector average of 65%. Furthermore, median salaries in the sector are around £6,700 higher than the all-sector average – an increase from £28,000 in 2014, with a number of sub-sectors having average wages well above £35,000.

8.15 Research by the BPF in 2022⁵³ demonstrates the continued rise in the number of intermediate roles and technology occupations with an above national average representation of managers, directors, senior officials and administrative and secretarial

⁵² Prologis (2020): Automation and Logistics Real Estate #2: How Automation Can Help Navigate Urgent Supply Chain Challenges

⁵³ BPF (2022): Levelling Up – the Logic of Logistics

jobs, particularly in large-scale logistics handling. The report also highlights a high level of growth in logistics jobs, with employment growing 26% from 2010 to 2020, compared to 14% overall job growth across all sectors.

- 8.16 The logistics sector is therefore modernising and pushing technological boundaries to meet rising demand and supply challenges, and this is reflected in higher salaries and rapidly increasing productivity levels amongst employees that will generate real benefits locally. The sector now has a GVA per job of £58,000, 12% higher than the average of all sectors⁵⁴ **and logistics' productivity** is forecast to increase by 29% between 2025 and 2039 compared to 18% across the UK economy as a whole. This is vital given the longstanding issues with labour productivity in the UK, which persistently lags behind many of its western European counterparts in this regard.
- 8.17 The logistics sector is therefore clearly a major contributor to the UK economy and has been growing at a much faster rate than other sectors. It is increasingly high value, both in terms of its productivity and also in the skills set required for its employees, which is reflected in higher-than-average wages for logistics employees and increasingly technology-focused skills. These two strands of need are clearly related, with policy makers acknowledging the benefits of pursuing an increase in logistics and an acceptance that this can only be achieved through the release of large-scale tracts of flat, developable land to provide much needed flexibility and responsiveness to the portfolio.

Commercial Property Context – Strategic Logistics

Future of Freight: A Long Term Plan (June 2022)

- 8.18 This plan sets out a starting point for Government-industry collaboration going forward and states its shared vision for the sector. It recognises that freight and logistics has a key role to play in the delivery of a number of public policy outcomes. Its goal is to create a planning system which fully recognises the needs of the freight and logistics sector now and in the future and empowers the relevant planning authority to plan for those needs. There are a number of relevant recommendations which very **clearly articulates the Government's** recognition that LPAs should directly make provision for strategic freight and logistics sites: "*Planning policies should also provide for large scale transport facilities, located in areas of need, which include interchanges for rail freight*" [paragraph 5.10].

The BPF Industrial Committee's report on Levelling Up – The Logic of Logistics (2022)

- 8.19 This document provides an overview of the growing economic, social value and environmental credentials of the sector as well as presenting case studies from within the BPF membership to reinforce these qualities. The report states that the Industry & Logistics [I&L] sector is subject to several misconceptions about average pay levels, skills required, and types of spaces provided. It is not a low paid, low skilled employer; in fact, average pay is higher than the UK average. Occupations within the sector are also becoming more diverse, requiring a wider range of skills, including fewer managerial and elementary roles and growing numbers of intermediate and technical occupations. The report also sets out how the I&L sector and its supply chains are far reaching, providing significant levels of employment, supporting housing growth through funding of strategic

⁵⁴ BPF (2022): Levelling Up – the Logic of Logistics

infrastructure like new motorway junctions and link roads, and bridging the GVA and productivity gap between the North and South.

- 8.20 However, the report concludes that the strong growth expected in the I&L sector, and the jobs, investment and productivity it will bring, will not materialise unless sufficient land is allocated in the right locations. Indeed, it notes that the historic lack of supply has suppressed demand by 29% nationally. It therefore concludes that it is critical that the employment evidence which support Local Plans do a more accurate job at assessing future demand.

Market Context

- 8.21 In its 2024 *Big Shed Prospects* report⁵⁵, Savills notes that better-than-expected economic growth in 2023 has seen economic risks decrease alongside a resilient consumer economy, meaning the fundamentals driving logistics demand are set to continue. Whilst take-up in 2023 fell from 2022 levels, it has only returned closer towards the long-term average of 30,3 million sq. ft. per year. Savills reports working with a number of new entrants to the market, with international businesses keen to establish a footprint in the UK logistics market in 2024. It notes that global instability is leading occupiers to seek to re-locate their operations closer to final consumers, with relocations expected to be a key driver of market demand over the next 5 years. Savills also states that whilst the supply of logistics floorspace and vacancy rates have increased since 2022, the void period for leased units remains lower than before the pandemic at just 5 months on average, indicating an urgency to move operations from occupiers.
- 8.22 That said, Savills also offers reasons to moderate market expectations. Whilst the void period for leased units is shrinking, supply data indicates that vacant units are sitting on the marketplace for longer compared with 2022. However, whilst around 10% of the total supply was on the market for more than two years in 2023, this is still far lower than pre-Covid in 2019, when the figure was closer to 30%.
- 8.23 Going forward, Savills expects vacancy rates to fall and rents to rise as existing units are taken up due to a stumbling development pipeline, likely influenced by current economic and financial pressures on developers. They suggest that there is a compelling case for delivering speculative units over 400,000 sq. ft, as these size bands remain undersupplied overall and demand from occupiers remains robust.
- 8.24 The most recent national outlook for the sector comes from Knight Frank's *October 2024 Logistics Market Dashboard*. It notes that year-to-date total logistics take-up is at 27 million sq. ft, compared to take up of 30 million sq. ft for the whole of 2023. Whilst vacancy rates have risen to 7.3% at the end of Q3 compared to 6.9% in Q3 2023, this is not expected to be a long-term trend as a smaller development pipeline curtails further increases. Average rents continue to grow, with UK industrial rents expected to rise by 5.5% through 2024.
- 8.25 Focussing on the East Midlands, in July 2024, Savills reported⁵⁶ that there had been a recent rise in vacant warehouse space in the region due to a recent increase in speculative development and in second-hand supply returning to the market. In July there were 50 available units totalling 11.29 million sq. ft with an overall vacancy rate of 8.6%. With most of these second-hand units being built pre-2000, Savills predicts that vacancies will remain

⁵⁵ Savills ((December 2023): *Big Shed Prospects 2024* https://www.savills.co.uk/research_articles/229130/355223-0

⁵⁶ Savills ((July 2024): *The Logistics Market in The East Midlands* https://www.savills.co.uk/research_articles/229130/364003-0

around this level for a prolonged period as occupiers prefer high-grade or custom facilities to enhance supply chain resilience. Despite this, Savills predict that as long as vacancy rates remain below 12%, market rents will continue to grow.

- 8.26 Still, take-up of logistics space in 2023 reached 8.1 million sq. ft across 26 transactions – a 33% increase on the long-term average, although within this there was a clear preference for larger, highly specified units, with just 3% of transacted space being second-hand, and 91% of 2024 take-up being Grade-A spec. Overall, Savills reports that occupiers continue to choose the Golden Triangle as their preferred location for large national distribution centres.

Property Market Indicators

- 8.27 A review of CoStar data indicates that there are currently 33 B8 logistics/warehousing units over 9,000 sqm in size within the study area, with 20 in Bolsover, 5 in Chesterfield and 8 in North East Derbyshire. As shown in Table 8.1, these units add up to around 844,000 sqm. The largest of these is the c.169,000 sqm Sports Direct Headquarters just outside of Shirebrook, Bolsover, followed by the c.47,000 sqm Amazon distribution centre at Barlborough, Bolsover and the c45,000 sqm Co-Op Distribution Centre at Castlewood Business Park, Bolsover.

Table 8.1 Logistics/Warehousing Units over 9,000 sqm in North Derbyshire

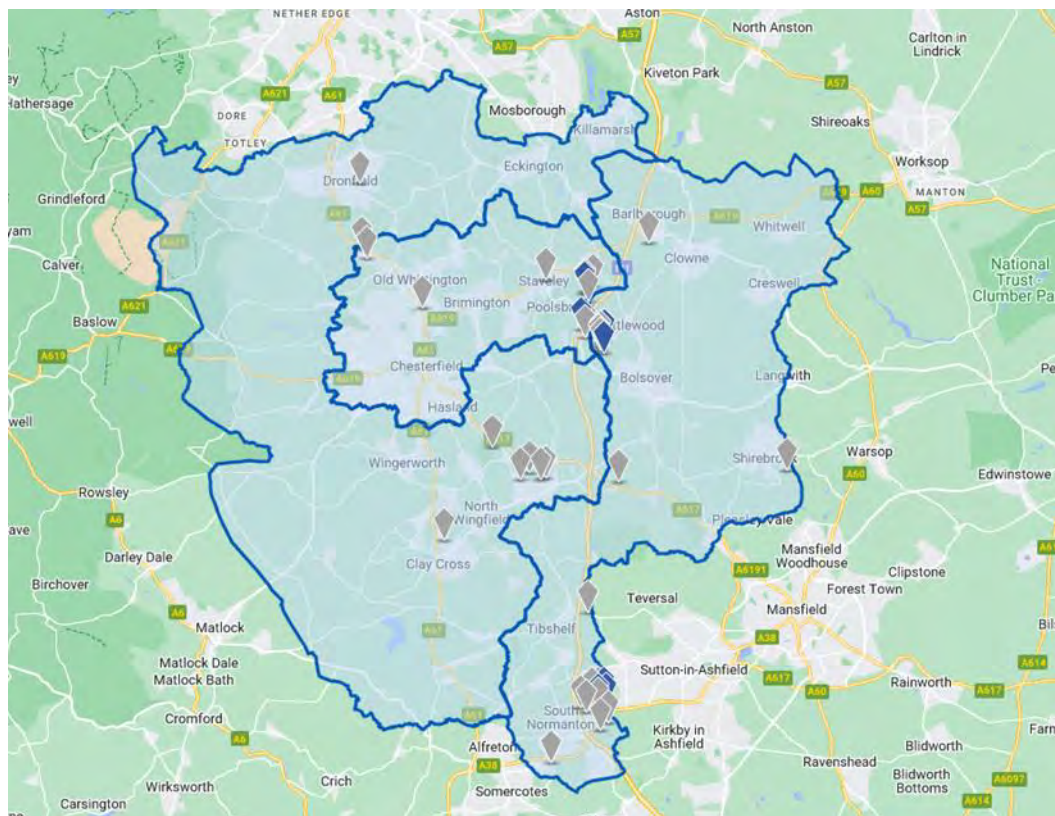
	Units	Sqm	Available Sqm	%	Vacant Sqm	%
Bolsover	20	565,200	87,300	15.4%	87,300	15.4%
Chesterfield	5	128,600	-	0.0%	-	0.0%
NE Derbyshire	8	150,500	-	0.0%	-	0.0%
Total	33	844,300	87,300	10.3%	87,300	10.3%

Source: CoStar November 2024

Note: **Available Space** is the total amount of space that is currently being marketed as available for lease or sale in a given time period. It includes any space that is available, regardless of whether the space is vacant, occupied, available for sublease, or available at a future date. **Vacant space** refers to all space not currently occupied by a tenant, regardless of any lease obligation that may be on the space. Vacant space could be space that is either available or not available.

- 8.28 In November 2024, approximately 87,300 sqm of logistics floorspace was vacant and available on the market across five units, equating to an availability and vacancy rate of 10.3% across the three districts. Two units totalling approx. 52,400 sqm are available at Panattoni Park, Bolsover, along with three totalling approx. 34,900 sqm at Buttermilk Lane, Bolsover.
- 8.29 These 33 properties are shown in Figure 8.3, with those with available space shown in blue. In terms of existing clusters, prominent locations for logistics include South Normanton, Bolsover; Horizon 29 at the former Coalite site on Buttermilk Lane, Bolsover; Markham Vale, which straddles the three districts to the north west of Bolsover; Coney Green, North East Derbyshire; and Holmewood Industrial Park, North East Derbyshire. These clusters are set out in more detail in Section 9.0 and are shown in Figure 9.1.

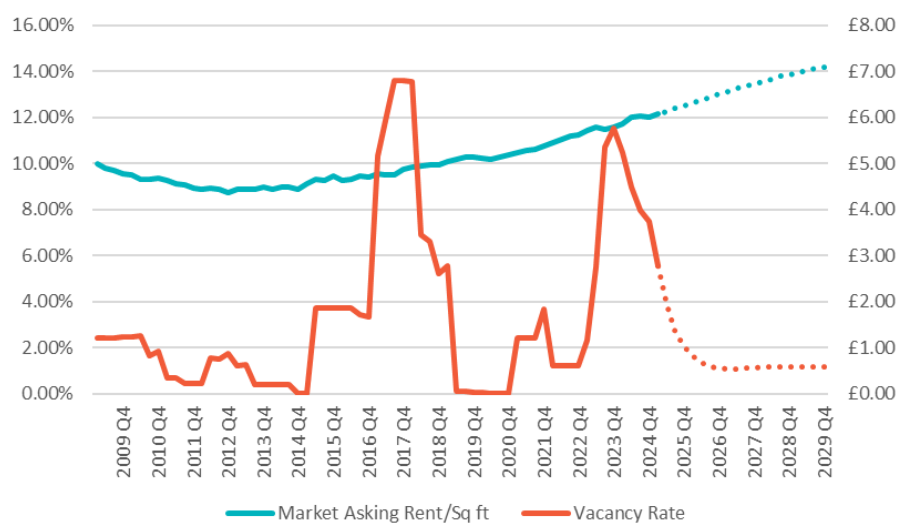
Figure 8.3 Logistics units larger than 9,000 sqm



Source: CoStar (extracted November 2024)

- 8.30 As shown in Figure 8.4, Rents across the three districts are around £6.00 per sq. ft. in November 2024, having increased steadily from around £4.50 per sq. ft. in 2013. Rents are anticipated to continue to increase to around the £7.00 by 2029. Vacancy rates have fluctuated significantly over the past decade in response to large units becoming available in what remains a relatively small market, as evident by the sharp increase to almost 14% vacancy in 2017 followed by a sharp fall to zero as new units are taken up. Vacancy recently hit 11.6% in Q4 of 2023, likely due to new units at Panattoni Park becoming available around this time. In Q4 of 2024 vacancy is around 5.6% indicating a relatively tight market which is expected to fall towards 1% by 2027 based on the current development pipeline and forecast levels of demand.

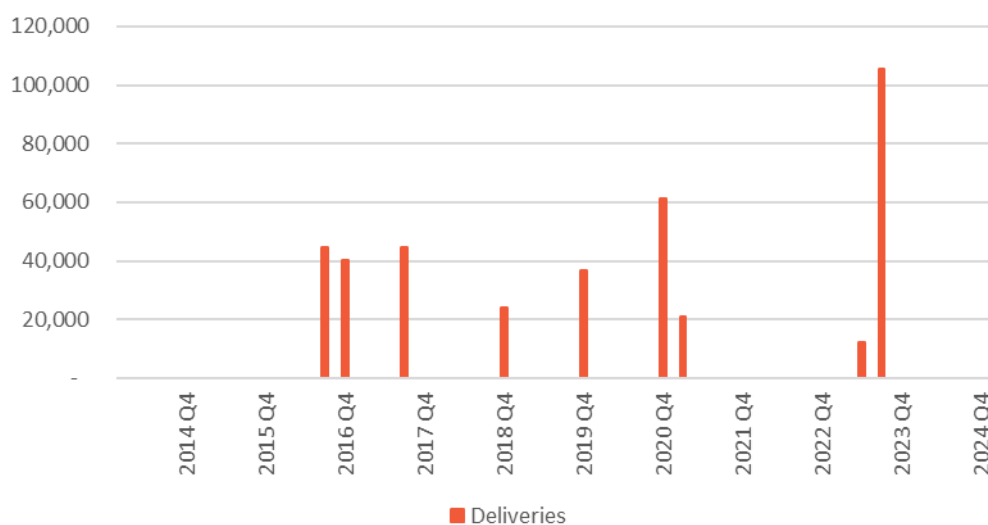
Figure 8.4 Availability and Vacancy Rates for Logistics Space over 9,000 sqm



Source: CoStar (extracted November 2024)

- 8.31 Completions of logistics floorspace has been sporadic, as shown in Figure 8.5. Most recently, around 118,000 of space was completed in 2023 in Bolsover, including two units at Panattoni Park and five units at Horizon 29. The previous completions to this were in 2020. CoStar has not recorded the demolition of any logistics space since 2014.

Figure 8.5 Delivery of Logistics Floorspace over 9,000 sqm



Source: CoStar (extracted November 2024).

- 8.32 Going forward, there is extant planning permission for two more units at Horizon 29 (the former Coalite site) which falls within North East Derbyshire District (totalling 46,438 sqm) (application ref: 22/00818/RM). A smaller unit of around 15,000 sqm at Slayley Lane, Barlborough is also in the final stages of planning.

Strategic Logistics Qualitative Summary

- 8.33 Following the surge in demand for logistics floorspace post Covid-19, the national picture for the sector has returned to longer-term trends and the fundamental drivers underpinning the growth of the sector are set to continue. These include continued growth

in e-commerce, occupiers seeking to locate closer to final consumers, increased efficiencies through automation and a resulting diversification of skills requirements.

- 8.34 Nationally, agents report that void periods for leased units are lower now than during the pandemic due to occupiers looking to relocate swiftly when space becomes available, but also that vacant units are sitting on the market for longer on average as occupiers prioritise newer and higher spec stock. A smaller development pipeline is expected to see vacancy rates fall and rents rise over the long term, and there is undersupply of speculative build units over 400,000 sq. ft. for which the market remains robust.
- 8.35 Where national trends have returned to long-term patterns, take-up in the East Midlands is above the long-term average with a clear preference for large and highly spec'd units as occupiers continue to see the region as a prime location. The market for second-hand units is, however, stumbling due to clear preferences for new space, leading to a need to identify a suitable pipeline of sites for large-scale speculative development as well as redevelopment or upgrades of existing second-hand sites.
- 8.36 The M1 corridor is a prime location for new development leading to Bolsover seeing a majority of development within the study area, yet deliveries on strategic sites have been sporadic over the past two decades which has likely channelled demand into other areas, leading to large fluctuations in vacancy levels and rising rents at the local level. There is therefore a clear opportunity to capture more of the jobs, investment and productivity the sector supports within the study area by allocating sufficient land in the right locations.

Strategic Needs Modelling

Completions Approach

- 8.37 This first scenario analysis past completions of strategic industrial/logistics floorspace over 9,000 sqm and trends these forward with an upwards adjustment to reflect the increased use of e-commerce by consumers and a margin of choice.
- 8.38 As illustrated in Figure 8.6, completions have fluctuated quite considerably since 2015 due in no small part to the Covid-pandemic resulting in very little big box logistics coming forward at all in 2021/22 and 2022/23; however in general deliveries of strategic space across North Derbyshire have been high, with a gross figure of 98.74 ha of strategic space completed over the past 9 years to 2023/24 across the FEMA. All of this has been in either Bolsover (68.36 ha) or Chesterfield (30.38 ha) with nothing in North East Derbyshire in recent years.
- 8.39 The 2023 monitoring year has seen the highest level of net completions on record for the area over this time period, reaching 117,761 sqm, with 2016 seeing the second highest (at 84,685 sqm). Such a high level of demand during a time of economic uncertainty clearly indicates the strength of the sector within the area.

Table 8.2 North Derbyshire Annual Average Take up / Losses of Employment Land, 2015/16-2023/24 (ha)

		Time Period	Total Gross Completions	Total Losses to alternative non B-Class uses	Total Net Completions
Bolsover District	Strategic B8	Total	32.13	0	32.13
Bolsover District	Strategic B8	Annual	3.57	0.00	3.57
Bolsover District	Strategic B2/B8	Total	36.23	0	36.23
Bolsover District	Strategic B2/B8	Annual	4.03	0.00	4.03
Bolsover District	TOTAL	Total	68.36	0	68.36
Bolsover District	TOTAL	Annual	7.60	0.00	7.60
Chesterfield Borough	Strategic B8	Total	0.00	3.10	-3.10
Chesterfield Borough	Strategic B8	Annual	0.00	0.34	-0.34
Chesterfield Borough	Strategic B2/B8	Total	30.38	0.00	30.38
Chesterfield Borough	Strategic B2/B8	Annual	3.38	0.00	3.38
Chesterfield Borough	TOTAL	Total	30.38	3.1	27.28
Chesterfield Borough	TOTAL	Annual	3.376	0.34	3.03
NE Derbyshire District	Strategic B8	Total	0	0	0
NE Derbyshire District	Strategic B8	Annual	0	0	0
NE Derbyshire District	Strategic B2/B8	Total	0	0	0
NE Derbyshire District	Strategic B2/B8	Annual	0	0	0
NE Derbyshire District	TOTAL	Total	0	0	0
NE Derbyshire District	TOTAL	Annual	0	0	0

Source: North Derbyshire Council Officers 2024. Note: Numbers may not sum due to rounding.

