

Hearing Statement – Matter 2

Broxtowe Local Plan

On behalf of Harworth

November 2018



I. Introduction

- I.1. This is a Hearing Statement prepared by Spawforths on behalf of Harworth in respect of:
- Matter 2: Employment
- I.2. Harworth has land interests in Broxtowe and has made representations to earlier stages of the Local Plan process.
- I.3. The Inspector's Issues and Questions are included in **bold** for ease of reference. The following responses should be read in conjunction with Harworth's comments upon the submission version of the Broxtowe Local Plan.
- I.4. Harworth has also expressed a desire to attend and participate in Matter 7 of the Examination in Public.

2. Matter 2 – Employment

1. Is it sufficiently clear from the Plan how the ACS requirement of 34, 000 sq m of office and research floor space and 15 hectares of land for industrial and warehouse uses is to be met? Which sites contribute to meeting this need?

- 2.1. The ACS identifies land requirements in Broxtowe, Gedling and Nottingham. Policy 4 of the ACS identifies a total of 310,000 sqm of new office and a minimum of 37 Ha of new and relocating industrial and warehousing uses [our emphasis]. The distribution equates to c.82% of office space to Nottingham with the remainder split between Broxtowe (11%) and Gedling (c.7%). The employment land is split between the three boroughs with Broxtowe being allocated a minimum of 15 Ha, Gedling 10 Ha and Nottingham 12 Ha. The “Monitoring Arrangements” on Page 65 of the ACS confirm that to meet the 37 hectares of new industrial and warehousing requirement, the indicator is “*net addition of new industrial and warehouse land*” and that delivery will be through “*Employment land allocations in part 2 Local Plans*”.
- 2.2. Paragraph 3.4.6 of the ACS sets out the strategy for meeting these office and industrial and warehousing requirements which is based upon the locations listed within Policy 4 but it also notes that “*some existing businesses may need to relocate [and] to meet these needs, new sites are required which can help meet regeneration needs and also contribute to the creation of a greener, more sustainable economy through the construction of environmentally – friendly premises. When allocating land, Local Plans should have regard to **meeting particular economic needs**, for instance those **arising from the proposed HS2 hub station at Toton...** The **precise details** of the allocation will be recommended by the HS2 Working Group and **determined in the Broxtowe’s part 2 Local Plan**”.*
- 2.3. It is clear from the above that to comply with ACS, the Broxtowe Land Plan should:-
- 2.3.1. Allocate land to meet the above minimum requirements.
- 2.3.2. Identify new sites to meet the needs of relocating businesses.
- 2.3.3. Set out the “precise details” of the Toton HS2 hub station proposals.

- 2.4. Harworth consider that the Broxtowe Local Plan fails to meet the above requirements and hence it does not accord with the ACS and hence is unsound in that it is not **Positively Prepared** or sufficiently **Justified** in this regard.

Meeting the minimum ACS industrial and warehousing requirements (15 ha)

- 2.5. The Broxtowe Local Plan confirms in Table 2 that Policy 9 of the Local Plan seeks to comply with Policy 4 of the ACS. Policy 9 is not however a policy of new employment land allocation, but rather is one related to the retention of existing employment facilities. Policy 9 does not seek to allocate **NEW** employment land but rather it seeks to provide a framework to support the “*expansion, conversion or redevelopment of land and premises for employment purposes on allocated and protected employment sites*” and to control the loss of existing employment land to other uses. Policy 9 does not therefore meet the requirement to allocate new industrial and warehousing land.
- 2.6. There are no new employment allocations within the Local Plan but the Toton Strategic Location for Growth (Policy 3.2) promotes mixed uses including an innovation village. The policy for Toton however notes that the innovation village is a “*Key requirement for the Strategic location of Growth stretching significantly beyond the end of this Part 2 Local Plan*”. As is set out in the section below relating to the details of Toton, it is clear that such an innovation village even when it does forward is not to meet the needs of “*industry and warehousing*” but rather it to meet the office related needs of the ACS. The Toton Strategic Location for Growth therefore does not meet the ACS industrial and Warehousing requirements **within** the Plan period.
- 2.7. The ACS identifies development at the former Boots site. This is now an employment commitment in the draft Local Plan and includes residential uses on what was an employment site. There is no evidence to show that this results in new employment land which is the requirement of the ACS.
- 2.8. The need for new industrial and warehousing land is reinforced by the ongoing loss of existing employment land within Broxtowe. Paragraph 3.4.16 of the ACS explains that some employment land is being lost within Greater Nottingham and that “*some loss of land and premises from this use (industrial and warehousing) to other uses is acceptable, however land lost beyond this acceptable level, for other uses (including offices) should be made up*”. This resulted in

the 47ha requirement and also a “frictional margin” of 33.5 ha which is added into the Greater Nottingham requirement but in reality did not increase the 47 ha requirement (dis-aggregated to 15 ha for Broxtowe). This however reinforces why the 15 hectares is set out in ACS Policy 4 as a minimum.

- 2.9. A review of the Council’s Annual Monitoring Reports shows that this loss of employment land envisaged by the ACS has occurred beyond the adoption of the ACS equating to a net decrease of some 8.7 Ha in employment land in Broxtowe in recent years:

AMR Year	Net Supply	Cumulative change
2011/12	-0.56	
2012/13	-0.022	-0.582
2013/14	-0.53	-1.112
2014/15	-7	-8.112
2015/16	-0.08	-8.192
2016/17	0.26	-7.932
2017/18	-0.792	-8.724

- 2.10. As part of the Local Plan evidence base, the Employment Land Forecasting Study (NLP July 2015) suggests a future industrial land losses replacement rate of 0.36Ha per annum (equates to 5.4 ha over the 15 year plan period), based on ‘past’ annual losses of 0.356 ha per annum and linked to SHLAA commitments of 3.25 Ha on B-class land.
- 2.11. The Plan does not therefore provide for the required need for new employment land and does not adequately demonstrate how this will be met in terms of timescales and how this may address changes in economic market conditions through the Plan period. The approach is heavily reliant on the Toton site for new development land but the Local Plan policy 3.2 confirms no new employment provision is envisaged here until after the end of the Plan period.
- 2.12. Given that the general trend for employment land uptake in the Borough has been an ongoing loss in the last few years, the Plan cannot be considered to be **positively prepared or effective**. In light of the above it is imperative that the minimum requirement of 15ha of new employment land for Broxtowe is fully met within the Plan Period.

Meeting the needs of relocating businesses

- 2.13. In addition to the specific requirements set out within Policy 4 of the ACS, paragraph 3.4.6 of the ACS also notes “*When allocating land, Local Plans should have regard to meeting particular economic needs, for instance those arising from the proposed HS2 hub station at Toton and East Midlands Airport*”. These “*particular economic needs*” can relate both to new economic activity generated at Toton but also to the displacement of existing uses at Toton such as existing rail related activities on the site.
- 2.14. Harworth have commissioned a report from AECOM who are rail freight specialists. This report is attached to this Participant Statement as Appendix I. The Report analyses in detail the nature of the Toton proposal and its effect upon existing business. It sets out the clear timeline for delivery of Toton HS2 hub station and reconfirms that the earliest that the innovation campus is likely to start is 2027 (one year before the end of the Plan period) but that this likely to take until 2043 to reach maturity. The AECOM Report also sets out the existing businesses that are already identified for displacement in the HS2 Assessments as a result of the HS2 rail alignments and works. It then goes onto to assess the businesses that will be displaced by the Toton hub station. It concludes that in addition to significant non rail related businesses that need to be relocated; there is a need for 20-25 hectares of high quality land with rail access that will be required across three separate businesses. It shows that these businesses will already be starting to plan their relocation as they cannot await the construction of the Toton hub bearing in mind the lead time to secure new rail related sites. The need to identify sites to accommodate these displaced rail related uses has therefore to be considered within this part 2 Local Plan and cannot wait until a Local Plan review. The AECOM Report then identifies why replacement rail related sites should be in close proximity to current operational sites and the economic benefits of such replacement sites to the local economy.
- 2.15. In light of the above, it is clear that the Local Plan does not comply with the requirement to meet the needs of relocating businesses and specifically does not comply with the requirement to “*have regard to meeting particular economic needs, for instance those arising from the proposed HS2 hub station at Toton*”.

