

Review of Employment Sites for Local Plan Review

North West Leicestershire District Council



Final Report

January 2019

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1.0 INTRODUCTION

- 1.1 This report provides a review of existing active employment sites (industrial estates, business parks and single user sites in the B Use Classes), and sites under construction, in North West Leicestershire. It has been carried out on behalf of North West Leicestershire District Council (the Council).
- 1.2 The study has been commissioned to provide the Council with an up-to-date picture of existing employment land in the District, in terms of quality and quantity, as well as to establish whether each identified employment site is still of value to the local economy and should therefore be retained for B-Class use or whether any of the sites could potentially be released to other uses (whole, or in part). This will then enable the Council to separately assess the likely need for additional employment land over and above the Objectively Assessed Need identified by the Council.
- 1.3 21 existing employment sites, all identified in the adopted Local Plan (November 2017) as existing employment areas and predominantly in B1/B2/B8 use, have been put forward by the Council for analysis (see Table 1). However, one site – Highfield Street, Coalville – has now been cleared and is consented for residential development. For this reason, Highfield Street will not be considered further in this study.
- 1.4 This Study has also been asked to consider the suitability of four existing/emerging strategic B8 sites (see Table 2), not identified in the adopted Local Plan, and assess whether they are/will be ‘fit for purpose’ and suitable for protection through the Local Plan review for strategic B8 use.
- 1.5 BE Group, economic development and property consultants, compiled this report during September-December 2018. The report updates and supersedes the previous employment sites evidence base document, the North West Leicestershire Assessment of Employment Sites (2010).

Table 1 – Existing Identified Employment Sites, For Analysis

Site Name	Settlement/Area
Ashby Business Park, Nottingham Road,	Ashby
Ivanhoe Business Park and Smisby Road Industrial Estate	Ashby
Flagstaff and Nottingham Road Industrial Estates	Ashby
Willow Farm, Trent Lane and East Midlands Distribution Centre (EMDC)	Castle Donington
Bardon Employment Area	Bardon
Hermitage Industrial Estate, Pegson's and Old Station Close	Coalville
Whitwick Business Park	Coalville
Coalville Business Park, Jackson Street	Coalville
Stephenson Industrial Estate	Coalville
Scotlands Industrial Estate	Coalville
Highfield Street	Coalville
Oaks Industrial Estate, Ravenstone Road,	Coalville
Pegasus Business Park	East Midlands Airport
Mountpark, Bardon (Amazon), Off Beveridge Lane	Ellistown
Former South Leicester Colliery/ South Leicester Industrial Estate	Ellistown
Computer Centre, Derby Road	Kegworth
Cotts Beverages, Derby Road	Kegworth
Slack and Parr, Long Lane	Kegworth
Westminster Industrial Estate	Measham
Marquis Drive	Moira
TNT, Melbourne Road	Lount

Source: North West Leicestershire District Council, 2018

Table 2 – Further B8 Employment Sites, For Analysis

Site Name	Settlement/Area
East Midlands Airport Sites, including: <ul style="list-style-type: none"> • Royal Mail, Beverley Road • DHL • UPS, Herald Way (Under Construction) 	East Midlands Airport
Pall Ex, Victoria Road	Ellistown
Segro Logistics Park (Roxhill) - Big Box 1-10	Kegworth
Aldi, Land at Sawley Crossroads	Sawley

Source: North West Leicestershire District Council, 2018

2.0 ASSESSMENT METHOD

- 2.1 BE Group has reviewed a total of 24 Employment Sites (developed or under construction) across North West Leicestershire. It has not reviewed any undeveloped employment land which is outside of these locations, nor has it reviewed any opportunity sites for B-Class uses identified in 'Call for Sites' or other exercises. This future land supply is being considered in separate evidence documents by the Council.
- 2.2 Each area has been appraised and assessed through a combination of site visits, local intelligence, consultations with some owners, and their agents, and the views of those involved in the local property market. The analysis method used for each Site is outlined in Table 3. A list of those consulted is provided at Appendix 1. Proformas detailing the full assessments of each sites are provided at Appendix 2.
- 2.3 All sites have been graded using a standard scoring system that consists of objective measures (as far as possible). Each site is scored out of a 40, made up of eight individual measures, each scored out of five. The eight criteria are set out in Table 3, and comprise mostly physical characteristics (location, strategic road access, etc.) that, for the most part, cannot be altered and thus are likely to remain consistent on the site for the foreseeable future. The scoring system is provided in Appendix 3.

Table 3 – Site Analysis Methodology

Assessment Category	Details
Site Details	Basic Site information, comprising: <ul style="list-style-type: none"> • 'Name', i.e. the Council's designated title for the Site • Site 'Address/Location' (i.e. settlement) • Site 'Post Code/Coordinates • Site 'Size' in hectares • Whether the Site is 'An Existing Local Plan Allocation'.
Building Age (%)	The age range of the buildings on each site. This was identified through the historic satellite photography on Google Earth Pro, available from 1999 onwards.
The Nature of the Site	I.e. is the location a Business Park, Industrial Estate (i.e. containing few B1(a) offices), Distribution (B8) site, a range of other specialist options or is it a mixture of uses?
Existing Uses, Planning History and Current Permissions	A description of the site and its uses, along with any infill development land available within the site boundary. A high-level planning history of the site, since 2000, focusing on consents for new development only and details of any unimplemented planning consents.

Availability Assessment	Identifying if the site is in single or multiple ownership and highlighting any major site owners. Identifying if leaseholds are present on the site, if agents' boards are visible and if agents are active at the location. Where relevant, comments with local marketing or planning agents, on demand and future plans for change, are provided here.
Site Scoring	<p>The physical and market characteristics of each site have been graded using a standard scoring system (see Appendix 3). Each site is scored out of 40, made up of eight individual measures, each scored out of five. These are:</p> <ul style="list-style-type: none"> • Road Access (Strategic and Primary Road network) • Local Access (Other A class roads and B class roads) • Parking and access to public transport • Servicing and delivery vehicle access • Proximity: Urban, Labour, Service (Prominence) • Character and Constraints (Topography / Shape) • Proximity to incompatible uses • Market Attractiveness.
Other Known Barriers	In the context of North West Leicestershire, this primarily means the proposed route of HS2. The HS2 2B route between Birmingham and Leeds passes through the District and intersects with two of the Employment Sites reviewed. Construction of route 2B is not scheduled to commence until 2033, so most impacts will occur towards the end of the Local Plan review period (to 2036).
Likely lifespan of site	I.e. given site conditions, how long will the location remain in B-Class use, and particularly will it last over the Local Plan review period to 2036? Most of North West Leicestershire's employment sites are good quality and in well-established locations (including several new build B8 sites), and are therefore likely to have long lifespans, i.e. more than 25 years.
Overall Assessment	Conclusions on the site and recommendations on its future. This includes an assessment of the site boundary and whether it reflects the real extent of the location on the ground. Recommendations are given on whether the site should be retained, as a whole or in part, for B-Class uses in the Local Plan review.

Source: BE Group, 2018

3.0 SITES ASSESSMENT

- 3.1 This section provides a summary of the sites' assessment undertaken. Table 4 first considers each site's scoring against physical criteria and qualitative issues of market demand and other identified concerns.
- 3.2 Table 5 then considers the boundaries of each site, i.e. do they reflect conditions on the ground, or are there areas of land in B1/B2/B8 use outside the boundary which could be included to give a more realistic picture of the extent of that employment site. Conversely, are there areas of land, inside the site boundary, in non B-Class use (A1 retail, housing, etc.) which should be excluded. This is undertaken to assess whether the existing B-Class employment areas shown on the Local Plan Policies Map are correct and that any reductions due to land being in non-employment uses do not affect future supply figures. Table 5 also identifies infill development, or expansion land still available in each location.
- 3.3 Based on the findings here, Conclusions and Recommendations are provided for each site in Section 4.0

Table 4 – Site Analysis

Site Overview				Quantitative Analysis		Qualitative Analysis	
Site Name	Settlement/ Area	Site Type	Site Age, Years	Site Scoring	Comments	Market Issues	Other Issues
Existing Identified Employment Sites							
Ashby Business Park	Ashby	Mixed	10+ (largely reached present state by 2010)	33	Excellent local/strategic access, ultimately to A42. Modest issues with proximity to housing, watercourses passing through site. On street parking is the most significant issue.	Good quality local Business Park, in a strong, edge of settlement location. Existing premises is close to full occupancy. Site has seen strong investment activity in recent years, including development of both office and major B2/B8 premises, with further development expected in 2019.	-
Ivanhoe Business Park and Smisby Road Industrial Estate	Ashby	Mixed	20+, 0-5 (Smisby Road Industrial Estate is long established. Ivanhoe only completed over 2016-18)	31	Strong local/strategic access, albeit with few services within walking distance. Modest issues with proximity to housing in south.	High grade, new build Business Park in the north. Agents on the scheme report it is full apart from one 550 sqm office. Business Park filled quickly. Smisby Road Industrial Estate comprises older accommodation but is also fully occupied and includes a large employer for Ashby.	-
Flagstaff and Nottingham Road Industrial Estates	Ashby	Mixed	20+ (apart from Ashfield Healthcare office which completed over 2002/03).	35	Excellent local/strategic access, ultimately to A42. Modest issues with proximity to housing.	Group of modern, good quality B1, B2, B8 properties. All are occupied and have been for some time. If they were vacated the specialist Pladis (McVities) distribution centre would possibly require internal remodelling to be marketable to other occupiers. Other buildings would likely be comparatively straightforward to let.	-
Willow Farm, Trent Lane and East Midlands Distribution Centre (EMDC)	Castle Donington	Mixed	Mixed (Units around Trent Lane were built before 1999. Willow Farm commenced around 2001-2003 and was substantially complete by 2007. EMDC commenced over 2006/07 and	34	Excellent local/strategic access, ultimately to A50 and M1. Some local services. Flood Zone 3 status of much of site is the only significant issue.	Strategic logistics site combined with two, mostly high-quality, industrial estates. EMDC is 50 percent occupied at present, the other estates are more than 90 percent occupied. The two industrial estates are identified as being popular and offering a diverse range of space. Vacant units usually let within 6 months. EMDC began its life during the national recession and accordingly has seen slow take-up. Demand for logistics is felt to be growing and more enquiries are being received. More B8 developments are expected here in the short term although the scheme now faces stronger competition from	-