8.40 This comprises the following developments:

8.41 Bolsover District:

- 2015/16: Sports Direct Warehouse, Unit A, Brook Park East Road, Shirebrook (14/00138): Storage and distribution centre and retail, storage and

training facility with ancillary parking. 97,510 sqm / 16.95 ha. In addition, 2,496 sqm of retail space for factory shop which is not shown in the total floor area of 97,510 sqm.

- 2016/17: Unit C1 Farmwell Lane South Normanton Alfreton (15/00494). Development of Industrial Warehouse (B2,B8) with Ancillary Development, Parking and Service Areas. 20,439 sqm / 4.9 ha.
- 2020/21: Building A, Plot 15 Off Erin Road, Erin Road, Markham Vale Development (19/00719/FUL). Development of industrial units for flexible B2/B8 purposes. Each unit to be provided with ancillary office space, a gatehouse plus car parking; lorry parking; and service yard areas with associated site access; drainage; engineering and landscaping works. 20,580 sqm / 6.31 ha.
- 2023/24: Land Formerly Known as Coalite On North And South Side Of, Buttermilk Lane (19/00316/REM): Site comprises Coalite Units 1, 2, 3, 4, 5 and 6 for B2/B8 with ancillary office. 71,007 sqm / 25.02 ha.
- 2023/24: Unit 1, Land to The North And West Of Berristow Farm, Mansfield Road, South Normanton (21/00635): Site comprises Units 1 (32,006 sqm) and 2 (21,398 sqm) for B8 with ancillary office. 53,404 sqm / 15.18 ha.

8.42 Chesterfield Borough:

- 2015/16: Plot 1 North M1 Commerce Park, Markham Lane, Duckmanton (CHE/14/00506/REM): Construction of a Class B2/B8 unit with office space, and with associated landscaping, access and car parking arrangements. 9,600 sqm / 1.98 ha.
- 2016/17: Plot 1, South Markham Vale Employment Growth Zone, Markham Lane, Duckmanton (CHE/15/00283/FUL): Development of 43,200 sqm industrial unit for B8 purposes with 1,264 sqm of ancillary office space. 44,464 sqm / 13.6 ha.
- 2017/18: Plot 14, Markham Employment Growth Zone, Markham Lane (CHE/16/00659/REM): Construction of Class B2 & B8 speculative units (13 units in 3 blocks) including office and storage space, with associated landscaping, and associated access and car parking arrangements. 33,815 sqm / 10.35 ha.
- 2017/18: Plot 13 Markham Lane Duckmanton Derbyshire (CHE/16/00175/FUL): Development of an industrial unit for Class B8 purposes with ancillary office space, gatehouse plus car parking, lorry parking, service yard and sprinkler tanks with associated site access, drainage, site levelling, engineering and landscaping works. 44,527 sqm / 4.45 ha.

8.43 The 98.74 ha that has been delivered equates to 10.97 ha gross per annum (10.63 ha net, once 3.1 ha of past strategic B2/B8 losses has been deducted). As a comparison, a review of CoStar data indicates that over the same 9-year period, 373,578 sqm, or 93.4 ha at 40% plot ratio, came forward for strategic B2/B8 over 9,000 sqm or above.

8.44 Given that the two sources (Council monitoring versus CoStar) record floorspace completions in slightly different ways and may include sites coming forward across different time periods, the fact that the two figures are very similar lends weight to the robustness of the c.99 ha figure.

8.45 It should be noted that in many instances elsewhere a plot ratio of 35% is applied; however, in this instance, a plot ratio of 40% has been used to reflect local circumstances. This is

because having compared the CoStar data with the completions data provided by Council Officers for each site (which is provided for both floorspace and land), it is apparent that over the assessment period, plot ratios on strategic sites averaged 38% in Bolsover District, 40% in Chesterfield Borough, and 39% overall.

- 8.46 At 10.97 ha per annum, a total of 241.36 ha would be required to 2044 on the basis that the historic take up will continue at the same pace with recent monitoring years. This is a gross figure rather than net as losses have not been netted off.

Table 8.3 Industrial and Logistics Gross Needs in the FEMA to 2033/44 (9,000 sq.m+)

	Total Big Box Completions 2016/17-2023/24	Annual Figure	2022 to 2033 (11-year period)	2022 to 2044 (22-year period)
	Ha	Ha	Ha	Ha
Bolsover	68.36	7.60 ha	83.55	167.10
Chesterfield	30.38	3.38	37.13	74.26
NE Derbyshire	0	0	0	0
FEMA-wide Net Demand	98.74	10.97	120.68	241.36

Source: CoStar / Lichfields analysis (rounded figures). *Note: Assuming a 40% plot ratio

Growing need for e-commerce

- 8.47 The PPG encourages the consideration of a range of up-to-date evidence when establishing the logistics requirements across various locations such as market signals, population and housing growth⁵⁷.
- 8.48 On this basis, we consider that the increase in online retailing, particularly post the Covid-19 pandemic, and the forecast trends in relation to e-commerce that are directly linked with population growth and changing retailing patterns need to be considered by the strategic need assessments for distribution space in particular.
- 8.49 The ONS collects data for non-store retail sales and particularly for the special forms of trading [SFT] which includes sales via the internet, mail order, stalls and markets, door to door and telephone sales. Online sales by supermarkets, department stores and catalogue companies are also included.
- 8.50 Experian⁵⁸ has utilised these ONS figures and provided further adjustments to the SFT based on the following factors (inter alia):
- 1 Many stores sell online but source sales from regular stores rather than warehouses, implying an increase in required store floorspace to cater for rising internet sales.
 - 2 Click-and-collect is an increasingly popular choice with consumers. Since this requires a bricks-and-mortar presence in easily accessible locations, this is largely space demand neutral.
 - 3 Home delivery with the goods delivered sourced from warehouses is not space demand neutral in the way that click-and-collect is. It presents a major potential threat to future demand for retail floorspace in the high street. Demand for retail floorspace would ease if in the future supermarkets moved increasingly to a centralised system to

⁵⁷ PPG Reference paragraph 031: 2a-031-20190722

⁵⁸ Experian Retail Planner Note 21 February 2024

reduce pressure on stores. But it still appears that most retailers opt to distribute from stores rather than a centralised warehouse. While warehouse space has increased, this has come mainly from on-line sellers and, in the case of supermarkets, Aldi and Lidl, rather than a concerted move on the part of retailers in general.

- 4 A significant development is multi channelling, where internet shopping actually drives demand for traditional outlets. An increasing number of retailers are using bricks and mortar stores as a showroom for products, a service location and collection/drop off points for online orders. In-store product and services offer forms part of a coordinated multi-channel strategy and will continue to support demand for retail space.

8.51 On this basis, Experian estimates that 25.6% of retail spending in the UK in 2022 was related to non-store retail and 16.3% related to purely online retail. According to Experian these percentages will increase to 35.2% and 23.1% respectively by 2039.

8.52 We have combined this national forecast growth in online retail with the local household consumer spending forecasts for the three North Derbyshire authorities to estimate the level of additional online expenditure that will be diffused to the market over the period 2022 to 2044.

8.53 Based on Experian data (June 2024), the consumption expenditure by households in the FEMA in 2022 totalled £6.23bn, of which (based on the national online retailing forecast) £1.02bn related to e-Commerce. Experian forecasts provide projections up to 2044, suggesting that by this point, consumption expenditure related to e-commerce is expected to increase by £2.38bn, to £3.396bn. The findings are summarised in Table 8.4.

Table 8.4 E-Commerce Expenditure across Bolsover, Chesterfield and North East Derbyshire, 2022 to 2033/44

	Consumption Expenditure by Households (£m, current prices)	Online Retail Consumption Expenditure by Households (£m, current prices)
Historic Growth 2006-2022	+£2,530	+£916
2022 Expenditure	£6,230	£1,016
Forecast Growth 2022-2033	+£3,193	+£1,001
Forecast Growth 2022-2044	+£7,038	+£2,380

Source: Experian Retail Planner (February 2024), Experian (June 2024) / Lichfields analysis

8.54 These levels of growth in e-commerce expenditure can be translated into demand for B8 logistics space based on Prologis's research. This suggested that *"for every €1 billion in new e-commerce sales, 77,000 sqm of new facility space was needed to fulfil those orders"*⁵⁹. This threshold is translated (based on 2022 prices, from euros to pounds) to 69,000 sqm of logistics space required for every £1 billion in additional e-commerce expenditure.

8.55 On this basis, Table 8.5 presents the logistics requirements derived by the forecast increase in e-commerce in the FEMA across the Plan period. There is an uplift of c 164,200 sqm required to 2044, equal to 41.1 ha. These requirements are considered to be additional to the historic requirements identified above.

⁵⁹ Prologis European E-Commerce, E-Fulfilment and Job Creation (October 2015)

Table 8.5 Additional Need to Accommodate E-Commerce Growth in North Derbyshire to 2033/2044

Additional Requirements	Growth in Consumption Expenditure - online retailing only by Households (£mn, current prices)	2022 to 2033(11-year period)	2022 to 2033(11-year period)	2022 to 2044 (22-year period)	2022 to 2044 (22-year period)
		Sq.m	Ha (40% plot ratio)	Sq.m	Ha (40% plot ratio)
Bolsover	£630m	17,926	4.48	43,449	10.86
Chesterfield	£840m	24,115	6.03	57,996	14.49
NE Derbyshire	£911m	27,035	6.76	62,827	15.71
FEMA-wide	£2,380m	69,076	17.27	164,200	41.06

Source: Experian Retail Planner (Feb 2024), Experian (June 2024), Prologis (2015) / Lichfields analysis (rounded figures)

Gross Industrial and Warehousing Needs

- 8.56 Synthesising the analysis above, Table 8.6 presents the strategic industrial and distribution needs across the three districts comprising the North Derbyshire FEMA. This suggests that, once a 2-year margin of choice is incorporated, there is a total need for strategic industrial and warehousing uses of 304.4 ha to 2044 based on a 40% plot ratio.

Table 8.6 Gross Strategic Industrial and Logistics Requirements in the FEMA to 2033/2044

	2022-2033	2022-2044
Gross Demand	120.7 ha	241.4 ha
E-Commerce Growth Allowance	17.3 ha	41.1 ha
2 year Margin	21.9 ha	21.9 ha
Gross Requirements	159.9 ha	304.4 ha

Source: CoStar (2024), Experian (2024) / Lichfields analysis

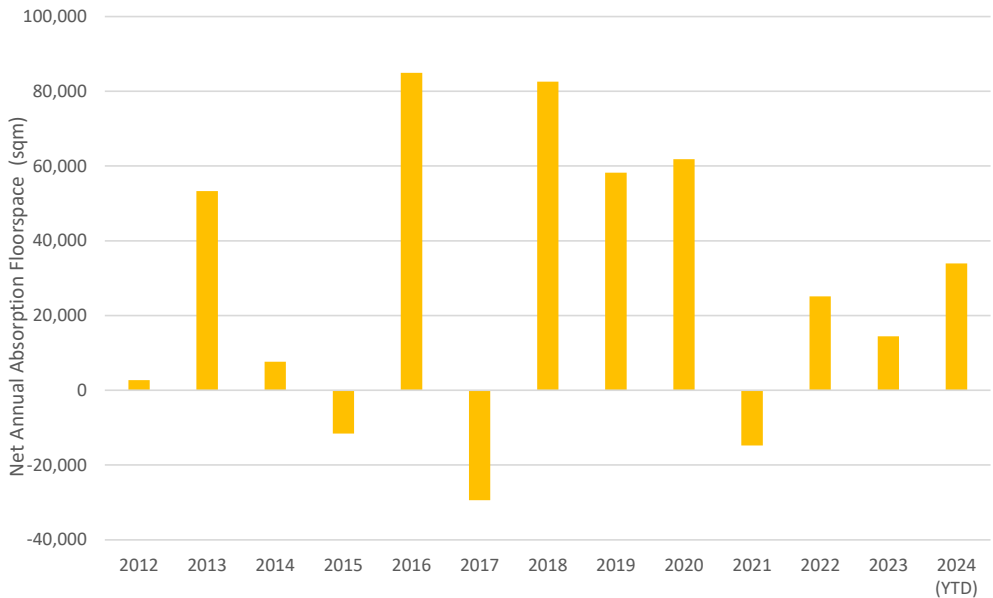
Net Absorption Trend

- 8.57 An alternative approach is to analyse net absorption trends. Net absorption is a term often used in commercial real estate and relates to the total amount of floorspace that has been leased to an occupier, less the amount of floorspace that has been vacated, during a given time period (usually a calendar year or quarter year). In general terms, when the net absorption rate is positive over the defined time period, this means that more office/industrial/warehousing floorspace has been leased than has been vacated (and vice versa where the net absorption rate is negative).
- 8.58 **CoStar’s annual net absorption data for industrial and warehousing premises of over 9,000 sqm** demonstrates the floorspace area occupied minus the equivalent that was vacated at a specific period based on the lease deals for strategic units. This measure is considered appropriate to capture the market demand for industrial and distribution floorspace across the FEMA particularly in the absence of robust monitoring evidence on past take up from the constituent Councils. Such an approach aligns with the PPG, and particularly paragraph 031⁶⁰ **which states** “*analysis of market signals, including trends in take up and the availability of logistics land and floorspace across the relevant market geographies*”.

⁶⁰ PPG reference: 2a-031-20190722

- 8.59 As illustrated in Figure 8.6, net absorption of B2/B8 floorspace over 9,000 sqm has almost reached 370,000 sqm over the past 13 years from 2012 across the FEMA (28,375 sqm per annum). The average annualised net absorption for the FEMA across the period 2016/17-2023/24 is even higher, at 35,205 sqm, although the rate over the past five years is lower, at 24,105 sqm.
- 8.60 The 2016 monitoring year saw the highest level of net absorption on record for the area, reaching nearly 85,000 sqm, closely followed by 2018 at 82,540 sqm. Conversely, the 2016 record figure was bookended by two negative absorption years (-11,610 sqm in 2015 and -29,390 sqm in 2017) whilst the 2021 year (during the peak of the pandemic) perhaps unsurprisingly saw a dip of -14,750 sqm.
- 8.61 This has been driven by Chesterfield Borough (averaging 15,096 sqm per annum over the full assessment period from 2012), closely followed by Bolsover District (averaging 13,279 **sqm per annum**), whereas **North East Derbyshire's net absorption figure is zero**, as the amount of new strategic B2/B8 floorspace occupied (which has been limited) equals the amount vacated over the longer term.
- 8.62 Such a high level of demand in Bolsover and Chesterfield during a time of economic uncertainty clearly indicates the strength of the sector within this part of the FEMA.

Figure 8.6 Net Absorption across North Derbyshire, 2012 to 2024 (9,000 sqm+)



Source: CoStar (August 2024) / Lichfields analysis

- 8.63 Generally speaking, industrial and logistics real estate markets tend to have a positive net absorption rate over any prolonged length of time. However, in instances where the vacancy rate is very low, and virtually no industrial floorspace is available on the market and no sites are under construction, then it is more likely that net absorption will turn negative as potential occupiers are forced to move out of the study area in search of premises better suiting their needs (either from a quality, size or cost perspective).
- 8.64 Whilst net completion rates are therefore a helpful indicator of future need, in isolation they can under-**estimate the 'true' demand for future floorspace where vacancy levels are** low and there is limited space for potential occupiers to choose from. Where the availability of supply fails to keep up with demand, we tend to see strong rental price growth, falling

vacancy levels and economic stagnation for the local area as companies either have to remain in sub-standard accommodation or move out of the district entirely. These are all outcomes to be avoided. There is therefore a need to apply a metric to the net absorption **trend to ensure that this ‘latent demand’ can be factored into the equation**⁶¹.

- 8.65 As noted elsewhere in this ENAS, an adjustment should be made to reflect the fact that a proportion of employment floorspace will always be vacant. Many sources are suggesting that a figure of around 7.5%⁶² / 8% should be used to calculate the normal, or equilibrium vacancy rate, with any level below this suggesting that the market has an under-supply of floorspace leading to inefficiencies in the property market. The *Levelling Up - The Logic of Logistics* report for the BPF suggested that an 8% availability level was the point at which the supply/demand for industrial and logistics floorspace would be in equilibrium:

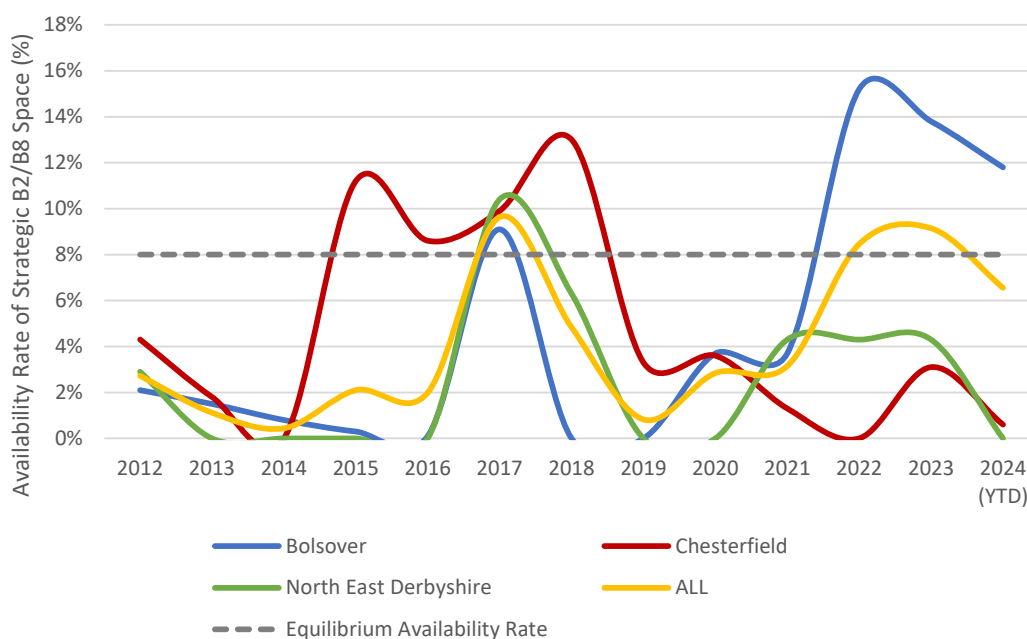
“At the national level, the market equilibrium level where supply and demand are broadly in balance and rents are more stable is around 8% availability. This benchmark rate is found in a number of prominent publications such as the GLA’s Land for Industry and Transport Supplementary Planning Guidance [SPG]. England’s I&L market has been below this level for over seven years clearly demonstrating the failure of the current NPPG methods in estimating demand accurately” [page 20].

- 8.66 As shown in Figure 8.7, Availability Rates across North Derbyshire over the past dozen years or so have generally fluctuated beneath the 8% equilibrium level, although Chesterfield Borough saw high levels of vacancy between 2015 and 2018, with all districts seeing levels slightly above the norm in 2017. Since that time, availability levels have sunk well below the equilibrium rate for both Chesterfield and North East Derbyshire. Bolsover District had traditionally seen very low levels of availability, although this has changed over the past three years as an influx of large logistics units have come onto the market. The overall availability rate stands at 6.6% across the three districts as a whole, although **Bolsover District’s rate remains high at 11.8% with almost 80,000 sqm** still on the market, whilst both Chesterfield Borough and North East Derbyshire District currently have no strategic B2/B8 units available at all.

⁶¹ See, for example, the BPF /Savills Report: *Levelling Up, the Logic of Logistics* (2020) which sets out its ‘suppressed demand’ approach in detail

⁶² Welsh Government (August 2015): Practice Guidance – Building an Economic Development Evidence Base to Support a Local Development Plan

Figure 8.7 Availability Rates across North Derbyshire, 2012 to 2024 (B2/B8 floorspace 9,000 sqm+)



Source: CoStar (August 2024) / Lichfields analysis

- 8.67 This scenario has therefore analysed the net absorption levels of strategic industrial/warehousing floorspace across the three North Derbyshire Districts (taken from CoStar for all units over 9,000 sqm) with an adjustment for latent demand for when availability levels fell below the 8% equilibrium level. In each time period, the maximum (one-off) figure required to bring the total amount of strategic stock up to the 8% equilibrium rate has been used.
- 8.68 Table 8.7 and Table 8.8 summarise the net demand figure of strategic industrial and distribution uses across the FEMA, based on the historic net absorption rates recorded by CoStar for all the industrial and warehousing units over 9,000 sqm. It indicates that between 674,550 sqm / 169 ha and 936,430 sqm / 234 ha could be required between 2022 and 2044, depending on whether the short term or longer-term trend period is applied.
- 8.69 The 304.4 ha past completion scenario summarised above sits above the upper end of this range.