Setting out the “*precise details*” of the Toton HS2 hub station proposals

- 2.16. The allocation at Toton forms part of a mixed-use strategic site located in and around Toton as a Strategic Location for Growth (SLG). The Policy sets out a narrative of what the SLG could comprise but it does not set out the “*precise details*” of the proposals that the ACS requires. Whilst Harworth understand that this is a difficult task as the HS2 scheme continues to evolve, this is a requirement of the ACS and if such “*precise details*” cannot be provided in accordance with the NPPF (2012) then the reliance upon such sites to meet immediate needs is diminished. What is clear from the policy itself is that the innovation village is envisaged to come forward only after the plan period. As this is the case then it cannot be relied upon to meet ACS identified needs within the Plan period.
- 2.17. The Local Plan indicates that the Toton development is split into three areas (East, West and Central) which do not have distinct boundaries, according to the Plan. Map 9 in the Local Plan identifies key local connections which includes a potential NET (tram) extension from the existing terminal/ park & ride to the proposed station. Area 1 (West) is identified as the area around and including the railway. This will include the area around the proposed station and include the existing railway, sidings and rail-related businesses. The supporting text (which we note is now being brought into the main Policy text) identifies potential for development of 4 to 6 stories and 1 million sqm of floorspace. Area 2 (Central) identifies lower buildings including 500 houses and potential for gateway buildings on the A52 which will provide access to the HS2 development. Map 9 also identifies a green infrastructure link through the land from Hobgoblin Wood through to the station and beyond. Development would also require new neighbourhood and community infrastructure and the potential relocation of the George Spencer Academy and of a sewerage works/ solar farm and kennels/ scrap yard. Area 3 (East) will house a potential leisure/ education hub which may include relocation of the park & ride.
- 2.18. It is clear from the above that none of the site is envisaged to meet industrial or warehousing requirements. Harworth support the development of Toton as a Strategic Location for Growth and we recognise that HS2 and the station at Toton is not identified to be delivered before 2033. Whilst we are aware that there is work underway by Midlands Connect to seek earlier delivery, this would only bring it forward to 2030 (Midlands Connect - “Our Routes to Growth”, July 2018), which is still beyond the Local Plan period which is up to 2028. This was however, predicted by the ACS at Paragraph 3.4.6 which states that, “*There is evidence*

that this employment element of development in this location will prove more attractive to the market in the later years of the plan period and quite possibly beyond 2028 when the station is operational”.

- 2.19. If, contrary to the above, the Local Plan envisages some elements of Toton economic growth to come forward within the Plan period, then it should be clear which elements will be delivered, how this is feasible and by what timescales. The Local Plan is not however sufficiently clear as to how this will be achieved and hence it is not **Positively Prepared** or sufficiently **Justified** in this regard.
- 2.20. Whilst Harworth support the growth ambitions of both the ACS and also the Toton Strategic Location for Growth, the ACS minimum requirement of 15 hectares of land for new and relocating industrial and warehousing uses for Broxtowe (up to 2028) needs to be met within the Broxtowe Local Plan. For the reasons set out above, Harworth consider that the Local Plan does not sufficiently clarify where **NEW** employment land has been allocated, taking into account the net loss of existing employment land. Harworth consider that the Local Plan’s reliance upon Policy 9 and Toton to meet the full ACS employment requirements is not **JUSTIFIED** as it does not address clearly enough the extent of new land available; when it will become available; and what will happen to the displaced existing uses.
- 2.21. Should the Inspector recommend that there is a need for additional sites to meet this shortfall, then Harworth Estates own an “omission site” at Bennerley in the northern part of the Borough and have promoted it for allocation for rail related employment uses within the Broxtowe Local Plan. The appended AECOM Report shows that the site is capable of being rail connected and is otherwise capable of accommodating employment development on what is a brownfield site that is available now, and in a suitable location. The rail linkage provides an opportunity for sustainable modes of freight distribution, or otherwise for facilities to serve the rail industry. This accords with ACS Policy 4 which promotes (wherever feasible) rail accessibility. The Bennerley site is previously developed and within the Green Belt. Re-development of such sites is supported by Paragraph 138 of the NPPF(18) which suggests that in drawing up new Green Belt boundaries, “Where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport”. The Green Belt Review that forms part of the Evidence Base assesses land on the edge of Eastwood and Awsworth but seemingly ignores the Bennerley site. This appears to be unsound in its approach as not justified.

- 2.22. The Bennerley site could re-house existing rail operators that would be displaced by the Toton HS2 strategic proposals and allow the Local Plan to move forward and be found “sound” subject to a modification to allocate the Bennerley site for employment purposes.

2. Will the sites allocated adequately provide for the different types and size of employment premises needed to support both established and start-up businesses in the borough?

- 2.23. The Local Plan seeks retention of existing employment operations/ areas and proposes new employment development at Toton which is linked to delivery of HS2. As previously noted, the delivery of Toton within the Plan period is unclear and indeed policy 3.2 confirms that the innovation village will be delivered only after the end of the Plan period. The Local Plan contains no proposals for new industrial and warehousing land, nor does it identify land to replace existing facilities and industrial operators that will be displaced by the Toton Strategic Location for Growth within the Borough.
- 2.24. Since the Local Plan does not allocate a minimum of 15 hectares of new industrial and warehousing land; nor does it identify where displaced rail (and non-rail) users will be located then it does not allocated adequate sites for the different types and sizes of employment premises needed to support established and start-up businesses in the borough.
- 2.25. There is therefore a need for a range of new land allocations to meet a variety of employment needs in the Borough and to provide the required flexibility in supply. The allocations should include provision for displaced uses such as those at Toton, particularly where these are specialist in nature (e.g. rail linked/ related).

3. ACS Policy 4 c) refers to the promotion of further office development in Beeston. Is this required to meet the employment floorspace requirements and if so how is it to be achieved?

- 2.26. Our client has no comment to make in respect of this Question.

4. Does the Plan make appropriate provision for the retention, expansion and development of a range of different types of employment sites and uses in the borough in accordance with national policy?

2.27. It is recognised that the Broxtowe Local Plan is being considered in the context of NPPF (March 2012). NPPF (2012) requires “*that sufficient land of the right type is available in the right places at the right time to support growth and innovation..* “ (Para 7). The Core planning principles (No 3) require plans to respond positively to wider opportunities for growth and paragraph 19 confirms that “*planning should operate to encourage and not act as an impediment to sustainable growth*”. Paragraph 21 confirms that local planning authorities should “*support existing business sectors, and where possible, identify and plan for new and emerging sectors likely to locate in their area.*”. NPPF (18) confirms that “*planning policies and decisions should recognise and address the specific locational requirements of different sectors and for storage and distribution operations at a variety of scales and in accessible locations*”.

2.28. The Broxtowe Local Plan fails to meet these national policy requirements in that:-

1. There are no new industrial and warehousing allocations to meet the minimum ACS requirements of 15 hectares;
2. The new employment land within Toton will only be available after the end of the Plan period and relates to an innovation village;
3. No sites are identified to accommodate the displaced rail and non-rail related employment activities arising from the development of the Toton hub.

2.29. In light of the above, the Broxtowe Local Plan does not demonstrate that sufficient land of the right type is available in the right places at the right time to support growth and innovation and hence that it is operating to encourage and not act as an impediment to sustainable growth. This policy requirement is reinforced by the guidance in NPPF (18) which sets out more detailed requirements to recognise and address the “*specific locational requirements*” of industrial and storage and distribution operations and hence confirms the importance of specialist areas such as rail connections.

Proposed Change

2.30. To overcome the objection and address soundness matters, the following changes are proposed:

- The Council needs to provide:-
 - further detail on how the ACS industrial and warehousing requirements are to be met by the current Local Plan allocations and further detail on the extent of land at Toton to meet the industrial and warehousing need and upon its deliverability within the Plan Period. This needs to include greater clarity on phasing and disposition of uses and likelihood of development.
 - Identification of which existing uses at Toton will be displaced and where those uses will be moved to.
- In the absence of the above, there is a need to identify additional land to meet the minimum industrial and warehousing requirement of 15 hectares as part of a flexible and deliverable approach to supply. Such land should be capable of meeting the specific requirements of those businesses displaced by the Toton hub development. This should result in the need to review “omission sites” and to allocate new employment sites as part of Modifications to the Local Plan including the Harworth site at Bennerley to meet rail related employment requirements.