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			remains ongoing.			schemes around East Midlands Airport with more direct Motorway access.	
Bardon Employment Area	Bardon	Mixed	20+, 10-20 (1980/90s units in the north. The bulk of development was over 2002-2006).	34	Excellent local/strategic access, ultimately to A511 and M1. Some local services. Location generally organised around car travel only.	High quality, major employment area with good Motorway access. Location is at 95 percent occupancy and home to a diverse range of occupiers. Agents describe the location as 'stable'. Vacant units can take time to fill but site is retaining occupiers over the long term and tenants report no issues.	-
Hermitage Industrial Estate, Pegson's and Old Station Close	Coalville	Industrial Estate	20+ (Long established estate)	35	Large local industrial estate, accessible to a range of services. As with most Coalville sites, good access to A511 via town roads. No major constraints.	Estate of mostly moderate quality units. However, location is at near full occupancy, and is home to a diverse range of industrial/warehouse businesses, including several large employers. Evidence of good demand comes from the ongoing plans of Leicestershire County Council to deliver a new speculative light industrial scheme on Vulcan Way, which is attracting reasonable interest from potential occupiers.	-
Whitwick Business Park	Coalville	Business Park	20+ (Only three units completed after 1999).	35	Key business park, accessible to a range of services. As with most Coalville sites, good access to A511 via town roads. Modest issues with proximity to housing.	Small, but good quality local business park which is home to a good mix of mostly larger office and industrial employers. Site is fully occupied and appears to have been so for some time. If any of its high grade, larger B1(a) or B2 units became vacant it is likely they could be re-let in a reasonable timeframe.	-
Coalville Business Park, Jackson Street	Coalville	Business Park	20+ (Older, subdivided factory complex)	24	Backland site in a mostly residential area. Close to Town Centre but more distant from A511. Units accessed via narrow, one-way system in the site itself. Access to the site is via several tight, usually busy streets through the Town Centre and via a range of constrained junctions, such as Belvoir Road/Jackson Street and Jackson Street/Owen Street, where HGV access will be difficult.	Small, dense local employment site. Despite its constraints, the estate is around 90 percent occupied with only one unit on the market. Current rents, at £3.40/sqft, are reasonable for the quality of accommodation on offer. The site offers a good mix of smaller industrial, storage and office space that continues to meet a range of local needs.	-
Stephenson Industrial Estate	Coalville	Mixed	20+, 10-20 (Long established)	31	Well located employment site directly accessed from	A good quality local industrial estate, well located on a main transport route and with a	-

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			estate, but saw ongoing development up to 2010).		A511. Issues with proximity to housing and distance from services. On street parking is the most significant issue.	diverse offer of office, industrial and warehouse space, accommodating a range of local and regional/national employers. The site is fully occupied, although many of the largest occupiers are trade/motor trade businesses. Overall around 23 of 40 industrial/warehouse units in the estate are partly/fully in trade use (58 percent), including large occupiers Fleet Auction Group and Birch Bedrooms. Commercial agents report a strong level of interest for smaller industrial units of 100-200 sqm in this location, and across Coalville more generally. Rents of up to £6-7/sqft are achievable for new build space and Leicestershire County Council has previously sought to deliver such light industrial units here.	
Scotlands Industrial Estate	Coalville	Industrial Estate	20+ (Older estate, only one new unit developed in last 20 years).	25	Backland, budget industrial site, to rear of housing (which makes the site unsuitable for high noise/dust/pollution, etc. generating uses, and potentially limits the hours businesses can operate). Narrow access off London Road makes location ill-suited for larger HGVs.	Low quality estate of car repairers, builders' yards, coach depots and other low value uses. Premises comprises older workshops and open storage sites which, combined with its constrained access, mean that Scotlands will not attract larger and higher value occupiers. However, the estate continues to serve a function, accommodating various budget 'bad neighbour' uses that cannot find space elsewhere. All land and property appear to be in use. The location has also seen a modest level of investment in new premises.	-
Oaks Industrial Estate	Coalville	Industrial Estate	20+ (Long established estate)	32	Reasonable access to A511 and some local services. Site is increasingly surrounded by housing (which makes the site unsuitable for high noise/dust/pollution, etc. generating uses, and potentially limits the hours businesses can operate).	Small, reasonable quality local industrial estate which also includes some trade uses. Units are modern and fully occupied. When a unit becomes vacant there is no reason why it could not be reoccupied in a reasonable amount of time.	-
Pegasus Business Park	East Midlands Airport	Business Park	10-20, 5-10 (Office park commenced in 2002/03 and was complete by	38	Excellent access to several cross-country A-roads and M1. High quality modern office park integrated into wider Airport services. Only	High quality office park accommodating a range of major occupiers and the Regus serviced business centre. The main buildings are fully occupied, and the Regus centre is understood to be at more than 90 percent capacity. Agents	-

			2009).		(minor) issue is distance from settlements that might provide labour.	report limited demand for more large-scale design and build offices on the vacant land however, most recent requirements at East Midlands Airport have been for B2 manufacturing and B8 logistics uses, accommodated on land to the north west. Some office development projects have also failed due to viability issues. It is therefore assumed take up of the remaining land will be a long-term prospect, while some further B2 and B8 development is likely, overlapping between land for Pegasus Business Park and the wider Airport Employment Area.	
Mountpark, Bardon (Amazon)	Ellistown	Distribution	0-5 (Mountpark Bardon I built over 2017/18)	35	Excellent local/strategic access, ultimately to A511 and M1. High quality, purpose-built access roads. Distance from services is only real issue.	High quality logistics site. Mountpark Bardon I - The main unit was pre-let to Amazon at £5.95/sqft. Unit 2 was speculatively developed and let to Eddie Stobart at the end of 2017, achieving £5.85/sqft. Unit 3 was speculatively developed and recently let to Pharmacy 4U achieving £6.75/sqft. Mountpark Bardon II is receiving steady demand (6-7 enquiries/month) reflecting the ongoing desirability of the area for high grade B8 logistics. It is likely that Phase II will be developed for 2/3 units of 30,000-50,000 sqm each as design and build options for occupiers. Key transport infrastructure has already been delivered to allow this and the new infrastructure has helped to boost demand.	-
Former South Leicester Colliery/ South Leicester Industrial Estate	Ellistown	Mixed	20+ (Long established estate)	22	Lower quality estate, close to housing. More distant from strategic road network than other sites and some complex local junctions. Limited local services offer.	Low quality estate of mostly open storage, HGV depots and other low value uses. Premises comprises older units and open storage sites which will not attract larger and higher value occupiers. However, the estate continues to serve a function, accommodating a range of larger 'bad neighbour' uses that cannot find space elsewhere. All land and property appear to be in use. The location has also seen a modest level of investment in new premises.	-
Computer Centre	Kegworth	Single User Site	20+ (Older office)	31	Strong strategic access onto A6 and M1, and to Kegworth services, although immediate access junction is complex and constrained.	Site is occupied and has been for some time	-

					Proximity to housing is main issue although current data use will have limited impacts in terms of noise, pollution, etc.		
Cott Beverages, Derby Road	Kegworth	Single User Site	20+ (Older factory/distribution complex)	26	Strong strategic access onto A6 and M1, and to Kegworth services, although immediate access junction is complex and constrained. Proximity to housing is main issue (which makes the site unsuitable for high noise/dust/pollution, etc. generating uses, and potentially limits the hours businesses can operate). Some environmental/flood risk issues on surrounding land.	Site is occupied and has been for some time.	-
Slack and Parr	Kegworth	Single User Site	20+ (Older factory/distribution complex)	26	Strong strategic access onto A6 and M1, and to Kegworth services, although immediate access junction is complex and constrained. Proximity to housing is main issue (which makes the site unsuitable for high noise/dust/pollution, etc. generating uses, and potentially limits the hours businesses can operate). Some environmental/flood risk issues on surrounding land.	Site is occupied and has been for some time. Current active planning consent suggests Slack and Parr wish to remain in this area, but are seeking a smaller, denser and more modern manufacturing unit. Even if the current consent is not implemented, it is assumed that Slack and Parr's desire to consolidate their operations remains.	-
Westminster Industrial Estate	Measham	Industrial Estate	20+, 10-20 (Gradual development to 2007/08)	31	Good quality rural estate. No major issues but some distance from main A-roads (A42).	Good quality scheme, with a diverse modern property offer. Despite the scheme's somewhat rural location it has proved popular with a range of major occupiers.	Current HS2 route will pass through the site, removing the Huntingdon Court light industrial scheme and

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							potentially affecting Plastic Omnium as the route passes very close to their current site entrance.
Marquis Drive	Moira	Industrial Estate	20+, 10-20, 5-10 (Gradual development to 2010)	29	Good quality rural estate. No major issues but some distance from main A-roads and services.	Small, reasonable quality local industrial estate on main road. Units are modern and fully occupied. When units become vacant there is no reason why it could not be reoccupied in a reasonable amount of time. The fact that Reabrook appears to have successfully let surplus space in its facility to other businesses, in recent years, is evidence of ongoing demand in this area.	-
TNT, Melbourne Road	Lount	Mixed	20+ (Older factory/distribution complex)	21	Isolated rural site. Main issue is at Pipe Yard Lane Works which are accessed from very narrow, poorly surfaced rural track, with several homes along it. However, as this site is expected to be redeveloped for housing, these issues are not reflected in the scoring.	Pipe Yard Lane Works is a very low value facility, in a rural location, with a highly constrained access. The owner now has consent, subject to a Section 106, for redevelopment for other uses. TNT facility is of higher quality.	The HS2 route passes west of TNT and severs the property's access to Melbourne Road. While this could render the whole site unusable there appears reasonable scope to deliver an alternate site access to allow continued operations.
Further B8 Employment Sites							
East Midlands Airport Sites	East Midlands Airport	Distribution	10-20 (the Royal Mail depot was completed in 2006, DHL main depot was built in 2001. The UPS facility remains under construction)	39	Excellent access to several cross-country A-roads and M1. High quality modern office park integrated into wider Airport services. Only (minor) issue is distance from settlements that might provide labour.	All facilities were purpose built for owners, so market attractiveness is less relevant here. However, clearly located in high value multi-modal Airport facility that has attracted a wide range of businesses. UPS investment demonstrates the continuing strength of this location for logistics activity.	-

