

# **Chapter 5: Employment**

## **Introduction**

5.1 The 1996 Structure Plan Review identified a requirement for 90 hectares of new land for employment development in the borough plus 25ha for a business park near to Junction 26 of the M1 motorway, to be found within the plan period of 1991 to 2011. That figure had been calculated on the basis of projected labour force estimates, current availability of employment land and past rates of take-up of employment land. The plan puts forward the Council's site preferences having taken into account public opinion, environmental factors and land availability. It aims to meet the needs of local and new employers and create the conditions for sustainable economic development. Within this plan, the term "employment" is applied to activities falling within the "business", "general industrial" and "storage or distribution" classes of the Town and Country Planning (Use Classes) Order 1987 i.e. classes B1, B2 and B8, although it is acknowledged that many people are employed in sectors not covered under these use classes.

## **The Economy of Broxtowe**

5.2 Broxtowe is centrally located in both a national and regional context. The borough lies within the Derby, Nottingham and Leicester triangle at the heart of the East Midlands and forms part of the Greater Nottingham conurbation. Road and rail communications are good, reflecting the central location of the borough. The M1 and Midland mainline railway run through Broxtowe and East Midlands airport lies within 15km of the south of the borough.

5.3 The economy is closely linked to adjoining areas, particularly the City of Nottingham and towns along the Erewash valley. The highest proportion of residents travelling out of the borough to work, commute to Nottingham (see table 5.1).

5.4 Travelling to work into Nottingham is particularly important from the south of the borough, for example to the University of Nottingham, the Queens Medical Centre and employment provided in and around the city centre. There are also large employers in the south of the borough, such as Boots and Siemens, who attract workers from beyond the district.

**Table 5.1**

### **Workplace Location of Broxtowe Residents**

Area of Work	% Broxtowe Workforce
Broxtowe	26.5
Nottingham	32.8
Erewash	8.1
Amber Valley	3.6
Other	29.0

(Source: 1991 Census)

5.5 The origins of development in the north of the borough are largely related to the coalmining industry, but no working pits remain in Broxtowe. This part of the district now contains a mix of small, medium and large firms in different employment sectors. There is also a significant level of commuting in the north of the borough to and from Nottingham and Erewash valley towns in Derbyshire. In general Broxtowe is likely to remain a net exporter of workers. The Council wishes to provide more opportunities for people

to live and work in Broxtowe and so reduce the number of commuting journeys in line with the principles of sustainable development.

5.6 The performance of the local economy has been reasonably strong over the past 10 years in comparison to the rest of the country. Wider trends that have influenced the local economy include:

- the continued decline of traditional industries such as coalmining, textiles and defence;
- the expansion of the service sector;
- greater competition in domestic and overseas commercial markets;
- company rationalisations;
- sectoral changes in the age and gender of the workforce.

5.7 The health of the local economy is also closely linked to the health of the regional economy and the core region of Nottingham, Derby and Leicester. In particular the economy of Broxtowe is closely tied to the economy of the Greater Nottingham area. The Council has recognised the importance of regional economic linkages and partnership with key regional bodies has been central to the development of the Borough's Economic Development Strategy.

5.8 Regional, national and international trends and linkages provide the context for the local economy. Particular local circumstances combine with these wider trends to determine the health, profile and prospects of the local economy. Key indicators of the health

of the local economy include unemployment levels, business confidence, employment patterns and inward investment.

5.9 Unemployment levels in the borough have continued to fall since the adoption of the 1994 Local Plan, and are below the national average and the average for Nottinghamshire. However, analysis of local unemployment levels shows that pockets of higher unemployment remain in urban areas of the borough. These same areas also possess higher levels of long-term unemployment (defined as being without work for a period of six months or longer).

5.10 The percentage of men in full time employment has fallen over recent years, whilst female full time employment has increased. Part time employment has increased generally, but particularly for women. However, women continue to make up the large majority of people in part-time employment.

5.11 Over the past few years Broxtowe has experienced a growth in employment provided by medium and small organisations. The increasing concentration of jobs in those organisations demonstrates the importance of this dynamic sector to the local economy.

5.12 In addition to the development of new small businesses, recent growth in the local economy has largely been a result of existing firms expanding or relocating within the area. Demand for a range of sites in the borough has remained consistently healthy in recent years. The majority of land take-up since 1991 has been for light industrial/office (B1) or storage and warehousing (B8) uses.