An Investigation into the Impacts of HS2 on Businesses in Toton

Harworth Estates Investments Ltd

13 November 2018

Quality information

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Executive Summary

Business displacement from Toton

Toton has been identified as being required for Phase 2 of the high speed line itself as well as the site of an East Midlands Interchange allowing travellers to and from the Derby/Nottingham/Leicester areas to interchange between conventional and high speed rail services. Such development is also anticipated to attract significant development in the surrounding area and an 'East Midlands Gateway' has already been proposed incorporating, residential, commercial and leisure facilities as well as an innovation campus and community hub. The development is likely to displace significant numbers of businesses over the next 5-20 years, to the extent that there is a need arising for up to 23 hectares of additional land in order to accommodate said businesses. Such land will also need to cater for a series of special requirements such as rail connections and high quality road access and proximity to a specialist workforce.

Due to the nature of the sector, these businesses are likely to already be in the planning stages for relocation, with site selection to occur in the coming years. This is a level of demand that Broxtowe Borough cannot satisfy under the existing land allocations and these businesses risk either being lost altogether or moving away from the borough.

Potential relocation option

A site located in Bennerley has been identified as a potential option for displaced business from Toton to relocate which would also allow businesses to remain in Broxtowe Borough. Although this site is not currently allocated appropriately for the displaced businesses, there are a number of characteristics associated with the Bennerley site which make it an attractive option for any rail related business operations. The primary drivers being:

- Ideal rail adjacent position to connect onto the Erewash Valley Railway which contains spare capacity and has excellent access to the broader rail network.
- Sufficient land size and shape for stabling and shunting of locomotives including space for potential expansion of activities in the long term.
- Close proximity to a large and highly skilled rail engineering workforce.

This increases the demand for sites such as Bennerley in a time where demand is already high due to a vibrant recent history of investment in the sector. This is demonstrated by the amount of new rail related projects that have been undertaken or are in progress in regional areas since 2015.

Network Rail estimates that there are 15,000 rail development projects currently being undertaken within the UK. Broxtowe's history of rail involvement and its high skilled workforce in close proximity means that the area is already positioned to play a significant role in this vibrant sector. By planning adequately now, the borough can secure this position for the future, retaining high skilled jobs and ensuring economic activity, currently generated at Toton remains within the borough.

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1. Introduction

Background

Broxtowe Borough Council have submitted their Local Plan to the Secretary of State in July 2018. Upon reviewing the plan, Harworth Estates feel that the Council have underestimated the requirement for industrial land within the borough, particularly in light of the latest safeguarding plan from HS2 which implies the displacement of a significant number of business – some with specialist requirements from the existing industrial site at Toton.

This is despite a former submission to the Council outlining the freight feasibility of a site located at Awsworth formerly used as the Bennerley Coal Terminal. This assessment included an investigation into the history of the site, a review of the UK rail and freight market as well as an options identification and strategy justification outline. The site sits in the Broxtowe Borough Council area in Nottinghamshire.

Objective

In response to the submitted Plan, Harworth Estates (the client) have commissioned AECOM to produce a supplementary study to investigate nature of HS2s plans for Toton and the implications for businesses that may be displaced as well what those businesses with require of an alternative site, in order to relocate. The report is set out as follows:

1. The Nature of the Local Plan for Toton in regards to its importance for HS2 development. This will include consideration of:
 - the scale and nature of the employment opportunity
 - a timeline of when the proposed employment space will be delivered.
2. A review of existing business at Toton likely to be displaced including identification of any rail requirements of displaced businesses and proposed strategy for relocation.
3. A summary of the Bennerley site characteristics and an assessment of how well the site meets the needs of displaced businesses from Toton.

2. Nature of the proposal for Toton

Existing conditions

The Toton area consists of approximately 2,700 residential properties (HS2 Community Area Report – LA05: Ratcliffe-on-Soar to Long Eaton, October 2018). Land in the vicinity of the proposed East Midlands Hub in Toton is primarily nature reserve or agricultural however there are a number of rail sidings and associated buildings to the west of the existing Erewash Valley Line which service a Network Rail Local Distribution Centre (LDC) and DB Cargo operations. To the west of the rail line, some commercial operations are located adjacent to the rail line and the A52 including a large waste water treatment plant while the George Spencer Academy also operates a facility to the west of this development at the intersection of the A52 and the B6003. The current land use at the proposed East Midlands Hub is shown in Figure 2-1.

Figure 2-1: Existing land use at Toton



Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community

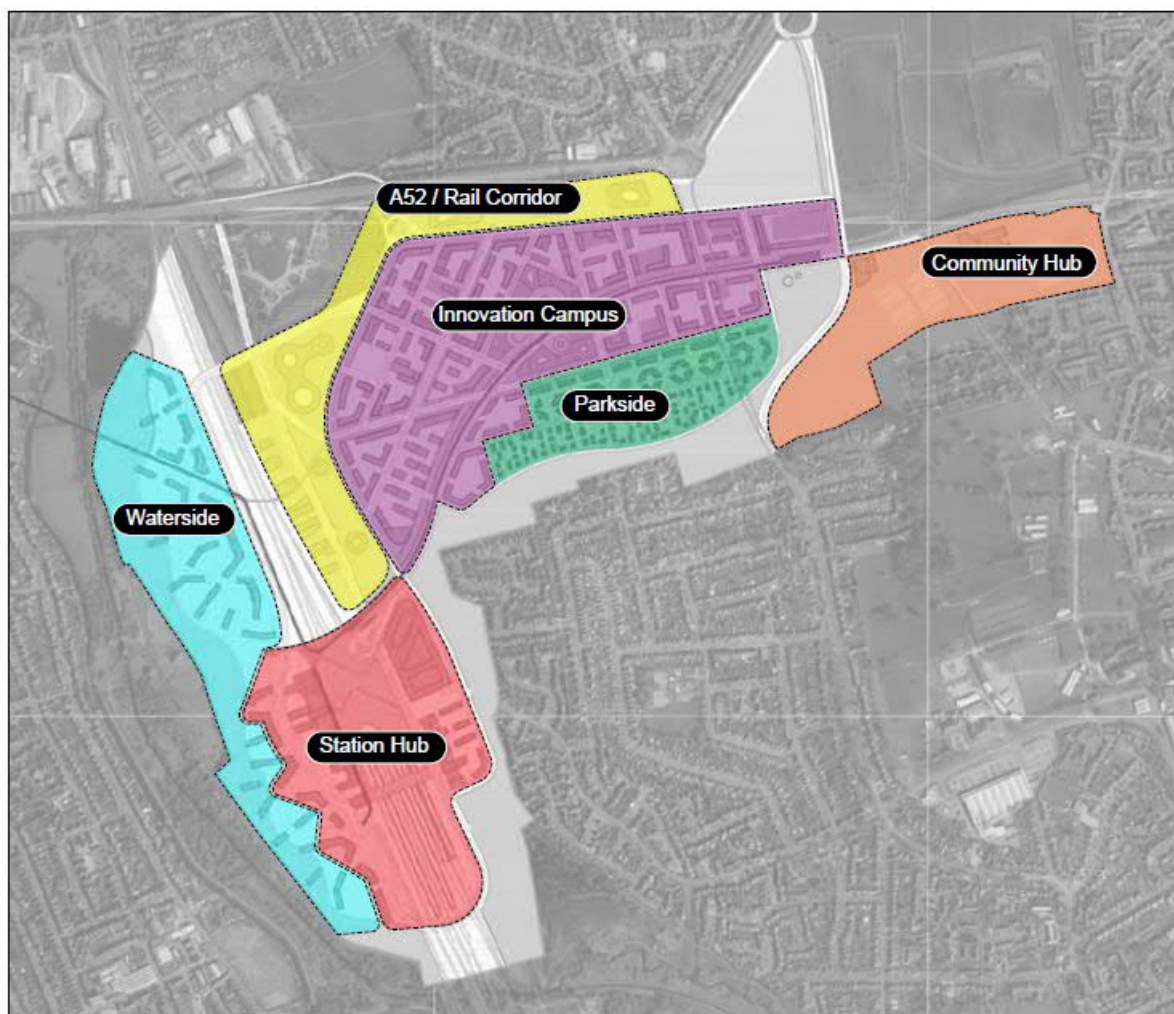
HS2 proposal for Toton

The proposal for the East Midlands Hub to be located in Toton includes a new HS2 railway station, Innovation Campus, Community Hub and accompanying Parkside and Waterside areas. The layout of these developments is shown in Figure 2-2. This proposal has been published as part of the East Midlands HS2 Growth Strategy (September 2017).