Pall Ex	Ellistown	Single User Site	10-20 (Unit consented in 2002)	35	Rural site on good quality B-roads, some distance from strategic road network and services.	Large modern logistics and office facility, purpose build for Pall Ex. Given the investment it is assumed the company will wish to retain it for the long term. Should it become vacant, however, it would be possible to market this facility to other similar companies.	-
Segro Logistics Park (Roxhill) - Big Box 1-10	Kegworth	Distribution	0-5 (Site under construction)	39	New build site, with high quality access to a range of cross-country A-roads and M1, including public transport access. Distance from services/settlements is only real constraint.	Major logistics development being marketed at the national and international level and incorporating major infrastructure investment. Much of the marketing of the location is confidential but the fact that the site is being delivered as a speculative scheme, and that four units have already been let/sold, off plan, is evidence of strong demand here.	-
Aldi, Land at Sawley Crossroads	Sawley	Single User Site	0-5 (Site under construction)	36	New build site, with high quality access to a range of cross-country A-roads and M1, including public transport access. Site located in Flood Zone 3, various waterbodies on the site. Distance from services/settlements is another constraint.	High quality, new build strategic logistics facility on the strategic road network. The Phase I property is being purpose built for a specific occupier. The Phase II land may become available if Aldi decide it no longer needs it for its own operations. If that occurred there are good prospects that the site could be successfully taken up by another B2/B8 occupier given the high quality of the site and the critical mass of B8 facilities being delivered in the surrounding area.	-

Source: BE Group, 2018

Table 5 – Area Boundary and Infill Analysis

Site Name	Settlement/Area	Site Size, ha*	Boundary Issues	Revised Site Size, ha	Infill Sites or Expansion Options	Infill Sites Size, ha	Exp. Sites Size, ha
Existing Identified Employment Sites							
Ashby Business Park	Ashby	14.10	Site boundary includes retail uses on the main road frontages. 4.43 ha of non B-Class land.	9.67	Land south of Howard Tenens, under Tenens's ownership. Consented for a 6,836 sqm B8 warehouse to be used for operations comparable to those	1.00	-

					being undertaken in the existing Howard Tenens facility. Expected to commence in 2019.		
Ivanhoe Business Park and Smisby Road Industrial Estate	Ashby	22.80	Boundary needs to account for the expansion west of Bott vehicle storage land. 1.69 ha of additional land	24.49	Ivanhoe Business Park now fully developed.	-	-
Flagstaff and Nottingham Road Industrial Estates	Ashby	20.80	Site boundary includes retail uses on the main road frontages. 5.69 ha of non B-Class land.	15.11	Fully developed.	-	-
Willow Farm, Trent Lane and East Midlands Distribution Centre (EMDC)	Castle Donington	130.30	Site boundary reflects the full extent of the employment site.	130.30	<p>Willow Farm – Development sites:</p> <ul style="list-style-type: none"> Plot 2B in the North West, west of Toyota Tsusho (0.89 ha). Owned by Wilson Bowden, this site had consent (now lapsed) for a 3,856 sqm B2 industrial unit. Plots, 4B (0.27 ha) and 4D (0.17 ha), on Long Acre, are on the market for B1(a) design and build options of up to 2,787 sqm each. There are no consents associated with these plots. <p>Trent Lane – Development sites:</p> <ul style="list-style-type: none"> At the western junction of Trent Lane and Back Lane, an undeveloped field is included within the area boundary. With a size of 1.73 ha, there are no development plans or consents associated with this plot. <p>EMDC – Development sites:</p> <ul style="list-style-type: none"> Plot 1 (east of M&S) – 9.95 ha Plots 3A, 3B and 5A (south of M&S) – 7.69 ha 	28.33 (1.33 local, increasing to 3.06 if the Trent Lane site is identified for infill. 25.27 strategic)	-

					• Plot 4 – 7.63 ha		
Bardon Employment Area	Bardon	125.90	Site boundary reflects the full extent of the employment site although if the land around the Charnwood Arms is developed for B-Class uses, it would need to be included in the area boundary	125.90	<ul style="list-style-type: none"> • Land north of the Charnwood Arms (1.14 ha) - Land owned by Everard Brewery. Site has Outline consent for the erection of up to 4,640 sqm of B1(a) offices and Erection of units for light industrial B1(c) and storage and distribution B8. • Land to the east of the Charnwood Arms (Former Stardust Nightclub - 0.70 ha) - Land owned by G S Property Holdings. Received consent in 2006 for "Demolition of existing nightclub and function rooms [which has occurred] and redevelopment for B1 use. No activity on either site since consents achieved." • Land Off Interlink Way South, Interlink Distribution Park (3.8 ha, of which 1.22 ha falls into Hinkley and Bosworth Borough) - Land owned by Leicestershire County Council and held over the long term for the Council's own purposes. 	2.58	1.84
Hermitage Industrial Estate, Pegson's and Old Station Close	Coalville	28.20	Site boundary reflects the full extent of the employment site.	28.20	There is 1.0 ha of vacant development land on Vulcan Way, west of CMS Cepercor. The land is owned by Leicestershire County Council, with consent for four blocks of industrial units (17 units of 93-423 sqm each) totalling 3,788 sqm. The scheme, named Vulcan Park, is expected to commence in late 2018.	1.00	-
Whitwick Business Park	Coalville	11.00	Site boundary mostly reflects the Business Park but does extend into the car park of the adjoining	10.69	Fully developed.	-	

			retail park north of the Stenson Road Entrance (north of the Nutmeg and EMH Homes offices) and could be adjusted. 0.31 ha of non B-Class land.				
Coalville Business Park, Jackson Street	Coalville	4.00	Site boundary reflects the full extent of the employment site.	4.00	There is a small grassed area (0.2 ha) in the south of the site which could provide a modest infill opportunity, should it be required.	0.20	-
Stephenson Industrial Estate	Coalville	18.40	Site boundary reflects the full extent of the employment site	18.40	Leicestershire County Council has previously identified the area of land between the pond and Telford Way (0.3 ha) and the triangular field to the north west of the site, off Stephenson Road (2.7 ha) as possible infill and expansion sites, although a financially viable scheme has yet to be achieved.	0.30	2.70
Scotlands Industrial Estate	Coalville	2.00	Site boundary reflects the full extent of the employment site	2.00	Fully developed.	-	-
Oaks Industrial Estate	Coalville	4.70	Site boundary includes three private homes and residential electricity substation on the Ravenstone Road frontage, these should be removed. 0.10 ha of non B-Class land.	4.60	Fully developed.	-	-
Pegasus Business Park	East Midlands Airport	25.50	Site boundary reflects the full extent of the employment site and potential further development land.	25.50	The site accommodates development land to the south west (2.1 ha at the western end of Herald Way) and north east (some 4.8 ha remain, south and east of the UPS development). Undeveloped land at the end of Herald Way is on the market with FHP and Colliers for design and	6.90	-

					build development plots for offices of 2,000-5,000 sqm.		
Mountpark Bardon (Amazon)	Ellistown	37.10	Site boundary currently excludes Unit 3, which falls partly into Hinckley and Bosworth. 0.5 ha of developed employment land is within North West Leicestershire and this should be recognised in the Local Plan review. Mountpark Bardon II is also now underway, approx. 8.5 ha of this development site falls into North West Leicestershire.	46.10	Land fully developed/under development	-	-
Former South Leicester Colliery/ South Leicester Industrial Estate	Ellistown	14.10	Site boundary reflects the full extent of the employment site	14.10	Fully developed.	-	-
Computer Centre	Kegworth	4.20	Site boundary incorporates an area of public highway (Pritchard Road) in the east along with two residential properties in the south east and a further area of residential land in the south west (0.28 ha of land) which should be removed.	3.92	Fully developed.	-	-
Cotts Beverages, Derby Road	Kegworth	8.20	Site boundary reflects the full extent of the current employment site	8.20	Planning consent in 2015 for extension of site - erection of warehouse building of some 7,000 sqm, ancillary offices and external service yards on 7.46 ha of mostly greenfield land to the north of the current site. It is unclear when, or if, this scheme will be brought forward. Any development would be for the sole use of Cotts and not part of wider available supply of employment land.	-	-

Slack and Parr	Kegworth	3.50	Present site boundary also incorporates a single residential property in the north east, on the Long Lane frontage, along with an area of community allotments on the Side Ley frontage (0.09 ha of land in total) which should be removed.	3.41	Planning consent in 2014 for site (including land to the North and South-East), for demolition of existing commercial building and erection of 188 dwellings and B2 manufacturing unit of 7,156 sqm on around 1.83 ha of land in the north east, into which Slack and Parr would relocate. This would represent a gross loss of 1.67 ha of developed employment land. However, as the current Slack and Parr complex includes a lot of unused open space, the net B-Class loss would be a more modest 3,000 sqm of employment floorspace or some 0.80 ha of actively used employment land. Application remains valid to June 2019 but has yet to be implemented.	-	-
Westminster Industrial Estate	Measham	8.20	The current HS2 route does pass through the east of the site. At a minimum this will remove the Huntingdon Court light industrial scheme (1.28 ha of land lost) and may also necessitate significant changes to access arrangements. The current site boundary excludes a range of other industrial uses which extend along Huntingdon Way south east to the Tamworth Road junction. While these are separated from the identified Employment Area by the Sui Generis BCA Commercial Car Auction Facility (which has a	11.01 (9.73 with allowance for HS2)	Fully developed.	-	-