Table 8.7 Net Industrial and Logistics Needs in the FEMA between 2022 and 2033 (9,000 sqm+)

	Short Term: 2020-2024 (5-year Trend)	Short Term: 2020- 2024 (5- year Trend)	Medium Term: 2016- 2024	Medium Term: 2016-2024	Long Term: 2012-2024	Long Term: 2012-2024
	Sqm	Ha*	Sqm	Ha*	Sqm	Ha*
Average Net Absorption	24,105	6.03	35,205	8.80	28,375	7.09
11-year Plan Requirement	265,157	66.29	387,257	96.81	312,130	78.03
Latent Demand Adjustment (applied to years with a sub-8% availability rate, with the highest yearly uplift applied)	56,470	14.12	74,142	18.54	74,142	18.54
2-year completions margin	87,769	21.94	87,769	21.94	87,769	21.94
TOTAL Requirement	409,396	102.35	549,169	137.29	474,042	118.51

Source: CoStar August 2024 / Lichfields analysis (rounded figures). *Note: Assuming a 40% plot ratio

Table 8.8 Net Industrial and Logistics Needs in the FEMA between 2022 and 2044 (9,000 sqm+)

	Short Term: 2020-2024 (5-year Trend)	Short Term: 2020-2024 (5-year Trend)	Medium Term: 2016- 2024	Medium Term: 2016- 2024	Long Term: 2012-2024	Long Term: 2012-2024
	Sqm	Ha*	Sqm	Ha*	Sqm	Ha*
Average Net Absorption	24,105	6.03	35,205	8.80	28,375	7.09
22-year Plan Requirement	530,314	132.58	774,515	193.63	624,261	156.07
Latent Demand Adjustment (applied to years with a sub-8% availability rate, with the highest yearly uplift applied)	56,470	14.12	74,142	18.54	74,142	18.54
2-year completions margin	87,769	21.94	87,769	21.94	87,769	21.94
TOTAL Requirement	674,553	168.64	936,426	234.11	786,172	196.54

Source: CoStar August 2024 / Lichfields analysis (rounded figures). *Note: Assuming a 40% plot ratio

Replacement Build

8.70

This scenario recognises that over time, existing strategic logistics sites become increasingly outdated and in need of complete refurbishment or redevelopment for alternative uses. Sites risk becoming obsolete over time, for three main reasons⁶³:

⁶³ For further details, see Prologis (2015): *Obsolescence: The Implications for Global Logistics Real Estate*
<https://www.prologis.com/insights/global-insights-research/obsolescence-implications-global-logistics-real-estate>

- 1 Locational Obsolescence: Occupiers no longer wish to locate at the site due to changing requirements. A well-located property can provide its occupiers with access towns and cities with a considerable and suitably skilled labour force; it can be alongside suitable transport infrastructure, both strategic highways and public transport; and it can also be located in close proximity to its key clients/supply chain. Clearly these benefits shift over time, and a building that was once appropriately located may gradually become locationally obsolete (for example a historic mill building located in a dense urban area). Access to power infrastructure, particularly for electrical vehicles, is becoming increasingly problematic for logistics real estate decisions and one that may force companies to relocate from areas with a constrained energy supply/access to renewables.
- 2 Economic Obsolescence: This may refer to pressures for higher-value land uses on the site (i.e. for residential uses on a lower value office/industrial site), or it could also refer to a misalignment between the rental yield of a property compared to the ongoing maintenance and capital expenses, meaning that the building itself is not viable.
- 3 Functional Obsolescence: This occurs when the property cannot be viably converted to meet changing occupier requirements in light of supply chain advances or occupier preferences. For example, this could include the need for larger servicing bays and more customer parking spaces; flexible space such as higher floor-ceiling heights and increased dock doors; or just that the size of the unit is no longer fit for purpose. For example, research by Prologis found that e-commerce requires three-times more logistics space than brick-and-mortar sales because of piece picking, product variety, direct-to-consumer shipping and the need to process returns⁶⁴.

8.71 As a once modern unit becomes increasingly obsolete, then the standard of occupier – and the rent charged – tends to decline:

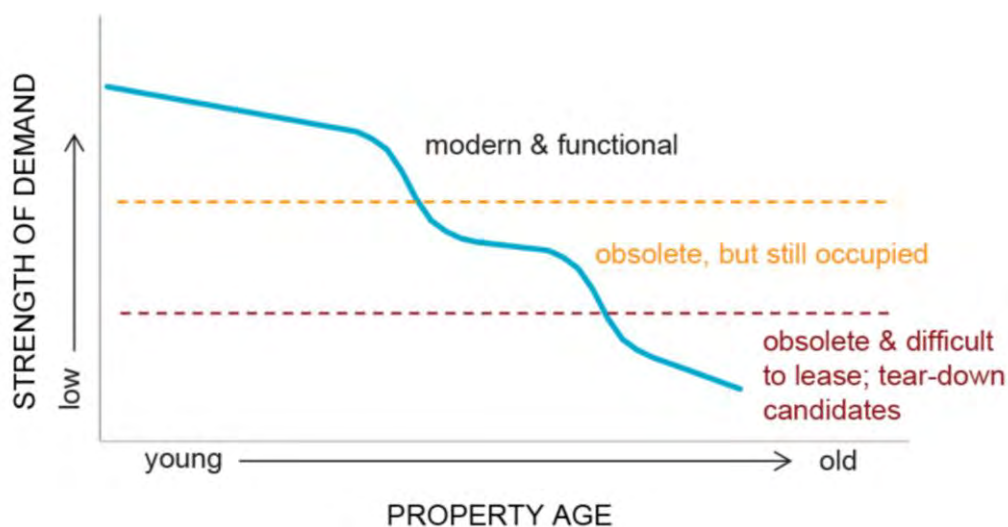
“User type affects the rate of obsolescence. In the case of bulk distribution facilities, new properties will meet—and often exceed—prevailing customer requirements. Typically, major national/international distributors need the most modern features to accommodate high velocity and volume. In time, parameters evolve and the facility may become workable only for smaller-scale regional/local customers. As the property ages, additional use cases such as light industrial and other small business operations continue nevertheless.”⁶⁵

This evolution can be illustrated by a theoretical demand curve as a property ages, shown in Figure 8.8.

⁶⁴Prologis: E-Commerce and a New Demand Model for Logistics Real Estate (July 2014) <https://www.prologis.com/insights/global-insights-research/e-commerce-and-new-demand-model-logistics-real-estate>

⁶⁵ Prologis (2015): Obsolescence: The Implications for Global Logistics Real Estate <https://www.prologis.com/insights/global-insights-research/obsolescence-implications-global-logistics-real-estate>

Figure 8.8 Obsolescence and the Evolution of Customer Demand



Source: Prologis (2015): Obsolescence: The Implications for Global Logistics Real Estate, Exhibit 1

- 8.72 This trend is likely to be accentuated in the years to come by the new EPC requirements for commercial property which are becoming more stringent in line with Government policy. It is probable that large sectors of the market supply will become unfit for purpose and be made redundant. This is particularly true of the current Grade C (or lower) stock in the FEMA, but will eventually extend to even the most modern of logistics properties.
- 8.73 In terms of what this means for strategic industrial and logistics needs across North **Derbyshire and beyond, clearly all existing units have a ‘shelf-life’, some longer than others,** beyond which they become functionally obsolete as set out above. Unless the existing units are comprehensively refurbished or demolished and replaced in situ, then occupiers will eventually have to move elsewhere.
- 8.74 Other Strategic Logistics Studies that have been produced for the wider PMA which North Derbyshire sits within⁶⁶ have produced similar scenarios, working on the basis that the average useful economic life of a modern warehouse building is around 30 years. This would mean that over the 22-year Plan period to 2044, it might be expected that around 73% of the current strategic stock may need replacing.
- 8.75 The logistics stock in North Derbyshire is comparatively modern, with 35% of the entire strategic B2/B8 stock coming forward since 2012 according to CoStar. If it is assumed that a low level of replacement is achieved over 40 years rather than 30 years, this would mean that around 55% of the existing strategic B2/B8 floorspace would need to be redeveloped by 2044.
- 8.76 If it is assumed that around 20% of these replacement units will be delivered on the same site as the existing outdated building, and assuming similar assumptions as the Completions Approach when it comes to the e-commerce uplift to address an element of latent demand, plus the 2 year margin of choice, then the land requirement ranges from a high of 243.8 ha based on a 30-year replacement rate, to 198.6 ha applying a 40 year rate of replacement over the period 2022 to 2044 (Table 8.10).

⁶⁶ Iceni (August 2022): Nottinghamshire Core and Outer HMA Logistics Study Final Report

Table 8.9 Net Industrial and Logistics Needs in the FEMA between 2022 and 2033 (9,000 sqm+)

	30-year replacement rate	30-year replacement rate	Low level replacement (40 years)	Low level replacement (40 years)
	Sqm	Ha*	Sqm	Ha*
11-year Replacement	452,039	113.01	339,029	84.76
...Less 20% On-Site Redevelopment	361,631	90.41	271,223	67.81
E-Commerce Uplift	69,076	17.27	69,076	17.27
2-year completions margin	87,769	21.94	87,769	21.94
TOTAL Requirement	518,476	129.6	428,068	107.0

Source: CoStar August 2024 / Lichfields analysis. *Note: Assuming a 40% plot ratio

Table 8.10 Net Industrial and Logistics Needs in the FEMA between 2022 and 2044 (9,000 sqm+)

	30-year replacement rate	30-year replacement rate	Low level replacement (40 years)	Low level replacement (40 years)
	Sqm	Ha*	Sqm	Ha*
22-year Replacement	904,077	226.02	678,058	169.51
...Less 20% On-Site Redevelopment	723,262	180.82	542,446	135.61
E-Commerce Uplift	164,242	41.06	164,242	41.06
2-year completions margin	87,769	21.94	87,769	21.94
TOTAL Requirement	975,273	243.8	794,457	198.6

Source: CoStar August 2024 / Lichfields analysis. *Note: Assuming a 40% plot ratio

Sensitivity Testing

- 8.77 The wider strategic industrial/logistics requirements set out above are high, but reflect the very strong growth in logistics in recent years in Bolsover District and to a lesser extent Chesterfield Borough, coupled with persistently low vacancy rates in Chesterfield and North East Derbyshire District.
- 8.78 Adjustments to some of the key inputs will of course result in a change to the scale of strategic B2/B8 land needed in the area.
- 8.79 For example, if the margin of choice were increased from 2 years to 5 years, this would increase the requirement across all of the scenarios from 21.94 ha to 54.86 ha – an increase of 32.91 ha to 2044.
- 8.80 A more complex adjustment would involve adjusting the availability rate in the Net Absorption Trend scenario. It is noted that some other studies elsewhere in the wider PMA⁶⁷ prefer to use a 5% figure as being more typical for big box logistics given the tendency for pre-letting of stock at an early stage. Whilst there are many other studies that prefer a figure of around 8% (including the Welsh Guidance⁶⁸ which recommends a figure of 7.5%), we have re-run the Scenario using a lower equilibrium rate of 5% as a sensitivity.

⁶⁷ See, for example, the Sheffield Logistics Study [SLS] (December 2022, Icen), paragraph 5.10

⁶⁸ Welsh Government (August 2015): Practice Guidance – Building an Economic Development Evidence Base to Support a Local Development Plan

- 8.81 The results are presented in Table 8.11 and Table 8.12. As many of the years have a level of vacancy between 5% and 8%, these would counteract any latent demand in the short to medium term with the result that there would be no adjustment necessary for the first two scenarios (5-year trend and medium term), although there would still be a need for a very modest uplift in the longer term. The requirements would range from 160 ha to 226 ha by 2044 (compared to between 169 ha and 234 ha with a higher vacancy rate adjustment, a relatively minor adjustment downwards).

Table 8.11 Net Absorption Trend: Net Industrial and Logistics Needs in the FEMA between 2022 and 2033 (9,000 sqm+): SENSITIVITY

	Trend period: 2020-2024 (5- year Trend)	Trend period: 2020-2024 (5-year Trend)	Trend Period: 2016-2024 (medium term)	Trend Period: 2016-2024 (medium term)	Trend Period: 2012-2024 (long term)	Trend Period: 2012- 2024 (long term)
	Sqm	Ha*	Sqm	Ha*	Sqm	Ha*
Average Net Absorption	24,105	6.03	35,205	8.80	28,375	7.09
11-year Plan Requirement	265,157	66.29	387,257	96.81	312,130	78.03
Latent Demand Adjustment (-5% availability rate)	23,644	5.91	43,155	10.79	43,155	10.79
2-year completions margin	87,769	21.94	87,769	21.94	87,769	21.94
TOTAL Requirement	376,570	94.14	518,181	129.55	443,054	110.76

Source: CoStar August 2024 / Lichfields analysis (rounded figures). *Note: Assuming a 40% plot ratio

Table 8.12 Net Absorption Trend: Net Industrial and Logistics Needs in the FEMA between 2022 and 2044 (9,000 sqm+): SENSITIVITY

	Trend period: 2020-2024 (5-year Trend)	Trend period: 2020- 2024 (5- year Trend)	Trend Period: 2016-2024 (medium term)	Trend Period: 2016- 2024 (medium term)	Trend Period: 2012-2024 (long term)	Trend Period: 2012- 2024 (long term)
	Sqm	Ha*	Sqm	Ha*	Sqm	Ha*
Average Net Absorption	24,105	6.03	35,205	8.80	28,375	7.09
22-year Plan Requirement	530,314	132.58	774,515	193.63	624,261	156.07
Latent Demand Adjustment (-5% availability rate)	23,644	5.91	43,155	10.79	43,155	10.79
2-year completions margin	87,769	21.94	87,769	21.94	87,769	21.94
TOTAL Requirement	641,727	160.43	905,439	226.36	755,185	188.80

Source: CoStar August 2024 / Lichfields analysis (rounded figures). *Note: Assuming a 40% plot ratio

Summary

- 8.82 As can be seen in Table 8.13, the main scenarios indicate that the need for strategic B2/B8 ranges from 168.6 ha (Absorption Trend: Short Term) through to 282.4 ha (Completions

Approach) to 2044. Reducing the equilibrium vacancy rate in the Absorption Trend scenarios adjusts the lower end of the range down to 160.4 ha.

- 8.83 Whilst there will be some overlap with the localised needs identified in Section 7.0 (excluding the past take up scenario, for which strategic B2/B8 was already removed), the bulk of this strategic employment land need would be additional to the indigenous employment land needs identified in Section 7.0.

Table 8.13 FEMA-wide Strategic B2/B8 Employment Requirements 2022-2033/44

	Strategic Employment Land (ha)		
		To 2033	To 2044
Completions Approach	Main	159.9	304.4
Absorption Trend: Short Term	Main	102.4	168.6
	Sensitivity	94.1	160.4
Absorption Trend: Medium Term	Main	137.3	234.1
Absorption Trend: Short Term	Sensitivity	129.6	226.4
Absorption Trend: Long Term	Main	118.5	196.5
Absorption Trend: Long Term	Sensitivity	110.8	188.8
Replacement Build	30 yr Replacement Rate	129.6	243.8
Replacement Build	40 yr Replacement Rate	107.0	198.6

Source: Lichfields analysis/ HEDNA (2022)

- 8.84 Whilst the strategic land figures appear high, particularly at the upper end of the range, this reflects the extent to which Bolsover and Chesterfield in particular have seen very high volumes of logistics development in recent years. This reflected the sites that were available within the two districts, and particularly the likes of the Sports Direct Warehouse at Shirebrook; South Normanton; Coalite and the Markham Vale Development.
- 8.85 While demand remains strong for strategic logistics across the wider area, Council Officers consider that the historic availability of large deliverable logistics sites adjacent to M1 junctions, some of which were delivered with the help of considerable levels of public sector investment, are unlikely to happen again to the same extent for the foreseeable future. As most of the strategic need in particular is necessarily founded to an extent on past trends continuing into the future, it would be a policy choice for the three Councils to take regarding the extent to which the continued pursuit of strategic B2/B8 needs is their preferred growth option over the next 22 years.
- 8.86 Furthermore, as discussed at length in Section 4.0, whilst Bolsover District, Chesterfield Borough and North East Derbyshire District comprise a self-contained FEMA that represents an appropriate spatial area for planning for employment land needs at a local scale, North Derbyshire sits within a much larger PMA when it comes to planning for strategic B2/B8 needs. Whilst this wider PMA focuses particularly along the M1 Corridor, Figure 4.7 demonstrated that North Derbyshire sits at the heart of three other PMAs as far away as the A1 Corridor to the east; Doncaster to the north; and Nottinghamshire to the south and east.
- 8.87 Therefore whilst it is recommended that the three North Derbyshire authorities should seek to meet their local indigenous needs in full, it would be a policy choice for the three Councils to make as to the extent of this wider strategic B2/B8 need they should contribute towards, as this could also be met elsewhere in the wider PMAs identified in Figure 4.7 (and vice versa), although the focus will be particularly on comparable locations in the vicinity of the M1 junctions.

9.0 Demand/Supply Balance

Introduction

- 9.1 This section draws together the forecasts of future employment land needs in Sections 7.0 and 8.0 and the estimates of land available in North Derbyshire's existing and allocated employment sites in Section 6.0 to identify whether there is any need for additional employment space, or whether there is a surplus of it, in both quantitative and qualitative terms.

Potential Sources of Supply

- 9.2 For the purposes of this assessment, the future employment land supply position across the three North Derbyshire districts comprises any completions that have occurred in the two years post 2022 (given that 2022 represents the base date for modelling need); any undeveloped Local Plan employment land allocations; sites with extant planning permission for employment use; and any other employment sites with identified development capacity. This latter category involved Lichfields assessing 49 existing/potential sites in Chesterfield and North East Derbyshire to identify whether the sites should remain in the employment land portfolio, and if so, the level of land that could reasonably be expected to be available for development. This includes additional supply which could be delivered on undeveloped or under-utilised / redeveloped land within existing employment sites, having regard to emerging masterplans and capacity assessments where these are available, or other information provided by site owners / promoters.
- 9.3 The summary land position of each district (with a base date of 31st March 2024) is summarised below.

Bolsover District

- 9.4 As summarised in Section 6.0, BDC has a total of 98.069 ha of employment land that is potentially available (of which 43.42 ha was delivered in the two years from the 2022 modelling base date). As summarised in Table 9.1, of this total, 45.72 ha would be able to **contribute towards meeting B2/B8 strategic needs (i.e. be able to accommodate 'big box' units of 9,000 sqm or more in size)**, with the remaining 52.349 addressing predominantly localised needs.
- 9.5 This is, however, somewhat misleading in terms of forward supply, given that it includes the Coalite and Berristow Farm sites which were completed in 2023/24, leaving only 5.52 ha on Land to the North East of Markham Vale Employment Site and the M1 and South West of B6419 to meet emerging needs going forward.

Table 9.1 Bolsover District: Forward Supply of Employment Land (as of 31st March 2024)

Designation	Site Name	Completed 2022-2024	Remaining as of 31/3/24	Total Local	Total Strategic
Sites with Extant Planning Permission	Export Industrial Park, Export Way (off A619), Steetley	-	10.7	10.7	-
Sites with Extant Planning Permission	Land between Brickyard Farm and Barlborough Links	-	3.45	3.45	-
Sites with Extant Planning Permission	Land off High Hazels Road, Barlborough	-	1.17	1.17	-
Sites with Extant Planning Permission	Land South of Model Village, Creswell (18/00087)	-	0.8	0.8	-
Sites with Extant Planning Permission	Land to the North East of Markham Vale Employment Site and the M1 and South West of B6419. The development crosses the District boundary into CBC (see Table below). Bolsover - Plot Area 5.52 ha. Gross site area 11.14 ha.	-	5.52	-	5.52
Sites with Extant Planning Permission	Rear of 16 to 124 and South West of 124 and, between Brickyard Farm and Barlborough Links, Chesterfield Road, Barlborough	-	2.07	2.07	-
Sites with Extant Planning Permission	27 - 33, Intake Road, Bolsover	-	0.628	0.628	-
Sites with Extant Planning Permission	Land To Rear Of 10, Grange Close, South Normanton	-	0.37	0.37	-
Sites with Extant Planning Permission	Unit 2, 60, Brookhill Road, Pinxton	-	0.735	0.735	-
Sites with Extant Planning Permission	Unit 3, Grange Close, South Normanton	-	0.01	0.01	-
Sites with Extant Planning Permission	Premier House, Vernon Street, Shirebrook	-	0.61	0.61	-
Sites with Extant Planning Permission	Garage Site to the Rear Of 35 - 41, Baker Street, Creswell	-	0.084	0.084	-
Sites with Extant Planning Permission	EPC UK Explosives, Carnfield Hill, South Normanton	-	0.071	0.071	-
Sites with Extant Planning Permission	The Old Abattoir, High Street, Tibshelf	-	0.131	0.131	-
LP Allocation with development land remaining	Park View (south), Whaley Thorns	-	0.58	0.58	-
LP Allocation with development land remaining	Land South of Maisies's Way, South Normanton (extant pp, ref: 22/00023)	-	1.26	1.26	-
LP Allocation with development land remaining	Wincobank Farm, South Normanton (Completed 2023/24. Planning permission 21/00635)	15.18	-	-	15.18
LP Allocation with development land remaining	Clowne Garden Village Strategic Site	-	20.0	20.0	-

LP Allocation with development land remaining	Colliery Road, Cresswell	-	0.46	0.46	-
LP Allocation with development land remaining	Former Whitwell Colliery Strategic Site (extant pp ref: 18/00452)	-	6.0	6.0	-
Policy SS7: Coalite Priority Regeneration Area	Coalite Plots developed in Bolsover (Completed 2023/24)	25.02	-	-	25.02
	Other 2022/2023 Completions (Net)	0.83	-	0.83	
	Other 2023/2024 Completions (Net)	2.39	-	2.39	
	ALL	43.42	54.649	52.349	45.72

Source: Bolsover District Council Officers (July 2024)

Chesterfield Borough

- 9.6 It is estimated that CBC has an employment land supply of 120.21 ha (if the recommendations of this ENAS are taken forward) with a base date of 2022.
- 9.7 Of the 120 ha supply, the vast majority relates to land suitable for local, or indigenous uses, totalling some 107 ha. The only strategic B2/B8 site, capable of contributing 11.36 ha, relates to Land at North East to Markham Vale and Employment Site and M, Seymour Link Road, Woodthorpe, Chesterfield. This has outline planning permission (ref. CHE/21/00554/OUT) for the erection of warehouse units (Class B2/B8) up to 68,000 sqm gross (of which Unit B, totalling 45,454 sqm, is located in Chesterfield Borough and Unit A, totalling 22,540 sqm, in Bolsover – see Table 9.1 above), with ancillary office accommodation; construction of new access road; provision of service yards and internal vehicle circulation and parking areas.