The Innovation Campus is anticipated to create up to 10,000 new jobs in the area by taking advantage of the business trend of relocating away from city centres and providing a dynamic mix of land uses targeted at 'Generation Z'. The development is also consistent with the long term aspirations of the university sector. Employment induced by business relocation such as hotels, cafés, restaurants and small scale retail outlets is assumed to be included as part of this estimate. The area of the Innovation Campus is proposed to cover approximately 37 hectares.

The Community Hub has been identified as a suitable location for relocating the George Spencer Academy and has also been suggested to include a new primary school, leisure centre and health facility designed to serve the needs of local residents. The Community Hub is proposed to cover approximately 14 hectares.

Figure 2-2: Proposed layout of the East Midlands Hub

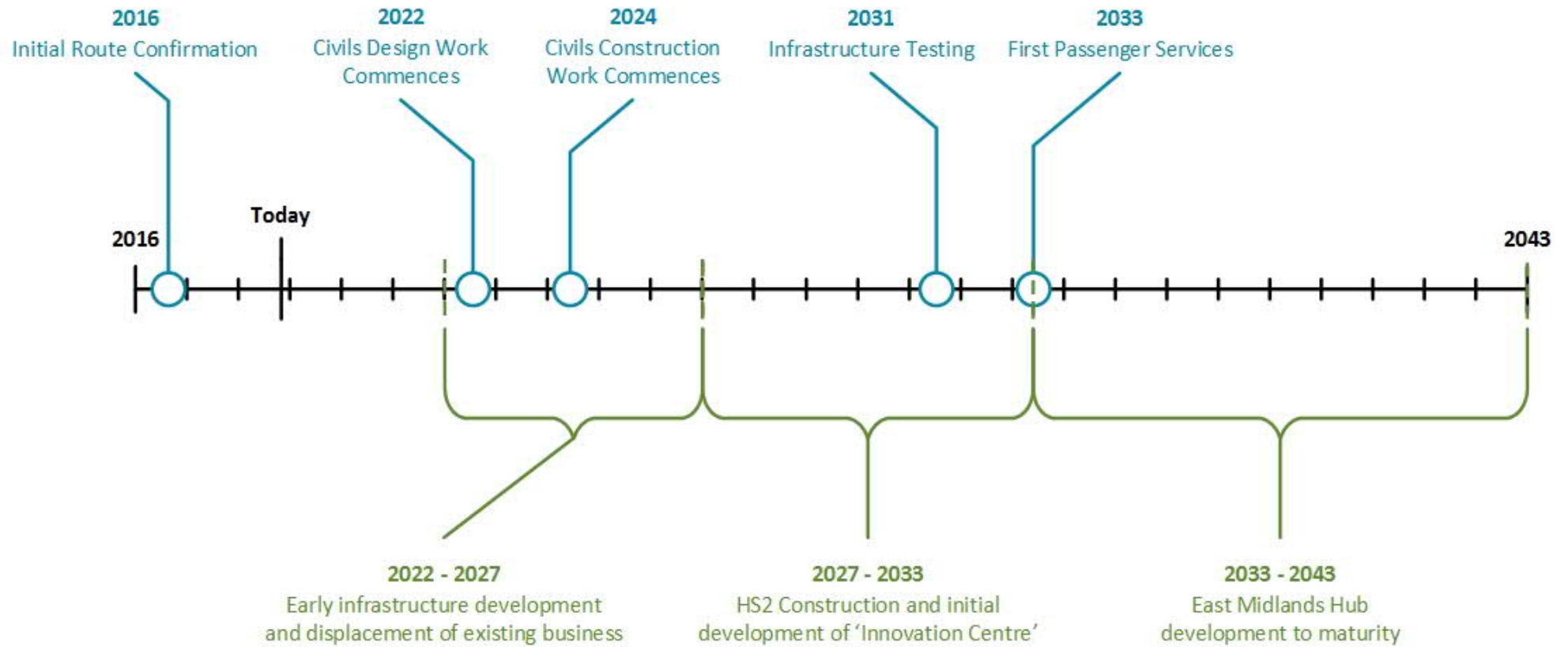


Source: East Midlands HS2 Growth Strategy (September 2017)

Proposal timeline

The HS2 Working Draft Environmental Statement (Phase 2b) outlines the scheduled delivery programme for HS2 shown in Figure 2-3. The proposed schedule for development of the Innovation Centre and Community Hub is somewhat less well defined however the Growth Strategy suggests broad phasing that ties in with the scheduled development of HS2 and the associated train station. It is anticipated that early stages of the Innovation Campus will be constructed prior to 2033 and thus will 'greet' the first passengers of HS2. It is also acknowledged that further development may not reach maturity until 2043.

Figure 2-3: HS2 (Phase 2b) delivery schedule



3. Business displacement from Toton

Requirement for business displacement

The requirement for HS2 to displace existing business in Toton and the surrounding area is due to the rail alignment itself, associated construction and satellite compounds, the new East Midlands Hub Station and additional economic development in the East Midlands Hub vicinity.

The HS2 alignment would run parallel to the Erewash Canal on a viaduct and connect with the East Midlands Hub station to the west of Toton. The route would continue north on an embankment, before passing under the A52 Brian Clough Way. The Proposed Scheme would include modifications to the Erewash Valley Line and would also include new conventional lines into Toton Yard. As part of the rail section between Ratcliffe-on-Soar and Long Eaton, five main construction compounds and five satellite compounds would be required as part of the ten year build out.

The Proposed East Midlands Hub station would provide an interchange for passengers between high speed and conventional railway services. The station would include an entrance plaza concourse below the platforms with retail and social spaces. In addition, car parking with 4,000 spaces, drop-off and pick up areas, bus stops and taxi zone would be provided.

The alignment and associated construction & satellite compounds and East Midlands Hub Station are shown in Figure 3-1.

Figure 3-1: HS2 alignment and construction compounds location



Source: High Speed Rail (West Midlands to Leeds) – LA05 Community Area report (Oct 2018)

Displaced business

Displaced business due to HS2 Phase 2b construction

The civil design work is anticipated to begin in 2022 which is likely to be when the displacement of business may be required. Figure 3-2 outlines the area on either side of the alignment which may be required for track and associated infrastructure. It should be noted that this area is for the initial construction only and does not include areas required for the full East Midlands Hub development. Five businesses have been named by HS2 in the Community Area report for the Ratcliffe-on-Soar to Long Eaton section to potentially experience significant direct effects on business activities and employment. These businesses are also shown in Figure 3-2 and include:

- Five units in the Meadow Brooks Business Park (Units 1, 2, 6, 7 & 8)
- The New Media Centre
- TecQuipment
- Balfour Beatty rail yard
- UPS Customer Care facility.

Impacts on the five business have been assessed in the relevant HS2 Community Area report and the results are shown in Table 1. The impact magnitude relates to the anticipated job displacement of loss, sensitivity considers alternative suitable sites and labour market factors while significance is a function of impact magnitude and sensitivity. Each business's location is shown using Figure 3-3 to Figure 3-7.

Table 1: Significantly impacted business

Business	Impact magnitude	Sensitivity	Significance
Meadow Brook Business Park	High	Low	Moderate adverse
The New Media Centre	High	Low	Moderate adverse
TecQuipment	High	Medium	Major adverse
Balfour Beatty	Medium	High	Major adverse
UPS	High	Low	Moderate adverse

Source: HS2 West Midlands to Leeds Community Area report LA05

DB Cargo

Also shown in the figure 5-2 is the location of the DB Cargo facility and the wastewater treatment plant and they take up a large section of the Toton site. According to the latest safeguarding order, these facilities will not be affected by construction of either the high speed rail line or the railway station.