			consent for more car parking on undeveloped land at the Repton Road/Huntingdon Way Junction) all are occupied, small and mid-sized B1(c)/B2 units, including the County Council owned Riverside Court light industrial scheme (3.43 ha of land). However, the current site boundary also includes 0.62 ha of land, south of Huntingdon Court, which is car parking for the Sui Generis BCA Commercial Car Auction Facility. This land should be removed from the site boundary. The net change is a gain of 2.81 ha of employment land (reducing to 1.53 ha if losses to HS2 are included).				
Marquis Drive	Moira	8.30	Site boundary reflects the full extent of the employment site	8.30	Fully developed.	-	-
TNT, Melbourne Road	Lount	5.60	Site boundary reflects the full extent of the employment site. Pipe Lane Works has outline consent, subject to signing of Section 106, for B1 (office) premises (233 sqm business centre) and residential development of six dwellings, garaging and associated infrastructure. Thus the Pipe Lane Works is expected to become a largely residential site with	4.97	Fully developed.	-	-

			a negligible supply of employment land (around 0.06 ha). 0.63 ha of employment land would be removed if this redevelopment proceeded.				
Sub-Total		496.90	-	498.87 (497.59 ha with HS2 losses)	-	40.31 (25.27 strategic B8)	4.54
Further B8 Employment Sites							
East Midlands Airport Sites	East Midlands Airport	Not identified	A range of B-Class facilities are located along Beverley Road. These include the Air Cargo Centre, Argosy Road which incorporates a range of high value B2 manufacturing facilities in the aerospace sector, the B100 office building and several B2/B8 properties west of Royal Mail, including an existing UPS depot.	28.32 (gross total of land in B-Class use)	Fully developed or under development.	-	-
Pall Ex	Ellistown	8.00	Suggested site boundary reflects the full extent of the employment site	8.00	Fully developed.	-	-
Segro Logistics Park (Roxhill) - Big Box 1-10	Kegworth	269.00	Suggested area boundary currently extends further north than the actual development, up to the southern edge of Lockington. This should be moved south to emphasise the separation between the site and neighbouring settlements. The site Masterplan defines the gross site area as 229.35 ha, net as	229.35	All land under development	-	-

			134.42 ha.				
Aldi, Land at Sawley Crossroads	Sawley	38.80	Suggested site boundary reflects the full extent of the employment site	38.80	One site under construction. Other land held for Aldi's expansion at this time. If it were to become available on the wider market it would provide another 14.08ha of strategic employment land.	-	-
Sub-Total		315.80	-	304.47	-	-	-
Total		812.70	-	803.34 (802.26 ha with HS2 losses)	-	40.31 (25.27 strategic B8)	4.54

Source: BE Group, 2018

*As defined by North West Leicestershire District Council. Subject to discussion and revision in this Study.

- 3.4 North West Leicestershire's stock of B-Class premises is mostly of good or moderate quality. A high proportion of the premises was developed over the last 20 years. 2000-2010 saw significant delivery of B1(c)/B2 premises, plus larger offices at Pegasus Business Park, while recent development has, and continues to be, for B8 logistics. Older units do predominate in Coalville, Kegworth (three single occupier sites), and Ellistown. However, only four locations – Scotlands Industrial Estate and Coalville Business Park, Jackson Street, Coalville; TNT, Lount and South Leicester Colliery/South Leicester Industrial Estate, Ellistown – are definitively of budget quality.
- 3.5 This is demonstrated by the site scoring. Out of a possible score of 40, 17 of 24 sites (71 percent) scored 30 or more, with the highest scores achieved at East Midlands Airport and the new build Segro Logistics Park (Roxhill) - Big Box 1-10. All these locations have excellent access to the East Midlands strategic road network, reasonable access to services/settlements, and no significant local access issues or environmental constraints. On street parking is a concern at several locations but not a definitive barrier to site operation.
- 3.6 Only four locations score 25 or less, these are:
- Scotlands Industrial Estate, Coalville (Score: 25) – Low scoring reflects the site's backland status in a residential area and constrained access between terraced shops/houses
 - Coalville Business Park, Jackson Street, Coalville (Score: 24) – Low scoring reflects the site's backland status in a residential area and limited one-way access though the estate
 - Former South Leicester Colliery/ South Leicester Industrial Estate (Score: 22) – Low scoring reflects the site's distance from services, low quality overall and some local access issues
 - TNT, Melbourne Road (Score: 21) – The lowest scoring site overall. This reflects the fact that this is by far the most rural and isolated of North West Leicestershire's Employment Sites, although quality of the TNT buildings themselves is reasonable.

- 3.7 However, even these locations are well occupied, with no large areas of void premises. Stakeholder consultations indicate that demand for B1/B2/B8 space is reasonable across the District and units rarely spend long periods vacant. While recent investment has focused on B8 logistics, evidence from developers of smaller accommodation, such as Clowes in Ashby, and the County Council, is that they are actively seeking new development opportunities.
- 3.8 Several locations in Ashby and Kegworth are dominated by large businesses who occupy large B2/B8 units fitted out to their specialist requirements. These include Flagstaff and Nottingham Road Industrial Estates, Ashby (Pladis (McVities)); Ivanhoe Business Park and Smisby Road Industrial Estate, Ashby (KP); Computer Centre (RBS); Cotts Beverages; Slack and Parr, Kegworth. If any of these occupiers were to vacate they would leave behind altered premises which will be difficult to market to others in their present condition. Investment will be required to sub-divide premises and bring units up to modern standards. In some cases, this may not be viable resulting in pressure for redevelopment. However, there is no evidence that any large employers are looking to leave the District, currently.
- 3.9 Overall, some 812.70 ha of developed land in, or with potential for, B1/B2/B8 use in North West Leicestershire, was identified at the commencement of this Study. This comprised 496.90 ha in sites already identified for B-Class uses in Local Plan Policy, and another 315.80 ha in mostly B8 strategic sites with potential for inclusion in the future.
- 3.10 However, Study research has identified the following issues with some of the already identified sites:
- That in several cases the identified employment land also includes A1 retail uses on main road frontages, most notably at Ashby Business Park and Flagstaff and Nottingham Road Industrial Estates, in Ashby. The Computer Centre and Slack and Parr, Kegworth include areas of land in residential use (also part of a public road at the Computer Centre and community allotments at Slack and Parr)

- New development at Mountpark Bardon (Amazon), outside of the existing site boundary
- At Westminster Industrial Estate, Measham the current site boundary excludes a range of other industrial uses which extend along Huntingdon Way south east to the Tamworth Road junction. Conversely the boundary currently includes some land in use for Sui Generis car sales. The HS2 2B route will also pass through the site, certainly resulting in the loss of 1.28 ha of active employment land and with possible further impacts on scheme access
- At TNT, Lount it is assumed that Pipe Lane Works will be lost to other uses.

3.11 Adjusting for these issues gives a revised supply of developed employment land already identified in the Local Plan of 498.87 (497.59 ha with HS2 losses). In terms of the B8 strategic locations, considered for inclusion:

- At East Midlands Airport there are a range of other B-Class facilities which run the length of Beverley Road. These include the Air Cargo Centre, Argosy Road which incorporates a range of high value B2 manufacturing facilities in the aerospace sector, the B100 office building and several B2/B8 properties west of Royal Mail, including an existing UPS depot. 28.32 ha of land is in B1/B2/B8 uses here at present
- At Segro Logistics Park (Roxhill) - Big Box 1-10, Kegworth the area boundary currently extends further north than the actual development, up to the southern edge of Lockington. This should be moved south to emphasise the separation between the site and neighbouring settlements. The site Masterplan defines the gross site area as 229.35 ha, net as 134.42 ha.

3.12 Again, reflecting these changes gives a revised land supply total of 304.47 ha. The combined adjusted supply total is **803.34ha (802.26 ha with HS2 losses)**.

3.13 Except for the EMDC, most employment sites are, or are close to, being fully developed (or, in the case of the large B8 sites around the East Midlands Airport, are being developed out to their capacity). However, 40.31 ha of infill development land has been identified in this Study, around half of this at EMDC and suited for larger

B2/B8 only, which remains available to meet future needs. Another 4.54 ha of expansion land is potentially available for development outside of the current site boundaries at Bardon Employment Area and Stephenson Industrial Estate, Coalville.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 This Study has reviewed 24 active employment sites, to determine their suitability for ongoing protection, or adoption, in the Local Plan review. Table 6 provides site specific Conclusions and Recommendations. However, **the overall conclusion of the Study is that all the sites identified are suitable for new or ongoing protection in the Local Plan.**

Table 6 – Conclusions and Recommendations

Site Name	Settlement/ Area	Conclusions/ Recommendations	Protect in Local Plan (Yes/No/ Yes – but with recommended boundary change)	Area to be Protected, ha
Existing Identified Employment Sites				
Ashby Business Park	Ashby	Well established employment site well occupied with a number of high value regional and national businesses. 25+ year lifespan likely on site. Site boundary currently includes retail uses on the main road frontages. To avoid any further encroachment of retail onto B-Class employment land it is recommended that the A and B-Class land be separated in future Local Plan allocations (4.43 ha of land removed).	Yes – but with recommended boundary change	9.67
Ivanhoe Business Park and Smisby Road Industrial Estate	Ashby	Well established employment site, partly new build, which is well occupied with a number of high value regional and national businesses. 25+ year lifespan likely on site, especially given new build status of Ivanhoe Business Park In terms of site boundary, landowner has confirmed that all development here is complete, and no further expansion east is expected. Boundary needs to account for the expansion west of Bott vehicle storage land (1.69 ha of additional land).	Yes	24.49
Flagstaff and Nottingham Road Industrial Estates	Ashby	Well established, dense employment site well occupied with a number of high value regional and national businesses. 25+ year lifespan likely on site, assuming key occupiers remain over the long term.	Yes – but with recommended boundary change	15.11