Table 9.2 Chesterfield: Forward Supply of Employment Land (as of 31st March 2024)

Ref	Site Name	Completed 2022-2024	Remaining as of 31 st March 2024	Total Local	Total Strategic
E1	Former GKN works, Sheepbridge Lane	-	2.0	2.0	-
E2	Land at Prospect Park, North of Dunston	-	2.5	2.5	-
E3	Station Road (Wagon Works), Old Whittington	-	5.67	5.67	-
E4	Whitting Valley Road (Land at), Old Whittington	-	3.74	3.74	-
E5	Former Boythorpe Works, Goyt Side Road	-	5.0	5.0	-
E6	Impala Estates (land adj. Markham Vale)	-	2.6	2.6	-
SS2	Chatsworth Road South	-	0.40	0.40	-
SS3	Waterside (Station Place and Basin Square)	-	1.96	1.96	-
SS3	Station Masterplan Area	-	1.00	1.00	-
N/A	Markham Vale West: Plot 2	-	1.47	1.47	-
N/A	Markham Vale East: Plot 5 North	-	0.75	0.75	-
N/A	Land Accessed from Farndale Road, Staveley (CHE/13/00675/OUT)	0.56	16.02	16.58	-
N/A	Land to the West of Campbell Drive, Barrow Hill	-	1.43	1.43	-
N/A	Clayton Street	-	0.20	0.20	-
N/A	Chester Street	-	0.94	0.94	-
SS5	Staveley Works Corridor (area around Works Road)	-	2.0	2.0	-
SS5	Staveley Works and Rother Valley Corridor	-	50.0	50.0	-
	2022/2023 Completions (Net)	3.23	-	3.23	-
	2023/2024 Completions (Net)	2.25	-	2.25	-
	Commitments as of 31 st March 2024		16.49	5.128	11.364
	ALL	6.04	114.17	108.846	11.364

Source: Lichfields Analysis / Chesterfield Borough Council Officers (July 2024).

North East Derbyshire District

- 9.8 If the recommendations of this ENAS are taken forward, it is estimated that North East **Derbyshire District's adjusted employment land supply** could total 54.84 ha. This is an uplift from the current 47.18 ha supply even with the loss of the Land Adjacent to Norwood Industrial Estate, primarily due to the potential inclusion of a larger volume of land at the Coalite Priority Regeneration Area due to the loss of HS2, which potentially frees up around 12 ha of additional employment land at the site.
- 9.9 Of the 54.84 ha total, it is understood that two sites would be capable of accommodating 'strategic, big box, B2/B8 developments. These are two sites with extant planning permission, namely Land r/o Dukes Close, Wood Street, comprising the erection of anew cold store building (use class B8) for 9,460 sqm / 3.10 ha; and the former Coalite Site on the north west and south east of Buttermilk Lane (which is also an allocation) for 46,438 sqm / 15 ha, although this could rise to around 27 ha due to the loss of HS2, which potentially frees up around 12 ha of additional employment land at the site.
- 9.10 Therefore, the strategic sites total 30.3 ha, with the remaining indigenous supply coming in at 24.5 ha.

Table 9.3 North East Derbyshire District: Forward Supply of Employment Land (as of 31st March 2024)

Ref	Site Name	Completed 2022-2024	Remaining as of 31 st March 2024	Total Local	Total Strategic
Existing Employment Site and LP Allocation with development land remaining	Coney Green, Clay Cross (Plot H)	-	1.59	1.59	-
Existing Employment Site and LP Allocation with development land remaining	Derby Road, Upper Mantle Close, Clay Cross	-	3.33	3.33	-
Existing Employment Site and LP Allocation with development land remaining	Westthorpe Business Centre, Killamarsh	-	0.35	0.35	-
Existing Employment Site and LP Allocation with development land remaining	Land Adjacent to Norwood Industrial Estate, Killamarsh	-	0	0	-
Existing Employment Site and LP Allocation with development land remaining	Markham Vale (West of M1), Long Duckmanton	-	1.87	1.87	-
Existing Employment Site and LP Allocation with development land remaining	Markham Vale (Part of former Coalite land, Chesterfield Road), Long Duckmanton	-	1.25	1.25	-
Existing Employment Site and LP Allocation with development land remaining	Renishaw Industrial Estate	-	2.50	2.50	-
Existing Employment Site and LP Allocation with development land remaining	Hepthorne Lane, Tupton	-	0.70	0.70	-
Existing Employment Site and LP Allocation with development land remaining	Holmewood Industrial Estate	-	0.8	0.8	-
Existing Employment Site and LP Allocation with development land remaining	Corbriggs Industrial Estate, Mansfield Road	-	0.85	0.85	-
Existing Employment Site and LP Allocation with development land remaining	Sheffield Road	-	0.10	0.10	-
Existing Employment Site and LP Allocation with development land remaining	Dronfield Regeneration Area	-	2.50	2.50	-
Strategic Sites	The Avenue – Mixed Use Development, Wingerworth	-	4.00	4.00	-
Strategic Sites	Biwaters Site – Mixed Use Development, Clay Cross	-	1.36**	1.36**	-
Strategic Sites	Coalite Priority Regeneration Area	-	27.20	-	27.20
	2022/2023 Completions (Net)	-1.255	-1.255	-1.255	-
	2023/2024 Completions (Net)	0.035	0.035	0.035	-
	Commitments as of 31 st March 2024*	-	7.664*	4.564*	3.10
	ALL	-1.22	54.844	24.544	30.30

Source: North East Derbyshire Council Officers (July 2024). NED Authority Monitoring Report 2023.

*Note: Excludes The Former Coalite Site and the Former Biwaters Site, both of which have extant planning permission, but which are included separately in the Table.

**Strategic site allocation - changes to approved Biwaters site masterplan to allow housing on employment parcel, reduces employment land supply from 5 ha to 1.36 ha.

- 9.11 Therefore, across the whole of North Derbyshire, there is a total employment land supply of 273.123 ha, of which 185.739 ha relates primarily to localised needs, and the remaining 87.384 ha for strategic B2/B8 requirements.

Quantitative Balance

- 9.12 In terms of how the employment land requirements relate to the current employment land portfolio, various factors make any such quantitative analysis an inexact science. On the supply side of the equation the total amount of land available at any given point in time is indeterminate. The exact amount depends upon:

- 1 The size of private reserves (i.e. industrial land held with existing buildings for expansion). These are normally excluded from the analysis as they are not generally available for development;
- 2 The number of windfall sites arising which are not presently allocated for employment uses, but which may become available for such uses in future; and,
- 3 The number of further sites becoming available through the recycling of land currently in industrial use.

Indigenous Employment Land Needs

- 9.13 A basic quantitative comparison of estimated demand for localised employment space against the identified indigenous supply is presented in Table 9.4. For the purposes of this part of the analysis, and to enable basic comparisons to be made, we have converted office requirements from floorspace to land.
- 9.14 When set against any of the demand forecasts, it is apparent that all three districts can meet their localised needs in full up to 2033. However, up to 2044, the situation becomes more complicated and under certain scenarios, new employment and allocations could be required. For example, for Bolsover District, a forward supply of 52.349 ha means that it can meet its needs to 2044 only under the past completion rates scenario. For the two econometric scenarios and the SM3 labour supply scenario, the unmet need ranges from 1.47 ha to 2.27 ha.
- 9.15 Chesterfield Borough has a substantial supply of employment land suitable for indigenous uses, totalling 109 ha. This means that it potentially has an over-supply of between 33 ha and 80 ha depending on the scenario modelled.
- 9.16 As for North East Derbyshire, the situation is more nuanced; although it has a much lower level of local supply (24.5), its indigenous needs are much lower too, ranging from 15.6 ha to 31.3 ha. This means that under two of its highest scenarios, SM3 591 dpa and past take up, there could be an unmet need of between 5.75 ha and 6.81 ha.
- 9.17 Overall, North Derbyshire has an over-supply of between 109.35 ha and 143.95 ha of employment land suitable for indigenous needs to 2033, falling to between 42.66 ha and 86.9 ha over the full 22-year plan period.

Table 9.4 Demand / Supply of Localised Employment Space in North Derbyshire 2022-2044

	Scenario	Demand	Demand	Supply	Supply net of demand	Supply net of demand
		To 2033	To 2044		To 2033	To 2044
Bolsover	1) Experian Baseline	21.47	54.22	52.349	30.88	-1.87
Bolsover	2) Policy On	21.6	54.62	52.349	30.75	-2.27
Bolsover	3) SM3 353 dpa	21.5	53.82	52.349	30.85	-1.47
Bolsover	4) Past Take Up	19.11	35.28	52.349	33.24	17.07
Chesterfield	1) Experian Baseline	14.29	29.05	108.846	94.56	79.80
Chesterfield	2) Policy On	22.68	44.93	108.846	86.17	63.92
Chesterfield	3) SM3 500 dpa	30.38	57.91	108.846	78.47	50.94
Chesterfield	4) Past Take Up	40.87	75.46	108.846	67.98	33.39
NE Derbyshire	1) Experian Baseline	6.03	15.57	24.544	18.51	8.97
NE Derbyshire	2) Policy On	8.27	19.75	24.544	16.27	4.79
NE Derbyshire	3) SM3 591 dpa	13.1	31.35	24.544	11.44	-6.81
NE Derbyshire	4) Past Take Up	16.41	30.29	24.544	8.13	-5.75

Source: Lichfields Analysis

- 9.18 Even where no quantitative shortfall of employment space is identified, in some circumstances additional land may be needed for qualitative reasons, in order to:
- a Improve the choice of provision for occupiers;
 - b Meet gaps in the supply of particular types of premises;
 - c Improve or modernise the quality of current provision and so help attract more occupiers; and/or,
 - d Provide a better spatial distribution of employment sites to meet the needs of different settlements.

- 9.19 Therefore, dependent on the scale of need that the Councils seek to pursue, the relative tightness of potential supply in certain areas indicates that the Councils may wish to identify opportunities to provide some additional land to allow for more flexibility and choice to both existing and future businesses, and to ensure that the local economy is not unduly constrained by an ongoing shortage of land.

Strategic B2/B8 Needs

- 9.20 The strategic B2/B8 situation is complicated, given that some of the sites featuring in the localised supply discussed above (particularly in Chesterfield Borough) could potentially contribute to wider strategic needs (and to an extent, vice versa). However, for the purposes of this quantitative exercise, we have compared the supply of larger strategic sites with the overall strategic needs set out above. The results are summarised in Table 9.5.
- 9.21 They indicate that under every scenario, even under the short-term time period of 2022-2033, there is a need for additional logistics sites to be provided across the FEMA. By 2044, the unmet need ranges from 73 ha to as much as 217 ha.

Table 9.5 Demand / Supply of Strategic B2/B8 Employment Space in North Derbyshire 2022-2044

		Scenario	Demand	Demand	Supply	Supply net of demand	Supply net of demand
			To 2033	To 2044		To 2033	To 2044
North Derbyshire	Completions Approach	Main	159.9	304.4	87.384	-72.52	-217.02
North Derbyshire	Absorption Trend: Short Term	Main	102.4	168.6	87.384	-15.02	-81.22
North Derbyshire	Absorption Trend: Short Term	Sensitivity	94.1	160.4	87.384	-6.72	-73.02
North Derbyshire	Absorption Trend: Medium Term	Main	137.3	234.1	87.384	-49.92	-146.72
North Derbyshire	Absorption Trend: Medium Term	Sensitivity	129.6	226.4	87.384	-42.22	-139.02
North Derbyshire	Absorption Trend: Long Term	Main	118.5	196.5	87.384	-31.12	-109.12
North Derbyshire	Absorption Trend: Long Term	Sensitivity	110.8	188.8	87.384	-23.42	-101.42
North Derbyshire	Replacement Build	30 yr Rate	129.6	243.8	87.384	-42.22	-156.42
North Derbyshire	Replacement Build	40 yr Rate	107.0	198.6	87.384	-19.62	-111.22

Source: Lichfields Analysis

- 9.22 The situation is clearly complex; as set out above, depending on which scenario is favoured, all three districts could have an over-supply of employment land for localised needs, with the figure ranging from 42.66 ha to as much as 86.90 ha across North Derbyshire as a whole to 2044. **This is particularly driven by Chesterfield Borough's forward supply of land**, and clearly some of this land may well be suitable to accommodate strategic units over and above the 9,000 sqm threshold. This would reduce the unmet need set out in Table 9.5 considerably.
- 9.23 As set out in detail in Section 4.0, the Strategic logistics FEMA does not stop abruptly at the boundaries of the three districts, and both the commercial and industrial property markets must be seen within their wider context. Whilst technically the three districts 'pass' the self-containment FEMA test, in practice the strategic logistics market extends well beyond the three districts, particularly along the M1 Corridor. The three recent reports which address this point (*The Bassetlaw A1 Corridor Logistics Assessment*, *Nottinghamshire Core & Outer Logistics Study* and *the Sheffield Logistics Study*) all consider the three North Derbyshire Districts to be included in their respective Wider Property Market Areas for the purposes of strategic logistics areas of search.
- 9.24 This suggests that the Strategic Logistics PMA which North Derbyshire sits within is highly fluid and could meet demand from as far away as the A1 Corridor to the east; Doncaster to the north; and Nottinghamshire to the south and east. It was therefore recommended that some of the unmet strategic logistics needs generated here could also be met elsewhere in the wider PMAs identified in Figure 4.7 (and vice versa), although the focus will be particularly on comparable locations in the vicinity of the M1 junctions in particular.

Table 9.6 Strategic Logistics Market Areas impacting North Derbyshire – Total Strategic Supply

	Strategic Supply	Source
Amber Valley	unspecified	NC&OHMA LS (August 2022)
Ashfield	76.00**	NC&OHMA LS (August 2022)
Barnsley	182.7	SLS (Dec 2022)
Bassetlaw	220.1*	SLS (Dec 2022)
Bolsover	45.72	BCNED ENAS (November 2024)
Broxtowe	0	NC&OHMA LS (August 2022)
Chesterfield	11.364	BCNED ENAS (November 2024)
Derby	36.7**	NC&OHMA LS (August 2022)
Derbyshire Dales	unspecified	A1 Corridor LAA (April 2022)
Doncaster	174	A1 Corridor LAA (April 2022)
Erewash	31.4**	NC&OHMA LS (August 2022)
Gedling	0	NC&OHMA LS (August 2022)
Mansfield	3.8**	NC&OHMA LS (August 2022)
Newark & Sherwood	55.7**	NC&OHMA LS (August 2022)
NE Derbyshire	30.3	BCNED ENAS (November 2024)
NW Leicestershire	85.7**	NC&OHMA LS (August 2022)
Nottingham	11.4**	NC&OHMA LS (August 2022)
Rotherham	50.8	A1 Corridor LAA (April 2022)
Rushcliffe	75.5**	NC&OHMA LS (August 2022)
Sheffield	22.3-84.2	SLS (Dec 2022)
South Derbyshire	137.1**	NC&OHMA LS (August 2022)
TOTAL	1,250.58 – 1,312.48	

Source: Lichfields Analysis / Nottinghamshire Core and Outer HMA Logistics Study (August 2022) / Sheffield Logistics Study [SLS] (December 2022) / A1 Corridor Logistics Assessment Addendum (April 2022)

*including Apleyhead Junction 119 ha. **@35% plot ratio as set out in the NC&OHMA LS (August 2022)

- 9.25 Table 9.6 suggests that there is a very substantial volume of Strategic B2/B8 employment land available across the various PMAs that overlap the three North Derbyshire districts, ranging from between 1,250-1,312 ha (of which North Derbyshire contributes 87.38, or between 6.7% and 7.0%).
- 9.26 Of course, this represents the gross supply, and no study has attempted to provide an overall figure of strategic logistics needs across these 21 authorities. This would be extremely difficult, given that, for example, NW Leicestershire also falls within a completely different FEMA comprising the whole of Leicester and Leicestershire, that has its own set of defined needs.
- 9.27 Furthermore, the various reports have undertaken needs modelling in very different ways (for example, the Sheffield Logistics Study (December 2022) just identifies the needs of Sheffield City, based on absorption trends, coming to a need of 62.6 ha for that City alone; whereas the A1 Corridor Logistics Assessment (August 2021) found that across its PMA, there was **around 8 years' worth of future supply based on take up, or 11 years of historic deliveries**. The Nottinghamshire Core and Outer HMA Logistics Study (August 2022) identified a need for 425 ha across its Nottinghamshire Core Study Area between 2021 and 2040, derived from analysis of market performance in the wider M1 corridor in and around the study area, as well as comparison with other similar markets including Leicestershire.
- 9.28 Therefore, whilst the unmet strategic employment land needs of North Derbyshire appear substantial in Table 9.5, it is considered appropriate that a significant proportion of that

need could, be addressed across the wider PMAs that overlap the area, which have very substantial levels of strategic land available to them.

- 9.29 Even allowing for some of this residual need to be met elsewhere, it is important that the three North Derbyshire **Districts continue to meet their ‘fair share’ of strategic B2/B8 needs** going forward. As noted above, although the 87.38 ha of forward supply may seem substantial, 40.2 ha of this has already been built out in Bolsover over the past two years, and just 47.18 ha remains.
- 9.30 As such, we consider that there are strong arguments to support a conclusion that there could be a residual need for the three North Derbyshire Districts to provide between 2 and 3 further strategic B2/B8 parks of at least 25 hectares in size, or between 1 and 2 larger logistics parks of which one could be 50 ha or more in size.
- 9.31 This approach would strike an appropriate balance between the residual need of between 73 ha and 217 ha identified from the modelling exercise; the ability of some of the smaller indigenous local employment sites to accommodate some larger units; and the very significant levels of logistics supply available in the surrounding area along the M1/A1 corridor in particular which would essentially address the same market needs.

Areas of Opportunity for Logistics

- 9.32 In light of this recommendation, this next section of the ENAS provides some indicative guidance on areas of opportunity or optimum locations for warehousing growth across the sub-region alongside recommended criteria for the selection of new sites to be considered by the Councils.

Locational Requirements for Big Box Logistics

- 9.33 The BPF report *What Warehousing Where?* outlines several critical locational requirements for strategic logistics development, driven by the growth of e-commerce and the need to support new housing and sustainable communities. These include:
- **Proximity to Population and Housing Growth:** It is vital that a sufficient workforce lives within a reasonable commuting distance to logistics developments due to the relatively high number of jobs they sustain. Developers and occupiers should consider the latent capacity in the local labour force, skill levels, occupation types and planned housing growth. Similarly, being located close to large, densely populated areas increases the last-mile delivery prospects of a site. For both these reasons, sites near to areas with high current and/or planned levels of housing growth (and particularly affordable housing growth) are commercially advantageous.
 - **Transport Infrastructure:** Good connectivity to key transport routes—such as highways, railways, and ports—is essential. These locations offer efficient goods movement for both national and last-mile deliveries, vital in serving growing consumer demand for fast delivery.
 - **Sustainability and Utilities Access:** Strategic logistics hubs should also consider sustainability, including renewable energy generation through solar installations on warehouse rooftops, and efficient power grid connections to support renewable infrastructure, cost efficiency and energy security. **Similarly**, high capacity and high-speed internet access are fundamental requirements due to increasing use of connected, automated and cloud technologies.

Different Size Components and Typology Requirements

- 9.34 The *What Warehousing Where* report sets out typical typologies for the four main types of space required to enable effective operation of the logistics sector. These are set out in Table 9.7.