However, expansion of the areas surrounding the station, to form the East Midlands Gateway specifically the waterside development shown in figure 4-2, will displace these facilities (if plans were to remain as depicted) and therefore create an even greater requirement for rail connected land.

Figure 3-2: Required area for HS2 construction



Source: HS2 Website – Community Areas interactive map (<https://hs2gis.maps.arcgis.com>)

Meadow Brooks Business Park – Units 1, 2, 6, 7 & 8 (Long Eaton)

The Meadow Brooks Business Park consists of the following businesses:

- Leisure Furnishings
- Hypnos Contract Beds
- Webro Cable & Connectors.

Leisure Furnishings has been identified as the business primarily impacted by HS2. This business requires warehousing space for industrial activities and also employs a large number of the local work force.

Figure 3-3: Meadow Brooks Business Park site location

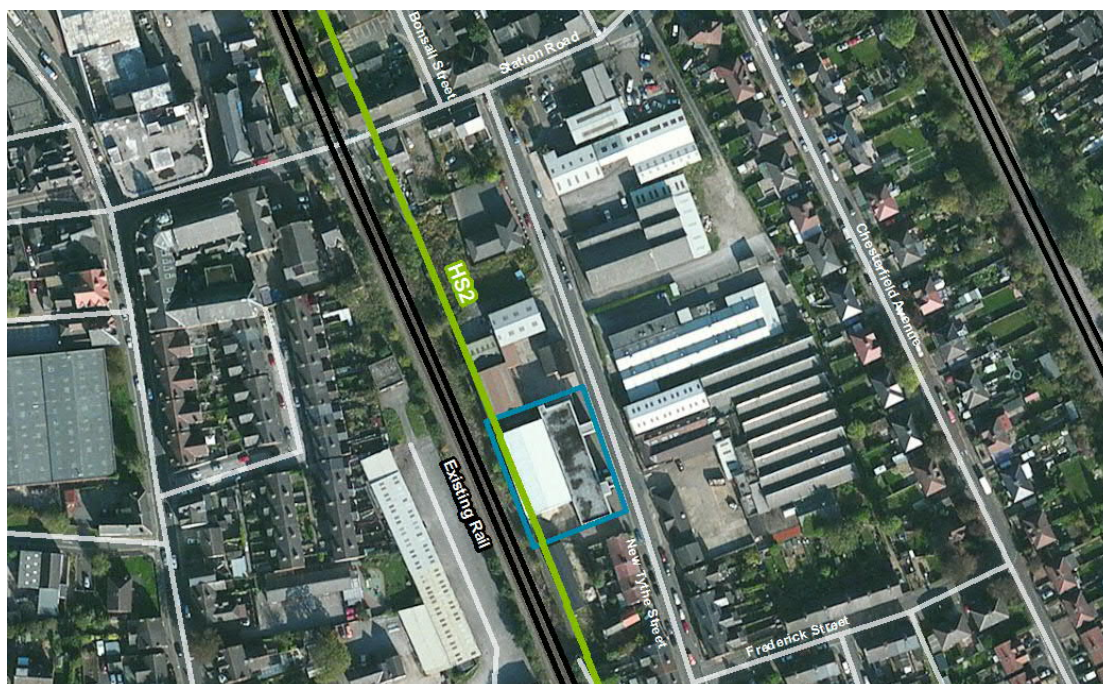


Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community and OS Data

The New Media Centre (Long Eaton)

This facility contains a number of businesses with various operations (ie. marketing). These businesses require general office space.

Figure 3-4: The New Media Centre site location

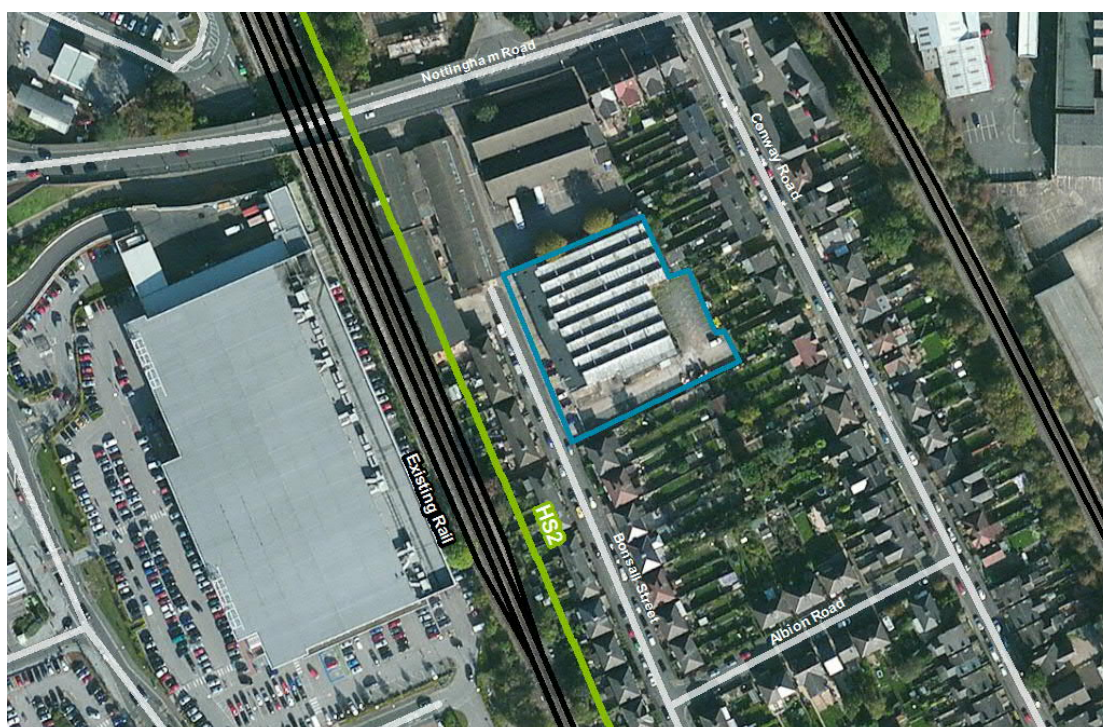


Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community and OS Data

TecQuipment (Long Eaton)

This facility comprises of office, factory and distribution space. TecQuipment also employs large numbers of highly skilled workers, primarily in the field of engineering.

Figure 3-5: TecQuipment site location



Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community and OS Data

Balfour Beatty Rail Yard

This facility requires direct access onto the rail line and contains private sidings as shown in Figure 3-6. This facility is used for railway maintenance and a replacement site would need to be in an optimal location to access the broader rail network. Hence they need a site adjacent to the railway.

Figure 3-6: Balfour Beatty site location



Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community and OS Data

UPS Customer Care facility (Stapleford)

This facility is used for parcel distribution and is required for the supporting road infrastructure servicing the East Midlands Hub.