## **BACKGROUND TO THE PLAN'S POLICIES**

### **Government Guidance**

5.13 Since the 1994 Broxtowe Local Plan new government guidance in the form of Planning Policy Guidance Notes (PPGs) have been introduced and these have been taken into account in the development of employment policies.

5.14 A new version of PPG1 "General Policy and Principles" was produced in February 1997. The guidance develops three important principles of planning which are: sustainable development, the encouragement of mixed development and high quality in design.

5.15 On sustainable development, PPG1 stresses the need to reduce the length and number of motorised journeys and reduce reliance on the private car. Also, mixed-use areas are seen as a sustainable form of development since they have the potential to decrease the need to travel and increase the vitality of local areas.

5.16 PPG2 "Green Belts" was revised in January 1995. This guidance restates the purposes of Green Belts and puts added emphasis on their use in assisting regeneration by encouraging the recycling of derelict or other urban land.

5.17 PPG3 "Housing" was revised in March 2000 with clarification statements in 2003 and is subject to a further proposed update in 2004. It suggests that authorities should review their existing employment allocations and consider whether some of this land might better be used for housing or mixed use.

5.18 PPG4 "Industrial and Commercial Development and Small Firms" (November 1992) advises that local plans should provide a range of sites to meet local economic demand which are readily capable of development within the plan period.

5.19 PPG7 "The Countryside and the Rural Economy" was revised in February 1997 and replaced in 2004 by PPS7 'Sustainable Development in Rural Areas'. The guidance advises local authorities to facilitate the development of the rural economy and ensure that the development is in character with the local area.

5.20 PPG13 "Transport" was issued in 2001. The guidance gives advice on how local authorities should integrate transport and land-use planning in order to reduce the need to travel, particularly by private car. Towards this aim it states that development should be promoted within urban areas at locations highly accessible by public transport. It also states that local authorities should try to achieve a balance in employment and housing levels in urban and rural areas.

5.21 PPG24 "Planning and Noise", published in 1994, states that plans should ensure that noise-sensitive developments are located away from noise sources. In addition, local plans should contain policies concerning noisy types of development and measures which may be required to mitigate noise impact. (Policies on these topics are included in the "Environment" chapter).

### **East Midlands Regional Planning Guidance**

5.22 The latest version of this guidance (RPG8) was produced in 2002. It states that planning authorities

must enable the provision of a wide portfolio of sites for employment and must ensure that these sites are safeguarded for appropriate uses. Emphasis is placed on the need for high quality business parks and science parks in the region

## **Nottinghamshire Structure Plan Review**

5.23 The 1996 Structure Plan Review took into account the previous regional planning guidance in setting the strategic context for the review of the Broxtowe Local Plan. However, the regional planning guidance was updated in 2002 and subsequently a new draft structure plan has been released for public consultation, based upon the new guidance. The policies in both Structure Plan documents however remain little changed in essence and have no fundamental effect upon this Local Plan Review other than to remove the requirement for a business park at Junction 26 of the M1.

5.24 The policies in the 1996 Structure Plan Review which have directly shaped the development of policies in this plan are as follows:

5.25 Policy 1/1 states that provision will be made for a scale of economic development that meets the needs of the county's population and enables the protection and enhancement of the environment.

5.26 Policy 1/2 states that major new development will be concentrated within and adjoining the main urban areas and along transport corridors (the relevant transport corridors in Broxtowe are Nottingham to Trowell and Nottingham to Eastwood).

5.27 Policy 1/5 gives guidance on green belt revision and safeguarded land.

5.28 Policy 1/6 states that the role of town centres as a focus for employment, shopping and as locations for social, community, cultural and recreational facilities will be sustained and enhanced.

5.29 Policy 2/1 sets the scale of employment land provision for Broxtowe over the plan period at 115 hectares. (This figure includes provision for a business park development near to junction 26 of the M1, originally required by policy 13/3). Subsequent to the Local Plan Inquiry, this figure has been reduced to 90ha to exclude the business park, which is no longer a requirement.

5.30 Policy 2/2 states that adequate provision will be made for a range of sites for employment uses in terms of size, quality and location.