		Site boundary currently includes retail uses on the main road frontages. To avoid any further encroachment of retail onto B-Class employment land, it is recommended that the A and B-Class land be separated in future Local Plan allocations (5.69 ha of land removed).		
Willow Farm, Trent Lane and East Midlands Distribution Centre (EMDC)	Castle Donington	Well established, dense employment site well occupied with a number of high value national and international businesses. 25+ year lifespan likely on site, particularly as EMDC is still being delivered Site should be strongly protected in the Local Plan for B1/B2/B8 uses, in the case of Willow Farm/Trent Lane and larger B2/B8 in the case of the EMDC. Site boundary reflects the full extent of the employment site. The two parts of the site, Willow Farm/Trent Lane and EMDC, should, however, be separated in the Local Plan. This would better reflect the divergent nature of these two sites and discourage the encroachment of one onto the other.	Yes	130.30
Bardon Employment Area	Bardon	Well established, dense employment site well occupied with a number of high value national and international businesses. 25+ year lifespan likely on site Site boundary reflects the full extent of the employment site although if the land around the Charnwood Arms is developed for B-Class uses, it would need to be included in the area boundary.	Yes	125.90
Hermitage Industrial Estate, Pegson's and Old Station Close	Coalville	Coalville's largest employment area and a major source of local employment. Despite the varying quality of the units, the estate is very well occupied and almost all land is in active use (with plans for development on the only vacant site). The three parts of the Site are of varying quality, but all are well occupied with a strong mix of micro firms and mid-large sized employers. 25+ year lifespan likely on site overall. Over time, some frontage sites may be promoted for alternative uses (particularly if Terex Pegson ever vacate), but the loss of B-Class land in this major local employment area should be discouraged in policy. Site boundary reflects the full extent of the employment site.	Yes	28.20
Whitwick Business Park	Coalville	Well established, dense employment site fully occupied with a number of high value national and international businesses. 25+ year lifespan likely on site.	Yes – but with recommended boundary change	10.69

		Site boundary mostly reflects the Business Park but does extend into the car park of the adjoining retail park north of the Stenson Road Entrance (north of the Nutmeg and EMH Homes offices) and could be adjusted (0.31 ha of land removed).		
Coalville Business Park, Jackson Street	Coalville	Small, budget-moderate quality employment site which is continuing to meet local needs and should be protected for B1/B2/B8 uses in the Local Plan. Lifespan of 10-25 years assumed. The site is under single ownership and should the quality and occupancy of the site reduce over time, that owner may seek redevelopment for other uses (likely housing). If that occurs, any application, and resulting deviation from Local Plan Policy will need to be assessed against scheme merits and the condition of the site at that time.	Yes	4.00
Stephenson Industrial Estate	Coalville	Well established, dense employment site fully occupied with a number of high value national and international businesses. 25+ year lifespan likely on site, especially as much of the stock is less than 20 years old. The site is becoming increasingly dominated by B8 trade uses, plus some D2 gyms, nurseries, etc. While it is common for industrial locations to accommodate such uses, ongoing monitoring is recommended to ensure they do not crowd out traditional B1/B2/B8 employment. Site boundary reflects the full extent of the employment site.	Yes	18.40
Scotlands Industrial Estate	Coalville	Low quality, constrained backland industrial estate. However, the site continues to meet the needs of budget occupiers who could struggle to find affordable space elsewhere. Lifespan of 10-25 years assumed. Despite low quality, site appears in full use and has even seen some modest investment in new premises. In time, the site may represent a redevelopment opportunity. However, sites backland status, constrained access, and multiple ownerships mean that a viable redevelopment scheme would likely be very challenging to achieve. Site boundary reflects the full extent of the employment site.	Yes	2.00
Oaks Industrial Estate	Coalville	Well established, dense local employment site fully occupied with local businesses plus two national builders merchants. 25+ year lifespan likely on site. The site includes two B8 trade uses, plus a D2 gym. While it is common for industrial	Yes	4.60

		locations to accommodate such uses, ongoing monitoring is recommended to ensure they do not crowd out traditional B1/B2/B8 employment. Site boundary includes three private homes and residential electricity substation on the Ravenstone Road frontage, these should be removed (0.10 ha of land removed).		
Pegasus Business Park	East Midlands Airport	Modern B1(a) office park, key asset for the District. 25+ year lifespan likely on site, especially as all the stock is less than 20 years old. Location should be protected in the Local Plan although as future development on the remaining land, is more likely to be for B2 or B8 uses than B1(a), any allocation should be for the full range of B-Class uses rather than just B1(a) offices. Site boundary reflects the full extent of the employment site and potential further development land.	Yes	25.50
Mountpark, Bardon (Amazon)	Ellistown	High grade B8 logistics site, accommodating major employers. Mountpark Bardon I should be protected in the Local Plan. As a new development, a 25+ year lifespan is assumed. Site boundary excludes Unit 3, which falls partly into Hinckley and Bosworth. 0.5 ha of developed employment land is within North West Leicestershire and this should be recognised in the Local Plan review. Development of Mountpark Bardon II is now underway and the area of this which falls into North West should also be recognised in the Local Plan review.	Yes	46.10
Former South Leicester Colliery/ South Leicester Industrial Estate	Ellistown	Low quality, industrial estate. However, the site continues to meet the needs of larger budget occupiers who could struggle to find large affordable space elsewhere. Lifespan of 10-25 years assumed. Despite low quality, site appears in full use and has even seen some modest investment in new premises. In time, the site may represent a redevelopment opportunity and any resulting scheme would need to be considered on its merits and site conditions at that time. Site boundary reflects the full extent of the employment site.	Yes	14.10
Computer Centre	Kegworth	Large single occupier site, in full use. Lifespan of 10-25 years assumed. Lifespan ultimately dependant on continued occupation by RBS. Site boundary incorporates an area	Yes	3.92

		of public highway (Pritchard Road) in the east along with two residential properties in the south east and a further area of residential land in the south west (0.28 ha of land) which should be removed.		
Cotts Beverages, Derby Road	Kegworth	<p>Large single occupier site, in full use. Lifespan of 10-25 years assumed. Lifespan ultimately dependant on continued occupation by Cotts. Site boundary reflects the full extent of the employment site.</p> <p>Site does include around 1 ha of undeveloped land along the Side Ley frontage. However, this land is largely wooded and forms part of a landscape buffer for a small stream, so may not be developable. There is a consent for expansion of the site north into 7.46 ha of greenfield land. As it remains unclear when and if this consent will be implemented, the affected land does not need to be identified for B-Class uses at this time.</p>	Yes	8.20
Slack and Parr	Kegworth	<p>25+ year lifespan likely on site. This reflects the fact that, occupier Slack and Parr wishes to remain in the area.</p> <p>Shape and extent of the allocation will depend on if the current planning consent is implemented in the next 12 months. If it is, the B1/B2/B8 allocation will reduce to some 1.83 ha, further north on Long Lane than the current factory (with a net loss of some 0.80 ha of actively used employment land).</p> <p>Present site boundary also incorporates a single residential property in the north east, on the Long Lane frontage, along with an area of community allotments on the Side Ley frontage (0.09 ha of land in total) which should be removed.</p>	Yes – but with recommended boundary change	3.41 (present configuration)
Westminster Industrial Estate	Measham	<p>Good quality industrial estate, incorporating several major occupiers.</p> <p>25+ year lifespan likely on site, especially as much of the stock is less than 20 years old. The current HS2 route does pass through the east of the site. At a minimum this will remove the Huntingdon Court light industrial scheme (1.28 ha of land lost) and may also necessitate significant changes to access arrangements.</p> <p>The current site boundary excludes a range of other industrial uses which extend along Huntingdon Way south east to the Tamworth Road junction (3.43 ha of land). These should also be protected in the Local Plan review for B1/B2/B8 uses. However, the current site</p>	Yes	11.01 (9.73 with allowance for HS2)

		boundary also includes 0.62 ha of land, south of Huntingdon Court, which is car parking for the Sui Generis BCA Commercial Car Auction Facility. This land should be removed from the site boundary. The net change is a gain of 2.81 ha of employment land (reducing to 1.53 ha if losses to HS2 are included).		
Marquis Drive	Moira	Well established, dispersed local employment site, fully occupied with local businesses plus several larger employers. 25+ year lifespan likely on site, especially as much of the stock is less than 20 years old. Site boundary reflects the full extent of the employment site.	Yes	8.30
TNT, Melbourne Road	Lount	Pipe Yard Lane Works now has consent, subject to a Section 106, for a primarily residential scheme. Thus, there is no reason to adopt this location, for B-Class uses. TNT is likely to remain in the long term (10-25 year lifespan assumed) and could be identified in the Plan as a large rural employment site. HS2 development may interfere with TNT's access in the long run. However, TNT's access road is perhaps longer than it needs to be, and it should be possible to re-route it south to avoid the obstacle, when required, without the loss of this employment site. Should the TNT site become vacant however, it is likely that the owner would seek to redevelop it and any resulting scheme would need to be considered on its merits and site conditions at that time. Site boundary reflects the full extent of the employment site (subject to removal of Pipe Lane Works) (0.63 ha of employment land removed).	Yes – but with recommended boundary change	4.97
				498.87 (497.59 ha with HS2 losses)
Further B8 Employment Sites				
East Midlands Airport Sites	East Midlands Airport	Three high value strategic level logistics facilities. 25+ year lifespan likely on site, as most stock is less than 20 years old and some is new build. It is worth noting that a range of other B-Class facilities are located in the Airport area, running the length of Beverley Road. Overall some 28.32 ha of land is in active B1/B2/B8 use in the Airport boundary. The Local Plan should recognise the value of East Midlands Airport for B1/B2/B8 uses alongside its	Yes	28.32

		transport and infrastructure functions.		
Pall Ex	Ellistown	Modern B1(a)/B8 facility for key employer. 25+ year lifespan likely on site, building is less than 20 years old. Site boundary reflects the full extent of the employment site.	Yes	8.00
Segro Logistics Park (Roxhill) - Big Box 1-10	Kegworth	Major new employment site for the District, this should be recognised in the Local Plan review. Any allocation should be as a strategic B8 site to distinguish it from Local Employment Sites. 25+ year lifespan assumed as site is still under construction. Area boundary currently extends further north than the actual development, up to the southern edge of Lockington. This should be moved south to emphasise the separation between the site and neighbouring settlements. Revised site area of 229.35 ha, reflecting gross site area defined in the site Masterplan.	Yes – but with recommended boundary change	229.35
Aldi, Land at Sawley Crossroads	Sawley	Major new employment site for the District, this should be recognised in the Local Plan review. Any allocation should be as a strategic B8 site to distinguish it from Local Employment Sites. 25+ year lifespan assumed as site is still under construction. Site boundary reflects the full extent of the employment site.	Yes	38.80
Sub-Total				304.47
Total				803.34 ha (802.26 ha with HS2 losses).