Figure 3-7: UPS site location



Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community and OS Data

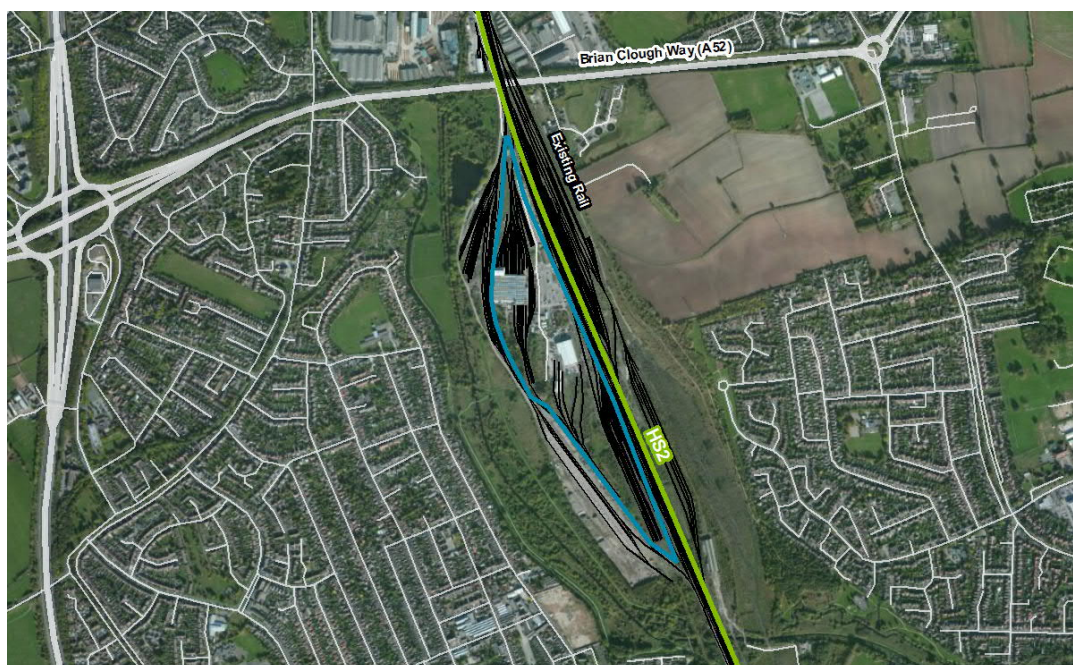
Displaced business due to East Midlands Hub development

An assessment has also been undertaken to identify any business that may be displaced due to the broader economic development of the East Midlands Hub, despite being able to remain during the construction of the line itself. The DB Cargo facility (shown in Figure 3-8) requires a significant amount of space and a number of private rail sidings with direct access onto the network.

DB Cargo have released a statement¹ confirming that their site is not required for the baseline plans for HS2 however it also suggests that the site “may have to move in the next 15-20 years to accommodate economic development associated with the HS2 Hub Station, nominally the East Midlands Gateway, discussed in the previous section..”

The activities and buildings associated with this site include engineering workshops, a paint depot, freight loading facilities and an infrastructure maintenance service. This company needs a rail connected site with spare capacity on the rail network to allow locomotives to access and egress the works. Additionally, there is a highly skilled workforce associated with this facility which should be considered as part of the long term strategy for relocation.

Figure 3-8: DB Cargo site location



Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community and OS Data

Other business that may be adversely impacted

The other commercial (or non-residential) properties identified by the Community Area report to experience direct and permanent impacts, but not necessarily requiring relocation, as a result of HS2 include:

- 32 New Thythe Street (one business)
- Smith's Yard (two businesses)
- Kingdom Hall of Jehovah's Witnesses
- Station Road, Long Eaton (nine businesses)
- Granville Works (one business)
- Steed Upholstery Building (one business)

¹ https://uk.dbcargo.com/rail-uk-en/News_Media/news/Planning-together-for-the-future-of-Toton-2101548

- Phoenix Mills (one business)
- Mayfield Kennels (one business)
- Greenwood Community Centre
- Stapleford Boarding Kennels
- Phoenix House
- Bessel Lane Scrapyard
- Serge Motors Scrapyard
- Units 1-3 Palmer Drive (three businesses)
- Maple Leaf Works
- Kennelpak
- Autoreel Ltd
- Champion Hire, Sanidacre
- Units 1 & 3 Bessel Court (two businesses)
- Bessel Lane (five businesses)
- Megavaux scrapyard
- Derby Road (four businesses)
- Station Road, Sandiacre (two businesses)
- Osmaston Street, Sandiacre (one business).

Progress Rail

One site that has not been specifically identified to be adversely impacted by HS2 and its associated development is Progress Rail, which is located adjacent to the Balfour Beatty site with its own rail siding connecting to the main line as shown in Figure 3-9. Although the actual site may not be required for HS2, it is likely that running wagons into the site off the main line will become significantly more difficult due to a reduced number of train paths and also higher speeds of passenger trains on the line. These impacts may be significant enough to warrant Progress Rail deciding to relocate to a more suitable site; given their rail siding is active and required for their day-to-day business activities.

Figure 3-9: Progress Rail site location



Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community and OS Data

4. Meeting the business requirements

Displaced business requirements

The needs of the displaced businesses have been assessed using the following criteria:

- Rail sidings/connection (including the network capacity that may be required)
- Size and shape
- Access for heavy vehicles
- Proximity to and access to employees.

The need for access to the rail network and provision of private sidings on site for business activities is the most critical factor to identify due to the constraint on suitable alternative locations. The size and shape (including warehousing and buffer areas) need of these businesses indicates the size and type of land (ie. industrial) that may be suitable for relocation while HGV access will require appropriate transport links and a large or skilled work force determines the sensitivity of the business to relocating to a site far away from existing operations. Table 2 outlines the findings of this assessment for the five businesses identified to be displaced as well as DB Cargo which is likely to be displaced in the long term and four other businesses that may be adversely impacted by HS2 and may consider relocating. These findings are indicative only and should not be used for detailed analysis.

Table 2: Displaced business requirements

Business	Rail sidings	Size (m ²)	HGV	Work force
Displaced during construction (2022-2027 or before)				
Meadow Brooks Business Park	✗	34,400	Yes	Large
The New Media Centre	✗	1,750	No	Large
TecQuipment	✗	3,200	No	Large and Specific
Balfour Beatty	✓	8,300	Yes	Specific
UPS	✗	7,800	Yes	Moderate
Displaced due to economic development (2034+)				
DB Cargo	✓	~170,000	Yes	Specific
Adversely affected and may choose to relocate				
Progress Rail	✓	51,600	Yes	Large and Specific
Kennelpak	✗	17,800	Yes	Moderate
Steed Upholstrey	✗	5,600	Yes	Moderate
Andrew Paul Furniture	✗	6,300	Yes	Moderate

Source: Google Imagery and business websites

Prior to maturity of the East Midlands Hub development, it is estimated that approximately 20-25 hectares of high quality land with rail access will be required across three separate businesses as a direct result of HS2 development at Toton. Although enquiries have been made to the rail related businesses to be potentially displaced, given the long term nature of the project and commercial sensitivity, relocation strategies have not been released if they exist. It can be assumed however that due to the nature of the business operations and the labour force required, suitable sites will:

- be adjacent to a rail line with sufficient capacity and operation conditions to allow for
- be located in close proximity to existing facilities to minimise the risk of losing skilled staff
- in an area suitable to avoid negative social impacts on existing land use (ie. non-residential)
- be allocated appropriately.

Potential relocation option

A site at Bennerley has been identified to be potentially suitable for businesses displaced from Toton. Table 3 summarises the suitability of the Bennerley site to the needs of the displaced businesses, will further details are discuss below.

Table 3: Bennerley site suitability

Characteristics	Suitable?	
Rail connection	✓	Connection available but must be reinstated
Site size and shape	✓	Suitable for one or multiple businesses
Transport links and HGV access	✓	Suitable access to key links
Proximity to work force	✓	Large pool of highly skilled individuals in close proximity

Table 4 below outlines how the Bennerley site satisfies their specific requirements

Table 4: Alignment with business requirements

Business	Potential displacement occurrence?	Is a rail connection required?	Area required? (ha)	Workforce required?
Balfour Beatty	2022	Yes	0.8	Highly skilled
DB Cargo	2033	Yes	17.0	Highly skilled
Progress Rail	2033	Yes	5.2	Highly skilled
Bennerley site characteristics	Available if allocated appropriately	Reinstatement is possible (with sufficient time)	17 hectares available	Close proximity to required labour