5.31 Policy 2/3 states that local plans will ensure that an adequate supply of readily developable employment land will be made available throughout the plan period.

5.31 Policy 2/4 gives further advice on the general location of employment development and states that major new development should allow employees a choice between public and private transport and have good access to the national transport network.

5.32 Policy 2/5 states that office development will be permitted within or adjacent to the existing central areas.

5.33 Policy 2/6 states that provision will be made for business parks or other prestige employment developments requiring a high quality

setting. The need for a business park is no longer recognised within this borough however and this has not been carried forward.

5.34 Policy 2/7 sets criteria for the release of land for major employment development in exceptional circumstances.

5.35 Policy 2/8 states that the use for other purposes of existing employment sites or buildings or employment sites identified in local plans will only be permitted in specific circumstances.

5.36 Policy 2/9 states that permission will be given for the redevelopment or extension of employment uses by firms occupying existing sites provided that the environmental effects are acceptable.

**Requirement for new employment land**

5.37 The Plan identifies a range of employment sites to meet the requirements of the 1996 Structure Plan Review. The breakdown of these figures is given in Table 5.2 below.

5.38 Land which has been taken up since 1991 and other land permitted for employment development contributes towards the requirement for 90 hectares.

**Table 5.2**

**Employment land requirement for the Plan Period 1991 – 2011 (hectares)**

Structure Plan requirement (excludes business park)	90
.....	
Land already developed between 7/91 – 6/2000	37.2
Land with planning permission but not yet commenced which is reallocated through the Plan.	8.0
Subtotal	45.2
Land to be provided through this Plan on newly-allocated sites (i.e. 90 less 45.2)	44.8

**1994 Broxtowe Local Plan**

5.39 A number of sites which were allocated in the 1994 Local Plan have since been developed and are included in the figure for developed land in Table 5.2. In addition, a review of employment land allocations in the 1994 Local Plan has been undertaken. One previously allocated site, which was granted outline permission in 1981, is to be no longer allocated for employment as a result of this review. This site is at Giltway, Giltbrook, on the south side of Smithurst Road, and has been deducted from the available supply as it is considered that it is not readily available for employment development. A long extension to Giltway would have been needed to create an industrial access to the site, and it is considered that this, plus the site's proximity to existing housing, has prevented it coming forward for

development. This site would be more suitable for housing and it therefore appears in policy H1.

5.40 Some of the employment policies in the 1994 Local Plan remain relevant and these have been brought forward into the new plan. New policies have been introduced to take account of the policy context detailed above and the new priorities of the Council.

### **The Broxtowe Economic Action Plan**

5.41 The Borough Council produces an annual Economic Action Plan in conjunction with partners through the Local Strategic Partnership. This annual Action Plan links to the priorities set out in the Community Strategy. This is designed to promote the economic, social and environmental well-being of Broxtowe. Widespread community consultation, including consultation and research with partners, underpins the Strategy and has guided the development of employment policies and proposals in this Plan. In particular, the Community Strategy reflects the Council's commitment to the co-ordination of land use and transportation policy with related employment and anti-poverty measures.

### **Aims and Objectives**

#### Aims

5.42 The strategic aims which are of particular relevance to employment are:

- Encouraging accessibility by means of transport other than the private car and minimising the need to travel;

- Meeting the borough's needs for new housing, employment development and community facilities;
- Protecting and enhancing the urban and rural environments;
- Recognising and promoting the continued importance of the town centres as shopping, commerce and community services centres.

#### Objectives

5.43 The employment objectives stemming from the above aims are as follows:

- em/a Provide for 52.8 hectares\* of employment land in the borough;
- em/b Provide a range of suitably located employment sites in terms of size and quality to ensure that an adequate supply of employment land is available throughout the plan period so that the local economy can grow sustainably;
- em/c Promote opportunities for job creation in all sectors of the local economy;
- em/d Introduce measures to diversify the local economic base;
- em/e Protect industrial land from inappropriate changes of use;
- em/f Provide opportunities for existing businesses to succeed and expand;

*\* (as shown in Table 5.2, 8.0 hectares of land already has planning permission and is reallocated through the Plan)*

- em/g Ensure that new employment development is accessible and well served by public transport;
- em/h Allow for appropriate development to take place in the countryside which does not contravene green belt or other countryside policies and which helps to diversify the rural economy;
- em/i Ensure that new development is sustainable and does not create an unacceptable incursion into the countryside;
- em/j Ensure that the design of new employment development is of a high standard.