Table 9.7 Logistics Typology Requirements

Typology	Requirements
National Distribution Centres	500,000 – 1 million + sq. ft. on up to 100 acres Unconstrained access to motorway network (direct or via A-Road) necessary
Regional Distribution Centres	200,000 – 500,000 sq. ft. over 5 acres Some occupiers such as Amazon operate larger units Access to A-Road generally necessary, close proximity to motorway desirable
Last Mile Fulfilment	Up to 100,000 sq. ft. on a minimum 5 acre site (though can be less on constrained urban sites e.g. 3-5 acres) PurePlay may occupy smaller units of up to 10,000 sq. ft. (such as AO.com outbases, Ocado spokes) Last mile includes parcel hubs
Pick up points (e-commerce only)	A location to which the consumer travels to collect a parcel such as: - Click and Collect space within an existing retail store - Parcel locker facility such as Amazon Locker in central urban locations (such as hotel, store or train station) - Specific pick up store in a town centre of train station such as Doddle. Pick up locations can drive additional in-store spend

Source: BPF & Turley (2019): *What Warehousing Where?* / Lichfields

- 9.35 Whilst it is recommended that a mix of units across these bands are provided generally, Savills notes that there is currently a particular supply/demand imbalance nationally for units of 400,000 sq. ft. and larger, and an increasing number of occupiers looking for larger space to move operations closer to end users⁶⁹.

Criteria for Allocating Sites

- 9.36 Evidently, there will be individual requirements for different types of logistics development, with last-mile fulfilment centres requiring very different locations than, say national distribution depots. Similarly, there may be requirements specific to certain operators, such as a greater power requirement for those needing temperature control. However, a general list of considerations for identifying Areas of Strategic Opportunity would include:
- Immediate and unrestricted access to the strategic highways network;
 - Close proximity to a substantial labour force, with latent capacity across key working age groups;
 - Located within easy reach of target markets;
 - Sufficient power supply and links to the national grid;
 - Compatible skills levels of local residents and occupation types;

⁶⁹ https://www.savills.co.uk/research_articles/229130/355267-0

- Large expanses of level, regularly-shaped land with no access issues;
- Not adjacent to sensitive residential areas; and,
- No significant environmental, heritage or other constraints.

Existing Clusters in the Sub-Region

9.37 Utilising both CoStar and Google Earth mapping, Lichfields has identified seven key logistics clusters across the three Local Authority areas, with a total of 33 units of 9,000 sqm or larger, totalling to 844,200 sqm. One of these comprises the site at Markham Vale, which straddles the M1 motorway as well as the boundaries between Chesterfield, North East Derbyshire and to a lesser extent, Bolsover around Junction 29A. These sites are summarised in Table 9.8.

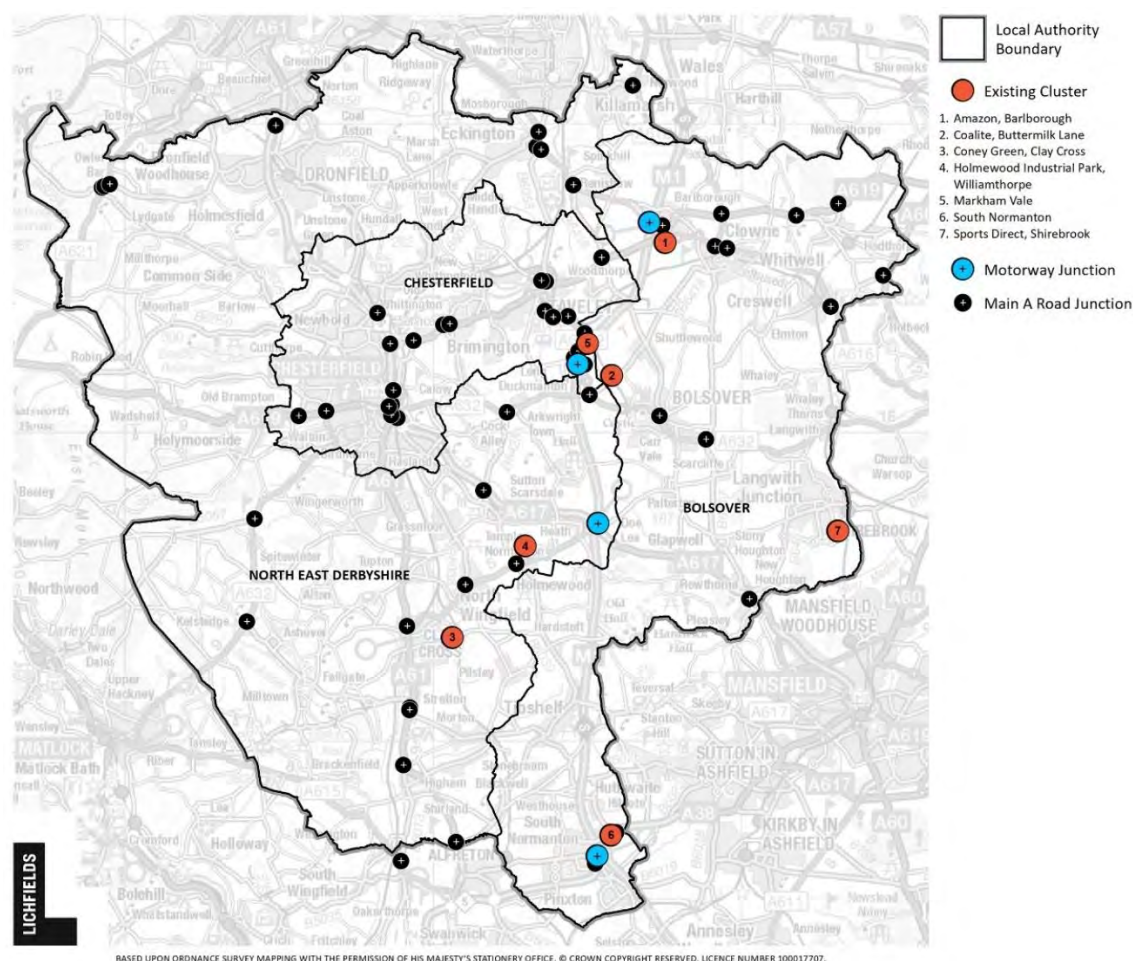
Table 9.8 Existing logistics clusters

Local Authority	Site Name	Strategic Units (9k sqm+)	Strategic Floorspace (NIA)
Bolsover	South Normanton	12	264,700 sqm
Bolsover	Coalite/Horizon 29, Buttermilk Lane	5	64,200 sqm
Bolsover	Sports Direct, Brook Park, Shirebrook	1	168,800 sqm
Bolsover	Amazon, Barlborough	1	46,600 sqm
Bolsover	Seymour Link Road (northern plot), Markham Vale	1	20,800 sqm
Chesterfield	Markham Vale Employment Growth Zone	5	128,600 sqm
NE Derbyshire	Coney Green, Clay Cross	4	64,500 sqm
NE Derbyshire	Holmewood Industrial Park, Williamthorpe	4	86,000 sqm

Source: Lichfields / CoStar (September 2024)

9.38 These sites and clusters are illustrated in Figure 9.1.

Figure 9.1 Location of existing logistics clusters in North Derbyshire



Source: Lichfields (2024)

Identifying Areas of Strategic Opportunity

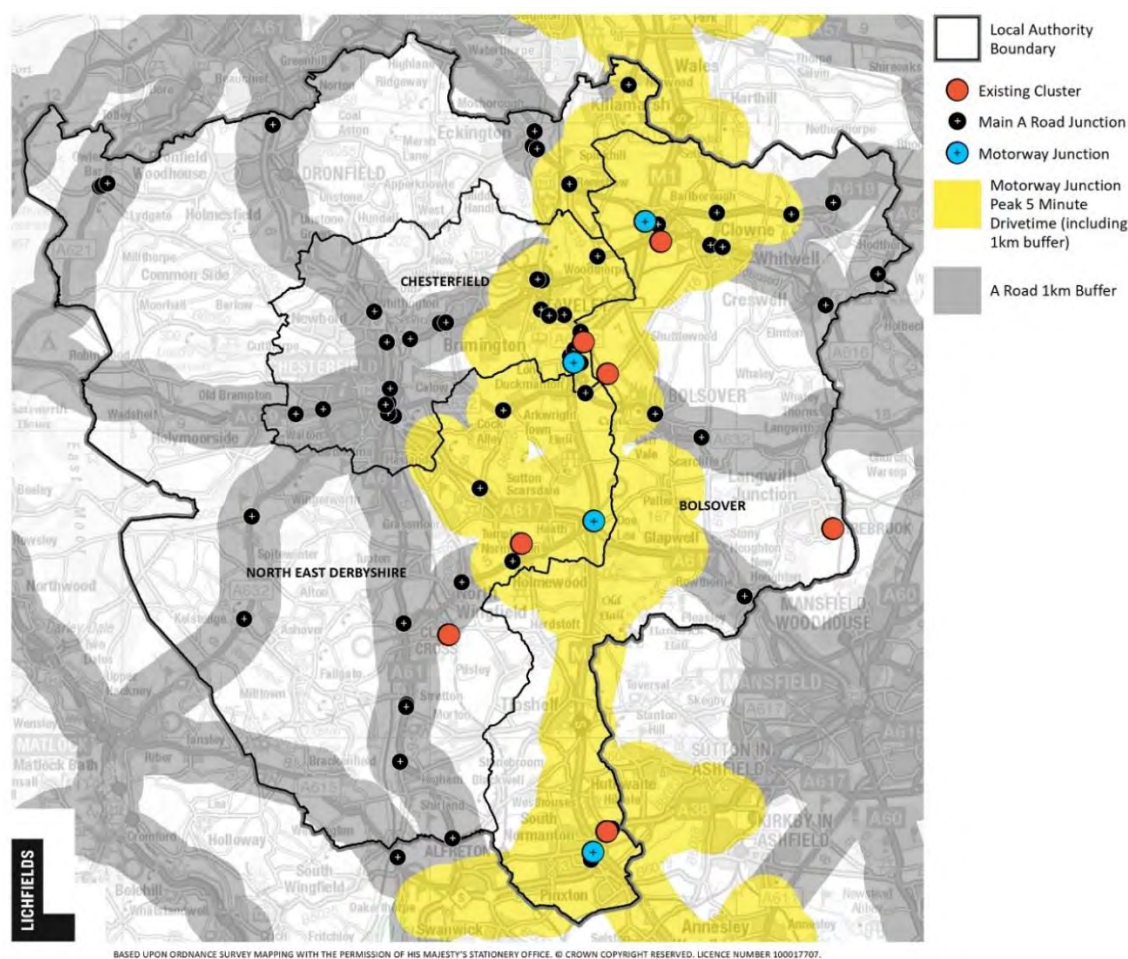
- 9.39 To identify broad areas of strategic opportunity, Lichfields has followed a methodology which factors in the general locational requirements for strategic logistics sites overlain with potential constraints to development in the general locations identified. Given the nature of North Derbyshire, the assessment focusses on road-based sites and seeks to determine development potential based on the following steps:
- 1 Defining broad areas of search based on road corridors;
 - 2 Filter out absolute planning constraints; and,
 - 3 Identify potential sites with appropriate road links.
- 9.40 This assessment is desk-based, strategic in nature and utilises high-level 'rule-of-thumb' evaluations to identify broad areas of opportunity. It will ultimately be up to the individual Councils to make decisions as to future land allocations.
- 9.41 More detailed assessments in future may lead to different conclusions, particularly when factoring in detailed transport modelling and the need for rail-based sites, as the infrastructure requirements and investment decision-making needed to unlock these sites are beyond the scope of this analysis.

Step 1: Defining Broad Areas of Search

9.42

Figure 9.2 maps all of the motorway junctions along the M1 (28, 29, 29A, 30 from south-north); areas that can be reached within a 5-minute peak drive time from these junctions (including a 1km buffer); and 1km search corridors around all the A-roads across Bolsover, Chesterfield and North East Derbyshire. These areas represent the primary broad areas of search due to the proximity to the strategic road network, which is generally one of the core motivations behind land searches for road-based logistics operators. Whilst sites close to motorway junctions would be preferable to occupiers (particularly for sub-regional/national distribution centres), sites along A-roads may also be suitable.

Figure 9.2: Broad Areas of Search for Strategic Logistics Corridors



Source: Lichfields (2024)

Step 2: Filter Out Absolute Constraints

9.43

The next step is to filter out areas within the search corridors that have absolute planning constraints which preclude land from strategic B2 and B8 development. These constraints, which primarily fall within Footnote 7 of NPPF24, include:

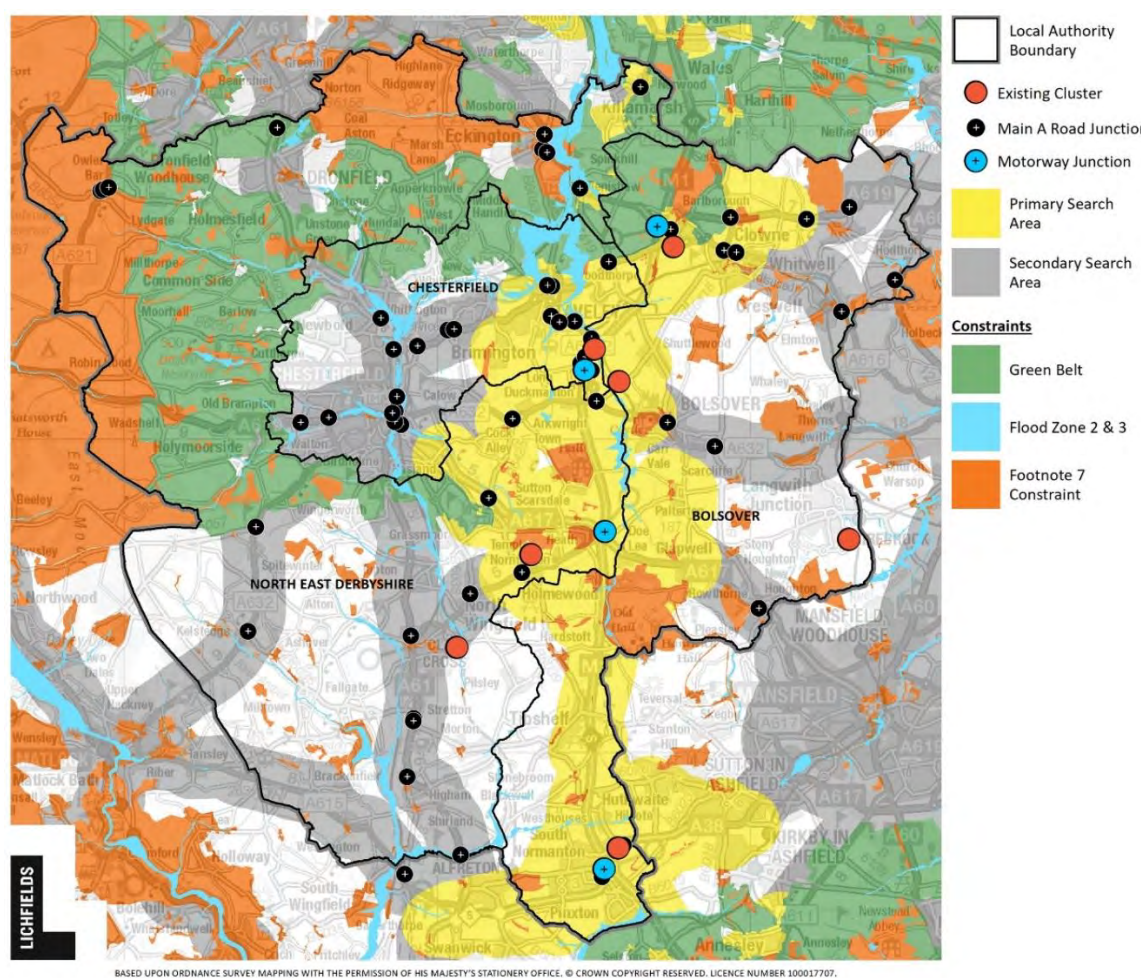
- Environmental designations – Special Protection Areas [SPA], Special Areas of Conservation [SAC], Sites of Special Scientific Interest [SSSI], National [NNR] and Local Nature Reserves [LNR], National Parks, Country Parks, Ancient Woodlands, National Forests, and Ramsar sites.
- Air Quality Management Areas [AQMAs].

- Heritage designations – Scheduled Monument (including archaeological sites), Registered parks and gardens, Registered battlefields, Conservation Areas, Listed buildings.
- Flood Zones 2 and 3.

9.44 These constraints are illustrated in Figure 9.3. The map also shows Green Belt areas. Whilst Green Belt is a Footnote 7 constraint, NPPF24 strengthened the wording around identifying strategic sites which meet the needs of a modern economy, including freight and logistics. This suggests a general direction of travel which may support Green Belt release for strategic sites in the absence of reasonable alternatives. As such, this assessment takes a policy-off approach and does not consider Green Belt to be an absolute constraint (this is a matter for the three Councils to decide).

9.45 The map indicates that much of the Primary Search Area is free from absolute constraints, as well as much of the Secondary Search Area most notably along the A61 Corridor through North East Derbyshire, and part of the A632 corridor through eastern Bolsover.

Figure 9.3 NPPF24 Footnote 7, Flood Zone and Green Belt Constraints across North Derbyshire



Step 3: Desk-based Assessment of Key Junctions

- 9.46 All motorway and A-road junctions within the Primary and Secondary search areas were identified and are listed in Appendix 1. Where junctions are clustered, such as A-road junctions near to motorway junctions, they have been grouped and assessed collectively.
- 9.47 Junctions were assessed according to the presence of undeveloped and unconstrained land which may be suitable for strategic development, as well as general connectivity to the strategic road network. This is high-level and should not be construed as an employment land availability assessment nor one of site suitability.
- 9.48 Land parcels could include previously developed land or single/adjacent fields. Land ownership and boundaries were not considered. Manually drawn boundaries were used to assess general capacity for strategic development, with a broad minimum site size of 25 ha used to identify new sites. This is often considered the typical minimum size to support strategic warehousing and generate sufficient value to support the delivery of enabling infrastructure.
- 9.49 The full assessment for the 24 junctions (or junction clusters) is summarised in Appendix 1.
- 9.50 Following the assessment, nine junctions which represent broad areas of opportunity were identified, eight of which fall within the primary search area. These junctions were assessed as having good land availability, connectivity and are mostly unconstrained or have only minor presence of constraints. These junctions include:
- M1 J28 South Normanton, Bolsover;
 - M1 J29 East, North East Derbyshire;
 - M1 J29A Duckmanton, Chesterfield;
 - M1 J30 Barlborough, Bolsover;
 - A61/B6025 South, North East Derbyshire;
 - A617/B6425 Temple Normanton, North East Derbyshire;
 - A618/A619 North of Clowne, Bolsover;
 - A619/B6043 Whitwell, Bolsover; and,
 - A632/B6418 South Duckmanton, North East Derbyshire.
- 9.51 It is considered that the Councils should focus their efforts on identifying between 2 and 3 further strategic B2/B8 parks of at least 25 ha in size, or between 1 and 2 larger logistics parks of which one could be 50 ha or more in size, with good access to one or more of the junctions above whilst being sustainably located with good access to a workforce.

Conclusions

- 9.52 According to the PPG, analysis of the supply and demand position is intended to allow policy makers to identify whether there is a mismatch between the quantitative and qualitative supply of, and demand for, employment uses. This enables an understanding of which market segments are potentially over-supplied and which are under-supplied.
- 9.53 Based on the analysis of the demand and supply position, North Derbyshire currently has an over-supply of between 109 ha and 144 ha of employment land suitable for indigenous

needs to 2033, falling to between 43 ha and 87 ha over the full 22-year plan period. This over supply is skewed towards Chesterfield Borough however, with the residual over supply much tighter (and in some cases negative) in Bolsover and North East Derbyshire.

- 9.54 The situation is more complicated regarding strategic B2/B8 sites. The unmet need for such sites is very sizeable, ranging from between 73 ha and 217 ha even netting off the current forward supply of around 87 ha. This is due in no small part to the success of Bolsover as a location for big box logistics along the junctions of the M1 located within the District. To an extent, it is likely that much of this demand reflects the locational decisions of occupiers who could have moved to alternative, equally accessible, locations elsewhere in the M1/A1 corridor. As such it is likely that the high level of need identified reflects that of the surrounding Property Market Area(s).
- 9.55 The FEMA analysis shows that alternative locations are numerous and extensive in size, with a supply of at least 1,250 ha of strategic logistics sites going forward, some of which **could potentially contribute towards meeting some of North Derbyshire's needs. However, it is important that a sector that has been critical to North Derbyshire's recent growth success continues to see positive policy support from the three Councils. Given the area's inherent accessibility to the strategic road network, the three districts should continue to meet their 'fair share' of strategic Big Box needs over the long term, even allowing for the current 92 ha supply.**
- 9.56 This tightness of potential supply indicates that the Councils should seek to identify opportunities to provide some additional land to allow for more flexibility and choice to both existing and future businesses, and to ensure that the local economy is not unduly constrained by an ongoing shortage of land. In this regard, this study has provided an indicative, and necessarily high level, assessment of opportunity areas where strategic logistics may be appropriate. This could help inform a more detailed assessment by the individual Councils to identify sites to be allocated in their forthcoming Local Plans.