Rail connection

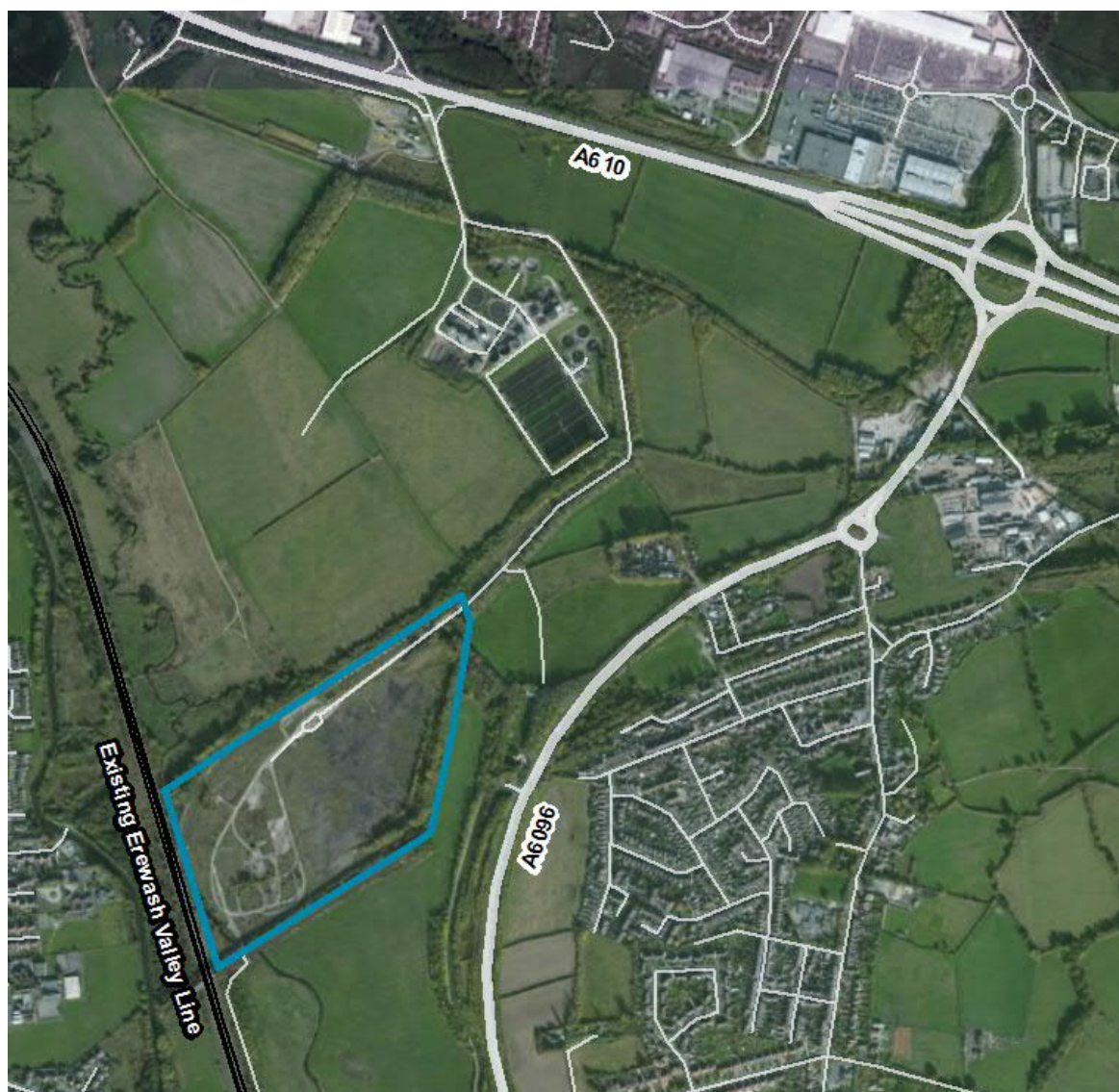
The previous rail connection and associated signalling was removed in 2008 meaning that reconnection to Network Rail's slow up and down line will be required. The process of reconnecting would be aided by the track bed and alignment still being available which would reduce the cost. Additionally, the slow line is a bi-directional track allowing two-way movements which means rail access is less complicated from an operational perspective.

Currently the only body able to approve new connections to the rail network is Network Rail, and the process for this can take a significant amount of time. This illustrates the need for early identification of the need to connect as similar examples of rail connections including Parkside and East Midlands Rail Freight Interchanges have taken 10 to 15 years from conception to connection. However this process can be completed quicker with positive support from all stakeholders.

Site size and shape

The site is well-sized and would be suitable for a range of uses due to its rectangular shaped plot of vacant land. The site is approximately 17 hectares in size and would enable the reinstatement of siding of up to 500 metres into which trains could be shunted to and from site without touching the main line itself. The site, including its surrounding land use, is shown in Figure 4-1.

Figure 4-1: Bennerley site



Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, cNES/Airbus DS, USDA, USGS, AeroGrid, IGN, GIS community and OS Data

Transport links

The site is located in Nottinghamshire in the East Midlands, with the road entrance off the A610 dual-carriageway (near the Ikea roundabout). The site is central to the strategic highway network which includes linking to Junction 26 of M1 for connections to the south and north, near the A50 to the west and A610 to the east. This would provide suitable road access to the site for HGV's in line with the existing road classifications.

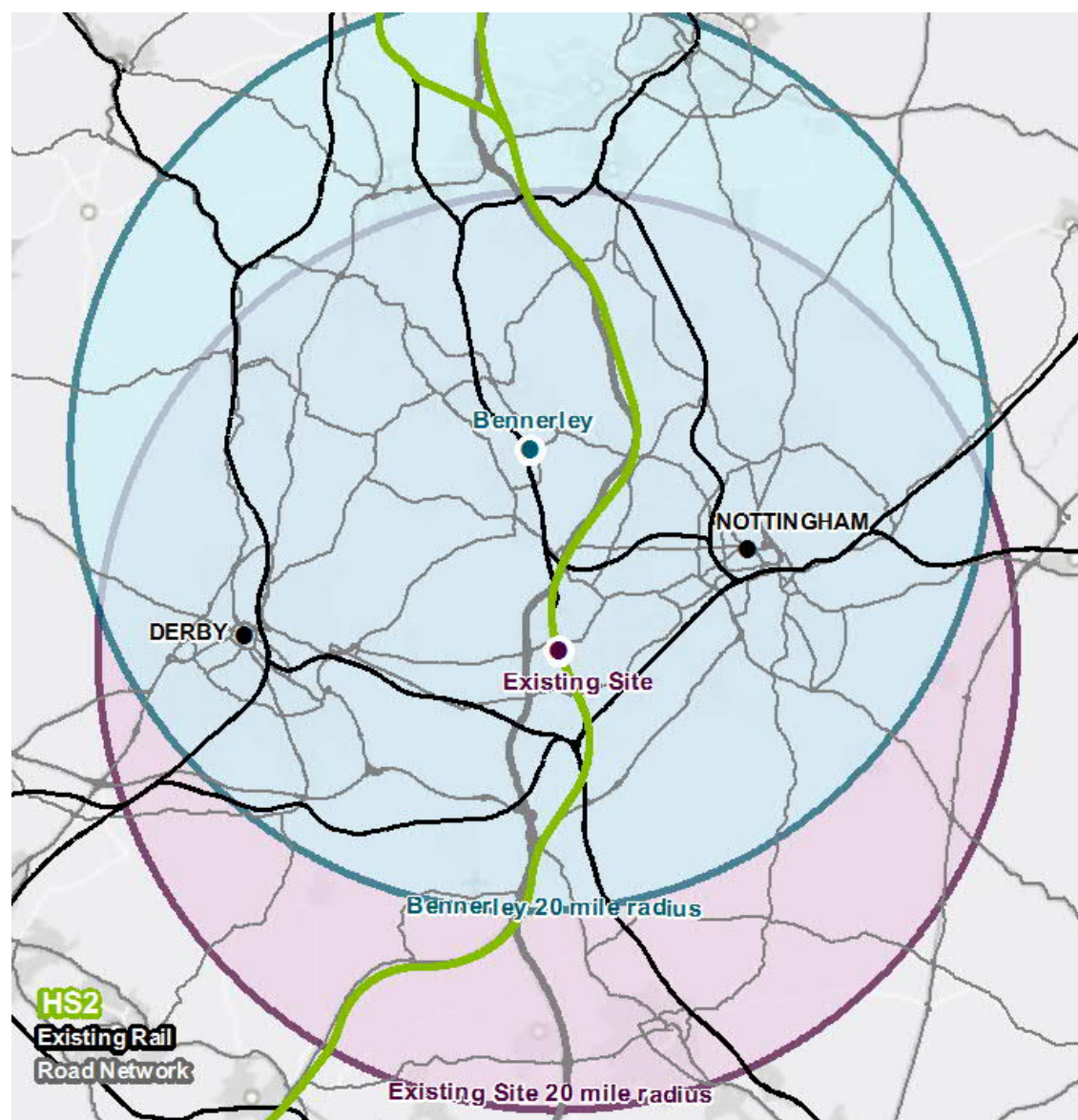
A further access road from the south of the site has also been planned to provide better access from the A6096 and reduce any additional traffic generated on the A610.