## **NEW EMPLOYMENT SITES**

5.44 In order to satisfy Structure Plan requirements and to provide for continued economic health and growth in the borough the Council has identified a range of sites of various sizes and locations to meet anticipated need.

5.45 Certain of these sites were allocated or committed in the 1994 Plan and some have since been granted permission. These sites have been re-evaluated to ensure that there is a continuing need for employment development in these locations and that the sites are likely to be available and suitable for employment development.

5.46 The land requirement for employment development on new sites is identified in Table 5.2. Sites are shown on the Proposals Map and, following the table below, site-specific requirements are described. Unless otherwise specified, the sites are suitable for “business”, “general industrial” and “storage and distribution” use (i.e. classes B1, B2 and B8 as defined in the Town and Country Planning (Use Classes) Order 1987).

5.47 Policy EM1 is designed to meet objectives em/a, em/b, em/c, em/d, em/g and em/i and accords with Structure Plan policies 2/1 and 2/2.

**EM1 Planning permission will be granted for employment development on the following sites:**

**Net Area  
(hectares)**

**Attenborough:**

- a Eldon Road (B1 only) (PD) 0.7
- b Part of Ordnance

Depot, Swiney Way, Chilwell Meadows (PD) (part B1 only)	3.2	premises, A610 (B1 only) (PD)	1.0
<b>Beeston:</b>		<b>Moorgreen (Greasley):</b>	
c Part of Siemens site, Beeston Rylands (PD)	4.0	n Engine Lane (+) (PD)	2.8
d Land off Bowden Drive, alongside railway (PD)	1.9	<b>Stapleford:</b>	
e Lilac Grove (former Severn Trent facility) (PD)	0.4	o West End Street, (B1 only) (PD)	0.5
<b>Chilwell:</b>		<b>Watnall (Greasley):</b>	
f Former Bartons Bus Depot, Queens Road(+) (part B1 only) (PD)	2.2	p Coal stocking yard, Main Road (part PD; GB)	7.2
<b>Cossall:</b>		q Land to east of bakery, Main Road (PD)	1.3
g *Part of former ski facility, Soloman Road (part PD; part GB)	1.8	<b>Total</b>	<b>53.4ha</b>
<b>Eastwood:</b>		(+) Planning permission has been granted in respect of this land, however development had not started at 01.04.2000	
h *Land west of Eastwood Hall, east of A610 (GB) (part B1 only)	17.3	* Development Brief prepared for site: see Appendix 2	
i Rear of South Street (east) (part B1 only) (PD)	1.4	(PD) Previously developed land (brownfield)	
j Rear of South Street (+) (west) (part B1 only)(G)	3.0	(GB) Previously Green Belt land	
k Land off Newmanleys Road (part B1 only)(G)	2.0	5.48 Eldon Road, Attenborough:	
<b>Giltbrook (Greasley):</b>		This site to the east of Eldon Road, Attenborough, currently used for open storage, is allocated for employment development. The site is "brownfield land" within the urban area close to frequent public transport services along Nottingham Road. Access is currently restricted and would need to be properly constructed from the end of Eldon Road. The site would be suitable for Class B1 units but not B2 or B8 due to the proximity of residential properties to the east. These dwellings are in the Attenborough Barratt Lane Conservation Area and thus the eastern boundary requires careful design treatment. It will be necessary	
l Nottingham Road and south of Giltway, Giltbrook (PD)	2.7		
m Land to west of former Dyggor-Gaylord			



at the boundary abutting the railway line to provide adequate fencing for safety purposes. Suitable planting and landscaping are also needed for the southern boundary as the site is conspicuous from Attenborough Nature Reserve, and this edge will continue to be the Green Belt boundary.