10.0 Conclusions and Recommendations

- 10.1 This section draws together the overall conclusions regarding the economic development needs arising in the BDC, CBC and NEDDC areas. The ENAS provides the evidence base **necessary to inform the Councils' five-year review of their local plans and the partial or full update of the respective local plans if this is considered necessary.** It provides a qualitative and quantitative assessment for business space (Class E(g), local/strategic B2 & B8) to the end of the respective Local Plan expiration dates (to 2033) and considers the longer period to 2044 using a range of data that is current and robust.
- 10.2 This final section summarises the key messages arising from the demand/supply assessment, focussing on the potential planning strategy responses for employment land to **feed into the Councils' reviews and/or updates to their respective local plans.** This sets out how future policy should take into consideration key / emerging sectors, as well as the implications of recent legislative changes including the introduction of Class E and the extension of Permitted Development Rights affecting commercial properties.

Functional Economic Market Area

- 10.1 Based on the assessment of various market areas operating in and around North Derbyshire, it is considered that the three districts comprise a self-contained FEMA that represents an appropriate spatial area for planning for employment land needs at a local scale. That said, whilst the functional relationships are strongest within and between these **three districts (meeting the Government's statistical tests of a FEMA), in practical terms the boundaries are fluid, and the local property market could extend into adjoining districts.** As set out in the Bolsover Economic Alignment Study (2018), Bolsover District in particular often meets the needs of a wider geography than just itself.
- 10.2 However, there are also strong economic relationships with Sheffield to the north and **Nottinghamshire to the south and east. The area's excellent connectivity to the national highways network via the M1 means that the wider PMA for strategic industrial / warehousing needs is more complex.** Three recent reports address this point⁷⁰ and all consider the three North Derbyshire Districts to be included in their respective Wider Property Market Areas for the purposes of strategic logistics areas of search (see Table 4.3).
- 10.3 This suggests that the Strategic Logistics PMA which North Derbyshire sits within is highly fluid and could meet demand from as far away as the A1 Corridor to the east; Doncaster to the north; and Nottinghamshire to the south. Figure 4.7 illustrates that the three North Derbyshire districts sit at the very heart of the three strategic Logistics wider PMAs.
- 10.4 This ENAS recommends that whilst the three North Derbyshire districts represent an appropriate FEMA for local office, industrial and logistics needs, some of the strategic logistics needs generated in Bolsover, Chesterfield and North East Derbyshire could potentially be met elsewhere in the wider PMAs identified above (and vice versa), particularly in comparable locations in the vicinity of the M1 junctions to the north and south of the study area and to a lesser extent, the A1 junctions in Bassetlaw District.

⁷⁰ The Bassetlaw A1 Corridor Logistics Assessment (August 2021, updated April 2022), Nottinghamshire Core & Outer Logistics Study (August 2022) and the Sheffield Logistics Study (December 2022)

Review of Employment Land Supply Portfolio

- 10.5 The ENAS undertook a qualitative assessment of existing and future employment land supply which considered the characteristics and quality of land and sites in Chesterfield Borough and North East Derbyshire District, and their suitability and deliverability to meet future employment development needs. The assessment considered 50 allocated and non-allocated sites identified by Planning Policy Officers.
- 10.6 In Chesterfield Borough, 19 sites were selected by the Council for prioritisation, of which five were allocated for employment use or comprised strategic allocations in the adopted Local Plan (July 2020) whilst 11 sites were Existing Employment Areas. The three remaining sites were potentially suitable employment sites identified in the 2018 Land Availability Assessment.
- 10.7 In North East Derbyshire District, the 31 sites selected by the Council comprised 11 that were allocated in the adopted Local Plan (November 2021) alongside 20 non-allocated Existing Employment Areas.
- 10.8 Overall, the assessment of identified employment sites indicated that both districts contained a reasonable range of employment sites of differing qualities and types, with low vacancy levels. The sites vary from medium-sized existing industrial estates with multiple occupiers to larger strategic sites which are allocated for economic regeneration and redevelopment, as well as several small, single-occupier employment sites which support indigenous businesses.
- 10.9 For Chesterfield Borough, five sites scored poorly. Of these, Land to the East of Calow Lane, was recommended to remain as open countryside. The other four should retain their Established Business Areas protection under Policy CLP6. Regarding one of these, it is recommended that the Council should be flexible when applying this policy to Chester Street, as trade counter uses may be more appropriate in this location given likely viability and access issues.
- 10.10 Overall, the analysis concluded that Chesterfield has a substantial forward supply of employment land. If the recommendations of this ENAS are taken forward, the supply could total around 120 ha (from 2022).
- 10.11 As for North East Derbyshire, only one existing allocated site (Land south of Norwood Industrial Estate – NED31) was recommended to have its designation removed, due to poor vehicular accessibility and proximity to a residential area. Other sites were recommended to have their boundaries revised to address the interaction with existing residential uses, poor access or environmental constraints. Several larger sites (such as Markham Vale and Holmewood Industrial Estate) are well located near to the strategic road network and could attract more strategic employment use given their size, location and market attractiveness.
- 10.12 If the recommendations of this ENAS are taken forward, **NEDC's** adjusted supply could total 55 ha (from 2022). This is an uplift from the current 47.18 ha supply due to the potential inclusion of a larger volume of land at the Coalite Priority Regeneration Area due to the loss of HS2, which could free up around 12 ha of additional employment land.
- 10.13 **Bolsover District's current supply is estimated to total around 98 ha.**

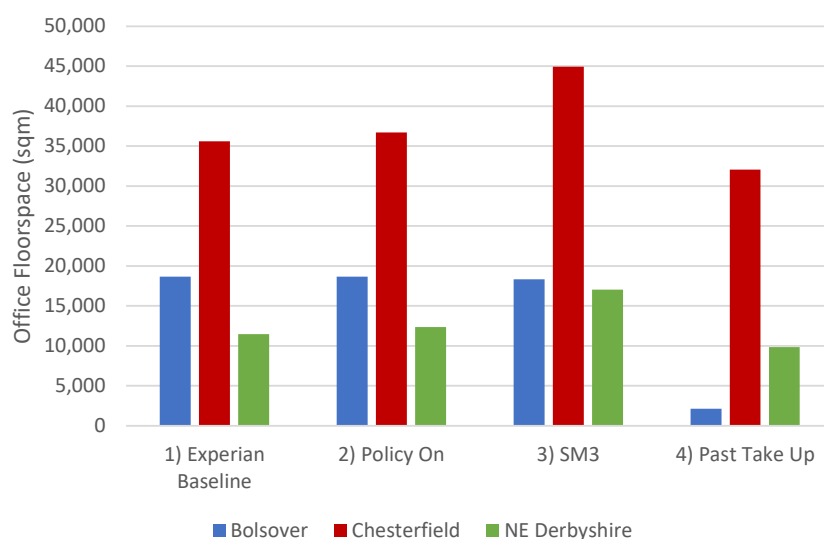
Meeting Future Indigenous Employment Land Needs

- 10.14 The ENAS **considered North Derbyshire’s future quantitative economic growth needs**, modelling a range of scenarios for the three districts over the Plan period 2022 to 2033/44. The focus of the first stage of the analysis (summarised in detail in Section 7.0) was primarily on the needs of local businesses. The PPG-compliant methodology employed a range of scenarios and subsequent sensitivity tests, including:
- Baseline employment forecasts (Labour Demand), **using Experian’s Local Market Quarterly Forecast** for March 2024. These indicate a net workforce job growth of 5,200 (+14.7%) over the plan period for Bolsover; +6,500 (11.4%) for Chesterfield; and 3,200 (10.3%) for North East Derbyshire.
 - A Policy On projection which considered in more detail the key growth sectors **identified in the LEP’s SEP. This was based on the Derbyshire Economic Strategy Statement’s interpretation of how Derbyshire’s economy contributes to the delivery of** the eight priority sectors of the SEP and was derived in conjunction with the three **Council’s Economic Development Officers [EDOs]. The scenario generated a net** additional job growth target of +2,865 over and above the Experian baseline, to 2022 – the bulk of which would be located in Chesterfield and to a lesser extent, North East Derbyshire;
 - A demographically-derived assessment of growth in the Labour Supply. This stage involved translating forecasts of planned housing levels (based on the new standard methodology as of December 2024 [SM3], into numbers of working-age and economically active residents requiring jobs, splitting these into B Class jobs and then applying job/floorspace ratios as for the job-based estimate. Due to the very high level of housing growth projected under the new SM3, which would see an uplift compared to the existing Local Plan targets, this had a very significant knock-on effect on the net increase in the labour force and, by extension, jobs; and,
 - Past Take-Up of employment land. The final scenario projects forward past annual **take-up rates of employment land by type using the respective Councils’ monitoring** data, using longer term data (over 9 years) but avoiding distortions from constrained land supply or a few major developments.
- 10.15 All of these approaches reflect different factors and careful consideration needs to be given as to how appropriate each is to the respective Council’s **particular set of circumstances and** policy aspirations.
- 10.16 To translate job growth to land, adjustments were made to employment densities, plot **ratios and vacancy rates, with the inclusion of two years’ worth of past take up as an** appropriate margin of choice (or flexibility factor). Suggestions were also made as to the extent to which the Councils should take a view on the extent to which additional space should be planned for over and above the net requirements, in order to allow for replacement of ongoing losses of employment space during the Local Plan period. On balance it was considered prudent to plan for a replacement figure equal to the 0.5% churn approach for Bolsover and North East Derbyshire, and a 0.75% mid-point churn figure to be applied for Chesterfield Borough.
- 10.17 The results are presented in the two charts below. For office floorspace, the results show that Bolsover’s need ranges from just 2,131 sqm using past take up rates, to as high as

18,676 sqm to 2044 to align with the econometric modelling scenarios. This range is well below that of Chesterfield Borough (which would be expected given that Chesterfield Town Centre comprises the key office centre of the sub-region). The level of need ranges from 32,064 sqm (past take up) to as high as 44,925 sqm (SM3). North East Derbyshire District's office needs are more in line with those of Bolsover, ranging from 9,858 sqm (past take up) to 17,055 sqm (SM3).

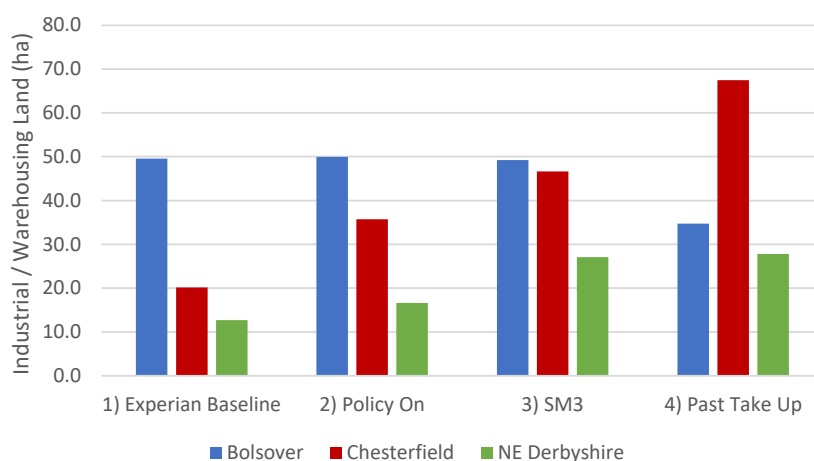
10.18 Regarding the local need for industrial / warehousing land, over the 22 years to 2044 Bolsover District would need between 34.8 ha (past take up) and 50 ha (policy on); Chesterfield would need between 20 ha (Experian) and 67 ha (Past take up), whilst North East Derbyshire would need between 13 ha (Experian) and 28 ha (past take up).

Figure 10.1 Gross Office Floorspace Requirement between 2022 and 2044 in North Derbyshire (sqm)



Source: Lichfields

Figure 10.2 Gross Industrial / Warehousing Land Requirement between 2022 and 2044 in North Derbyshire (ha)



Source: Lichfields

The Need for Strategic Logistics Land

10.19 This ENAS also examined the demand for strategic industrial and logistics across North Derbyshire. It considered the wider context of the study area as it straddles the key logistics area of the M1 corridor, with a number of overlapping PMAs. The resultant figures should

be seen as largely additional to the local, or indigenous need set out above, although there will be a moderate element of cross-over between the two.

- 10.20 The rise in e-commerce post Covid-19 remains a key driver of demand for logistics floorspace, although as of 2024 the national picture for the sector has returned to longer-term trends. Nevertheless, the fundamental drivers underpinning the growth of the sector are set to continue. These include continued growth in e-commerce, occupiers seeking to locate closer to final consumers, increased efficiencies through automation and a resulting diversification of skills requirements.
- 10.21 Where national trends have returned to long-term patterns, take-up in the East Midlands is above the long-term average with a clear preference for large and highly specification units as occupiers continue to see the region as a prime location. The market for second-hand units is, however, stumbling due to clear preferences for new space, leading to a need to identify a suitable pipeline of sites for large-scale speculative development as well as redevelopment or upgrades of existing second-hand sites.
- 10.22 The M1 corridor is a prime location for new development, leading to Bolsover seeing the majority of development within the study area, yet deliveries on strategic sites have been sporadic over the past two decades which has likely channelled demand into other areas, leading to large fluctuations in vacancy levels and rising rents at the local level. Agents took the view that there remains a clear opportunity to capture more of the jobs, investment and productivity the sector supports within the study area by allocating sufficient land in the right locations.
- 10.23 Set against this context, Lichfields undertook a number of scenarios modelling the need for strategic B2/B8 over the period 2022-2033/44 in line with the PPG. This included:
- A Completions Approach, which analyses past net completions of strategic industrial/logistics floorspace over 9,000 sqm and trends these forward, with an upwards adjustment to reflect the increased use of e-commerce by consumers and a 2-year margin of choice;
 - Net Absorption Trend, which assessed the total amount of strategic (+9,000 sqm) floorspace that has been leased to an occupier, less the amount of strategic floorspace that has been vacated, during a given time period. These past trends were projected forward 11/22 years (based on short, medium and long term past trends), with an adjustment for latent demand for when availability levels fell below the 8% equilibrium level. In each time period, the maximum figure required to bring the total amount of strategic stock up to an 8% equilibrium rate was used. A 2-year margin of choice was also applied.
 - Replacement Build, which recognises that over time, existing strategic logistics sites become increasingly outdated and in need of complete refurbishment or redevelopment for alternative uses. This modelled the implications of replacing the entire strategic stock over either 30 years or 40 years, with an adjustment for brownfield land recycling, an e-commerce uplift and a 2-year margin of choice.
 - A sensitivity test was also applied to the net absorption trend approach whereby the availability rate was adjusted down from 8% to 5%, which has the effect of reducing the overall requirement under this scenario.
- 10.24 As illustrated in Table 10.1, the main scenarios indicate that the need for strategic B2/B8 ranges from 168.6 ha (Absorption Trend: Short Term) through to 304.4 ha (Completions

Approach) to 2044. Reducing the equilibrium vacancy rate in the Absorption Trend scenarios adjusts the lower end of the range down to 160.4 ha. This reflects the extent to which Bolsover and Chesterfield in particular have seen very high volumes of logistics development in recent years.

- 10.25 Whilst there will be some modest overlap with the localised needs identified in Section 7.0 (excluding the past take up scenario, for which strategic B2/B8 was already removed), the bulk of this strategic employment land need would be additional to the indigenous employment land needs identified above.

Table 10.1 FEMA-wide Strategic B2/B8 Employment Requirements 2022-2033/44

	Strategic Employment Land (ha)		
		To 2033	To 2044
Completions Approach	Main	159.9	304.4
Absorption Trend: Short Term	Main	102.4	168.6
Absorption Trend: Short Term	Sensitivity	94.1	160.4
Absorption Trend: Medium Term	Main	137.3	234.1
Absorption Trend: Medium Term	Sensitivity	129.6	226.4
Absorption Trend: Long Term	Main	118.5	196.5
Absorption Trend: Long Term	Sensitivity	110.8	188.8
Replacement Build	30 yr Replacement Rate	129.6	243.8
Replacement Build	40 yr Replacement Rate	107.0	198.6

source: Lichfields analysis

- 10.26 North Derbyshire sits within a much larger PMA when it comes to planning for strategic B2/B8 needs. Whilst this wider PMA focuses along the M1 Corridor, North Derbyshire sits at the heart of three other PMAs as far away as the A1 Corridor to the east; Doncaster to the north; and Nottinghamshire to the south and east.
- 10.27 Therefore, whilst it is recommended that the three North Derbyshire authorities should seek to meet their local indigenous needs in full, it would be a policy choice for the three Councils to make as to the extent of this wider strategic B2/B8 need they should contribute towards. This could also be met elsewhere in the wider PMAs identified in Figure 4.7 (and vice versa), although the focus will be particularly on comparable locations in the vicinity of the M1 junctions.

Balancing Demand vs. Supply

- 10.28 The next stage in the process involved drawing together the forecasts of future indigenous / strategic employment land needs and the estimates of employment land supply available to identify whether there is any need for additional employment space, or whether there is a surplus.
- 10.29 This ENAS has re-assessed the future employment land supply position across the three North Derbyshire districts with a base date of 2022. This included any completions that occurred in the two years prior to 2024; any undeveloped Local Plan employment land allocations; sites with extant planning permission for employment use; and any other employment sites with identified development capacity based on the site assessments.

- 10.30 The current land position is summarised in Table 10.2. It indicates that Bolsover District has a total forward supply of employment land equal to 98.069 ha; Chesterfield Borough has 120.21ha; and North East Derbyshire District has 54.844 ha. This results in a North Derbyshire-wide total of 273.123 ha, of which at least 87.384 ha (32%) comprises sites capable of accommodating strategic B2/B8 needs, with the remaining 185.739 ha addressing local needs.

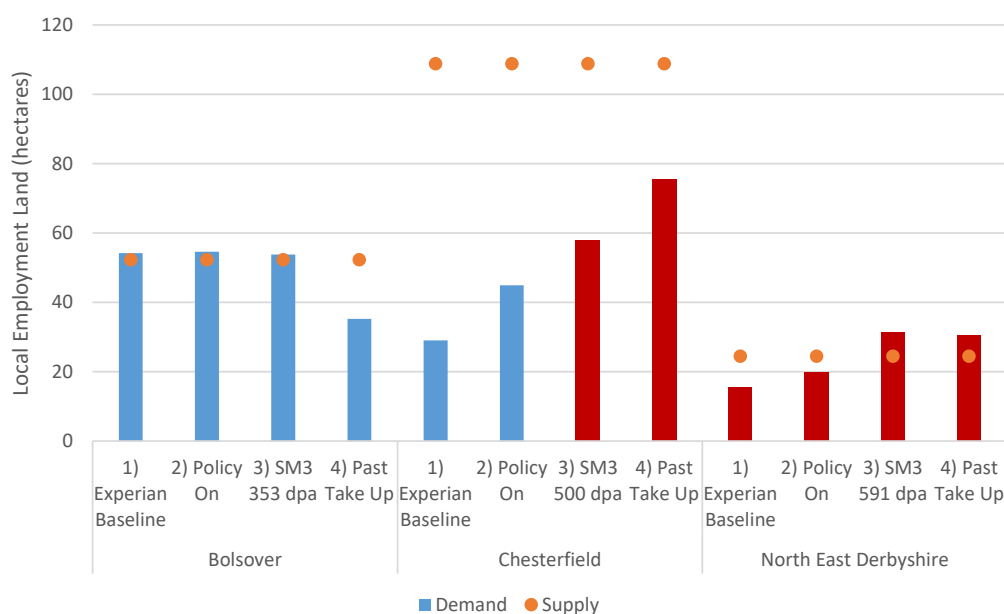
Table 10.2 FEMA-wide Employment Land Supply (ha)

	Completed 2022-2024	Remaining as of 31 st March 2024	Total Local	Total Strategic
Bolsover	43.42	54.549	52.349	45.72
Chesterfield	6.04	114.17	108.846	11.364
NE Derbyshire	-1.22	56.064	24.544	30.30
TOTAL	48.24	224.783	185.739	87.384

Source: Lichfields analysis

- 10.31 A basic quantitative comparison of estimated demand for localised employment space against the identified indigenous supply is presented in Figure 10.3.