Source: BE Group, 2018

4.2 Key/flagship locations, which are identified of being of a scale or of exceptional economic value (i.e. of being of sub-regional/regional value, rather than local value) are:

- Ivanhoe Business Park and Smisby Road Industrial Estate, Ashby – Home to several major employers
- Willow Farm, Trent Lane and East Midlands Distribution Centre (EMDC), Castle Donington – Regional quality business park and B8 logistics park of regional/national significance

- Bardon Employment Area – Key employment area in Leicestershire for mid-sized and larger B2/B8 employers
- Mountpark, Bardon (Amazon) – New build strategic logistics park, with prospects for a cross boundary Phase II development
- East Midlands Airport Sites/Pegasus Business Park – Multiple, interconnected strategic employment sites surrounding the East Midlands regional airport, including the District’s main strategic office park
- Segro Logistics Park (Roxhill) - Big Box 1-10, Kegworth – Emerging strategic logistics site
- Aldi, Land at Sawley Crossroads, Sawley – New build B8 Regional Distribution Centre.

4.3 Other sites are primarily of local economic value, but only four sites generate any concern over their quality and conditions:

- Scotlands Industrial Estate, Coalville – Low quality industrial estate, dominated by vehicle repair businesses, builders’ yards and a coach depot. Site has strongly constrained access
- Coalville Business Park, Jackson Street, Coalville – Backland site with constrained access, although the quality of premises is reasonable
- Former South Leicester Colliery/ South Leicester Industrial Estate, Ellistown – Larger, budget quality industrial estate dominated by open storage and haulage yards. Some local access constraints
- TNT, Melbourne Road, Lount – Isolated rural depot, plus a small industrial facility (Pipe Lane Yard Works) in an even more constrained location.

4.4 These four locations should be the subject to monitoring by the Council for signs of further deterioration. However, these locations, and all the other sites reviewed here (excluding those still under construction) all have occupancy rates well above 90 percent and all appear to be serving economic functions, accommodating the full range of local companies, from national firms to micro businesses. Specifically, Scotlands Industrial Estate is a centre for the local motor trade and provides small, affordable plots for vehicle/open storage for industries such as local construction

contractors. Such small, budget plots are not available in the other industrial estates of Coalville where the property offer is focused on more defined, and more expensive, industrial units. The Former South Leicester Colliery/ South Leicester Industrial Estate, Ellistown provides a similar role albeit on a much larger District-wide scale, accommodating budget and 'bad neighbour' uses, such as vehicle depots and aggregate storage. The large open plots required for this are not readily found in either the local industrial estates of Ashby, Coalville and elsewhere or in the larger B2/B8 strategic facilities. TNT on Melbourne Road is a major employer for the District, which appears to be well established and shows no signs of wishing to vacate. Coalville Business Park, Jackson Street, Coalville has constrained access but continues to offer reasonable quality, micro business space to local firms which again is not readily available in the larger industrial estates elsewhere. Of particular value here is Rothley House, a key source of small office suites in the town. B1(a) space in the other employment sites of Coalville mostly comprises larger, self-contained units suited for established firms.

- 4.5 There is no evidence that any are in a state of decline and no reason why, subject to the boundary amendments discussed below, all should not continue in their present roles through the next Local Plan Period.
- 4.6 The Council should also recognise the increasing level of precedents of non-B use employment activity provision within employment areas across the UK. Sui generis uses, such as vets practices, and D1/D2 institutions including training centres, nurseries/children's play facilities, gyms and activity centres, as well as trade uses, ancillary retail/hot food and (in larger locations) C1 hotel accommodation, can all be found in modern industrial estates/business parks and can have a useful supporting role in those locations. The economic advantages of such uses are:
- Providing services which benefit the local business community, such as lunch time health and fitness, and make employment sites more attractive to workers and businesses
 - Providing services to wider settlements and allowing such service businesses to find flexible, affordable accommodation which may not be available in

traditional retail centre shop units

- Generating footfall and trade outside of traditional business hours
- Generating employment opportunities in their own right and diversifying the employment offer of the site.

4.7 Applications for such uses within the District should be treated on their individual merits, including employment outputs, but broadly, within protected employment sites, only applications for B class use should normally be permitted. Non - B Class uses should be allowed if an applicant can demonstrate exceptional circumstances and that the proposals will not have a significant adverse impact on surrounding local uses. The use for employment purposes other than B class uses may be appropriate but only if it can be shown that the use provides on-site support facilities or demonstrates an economic enhancement over, and above B class uses. Such development should however not prejudice the efficient and effective uses of the remainder of the employment site.

4.8 In local employment sites, uses which have trade links with B1/B2/B8 employment uses or are un-neighbourly in character (such as car showrooms, tyre and exhaust centres, or trade counters) may be permitted on employment sites which have good access to a range of sustainable transport options. In this regard, it must be recognised that Stephenson Industrial Estate, Coalville increasingly functions as a mixed trade and B1(c)/B2/B8 industrial estate and appears to be highly successful in this dual role. At a smaller scale, Oaks Industrial Estate, Coalville has a similar role.

4.9 While it is recommended that all 24 sites be retained overall, several issues have been identified with site boundaries which should be addressed prior to site adoption/retention:

- *Remove areas of A1 retail and housing included in site boundaries* – Three sites – Ashby Business Park and Flagstaff and Nottingham Road Industrial Estates, Ashby and Whitwick Business Park, Coalville – presently incorporate areas of retail within their boundaries. To emphasise the difference between A1 and B-Class locations and to avoid any precedent that B1/B2/B8

properties could be converted to retail use, it is recommended that these retail uses be removed from site boundaries. Two sites in Kegworth – the Computer Centre and Slack and Parr – include areas of housing (plus other non B-Class uses) which should also be removed to avoid similar residential precedents

- *Slack and Parr* - Shape and extent of the allocation will depend on whether the current planning consent is implemented in the next 12 months. If it is, the B1/B2/B8 allocation will reduce to some 1.83 ha (with a net loss of some 0.80 ha of actively used employment land), further north on Long Lane than the current factory
- *Mountpark, Bardon* – Including the recently completed Unit 3 and the Mountpark Bardon II scheme (currently under development) into the site boundary adds 9.00 ha to North West Leicestershire's supply of developed employment land
- *Westminster Industrial Estate* – The current site boundary excludes a range of other industrial uses which extend along Huntingdon Way south east to the Tamworth Road junction. These should also be protected in the Local Plan review for B1/B2/B8 uses. Conversely the boundary currently includes some land in use for Sui Generis car sales.
- *TNT, Melbourne Road* – Pipe Yard Lane Works now has a consent, subject to a Section 106, for a primarily residential scheme. Thus, there is little reason to include this part of the site.
- *Segro Logistics Park (Roxhill) - Big Box 1-10* – Area boundary currently extends further north than the actual development, up to the southern edge of Lockington. This should be moved south to emphasise the separation between the site and neighbouring settlements.

4.10 Finally, while the overall boundary for Willow Farm, Trent Lane and East Midlands Distribution Centre (EMDC) is accurate, it is recommended that the two parts of the site, i.e. the Business Park and EMDC be separated in the Local Plan review. In addition to better reflecting the divergent nature of these two sites, the separation would help to discourage the loss of valuable B2/B8 land at EMDC for smaller

business development and conversely discourage the encroachment of EMDC into the neighbouring business park, protecting, amongst other things, some of the highest quality B1(a) offices in North West Leicestershire.

- 4.11 Within these boundary changes only the Pipe Lane Yard Works at TNT, Melbourne Road, Lount (0.63 ha lost) represents a loss of currently B-Class land to non B-Class uses. Highfield Street was lost to housing prior to the commencement of this Study. Other boundary changes are put forward to exclude already developed non B-Class uses currently included in employment site boundaries, reflect the real extent of B8 developments being completed, or to include B1/B2/B8 uses not previously included in employment site boundaries.
- 4.12 The current HS2 2B route passes through Westminster Industrial Estate, with the loss of 1.28 ha of active employment land and with possible further impacts on scheme access, and also cuts through the access road of TNT, Lount.
- 4.13 This advice is offered without consideration of other planning, traffic/highways issues, etc. which might render some allocations or boundary amendments inappropriate on employment sites. It is clearly for North West Leicestershire District Council to judge proposals on their merits taking account of these factors.
-

Appendix 1

List of Consultees

Appendix 1 – List of Consultees

Andrew and Ashwell

CBRE

DTRE

FHP Property Consultants

HOW Planning

Leicestershire County Council

Mather Jamie

North West Leicestershire District Council

Roxhill

Salloway

SPF Planning

Appendix 2

Employment Site Proformas

Appendix 2 – Employment Site Proformas

This appendix contains details of employment sites surveyed comprising for each:

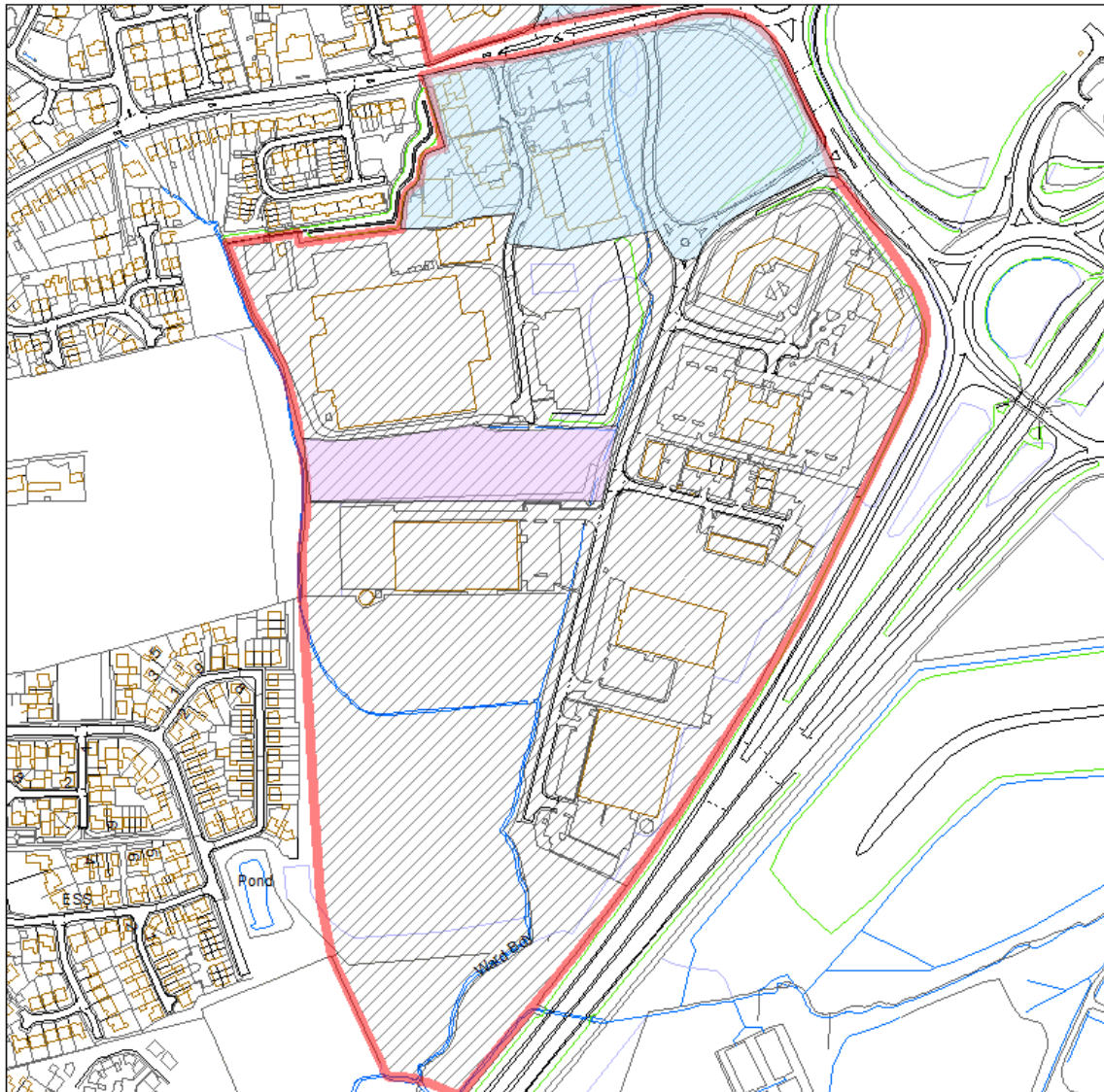
- An outline map, which also identifies any boundary issues identified
- The full analysis table
- Site photographs

Existing Employment Sites




Ashby de la Zouch

Ashby Business Park

Map



Key

-  Local Plan Existing Employment Area
-  Area recommended for removal
-  Development Land

0 50 100 200 300 400
Metres

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Site details	
Name	Ashby Business Park
Address / Location	Nottingham Road / Ashby de la Zouch
Post Code / Coordinates	LE65 1.. / 443,075 311,656
Size	14.10 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
9%		33%	58%	Howard Tenens facility, northern most offices of Coalfield Way (Plastmoor, CEVA and GE) and the three smaller B2/B8 units in the south of Coalfield Way are all more than 20 years old. Charterpoint office scheme commenced in 2006/07 and had largely reached its present state by 2010. One recent development - the 22,070 sqm Zorro building, South Coalfield Way. Offices 8 and 9 Charter Point Way currently completed to shell level.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
		Yes						Site comprises larger B2/B8 units, B1(a) offices in the Charterpoint Office Park and retail on frontages.

Existing Uses, Planning History & Current Permissions
<p>Site is fronted by retail including Nottingham Road Retail Park and M&S Foodstore. Along Coalfield Way, site comprises the Charterpoint Office Park and a group of larger B2/B8 units to south and west. Along Dents Road is the Howard Tenens multi-occupancy B8 facility plus an additional B1(c)/B8 unit (motor trade), and further development land. The Charterpoint office scheme was consented in 2005 (05/00470/FUL). Units 8-10 in this scheme were consented in 2018 (18/00205/FUL) and units 8-9 are currently developed to shell only. Undeveloped land south of Charter Point Way, within the Charterpoint Scheme, is now consented for a permanent car park (17/00578/FUL). Thus no more office units are expected to be delivered here. South of Howard Tenens, around 1 ha of land, under Tenens ownership, is undeveloped. In 2017 the site was consented for a 6,836 sqm B8 warehouse to be used for operations comparable those being undertaken in the existing Howard Tenens facility (15/00518/FULM). Construction is expected to commence on this in March 2019, with completion by the end of the year. To the south of the site, off Coalfield Way, permission 16/00602/FULM is now completed for the 22,070 sqm B1/B2/B8 unit now on the market as Zorro. To the north east of the site, at Ashby Gateway, an M&S foodstore was completed in 2017 and there is a recent permission (December 2018) for a further A1 retail unit on the adjoining land.</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments

					Key ownerships include Howard Tenens. Charterpoint is owned by Cedar House Investments. Canmoor own new build unit in south (marketed as Zorro). Agents including: 22,070 sqm Zorro building, South Coalfield Way - CBRE, JLL, Avison Young Charterpoint - Offices 8 and 9 Charter Point Way (278 sqm total) marketed by Avison Young, Mather Jamie. Office building completed to shell level. Howard Tenens - Savills (space fully let at present).
	Yes	Yes	Yes	Yes	

Road Access (Strategic and Primary Road network)

Score	Comments
5	Business Park has three access roads. The first, Coalfield Way directly accesses the A511, which then gives access onto the A42 cross country route. Access is one way, north onto/off a dual carriageway heading into Ashby, but there is direct access to a roundabout to the north to turn south towards the A42.

Local Access (Other A class roads and B class roads)

Score	Comments
5	Smithy Road and Dents Road link to Nottingham Road, the main route through central Ashby. In turn, this road links to the A511/A42. Nottingham Road is a dual carriageway - a signalised junction allows two-way access to/from Dents Road. Smithy Road has westbound access to/from Nottingham Road, only.

Parking and access to public transport

Score	Comments
3	Extensive on-street parking along Coalfield Way suggests insufficient parking provision within units and offices. Multiple bus stops along Nottingham Road are within five minutes' walk, giving access to most public transport routes which pass through Ashby and particularly services to Coalville and Loughborough. Public footpath/bridleway passes through the site.

Servicing and delivery vehicle access

Score	Comments
4	Main roads through the two parts of the Business Park - Coalfield Way and Dents Road - are straight and wide enough to support HGVs. However, access along Coalfield Way is limited by extensive on-street parking. On Dents Road HGV access, particularly to the Howard Tenens facility, is shared with customer access to Nottingham Road Retail Park, which fronts that part of the Business Park.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
5	Around 1 km from the centre of Ashby and accessible to most of the town's residential areas. Ashby Business Park is fronted by a range of retail services, including a BP petrol filling station, Aldi and M&S foodstores.

Character and Constraints (Topography / Shape)	
Score	Comments
4	Level site, regular shape. Main environmental constraint is Coleorton Brook, which passes north-south through the Business Park and links to the River Mease, to the south. However, an environmental corridor is already established for the Brook and no flood risk is identified within the Business Park area. An established right of way also follows this route.

Proximity to incompatible uses	
Score	Comments
2	B2/B8 close to housing at two points - Oak Crescent and Holland Crescent - in the west. An element of screening is provided for at both points.

Market Attractiveness	
Score	Comments
5	Good quality local Business Park, in a strong, edge of settlement location. Existing premises is close to full occupancy. Site has seen strong investment activity in recent years, including development of both office and major B2/B8 premises, with further development expected in 2019.

Other known barriers (HS2)	
HS2 route passes close to site but on opposite side of the A42.	

Likely lifespan of site				
0-5	5-10	10-25	25+	Comments
			Yes	Modern businesses units, including recent completions and ongoing construction of offices. With some expansion land remaining.

Overall Assessment		
Retain Whole Site for Employment Use		Comments
Retain most of site but potential to release parts	Yes	Well established employment site well occupied with a number of high value regional and national businesses. Site should be protected in the Local Plan review for B1/B2/B8 uses. Site boundary currently includes retail uses on the main road frontages. To avoid any further encroachment of retail onto B-Class employment land it is recommended that the A and B-Class land be separated in future Local Plan allocations (4.43 ha of land removed).
Release site for alternative uses		

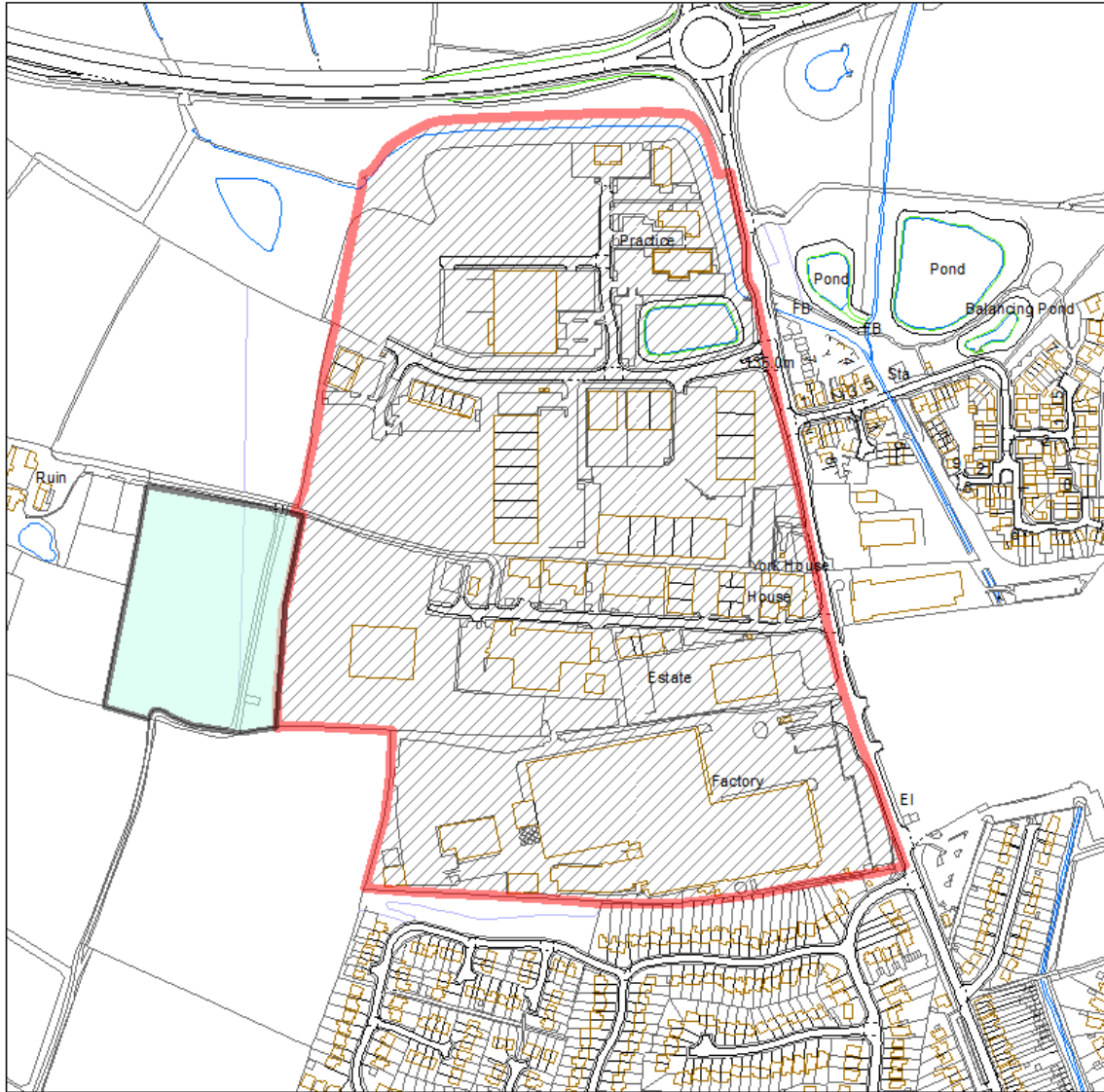
Developed Area		
Access/Roads		
New Devel./ Devel. Sites 1. Charterpoint Devel. Land		