**EM1a Eldon Road, Attenborough:**

**Employment development is allocated on 0.7 hectares of land off Eldon Road, Attenborough. Development shall be within Class B1 of the Use Classes Order 1987.**

**The development proposals shall make provision for suitable planting and landscaping along the southern and eastern boundaries of the site, in order to protect the character of the adjoining conservation area and the amenity of the nature reserve to the south.**

**5.49 Part of Ordnance Depot, Swiney Way, Attenborough:**

The site is previously developed ("brownfield") land including former railway sidings. It has direct frontage to Swiney Way and is close to frequent bus services. The site is flat land in an unobtrusive low-lying location. Land adjacent to the proposed housing (policy H1a) would only be suitable for Class B1 uses. The development should ensure an attractive appearance to the Swiney Way frontage and appropriate measures should be taken with the design, layout and landscaping at the interface between the housing and employment development.

**EM1b Part of Ordnance Depot, Swiney Way, Attenborough:**

**Employment development is allocated on 3.2 hectares of land at Central Ordnance Depot, Swiney Way. The employment development should ensure an attractive open appearance to the Swiney Way frontage, from which it will take access.**

**Employment development in the vicinity of proposed housing to the south of the site shall be limited to uses falling within Class B1 of the Use Classes Order 1987, to protect the amenity of residents.**

**Development proposals shall include details of investigations of possible contamination of the land and measures to deal with any such contamination.**

**Appropriate security measures will be required by the Ministry of Defence on the northern boundary of the site.**

**5.50 Part of Siemens site, Beeston Rylands:**

The present Siemens site is a key employment centre in the context of both Broxtowe and Greater Nottingham employing over 1500 people. However, the site contains substantial areas of vacant and underused land and buildings. Redevelopment will enable the consolidation of Siemens and create surplus employment land for new employment uses. The whole site is considered suitable for Class B1 uses; proposals for Class B2 and B8 uses will be considered according to scale and location within the site. It will be necessary at the boundary abutting the railway line to provide adequate fencing for safety purposes.

**EM1c Part of Siemens Site, Beeston Rylands:**

**Employment development is allocated on 4.0 hectares of land at Siemens site, Beeston Rylands.**

**Appropriately designed landscaping along the railway line shall protect the setting and environment of the new employment uses.**

**Redevelopment should retain existing trees as part of a planned landscape framework within the whole site.**

**Due to the site's location within an urban area with excellent public transport links, a Green Commuter Plan will be required in order to maximise the use of public transport, walking and cycling to the site.**

**Vehicular access to the site will be via Technology Drive off Meadow Road.**

**Access for pedestrians and cyclists within and around the site, including links to existing networks and Beeston railway station, should be provided and enhanced.**

**5.51 Land off Bowden Drive, alongside railway, Beeston:**

This site is identified for employment development as it represents an appropriate re-use of previously-developed land in an urban area, and is within walking distance of a frequent bus service on Queens Road East. The site has been underused for many years and is currently in only partial use as a railway maintenance engineering yard, with railway sidings. The site has good road access from Bowden Drive, off Beacon Road. The

site lends itself to use as an inter-modal freight exchange facility, although the site would also be suitable for Class B1, B2 and B8 uses of the Use Classes Order. A potentially enlarged site continues beyond the Borough Council boundary in the Nottingham City Local Plan.

**EM1d Land off Bowden Drive, alongside railway, Beeston:**

**Employment development is allocated on 1.9 hectares of land off Bowden Drive, Beeston.**

**5.52 Lilac Grove, (former Severn Trent facility) Beeston:**

This land formed part of the Severn Trent facility on Lilac Grove, but is now surplus to requirements. The land is within an area of predominantly employment uses, making this a highly suitable location.

**EM1e Lilac Grove (former Severn Trent facility), Beeston:**

**Employment development is allocated on 0.4 hectares at the former Severn Trent facility off Lilac Grove, Beeston.**

**5.53 Former Bartons Bus Depot, Queens Road, Chilwell:**

This former bus depot on Queens Road, Chilwell, is currently used partly for van hire and storage purposes. Part of the site has permission for a permanent vehicle hire depot. The western third of the site, within approximately 60 metres of residential properties on Audon Avenue and Bridge Avenue, is suitable only for Class B1 uses, whilst the remainder of the site would also be suitable for Class B2 and B8 uses. A new access road has been constructed into the site

from Queens Road, enabling the closure of the access at Bridge Avenue, which was a source of disturbance to residents. This site involves the re-use of previously developed land in an urban area with convenient public transport and main road access.