Figure 10.3 Local Employment Land Demand/Supply Balance in North Derbyshire (ha)

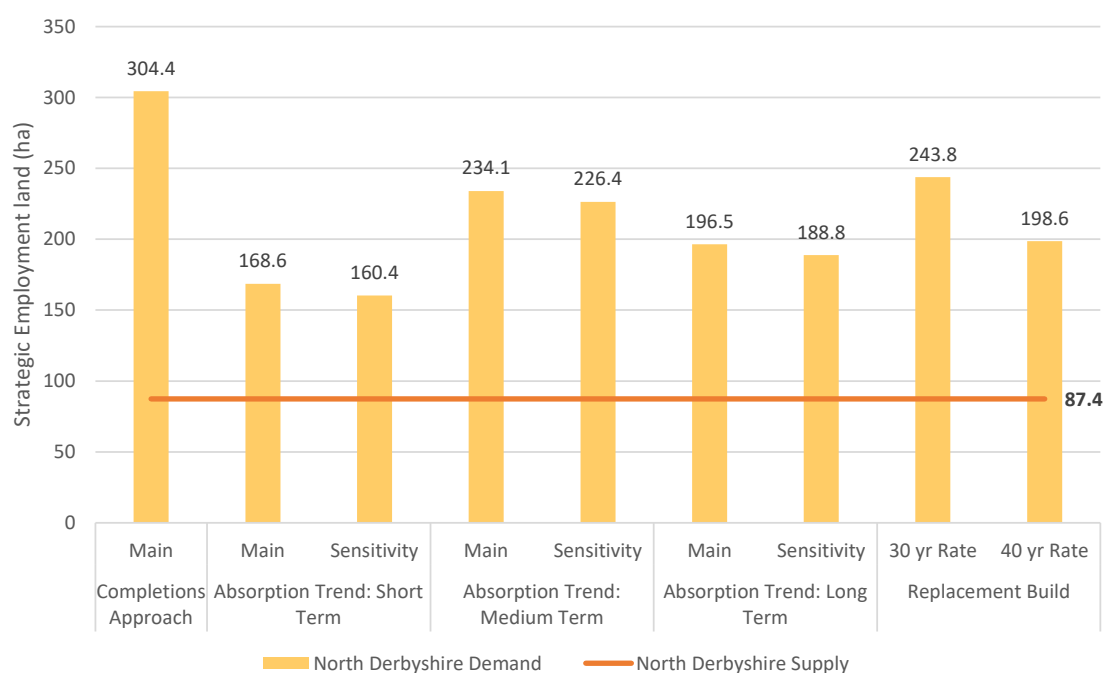


Source: Lichfields

- 10.32 When set against any of the demand forecasts, it is apparent that all three districts can meet their localised needs in full up to 2033. However, up to 2044, the situation becomes more complicated and under certain scenarios, new employment and allocations could be required. For example, Bolsover District's forward supply of 49.43 ha means that it can meet its needs to 2044 only under the past completion rates. For the two econometric scenarios and the SM3 labour supply scenario, the unmet need ranges from 1.5 ha to 2.3 ha.
- 10.33 Chesterfield Borough has a substantial supply of employment land suitable for indigenous uses, totalling 109 ha. This means that it potentially has an over-supply of between 33 ha and 80 ha depending on the scenario modelled.

- 10.34 As for North East Derbyshire, the situation is more nuanced; although it has a much lower level of local supply (24.5 ha), its indigenous needs are much lower too, ranging from 16 ha to 31 ha. This means that under two of its highest scenarios, SM3 591 dpa and past take up, there could be an unmet need of between 5.75 ha and 6.81ha.
- 10.35 Overall, North Derbyshire has an over-supply of between 109.35 ha and 143.95 ha of employment land suitable for indigenous needs to 2033, falling to between 42.66 ha and 86.9 ha over the full 22-year plan period.
- 10.36 The situation is tighter in Bolsover and to a lesser extent North East Derbyshire. In these two districts, dependent on the scale of need that each Council intends to pursue, the relative tightness of potential supply means that the Councils may wish to identify opportunities to provide some additional land to allow for more flexibility and choice to both existing and future businesses and to ensure that the local economy is not unduly constrained by an ongoing shortage of land.
- 10.37 The strategic B2/B8 situation is more complicated, given that some of the sites featuring in the localised supply could potentially contribute to wider strategic needs (and to a more limited extent, vice versa). However, for the purposes of this quantitative exercise, Lichfields compared the supply of larger strategic sites with the overall strategic needs set out above. The results are summarised in Figure 10.4.

Figure 10.4 Strategic Employment Land Demand/Supply Balance in North Derbyshire (ha)



Source: Lichfields

- 10.38 The analysis indicates that under every scenario, even under the short-term time period of 2022-2033, there is a need for additional logistics sites to be provided across the FEMA. By 2044, the Figure demonstrates that the unmet need ranges from 73 ha to as much as 217 ha.
- 10.39 Of course, the strategic logistics FEMA does not stop abruptly at the boundaries of the three districts, and both the commercial and industrial property markets must be seen within **their wider context. Whilst technically the three districts ‘pass’ the self-containment FEMA test**, in practice the strategic logistics market extends well beyond the three districts,

particularly along the M1 Corridor. The three recent reports which address this point⁷¹ suggest that the Strategic Logistics PMA which North Derbyshire sits within is highly fluid and could meet demand from as far away as the A1 Corridor to the east; Doncaster to the north; and Nottinghamshire to the south and east. It is therefore recommended that some of the unmet strategic logistics needs generated here could also be met elsewhere in the wider PMAs identified in Figure 4.7 (and vice versa), although the focus will be particularly on comparable locations in the vicinity of the M1 junctions.

- 10.40 There is a very substantial volume of Strategic B2/B8 employment land available across the various PMAs that overlap the three North Derbyshire districts, ranging from between 1,250-1,312 ha (of which North Derbyshire contributes 87.38, or between 6.7% and 7.0%). It is noted that this represents the gross supply, and not the net figure once strategic logistics needs have been netted off (which will of course be considerably lower).
- 10.41 This ENAS concludes that although it is appropriate that a significant proportion of that need should be addressed across the wider PMAs that overlap the area, the three North **Derbyshire districts should continue to meet their 'fair share' of strategic B2/B8 needs** going forward. As noted above, although the 87.38 ha of forward supply may seem substantial, 40.2 ha of this has already been built out in Bolsover over the past two years, and just 7.18 ha remains.
- 10.42 As such, we consider that there are strong arguments to support a conclusion that there could be a residual need for the three North Derbyshire Districts to provide between 2 and 3 further strategic B2/B8 parks of at least 25 hectares in size, or between 1 and 2 larger logistics parks of which one could be 50 ha or more in size.
- 10.43 This approach would strike an appropriate balance between the residual need of between 73 ha and 217 ha identified from the modelling exercise; the ability of some of the smaller indigenous local employment sites to accommodate some larger units; and the very significant levels of logistics supply available in the surrounding area along the M1/A1 corridor in particular which would essentially address the same market needs.

Areas of Opportunity for Logistics

- 10.44 In light of this recommendation for additional strategic B2/B8 sites in North Derbyshire, the ENAS provides some indicative guidance on areas of opportunity or optimum locations for warehousing growth across the sub-region alongside recommended criteria for the selection of new sites to be considered by the Councils. The analysis involved identifying existing clusters of logistics parks across the study area, and then defined broad areas of search, based primarily on proximity to the strategic road network, which is generally one of the core motivations behind land searches for road-based logistics operators. Show-stopper constraints were then filtered out of the analysis (including environmental NPPF²⁴ Footnote 7 constraints); AQMAs, heritage designations and areas in Flood Zones 2 and 3.
- 10.45 The mapping of constraints indicates that much of the Primary Search Area is free from absolute constraints, as well as much of the Secondary Search Area most notably along the A61 Corridor through North East Derbyshire, and part of the A632 corridor through eastern Bolsover.

⁷¹ The Bassetlaw A1 Corridor Logistics Assessment, Nottinghamshire Core & Outer Logistics Study and the Sheffield Logistics Study

- 10.46 The analysis then moved on to a desk-based assessment of the key motorway and A-road junctions. These were assessed according to the presence of undeveloped and unconstrained land which may be suitable for strategic development, as well as general connectivity to the strategic road network. This is a high-level exercise and should not be construed as an employment land availability assessment nor one of site suitability.
- 10.47 Following the assessment, nine junctions which represent broad areas of opportunity were identified, eight of which fall within the primary search area. These junctions were assessed as having good land availability, connectivity and are mostly unconstrained or have only some constrained areas. These junctions include:
- M1 J28 South Normanton, Bolsover;
 - M1 J29 East, North East Derbyshire;
 - M1 J29A Duckmanton, Chesterfield;
 - M1 J30 Barlborough, Bolsover;
 - A61/B6025 South, North East Derbyshire;
 - A617/B6425 Temple Normanton, North East Derbyshire;
 - A618/A619 North of Clowne, Bolsover;
 - A619/B6043 Whitwell, Bolsover; and,
 - A632/B6418 South Duckmanton, North East Derbyshire.
- 10.48 It is considered that the Councils should focus their efforts on identifying between 2 and 3 further strategic B2/B8 parks of at least 25 ha in size, or between 1 and 2 larger logistics parks of which one could be 50 ha or more in size, with good access to one or more of the junctions above. Consideration needs to be given to the need to create sustainable patterns of development, and find sites that have good access to a local workforce.

Policy Implications

- 10.49 In the context of the demand and supply position for employment land within the three **North Derbyshire districts'** Local Plan areas discussed above, the following planning policy recommendations are made for the forthcoming Local Plan period (2022-2033/44).

Aligning Employment Land Needs with Housing Requirements

- 10.50 It will be for the individual North Derbyshire Councils to set out their preferred employment land target in their emerging Local Plans, based on the evidence contained within this and other relevant documents, to the extent that this aligns with their specific policy objectives for their areas. However, in making their decision the Councils will note that the NPPF24 requires employment land targets to be aligned with housing need to ensure that negative externalities (such as companies being unable to invest due to a lack of a suitably large workforce, or conversely high levels of unsustainable net in-commuting occur) are avoided.
- 10.51 As the NPPF24 **states in paragraph 86d, planning policies should “seek to address potential barriers to investment, such as inadequate infrastructure, services or housing”.** Furthermore, the NPPF24 notes that a Council’s housing requirement could be adjusted upwards if, for example, it “reflects growth ambitions linked to economic development or infrastructure investment” [paragraph 69].

- 10.52 For these reasons, this ENAS has modelled a wide range of scenarios in line with the PPG requirements, including a labour supply scenario that analysed the job growth (and by extension, employment land needs) associated with the scale of housing need generated by the revised standard methodology (SM3).
- 10.53 **In the context of both the NPPF24 and the PPG, it is Lichfields' view that the three Councils** should aim to plan positively to meet both the indigenous employment space needs and an appropriate level of strategic B2/B8 parks of at least 25 ha in size.
- 10.54 As set out in Section 7.0 and summarised above, if the three Councils were each to pursue a housing requirement commensurate with their SM3 LHN, this would justify an overall level of indigenous industrial/warehousing land equal to 123 ha to 2044. This is considerably in excess of the scale of local employment land associated with the baseline Experian forecast, of 82.41 ha.
- 10.55 These projections will already have factored in some job growth that could be considered **'strategic' in scale** and it is very difficult, if not impossible, to strip this element out of the analysis completely.
- 10.56 The separate strategic B2/B8 modelling work concluded that the Councils may wish to focus their efforts on identifying between 2 and 3 further strategic employment parks of at least 25 ha in size, or between 1 and 2 larger logistics parks of which one could be 50 ha or more in size, with good access to one or more of the junctions above whilst being sustainably located with good access to a suitably-skilled workforce.
- 10.57 We have analysed how the local and strategic employment land needs can be reconciled with the level of labour supply across North Derbyshire that could be sustained by the **Council's housing targets**. Our view is that in this instance, the SM3 has the potential to generate a sufficiently large headroom in job growth to accommodate most of the strategic need and ensure that the housing targets and employment land needs are suitably aligned. If the decision was taken by the Councils to pursue, for example, the lower Experian figure for indigenous need, then in purely quantitative terms there would theoretically be around 40.6 ha of headroom for strategic B2/B8 needs if the SM3 housing target is taken forward.
- 10.58 This headroom would be sufficient to accommodate **most of the '2 sites at 25 ha' logistics** recommendation above. Given the complexity of the SM3 calculations and the potential for an **element of 'double counting' in the Experian job forecasts** regarding strategic/non-strategic jobs, it is considered that any perceived harm, or imbalance, would be very limited.
- 10.59 Furthermore, planning for at least 50 ha of strategic B2/B8 land in addition to the indigenous needs would help to ensure a choice of employment land supply by size, type, location and quality of sites and premises for businesses, and maximising future job opportunities for the local workforce (including those who may currently commute elsewhere).
- 10.60 There may be some increase in net in-commuting to take up some of the new strategic B2/B8 employment opportunities (particularly to some of the highly accessible sites in close proximity to the strategic road network), but generally the Councils should consider whether this would allow them to make better use of the existing under-used capacity of its resident labour force.

- 10.61 For example (and as discussed in Section 3.0), there are fewer economically active working-aged people in Bolsover (77.8%), North East Derbyshire (73.2%) and particularly Chesterfield (71.1%) than the regional and national averages (78.4% and 79.0%). Over the past ten years, only Bolsover has seen an increase in its economically active population, which grew by 10.1% since 2013 whilst Chesterfield and North East Derbyshire reduced by 7.3% and 7.6% respectively. Both workplace-based and resident-based earnings remain substantially below the national average in all three districts, with a need for higher paid employment, whilst there are hotspots of severe deprivation across North Derbyshire.
- 10.62 Of particular note, there are around 7,900 unemployed residents living in North Derbyshire, 3,500 of whom live in Bolsover District. There is therefore a substantial local labour-force that could take up these new job opportunities before there would need to be any increase in net in-commuting.
- 10.63 In addition, the three districts have job density figures of 0.74 (in Bolsover); 0.85 (in Chesterfield) and just 0.56 in North East Derbyshire, compared to 0.81 in the East Midlands and 0.87 across Great Britain. As this represents the ratio of total jobs to the total population aged 16-64, this means that for every 56 jobs based in North East Derbyshire District, there are 100 residents of working age. To have such an extremely low figure suggests that either the local labour force is commuting out to nearby authorities, or that it simply has high levels of economic inactivity and unemployment. Whilst this indicator is less relevant for Chesterfield, the provision of more good quality job opportunities would therefore go some way towards resolving this unsatisfactory situation in both Bolsover and North East Derbyshire.
- 10.64 When considering the scale of employment land to be allocated in the light of the evidence contained in this ENAS and the generally low wages and productivity across North Derbyshire, the Councils may wish to consider whether it would be appropriate to target new and emerging employment sectors on strategic B2/B8 land that can offer higher wages and require higher skills to ensure a greater resilience in the local economy.
- 10.65 Therefore, whilst it is difficult to state with a high degree of certainty the scale of increased net in-commuting that would arise from substantial strategic B2/B8 allocations, these would provide opportunities for the unemployed and otherwise economically inactive to take up a greater proportion of these jobs as well as encouraging current out-commuters to take up employment opportunities closer to home. The provision of more employment land and, by extension job opportunities in growth sectors such as logistics and advanced manufacturing, could reduce net out commuting, increase wages and skills and provide **considerable benefits to Bolsover, Chesterfield and North East Derbyshire's local communities.**
- 10.66 In conclusion, pursuing an indigenous industrial/warehousing employment land target of around 82 hectares would align with the Experian baseline, whilst the allocation of 40-50 ha of strategic B2/B8 land on top of this would broadly bring the employment land requirements into line with the scale of labour supply that could be sustained by the SM3 LHN.
- 10.67 Whilst this is not, of course, an exact science and a degree of flexibility is built into the modelling to account the high degree of uncertainty, there would nevertheless be a point at which an over-allocation of employment land would begin to see an unsustainable uplift to net in-commuting. In such circumstances the Councils may wish to consider an increase to

their respective housing requirement figures to allay any future concerns over misalignment.

- 10.68 For example, the report has provided a range of policy options for the Councils to consider regarding the need to provide new logistics sites, with a figure of 25 ha for a single site **generally regarded as the minimum site size required for modern ‘Big Box’ logistics operators**. Alternatively, three sites at 25 ha could be allocated, but at this point there may be a divergence away from the housing need SM3 figure. More employment sites could be allocated, but this might justify a further upward adjustment to **each Councils’** housing target.

Managing the portfolio of sites

- 10.69 Going forward, the Councils should have regard to the spatial distribution of employment supply to support the overall sustainability of future growth, in terms of how needs are met in different parts of North Derbyshire, and also the approach to managing sites in different locations such as town centres and surrounding rural areas.

Spatial distribution of sites

- 10.70 As noted above, the majority of emerging supply is located within Chesterfield and Bolsover, and of this supply, the majority is located edge of town/out-of-town and particularly in regeneration areas such as Staveley, Steetley and Clowne Garden Village. The key growth sectors, such as advanced manufacturing and logistics, are currently well serviced and allocated in terms of employment land (notwithstanding the need for additional strategic B2/B8 land); this should be maintained. However, consideration should also be given to the locally-generated employment need outside of these areas and how smaller sites can be provided to meet local demand from businesses. This could include protecting and making best use of existing employment areas, and promoting their renewal and upgrading, as set out in detail in Section 6.0 (*Review of Employment Land Portfolio*) and Appendix 2.
- 10.71 This could be encouraged through a specific policy which supports proposals for the upgrading and refurbishment of these existing sites and premises so that they meet modern standards required by business, are more resource efficient and capable of meeting latest energy efficiency standards and improve the environment or townscape of the site or premises.

Sites in/adjoining town centres

- 10.72 There is also an opportunity for improvements to employment sites, or their redevelopment/intensification, to be aligned with the wider ambitions that are set out in the Councils’ **various** regeneration plans for a number of the main centres where relevant (see, for example, Local Plan Policy SS1 Chesterfield Town Centre and Policy SS3 Chesterfield Waterside and Potteries). This is important to help ensure that the employment role and function of town centres can be maintained as far as possible in the interests of promoting sustainable growth, and in order to support town centre vitality and viability generally.
- 10.73 However, structural shifts affecting town centres and post-Covid trends mean that there is likely to be scope to downsize and repurpose some older or functionally redundant commercial (including office) premises where these are no longer demanded by the market.

Permitted Development Rights continue to be expanded in terms of making it easier to convert vacant office space to residential, and while Article 4 Directions are a policy option, they are becoming subject to greater scrutiny by the Secretary of State. The three Councils (and particularly Chesterfield, which has the bulk of the town centre office market) should consider how mixed-use allocations can provide flexibility to meet market requirements over the Plan period in a way that ensures renewal/reprovision of modern office accommodation, alongside delivery of other uses.

- 10.74 At the same time, the advent of Class E means that changes within the same use class do not constitute ‘development’, and accordingly the ability to control these changes between some employment and town centres uses (i.e. office, retail and leisure uses, but excluding B2 and B8) is now more limited than was previously the case. This may have the effect of **further increasing the mix of ‘non-employment’ uses** (such as indoor leisure activities) within some traditional industrial estate settings, particularly where they are located on the edge of town centres. Alternatively, this could also create new opportunities to make better use of existing units (e.g. vacant retail warehouse units being used for small-scale storage activities). In practical terms, the Councils should seek to monitor the mix of uses within strategic and key employment areas over time, and, if necessary, use development management powers to restrict new uses within Class E (e.g. via conditions).

Rural sites

- 10.75 North Derbyshire has a significant range of smaller rural employment sites, particularly on the edge of the numerous small towns and large villages scattered throughout North East Derbyshire and to a lesser extent, Bolsover, which also make an important contribution to meeting local employment needs. These sites often comprise rural accommodation (e.g. barn conversions) that are particularly suited to smaller local business and start-ups by providing affordable workspace. In addition, they support employment and business opportunities in the parts of North Derbyshire away from the main centres and large-scale brownfield regeneration site. The study has recommended a few sites where boundaries may need to be rationalised, and also a modest level of development capacity.
- 10.76 Given their range and diversity, a detailed policy of allocating all rural employment sites is unlikely to be proportionate, and therefore future planning policy should instead seek to provide a supportive framework for the continued use and potential growth of rural and other small sites subject to the usual planning factors (for example through a criteria-based approach).

Constructing a delivery trajectory for employment sites

- 10.77 Given the mixed nature of future employment land supply, and the uncertainties around the timing and delivery of some of the larger allocations (and Bolsover and Chesterfield **Councils’** future reliance upon them to meet employment needs), it is recommended that the Councils should evidence how its portfolio of allocations and other development opportunities will support delivery of new space over the short, medium and long-term (structured broadly in five year periods). This would allow sites to be assessed on a consistent basis in order to determine at broadly what point in the Plan period they may become available, and how important any individual site is for meeting either office or industrial needs within any rolling five-year period.
- 10.78 In determining the likely timing and availability of land, this delivery trajectory should have regard to:

- a the planning status of sites (extant planning permission, allocation etc);
- b development constraints/costs and known requirements for infrastructure;
- c the latest position in terms of developer/landowner aspirations; and,
- d market delivery and viability factors (which can vary in line with market conditions).

10.79 In turn, it will also offer a basis to continually assess the potential role of a site in meeting employment land and other Local Plan objectives (and, inter alia, the policy benefits that would accrue if earlier delivery of the site was encouraged). The trajectory should be linked to the annual monitoring process and periodically updated to ensure the rolling supply of employment land during the Plan period.