Proximity to work force

The East Midlands has a strong history of rail manufacturing which has formed the basis for a large labour pool of highly skilled tradesman in the area, particularly Derby. Of all the rail-related jobs in the UK, 13 percent are located in Derby which illustrates the advantage of rail related businesses to be within commuting distance from the city. Figure 4-2 shows the distance of the existing site as well as the Bennerley site to the major population centres of Nottingham and Derby. It also shows a 20 mile radius from each site, which represents a commute of approximately 30 minutes by car, which is estimated to be an achievable daily commute. As shown, the Bennerley site is located a similar distance from both Nottingham and Derby as the existing site, and covers approximately 70 percent of the existing sites catchment area, which suggests that relocation to Bennerley would not

inconvenience the majority of the existing labour forces. This site presents the opportunity to bring highly skilled engineering jobs to Broxtowe and ensure the area remains an important railway engineering centre as well as that any economic activity currently generated by businesses in Toton remains within the Broxtowe Borough.

Figure 4-2: Access to employment comparison



Source: OS Data, Crown Copyright and database right 2018

5. Rail investment in regional areas

In addition to the opportunity presented by displaced business from Toton by HS2, the Bennerley site also holds great potential for new investment in rail. An Introduction to Network Rail report states that there are 15,000 projects taking place across the UK to renew and improve the railway. To support this work, Network Rail has 38,000 employees and has trained 2,000 apprentices in the last 10 years. This work also induces a further 117,000 jobs in the supply chain. These statistics demonstrate the vibrancy of the rail sector currently.

Employment benefits include direct jobs for skilled individuals in the area, indirect jobs in the supply chain and supporting retail businesses and upskilling opportunities through training and apprenticeships which help to retain emerging talent in the younger generation.

Due to the nature of the sector, this type of investment is made with a long term view and can often attract families with young children due to the stable nature of the work. The construction and relevant development associated with HS2 and the East Midlands Hub is also likely to contribute to the attractiveness of Broxtowe as a destination to live. This is something which Broxtowe could capitalise on by investing in industry.

The following case studies illustrate how these rail supply chain jobs can have a significant impact on regional areas of the UK. It is important that the Derby/Nottingham area retains its rail engineering centre of excellence and the Bennerley site can play a part in this.

Case studies

DONCASTER – iPort Rail strategic freight terminal²

The new terminal is located on a site of approximately 12 hectares and became operational in February, 2018 after 15 years in the making. The facility is expected to support 5,000 jobs in the local area.

WIDNES – Train refurbishment centre and training school³

This facility, owned by Alstom, covers approximately 13 hectares and began operations in September, 2017. "This new centre for manufacturing will grow local skills, create hundreds of jobs both in Widnes and across the entire UK rail supply chain. This long-term investment marks Alstom's commitment to the future of the sector in the UK,"

LIVERPOOL – Train manufacturing facility⁴

Stadler have been developing a train manufacturing facility in Liverpool and will transfer 155 maintenance workers from Merseyrail into its own operations, bringing the total number of Stadler employees in the UK to over 200 by 2019.

"The UK is a key part of our global strategy and this contract represents the latest step in our growth here. We have recently been successful in several high-profile tenders, including the provision of 58 multiple units for the East Anglia franchise and the delivery of 17 metro trains for the Glasgow Subway, and we now look forward to working with Merseytravel to deliver its new trains on schedule."

NEWPORT - Train manufacturing facility⁵

The 4.6 hectare site at Newport was chosen after CAF had investigated more than 100 locations across the UK. It was picked because of its close links to roads, railways and ports, as well as the availability of local people with engineering skills, the company says.

Recruitment is already underway for the 300 jobs the company promises to create at the site, with opportunities available for skilled engineers and technicians, management and support staff, as well as apprenticeships.

² <https://www.railway-technology.com/news/uks-new-rail-freight-terminal-officially-opens-doncaster/>

³ <http://www.railtechnologymagazine.com/Rail-News/alstom-opens-uks-largest-train-modernisation-facility-in-widnes->

⁴ <https://www.insidermedia.com/insider/northwest/swiss-giant-seals-700m-merseytravel-deal>

⁵ <https://www.walesonline.co.uk/business/business-news/inside-new-train-making-factory-14443102>

GOOLE - Train manufacturing facility⁶

The proposed factory for Siemens Rail in Goole, East Yorkshire, is located on a 27 hectare site. It will employ 700 and create an estimated 1,700 supply chain jobs. "This investment has the potential to have a tremendous impact on the Yorkshire economy and the North of England as a whole, ensuring that the benefits of infrastructure spending are spread widely and helping to ensure the ongoing development of the UK rail industry."

DARLINGTON - Train manufacturing facility⁷

This facility for Hitachi Rail began operations in September, 2015 and is home to more than 1,100 staff. In addition to decreasing unemployment in the local area, this facility is also helping with the UK's skills shortage by training engineers and promoting apprenticeships.

⁶ https://www.siemens.co.uk/en/news_press/index/news_archive/2018/siemens-plans-new-rail-factory-in-goole-uk.htm

⁷ <https://www.railmagazine.com/news/rail-features/inside-newton-aycliffe-the-future-that-hitachi-built>

6. Summary

The land surrounding the existing Erewash Valley Railway in Toton is proposed to be developed as part of the HS2 project into a facility consisting of a new railway station, commercial business area and community space. As part of this development, a number of existing businesses located in the area will be impacted with at least five required to relocate. Majority of the commercial space to be developed as part of this East Midlands Hub will be located in the proposed 37 hectare 'Innovation Campus'. The baseline plans for construction of HS2 are anticipated to begin in 2022 and include the railway and the associated Station Hub only. The Innovation Campus is planned to be partly developed prior to the first passengers arriving in 2033 however is not anticipated to be fully complete until 2043, along with the Community Hub and the Parkside & Waterside spaces.

The businesses to be displaced as a result of the initial construction of HS2 from 2022 are located on sites with a combined land area of approximately 5.5 hectares. As the East Midlands Hub is fully developed between 2033 and 2043, it can be expected that the 17 hectare DB Cargo site will also be displaced while the operations of Progress Rail may also be significantly impacted which could force them to consider relocation away from their existing 5.2 hectare site accessed from A52. In total, businesses requiring up to 23 hectares of high quality land with direct rail access may be displaced from Toton within the next 20 years.

To identify the suitability of the Bennerley site for one or more of these displaced businesses, the needs of these displaced businesses were identified. The Bennerley site was then assessed against these needs to ascertain the attractiveness of the site from an industry perspective. The Bennerley site was deemed to satisfy the basic needs of these businesses in regards to being a suitable size and shape as well as being adjacent to a railway with sufficient capacity and ideal central position on the broader rail network. Perhaps the most critical consideration of the displaced businesses is retaining their highly skilled labour force. It is known that a large portion of people skilled in the rail sector reside in the nearby city of Derby, and it has been determined that relocation to the Bennerley site from their current site's would not be likely to increase the commute time for majority of their existing labour forces. The greatest threat to the Bennerley site being developed is the time and planning requirements for reconnection to the railway. This process can take a number of years, thus the initial work to prepare the site a make the rail connection would need to be undertaken far in advance of the existing businesses being displaced.

It is also important to understand that the opportunity to make the Bennerley site a sought after location for a rail related facility is not entirely dependent on attracting business displaced by HS2, but also by attracting new investment. A number of the case studies discussed in Chapter 5 stated that the deciding factor between multiple sites identified as suitable was the access to a large and skilled workforce, which is strength of the Bennerley site. Additionally, many of the case studies discussed the long term benefits to the local region due to the investment which not only provides a number of highly skilled employment opportunities, but induces a lot of supporting economic activity and provides an avenue to upskill young people and new entrants into the workforce. The combination of these findings is why developing the Bennerley site into a high quality facility for rail related operations should be an attractive proposition for both industry and the Broxtowe Borough Council.