**EM1f Former Bartons Bus Depot, Queens Road, Chilwell:**

**Employment development is allocated on 2.2 hectares of land at the former Bartons Bus Depot, Queens Road, Chilwell.**

**Development close to the western boundary shall be restricted to Class B1 of the Use Classes Order 1987 only.**

**5.54 Part of former ski facility, Soloman Road, Cossall:**

This site relates to the developed part of the former Ski 2000 ski-slope operation. Vehicular access should be from Soloman Road. The site relates well to the proposed railway station at Ilkeston Junction, which forms a continuation of the Nottingham-Trowell public transport corridor. It represents the re-use of previously developed land formerly in the Green Belt, adjoining existing employment, and is well served by the road network and public transport services. Development would need to be sensitive to the prominence of the site from certain viewpoints, and to the importance of the Local Nature Reserve (Nottingham Canal) running along the eastern boundary of the site. A landscaped treatment of the Green Belt part of the site will be required to create a country park for public access. In addition, at the boundary abutting the railway line, it will be necessary to provide adequate fencing for safety reasons. A

development brief has been prepared for this site, and appears in Appendix 2.

**EM1g Part of former ski facility, Soloman Road, Cossall:**

**Employment development is allocated on 1.8 hectares of land to the south of Soloman Road, Cossall.**

**Development will take account of the setting of the site alongside a local nature reserve and the Green Belt, by means of design (including height and materials) of buildings and landscaping. Within the remaining undeveloped southern part of the site, appropriately designed landscaping will be required to create a country park with public access.**

**5.55 Land west of Eastwood Hall, east of A610, Eastwood:**

This site is on the northern edge of the Eastwood urban area, formerly in the Green Belt. The decision to release this area of former Green Belt for development follows a full consideration of all other opportunities for new employment land elsewhere, taking into account the need to connect directly to the main highway network and to be well related to frequent public transport services. Access will be taken from the A610. The site is suitable for Class B1, B2 or B8 development except near the eastern boundary, which is suitable only for Class B1 uses. A planning application will need to be submitted for the whole site, in the form of a master plan to allow an overall assessment of development proposals to be made. Detailed transport assessment work will be necessary in conjunction with any planning application submitted for this site in order to determine the

acceptability of any particular mix of B1, B2 and B8 uses. It is partially agricultural land (Grade 4) and still partly under restoration from former slurry lagoons used in connection with coal extraction. To the north of the site the land rises in a hill formed by a restored former colliery spoil heap. Eastwood Hall, a listed building which was formerly a N.C.B. office, now used as a conference centre, is directly to the east of the site. Nether Green Brook forms the site's southern boundary. The site represents land within the Nottingham-Eastwood corridor, well located for the major road network and close to frequent bus services and other facilities in Eastwood Town Centre. In addition it will provide a replacement access for the present unsatisfactory access to the Mushroom Farm employment area (Meadowbank Way), which passes residential property on Old Derby Road, allowing the present access into the employment area to be closed. A development brief has been prepared for the site and appears in Appendix 2.

**EM1h Land west of Eastwood Hall, east of A610, Eastwood:**

**Employment development is allocated on 17.3 hectares of land east of the A610, Eastwood and west of Eastwood Hall.**

**Development close to the eastern boundary shall be restricted to Class B1 of the Use Classes Order 1987.**

**Access to the site will be from the A610 Eastwood.**

**Before any development is occupied, a vehicular access through to Meadowbank Way to the south of the site shall be completed.**

**An agreement shall be negotiated specifying an agreed scheme of phasing identified in a suitable master plan. "Green Commuter Plans" shall be agreed in order to minimise commuting to the site by car.**

**The development proposals shall make provision for substantial landscaped and planting areas to take place along the boundaries of the site, in order to enhance the revised Green Belt boundary, and in order to protect the setting of Eastwood Hall, a listed building, and the Nether Green Brook.**

5.56 Rear of South Street (east), Eastwood:

A vacant site to the rear of the eastern part of South Street, Eastwood represents an opportunity for the logical continuation of employment uses from recent new development along the A610 Eastwood by-pass. The land is within the urban area and the Nottingham-Eastwood public transport corridor, and has good main road access via a slip road off the A610. The majority of the site, within approximately 60 metres of residential properties, would not be suitable for Class B2 or B8 uses due to the need to minimise disturbance for local residents. The boundary hedgerow and trees should be retained and care will be needed with the design and layout in order to protect residential amenity.