Protection of Key Employment Sites

10.80 As identified in Section 9.0, there is an over-supply of certain types of employment land for indigenous uses, particularly in Chesterfield Borough, and also in Bolsover and North East Derbyshire depending upon the scale of growth the Councils seek to pursue. There is also a clear need for additional strategic logistics space across North Derbyshire.

10.81 Even so, there remains a need for the Councils to protect existing areas of employment land, particularly those which have been found to be performing most strongly or provide an important function in the local economy. Recommendations on a site-by-site basis have been made in the pro-formas in Appendix 2, alongside the summary analysis in Section 6.0 of this report, where suggestions have been made to strengthen the employment function of the sites by rationalising the site boundaries where necessary and excluding uses that risk watering down the broader employment land offer. Further protection measures may include the use of Article 4 Directions to prevent the conversion of some units into residential uses on these sites where they can be linked to clear and justifiable site boundaries.

Managing Small Industrial Sites

10.82 Consideration should be given to how smaller sites can be provided to meet local demand from businesses. This could include protecting and making best use of the numerous existing small industrial estates and business parks scattered across North Derbyshire and promoting their renewal and upgrade over time.

10.83 This could be encouraged through a specific policy in the respective Local Plans which supports proposals for the upgrading and refurbishment of these existing sites and premises so that they meet modern standards required by business, are more resource efficient and capable of meeting latest energy efficiency standards and improve the environment or townscape of the site or premises.

Co-location of Uses

10.84 A number of the sites assessed in Section 6.0 are coming under increasing pressure from residential uses, whilst several of the strategic sites comprise an element of employment use directly alongside substantial housing allocations. There is potential for Local Plan Policy to support the co-location of residential and employment uses where feasible, to maintain employment uses on sites that would otherwise be lost to residential use. This may include the provision of employment uses on the ground floor of residential developments. Given

the comparatively weak demand for office uses even in Chesterfield Town Centre, and the lower tier function of the commercial property market here in North Derbyshire (relative to Sheffield City and its immediate environs), and the stronger demand for smaller scale light industrial and storage and distribution uses within all three districts, policy should seek to facilitate flexibility between employment uses within such developments.

Implications of Use Class Order Changes

- 10.85 From 1st September 2020, the former A1, A3, B1, D1 and D2 use classes were merged into a **new Class E “Commercial, Business and Services” Use Class in England**. B2 and B8 Use Classes remained unaffected, but changes affecting other classes were also introduced.⁷²
- 10.86 **The Government’s stated rationale for the change** was that it was needed to better reflect the diversity of uses found on high streets and within town centres, and to provide the flexibility for businesses to adapt and diversify. Notwithstanding this, the effect of the changes is not limited to town centre locations. This means that Class E affects any buildings within the relevant uses, including those within the former B1 Use Class in designated (including out-of-town) employment areas.
- 10.87 In December 2020, the Government began a consultation on a variety of further changes to permitted development rights, and a new Class MA business and commercial to residential permitted development right (PDR) replaced and introduced certain commercial to residential PDRs from 1st August 2021. The new class MA is different to the previous office to residential PDR, with several different limitations and conditions. Delivering housing was a key priority of the previous Conservative Government and remains so with the new Labour administration, and the Class MA PDR emphasises this.
- 10.88 Former use Class B1 (business) benefit from the Class MA PDR which has effectively reduced the scope of office to residential permitted development and is subject to floorspace, vacancy and location limitations. It does not apply if more than 1,500 sqm of cumulative floorspace is to be converted, so represents a significant restriction for office to residential change of use via permitted development.
- 10.89 To benefit from Class MA, the use of the building must have fallen within Class E or one or more of the uses that it replaced for at least two years continuously prior to the date the prior approval application is made. The building must have been vacant for a continuous period of at least 3 months immediately prior to the date of the application for prior approval, but periods of closure as a result of Government Covid-19 restrictions did not count towards the vacancy period where the building continued to be occupied by the owner or tenant.
- 10.90 These changes will influence how the three North Derbyshire districts plan for future employment needs and the appropriate policies that need to be put in place:
- 1 Policies to protect employment space will need to reflect that there is no longer the same planning mechanism to control these from switching to other forms of retail, leisure, community and potentially residential use. Over time, this flexibility could alter the composition of existing employment areas and reduce the supply of existing employment space, particularly in those locations within the study area that face pressure from other higher value Class E uses.
 - 2 Conversely, there is now greater flexibility for developers to accommodate supporting on-site facilities such as convenience retail, gyms and other supporting uses as part of industrial estates/business park developments given they are now all contained within the same use class – provided these uses are proportionate, that could be helpful in

⁷² See summary of changes at <https://lichfields.uk/media/vj4lnh3u/guide-to-the-use-classes-order-in-england.pdf>

making these locations more attractive to the market and potential occupiers or supporting viability challenges where they exist.

- 3 Alongside the changes to the Use Classes Order, the new Class MA permitted development right which came into force in August 2021 may exert further pressure on E(G)(i)/(ii)/(iii) for conversion and potential replacement of older buildings for residential where the criteria can be met. This may be particularly the case when combined with a weaker office market outlook in the near-term following the continued **uncertainties surrounding the trend towards homeworking and ‘flight to quality’**, with many occupiers seeking smaller, but better quality, space. The Councils could still opt to introduce an Article 4 Direction to withdraw these rights across a defined area if they can demonstrate this is justified in line with the tests set out at paragraph 54 of the NPPF24.
- 4 Finally, the Councils should consider how the changes might be used to positively contribute to the future supply of office, R&D and light industrial space. For example, the conversion of vacant retail warehousing space to light industrial uses could provide an alternative form of supply to help address business needs in the districts over the new Plan period, subject to the extent to which such space is required to help meet identified retail and leisure needs.

Appendix 1 Broad Areas of Opportunity: Junctions Assessment

Table 1 Broad Areas of Opportunity: Junctions Assessment

			Search Area	Absolute Constraints	Site availability (25ha+)
M1	J28/A38	South Normanton, Bolsover	Primary	Mostly Unconstrained	Approx 135ha of unconstrained land south of Broadmeadows/A38 adjacent to Clover Nook Industrial Estate. Access to A38 possible via Birchwood Lane
M1	J29/A617/A6175	East NED	Primary	Some Constrained Areas	Multiple parcels of land available with access to M1 via A617/A6175/Mill Lane/Rylan Hill, with minor presence of constraints
M1	J29A/A632/A6192/B6418	Duckmanton, Chesterfield	Primary	Some Constrained Areas	Land available south of M1 in Bolsover, however access is constrained/new infrastructure required
M1	J30/A616/A619	Barlborough, Bolsover	Primary	Some Constrained Areas	Land available adjacent to Amazon/Romley Caravan Storage, however access to A619 may be limited via Slayley Lane. Land available to north and south of A619 and west of M1 however new access to A619 required. Land available to north and south of A6135 however new access required to A6135 may be required. Possible access via Sheffield Road. Land available to north and south of A619 east of M1 including Clowne Village Allocation (SS5 - 20ha employment site). Access to M1 possible via A619/A618/A616.
A61	B6025	South NED	Secondary	Mostly Unconstrained	Land available to the east and west of A61 with M1 access via A38.
A61	A617/A619/A632	Central Chesterfield	Secondary	Some Constrained Areas	No land available for strategic development. Dense urban area.
A61	A619/B6057	Central Chesterfield	Secondary	Some Constrained Areas	No land available for strategic development. Dense urban area.
A61	B6057/B6050	North Chesterfield	Secondary	Some Constrained Areas	No land available for strategic development. Dense urban area.
A61	B6175	Clay Cross, NED	Secondary	Mostly Unconstrained	Multiple small (c.5ha) parcels of land available to east and west of A61 to the north, however unlikely to support strategic development.
A61	B6057	North Chesterfield	Secondary	Some Constrained Areas	Some land available but within flood plane/Green Belt.
A617	B6425	Temple Normanton, NED	Primary	Some Constrained Areas	Land available to west of B6425 and north/south of A617.

A6175	B6039	Holmewood, NED	Primary	Mostly Unconstrained	Little land available that is not adjacent to residential areas, access to strategic network also a likely issue due to residential areas. Very little land available to expand Holmewood industrial park.
A6175	B6038	North Wingfield, NED	Secondary	Mostly Unconstrained	Only small parcels available adjacent to residential areas.
A616	A618/B6417	Clowne, Bolsover	Primary	Some Constrained Areas	Little land available other than Clowne Village Allocation to the north (SS5 - 20ha employment site). Access for this site would preferably be to the north via A619 due to residential areas around this junction.
A618	A619	North of Clowne, Bolsover	Primary	Some Constrained Areas	Directly north of Clowne Village Allocation (SS5 - 20ha employment site). Land also available north of A619.
A619	B6043	Whitwell, Bolsover	Primary	Some Constrained Areas	Land available to north and south of A619. New access to A619 likely required.
A619	A632	Brampton, Chesterfield	Secondary	Some Constrained Areas	No land available for strategic development. Dense urban area.
A619	B6419		Secondary	Some Constrained Areas	Land available to east/west of B6419, however M1 access would be via B6419 and A619 via Mastin Moor which may limit strategic logistics use.
A619	A6192	East Chesterfield	Primary	Mostly Unconstrained	Only small parcels available adjacent to residential areas.
A619	B6050	East Chesterfield	Secondary	Mostly Unconstrained	Only small parcels available adjacent to residential areas.
A619	B6150	Brampton, Chesterfield	Secondary	Some Constrained Areas	No land available for strategic development. Dense urban area.
A621	B6054	Owler Bar, NED	Secondary	Highly Constrained	Considerable amount of land available, however subject to Footnote 7/Green Belt constraints (borders Peak District National Park). Distance to motorway network and topography may be a limiting factor for development.
A632	B6418	South Duckmanton, NED	Primary	Some Constrained Areas	29ha Coalite site (SS6) available with access via B6418 Land available south of A632
A632	B6425	Arkwright, NED	Primary	Mostly Unconstrained	Some parcels up to c.15ha available north and south of A632 Individual residential/farm properties may limit development.

Source: Lichfields

Appendix 2 **Employment Site Pro-Formas**

Appendix 3 **Site Assessment Criteria**

This Appendix sets out the criteria for assessing the quality and condition of identified and new sites in North Derbyshire. The criteria were used to rate sites which will help to inform allocations in the **Council's emerging Local Plans**.

The criteria reflect the local circumstances in Chesterfield Borough and North East Derbyshire District. They focus upon the inherent value of a site rather than the current conditions on it, though such characteristics were also noted. Additional criteria apply to undeveloped allocated or development sites. However, ownership and availability information may not have been obtainable in some cases and a judgement may have been needed on these.

Ratings can reflect a combination of different factors applying to the same criteria. A balanced judgment has been made on an appropriate overall rating. Ratings are graded in the categories set out below, with Very Good being the highest rating and Very Poor being the lowest. Unless otherwise specified, ratings of Good, Average and Poor have been made where the site does not meet the full specification of a Very Good or Very Poor rating but instead met some of the specification.

- Very Good;
- Good;
- Average;
- Poor; and
- Very Poor.

Site Context, Local Plan designations, Current Land Use and Type

Current land uses and land types (greenfield, brownfield and remediated) have been assessed for each site. Any planning designations or policy constraints that could affect development of the site for employment uses are identified. These factors may influence the suitability, viability or deliverability of the site for employment uses. This includes the identification of any planning designations or policy constraints that could affect the development of the site for employment uses.

These factors are not rated.

Planning History (Since August 2019)

The planning history section includes a snapshot of relevant recent planning permissions, but it does not provide the full planning history for the sites.

LAA Status

Whether the site is included in the 2018 LAA, with commentary provided if this is the case.

Occupier Profile

Summary of the characteristics of the occupiers based on the site.

Proximity to Urban Areas and Access to Labour and Services

Urban areas are **weighted according to Chesterfield's adopted Local Plan and North East Derbyshire's Settlement Hierarchy Study** (September 2017 update). Settlements are defined as:

- Sub-regional town centre (Chesterfield); and towns (Clay Cross, Dronfield, Eckington and Killamarsh)
- Small Town Centre and District Centres (Chatsworth Road, Whittington Moor, Staveley Town Centre); and Settlements with good level of sustainability (Calow, Grassmoor Morton, Tupton, Wingerworth)
- Local Service Centres (Brimington, Hasland, Holme Hall etc)

- Local centres (such as Abercrombine, Birdholme, Derby Road North); and settlements with limited sustainability (Apperknowle, Barlow Village, Walton etc)
- Small settlements in the countryside (such as Astwith, Pleasley, Rowthorne etc); and Very small villages and hamlets with limited sustainability (Alton, Bolehill, Brackenfield etc).
- Very Good = within, or with good access to, a sub-regional town or principle town; and also in close proximity to sizeable residential areas providing local labour supply.
- Good = within, or with good access to, a small town or district centre; and also in close proximity to sizeable residential areas providing local labour supply.
- Average = within, or with good access to a local service centre; and also accessible to residential areas providing some degree of local labour supply.
- Poor = within, or with access to a local centre or a settlement with limited sustainability, providing a limited degree of local labour supply.
- Very Poor = remote, isolated site, very limited local services or residential areas nearby.

Proximity to Deprived Areas

- **Very Good = very high levels of deprivation based on the site's postcode.**
- Good = high levels of deprivation **based on the site's postcode.**
- **Average = average levels of deprivation based on the site's postcode.**
- **Poor = low levels of deprivation based on the site's postcode.**
- **Very Poor = very low levels of deprivation based on the site's postcode.**

Strategic Road Access

For the purpose of this assessment, strategic roads are defined as comprising the main A roads across Chesterfield and North East Derbyshire (the A61, A619, A617) and the M1.

- Very Good = within 1km of a junction on the M1 via good unconstrained roads.
- Good = within 250m of access to a main A road (such as the A61, A619, A617), or a usually free flowing strategic road, via good unconstrained roads.
- Average = between 250m and 1.5km of access to a main A road (such as the A61, A619, A617), and/or a strategic road with some constraints.
- Poor = between 1.5km and 3km of access to a main A road (such as the A61, A619, A617), and/or through relatively constrained strategic roads.
- Very Poor = over 3km from strategic road junction or access, and/or through constrained or local roads, and/or through town centre or residential areas.

Local Road Access and Accessibility

- Very Good = local access via free moving good roads avoiding residential areas/difficult junctions; unconstrained vehicle access to the site with good visibility/lack of queuing; close access to range of town centre public transport services. Bus stops within walking distance (400m).
- Very Poor = difficult or narrow road access, via residential roads, difficult site access junction, congested local roads; low level, limited range or infrequent public transport services nearby (based on number of services per hour). This includes determining whether there is a bus stop or interchange within 400m of a site.

Compatibility of Adjoining Uses

- Very Good = within larger employment area or no incompatible surrounding land uses.
- Good = within an employment area or some sensitive surrounding land uses, with high potential for mitigation to be provided on-site.

- Average = small-scale employment area adjoining residential or other sensitive uses but some potential for mitigation to be provided on-site.
- Poor = Adjoining residential or other sensitive uses but limited potential for mitigation to be provided.
- Very Poor = Adjoining residential or other sensitive uses but no potential for mitigation to be provided.

Technical and Environmental Constraints

This builds upon previous relevant site appraisals in the LAA and other sources. The focus of this criterion is to test whether previously identified constraints are still appropriate and to identify potential new constraints wherever possible.

- Very Good = generally level site, regular shape, over 3 ha in size; low flood risk (Zone 1); no conservation, topographical or landscape constraints on scale of development; no adverse ground conditions or known abnormal development costs; no other significant constraints on new development.
- Very Poor = sloping or uneven site; under 0.2 ha, irregular or narrow shape, other severe constraints; within flood risk Zone 3; conservation, topographical or landscape constraints on scale of development; adverse ground conditions or known abnormal development costs.

Barriers to Delivery and Timescales

Identification of any factors that would constrain development of the site for employment uses. For example, site is in occupation, need for infrastructure and fragmented ownership. Where possible mitigation measures that would address barriers to delivery are identified, such as whether providing access to a site would improve its deliverability or viability.

Market Attractiveness

The assessment considers the attractiveness of sites to the market. This analyses the likely market demand and viability of development without intervention.

- Very Good = high profile or high-quality appearance, managed site; good environment and quality of occupiers; under 10% vacancy; viewed as attractive by agents or occupiers; recent investment or development activity, strong demand, units very rarely available.
- Good = attractive appearance or location; good environment and quality of occupiers; 10-15% vacant; viewed as attractive by agents or occupiers; good level of demand; units rarely available.
- Poor = units remain vacant for relatively lengthy period; viewed as unattractive by agents or occupiers; 20-25% vacant; low level of demand; site largely unviable without intervention.
- Very Poor = run-down unattractive appearance or location; attracts lower end users and over 25% vacant space or buildings; vacant units not marketed; no recent investment; units remain vacant for lengthy period; site considered to be unviable without intervention.

Fit with Strategic and local economic strategies

The assessment considers sites in Chesterfield in relation to the Chesterfield Growth Strategy (2023-2027) and how sites contribute or support the opportunities and ambitions set out as part of the Growth Strategy. This considers whether the site contributes towards the named opportunities to:

- Re-orientate the local economy towards higher-value growth.
- Improve the vitality and viability of the town centre.
- Develop Chesterfield Station as a vibrant transport gateway.

- Boost local access through re-opening the Barrow Hill line with new access at Old Whittington and Barrow Hill.
- Support the regeneration of the east of the borough including the Staveley Growth Corridor.
- Facilitate new employment and residential development through partnership with developers, businesses and landowners.

The assessment considers sites in North East Derbyshire in relation to the Derbyshire Economic Strategy Statement [hereafter referred to as Derbyshire Economic Strategy] and how sites support the economic vision for the county and its strategic themes of boosting investment and place-making, fostering enterprise and business growth, and creating the workforce to support growth.

This considers whether the site contributes towards the strategic objectives to:

- Invest in infrastructure to improve connectivity and create conditions for growth
- **Unlock the potential of Derbyshire's land and property assets**
- Attract new businesses to diversify and grow our economy
- Increase the vitality and viability of towns
- Strengthen the rural economy
- Connect people to economic opportunity
- Tackle disadvantage and help hard to reach individuals and communities into economic activity

All sites will be assessed according to:

- Very Good = the site explicitly supports and aligns with the strategic objectives or is made referenced to in the economic strategy. The site in its current form provides or could bring forward uses which have clear strategic alignment.
- Good = the site could support the strategic objectives but requires redevelopment, improvements or changes to its existing use to help strengthen strategic alignment.
- Poor = the site in its current use or form does not support the strategic objectives or is unlikely to come forward in such a way which will contribute to strategic objectives.
- Very Poor = the site does not reflect the strategic objectives of the economic strategy and is unlikely to meet the aims and ambitions either in its present form or in the future.

Overall Site Rating

Provision of an overall site rating from Very Poor to Very Good. This is determined by assessing the rating for each factor and forming a balanced judgement of how the site performs relative to its role in the overall employment land portfolio.

The overall site rating is justified with an explanation of the main factors and their weight. Any factors which may make the site unviable or undeliverable are specified.

The weighting of different factors varies between sites. For example, a site suitable for B8 uses would place most weighting on strategic road access, whereas a site suitable for E(g)(i) office uses would place more weight on proximity to urban areas and access to labour and services.

Appendix 4 **Net to Gross Assumptions**

GROSS TO NET ADJUSTMENTS IN EMPLOYMENT LAND ASSESSMENTS

Take-up of employment land is typically recorded on a plot by plot basis, which equates to a net developable area. To be consistent, availability should be measured on the same basis. So for some sites, gross to net adjustments may be appropriate.

We have considered each site and estimated the proportion of land likely to be lost to servicing and landscaping, having regard to gross to net ratios achieved on industrial estates and business parks elsewhere in the region. Research by storeys:ssp has shown that ratios range from 100% where a site is in single occupation, to 56% for a business park on a sloping site with large areas set aside for landscaping and sloping banks between development plots.

Adjustments appropriate in different circumstances are set out below.

GROSS TO NET RATIOS ADJUSTMENTS FOR EMPLOYMENT LAND

Type	Ratio	Comment
Serviced plot on industrial estate fronting road.	100%	
Area of land that could easily subdivide into serviced plots with road frontage.	100%	
Large area of land on industrial estate too big for single scheme, having regard to other buildings on estate.	95%	Provision for spur road.
Major undeveloped part of industrial estate or extension to industrial estate.	90%	Provision for roads and landscaping to one or more sides.
Small local allocation, requiring infrastructure.	90%	Provision for spur road, but landscaping likely to be minimal.
Level site allocated for industrial estate.	85%	Provision for spur road and landscaping.
Site allocated for industrial estate where terracing or bunding required.	80%	Provision for spur road and landscaping.
Land allocated for business park with high landscape quality.	75%	Provision for spur road extensive landscaping, balancing ponds etc.
Land allocated for employment use where a single end user could be in the market.	100%	All land to be taken by single user, surplus areas to be kept for its expansion.