**EM1i Rear of South Street (east), Eastwood:**

**Employment development is allocated on 1.4 hectares of land at South Street (east), Eastwood. Development shall be within Class B1 of the Use Classes Order 1987,**

**except for an area in the central and southern parts of the site, which is not restricted.**

5.57 Rear of South Street (west), Eastwood:

The remainder of a vacant site to the rear of the western part of South Street, Eastwood which is served by a slip road off the A610 Eastwood by-pass. The land is within the urban area and the Nottingham-Eastwood public transport corridor. Parts of the site within approximately 60 metres of residential properties would not be suitable for class B2 or B8 uses due to the need to minimise disturbance for local residents. A pedestrian access shall be provided in the north-west corner of the site to create a suitable link to Derby Road and town centre facilities.

**EM1j Rear of South Street (west), Eastwood:**

**Employment development is allocated on 3.0 hectares of land to the rear of South Street (west), Eastwood.**

**Development in the north-western part of the site shall be restricted to Class B1 of the Use Classes Order 1987. A pedestrian access and emergency vehicle link shall be created to South Street.**

5.58 Land off Newmanleys Road, Eastwood:

This site is served by an existing slip road off the A610 Eastwood by-pass. The land is within the urban area and the Nottingham-Eastwood public transport corridor. Parts of the site within approximately 60 metres of residential properties would not be suitable for Class B2 or B8 uses due to

the need to minimise disturbance for local residents. If the site is to be developed according to its separate ownerships, it would be possible to provide alternative access to the north-western part of the site from Brookhill Leys Road. The land is identified in the adopted Waste Local Plan as part of an area of search for a general waste transfer station.

**EM1k Land off Newmanleys Road, Eastwood:**

**Employment development is allocated on 2.0 hectares of land off Newmanleys Road, Eastwood. Development towards the northern and eastern edges of the site shall be restricted to Class B1 of the Use Classes Order 1987.**

5.59 Nottingham Road and south of Giltway, Giltbrook:

This site consists of former industrial units which have been vacant for some time. It is therefore acceptable to reallocate the site for employment.

**EM1l Nottingham Road and south of Giltway, Giltbrook:**

**Employment development is allocated on 2.7 hectares at a previous employment site, currently vacant.**

5.60 Land to west of former Dyggor-Gaylord premises, A610:

This land, whilst being within the curtilage of modern offices (now vacant), has not been built upon and is of sufficient size to be divided from the existing site and become a new employment site in its own right. Access would be from Park Lodge Road, which was purpose built to serve Dyggor-Gaylord when their operations

moved to these new premises in 1997. Due to the proximity of housing, the site is limited to B1 use only.

**EM1m Land to west of former Dyggor Gaylord premises, A610, Giltbrook:**

**Class B1 development is allocated on 1.0 hectare of land off A610, Giltbrook**

5.61 Engine Lane, Moorgreen:

The remainder of land which was formerly part of Moorgreen Colliery, Newthorpe, is now served by new access roads off Engine Lane. The site is re-used previously developed land on the edge of the urban area, not in the Green Belt. It is suitable for Class B1, B2 or B8 development. A high standard of design and materials will be required in order to minimise visual intrusion on the adjoining Green Belt countryside, which is associated with DH Lawrence.

**EM1n Engine Lane, Moorgreen:**

**Employment development is allocated on 2.8 hectares of land at Engine Lane, Newthorpe. Particular care shall be taken with achieving a high standard of design and materials in this prominent location**

5.62 West End Street, Stapleford:

The site formerly occupied by Old Cross Dye Works has a frontage to Derby Road adjoining the bridge over the railway, where a cinema formerly stood. There is no vehicle access available to the site at this point; this can only be gained via West End Street. This site was previously allocated for housing, but it is now considered to be more suitable for employment use. A developer will

need to certify to the Council that proper site treatment to address any contamination has been carried out prior to any new buildings being erected. Because West End Street is a residential street, and there are also residential properties on Derby Road which back onto the site, the development will be limited to B1 uses and would be particularly suitable for businesses which do not need to be visited regularly by larger vehicles. A larger site area, involving properties fronting Derby Road, may come forward to allow a mixed scheme incorporating employment, residential and retail uses.

**EM1o West End Street, Stapleford:**

**Employment development is allocated on 0.5 hectares at the site of the former dye works and cinema, West End Street, Stapleford.**

**Development will be limited to uses falling within Class B1 of the Use Classes Order 1987. Development proposals shall include details of investigations of possible contamination of the land and measures to deal with any such contamination.**

5.63 Coal stocking yard, Main Road, Watnall:

This site lies on the edge of the urban area, formerly in the Green Belt, and within the Nottingham-Eastwood public transport corridor. The land is bounded to the west and south by residential and commercial development in Nuthall and is in use as a coal stocking yard. Existing access will need to be improved or an alternative access may be possible through land owned by the bakery.

**EM1p Coal stocking yard, Main Road, Watnall:**

**Employment land is allocated on 7.2 hectares of land used as a coal stocking yard at Main Road, Watnall.**

5.64 Land to east of the bakery, Main Road, Watnall:

This site is not in the green belt and is within the curtilage of the existing bakery, but is undeveloped. Although it has been retained in the past for possible future expansion, it is now felt that it is surplus to requirements and could therefore be developed independently. It is logical therefore that this site comes forward together with the coal stocking yard to the north. It is possible that this site could assist with the provision of its access.

**EM1q Land to east of bakery, Main Road, Watnall:**

**Employment development is allocated on 1.3 hectares of land to the east of the bakery on Main Road, Watnall.**

**PROTECTION OF EMPLOYMENT LAND AND PREMISES**

5.65 It remains important that the existing and proposed supply of employment land is not eroded so that a prosperous and sustainable local economy can be maintained. The loss of employment land and premises can lead to shortfalls in particular areas, creating local economic problems and increased journey to work distance. There is also strong pressure from other sectors such as retailing for development on employment sites. It is the Council's intention to resist such proposals in order to support the business sector and to ensure that

existing retail areas are not undermined, in line with policies set out in the shopping chapter.

5.66 When considering applications against criterion c) of the policy, attention will be paid to the existing and anticipated employment land supply situation. The Council's Employment Land Monitoring Annual Reports will provide relevant information in this regard.

5.67 As well as reflecting Structure Plan policy 2/8, this policy is also designed to meet objective em/e.

**EM2 Permission will not be granted for the use for other purposes of employment sites or buildings that already exist or are identified in the Local Plan, except where one or more of the following criteria are met:**

- a) suitable sites for employment purposes are sufficient both in the short term and in relation to requirements over the plan period, and are also sufficient in the immediate locality and the wider area;
- b) their alternative use would bring about the relief of environmental problems sufficient to offset the need to retain the land in employment use; or
- c) the applicant can demonstrate that the premises are no longer suitable for providing accommodation for employment purposes.

## **EXPANSION/REDEVELOPMENT OF EXISTING EMPLOYMENT PREMISES**

5.68 It is an aim of the Council to encourage existing businesses to develop and expand in Broxtowe and this aim is reflected in the policy below.

5.69 Many existing firms have built up a high level of infrastructure on site and close relationships with other local businesses and the local workforce. In cases where such firms wish to expand they will often want to do so on their existing site. The combined well-being of local firms is vital to the success of the local economy and so the Council will wherever possible take a generally positive view towards such proposals.

5.70 As well as reflecting Structure Plan policy 2/9 this policy is designed to meet objective em/f.

**EM3 Permission will be granted for employment uses to redevelop or extend within existing sites provided that environmental and traffic effects are acceptable.**

## **EXCEPTIONAL DEVELOPMENTS**

5.71 Occasionally, experience has shown that major economic development proposals cannot always be satisfactorily accommodated on land set aside for employment uses. Such proposals might bring significant economic and social benefits to the people of the borough and the region. Where the Borough Council consider that such a proposal is acceptable, having due regard to environmental and highway criteria, and where the economic development benefits are proven to be substantial, a procedure to undertake a departure to the Local Plan may be instigated.

5.72 This policy is designed to meet objectives em/b, em/c, em/d and it accords with Structure Plan policy 2/7.

**EM4 In the event of exceptional proposals for economic development or infrastructure projects which fall beyond the normal scope of the policies of this plan, and which can be demonstrated to have substantial benefits to the economy, whilst promoting sustainable development, permission may be granted where this does not prejudice overall environmental interests either by direct effect or precedent.**