2. Land South
of Howard
Tenens/
West Coalfield
Way



Ivanhoe Business Park and Smisby Road Industrial Estate

Map



- Key**
-  Local Plan Existing Employment Area
 -  Additional area recommended for inclusion

0 50 100 200 300 400 Metres

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Site details	
Name	Ivanhoe Business Park and Smisby Road Industrial Estate
Address / Location	Smisby Road / Ashby de la Zouch
Post Code / Coordinates	LE65 2.. / 435,105 318,078
Size	22.80 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
48%	10%	14%	28%	The KP factory and Smisby Road Industrial Estate were developed before 1999. The Bott facility, and its vehicle storage land were established by 2006. Ivanhoe Business Park had also commenced by 2006 with the frontage industrial scheme. A range of office units were delivered gradually here over 2010-2015, with the remaining infill development completing over 2016-2018.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
		Yes						Ivanhoe is a mixed office, industrial and trade park. Smisby Road Industrial Estate comprises older, traditional industrial property and a large vehicle storage compound. Several non B-Class uses are found within the area, including a trampoline park, nursery and vets.

Existing Uses, Planning History & Current Permissions

Smisby Road industrial Estate is long established and consists of primarily industrial uses, although there is a trampoline park in a unit fronting Smisby Road. In the south it incorporates a large, older manufacturing facility for KP Snacks. Ivanhoe Business Park is a recently completed mixed Business Park of mostly smaller office, industrial and trade uses. In terms of planning history, the main Outline consent for Ivanhoe Business Park was approved in 2005 (03/01585/OUT) with a range of Reserved Matters consents, for individual blocks, to follow. Elsewhere the main relevant B-Class consents have been extensions to vehicle storage facilities at Bott, plus some ancillary buildings at the location.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments

	Yes	Yes	Yes	Yes	Clowes Developments are the owners of Ivanhoe Business Park. Agents on the scheme are Salloway and FHP. Agents Fisher German have an office in the Business Park but are not agents on the scheme.
--	-----	-----	-----	-----	--

Road Access (Strategic and Primary Road network)

Score	Comments
4	Indirect access to A511 junction, via Smisby Road. A distance of no more than 400 metres from the southern most of the accesses onto the employment area.

Local Access (Other A class roads and B class roads)

Score	Comments
5	Smisby Road gives direct access south into central Ashby.

Parking and access to public transport

Score	Comments
3	Modest on-street parking on Tournament Way but otherwise parking appears to be meeting needs, especially in Ivanhoe Business Park. Bus routes along Smisby Road, but options more limited than in the south of the Town.

Servicing and delivery vehicle access

Score	Comments
5	All roads wide enough to support HGV access.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
3	Edge of settlement employment area. Approx. 1 km from services of Ashby Town Centre. Alternatively, 2.5 km by car to services around A511/A42 interchange to the south east. Accessible to most of the residential areas of Ashby.

Character and Constraints (Topography / Shape)

Score	Comments
-------	----------

4	Generally unconstrained and regular shape. Further expansion of site to the west would encroach on agricultural land/woodland however.
---	--

Proximity to incompatible uses

Score	Comments
2	KP Factory adjoins housing to the south, with some screening of trees.

Market Attractiveness

Score	Comments
5	High grade, new build Business Park in the north. Agents on the scheme report it is full apart from one 550 sqm office. Business Park filled quickly. Smisby Road Industrial Estate comprises older accommodation but is also fully occupied and includes a large employer for Ashby.

Other known barriers (HS2)

--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Overall, modern and reasonable quality space. Includes new build facilities at Ivanhoe Business Park. Older buildings not nearing the end of their natural lives.

Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Well established employment site, partly new build, which is well occupied with several high value regional and national businesses. Site should be protected in the Local Plan review for B1/B2/B8 uses. In terms of site boundary, Clowes have confirmed that all development here is complete, and no further expansion east is expected. Boundary needs to account for the expansion west of Bott vehicle storage land (1.69 ha of additional land).
Release site for alternative uses		

Developed Area

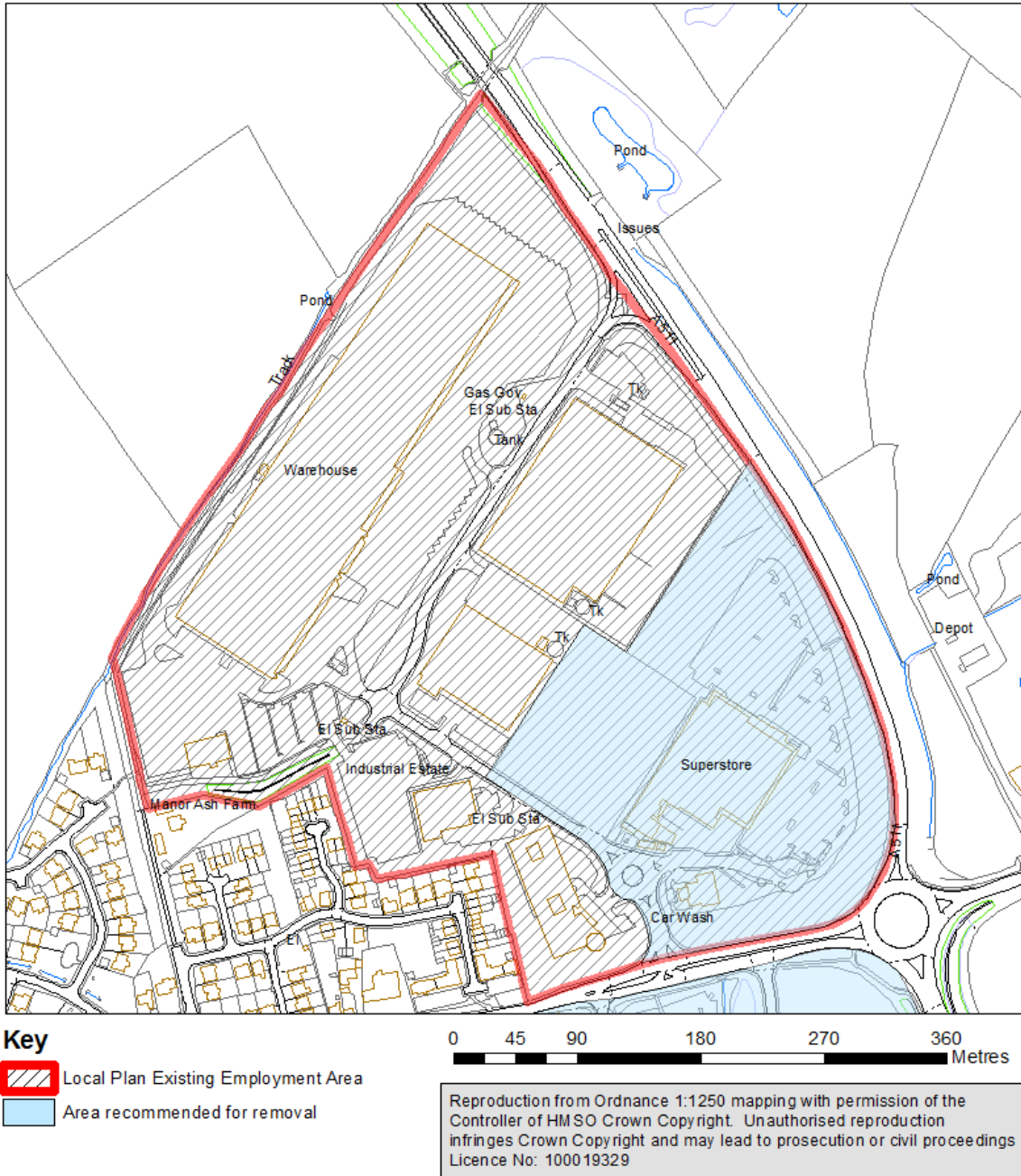


Access/Roads



Flagstaff and Nottingham Road Industrial Estates

Map



Site details	
Name	Flagstaff and Nottingham Road Industrial Estates
Address / Location	Nottingham Road / Ashby de la Zouch
Post Code / Coordinates	LE65 1.. / 436,902 317533
Size	20.80 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
		25%	75%	Most B-Class properties are 20 or more years old. Ashfield Healthcare office completed over 2002/03.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
		Yes						Site dominated by Pladis (McVities) distribution centre, but also includes smaller B2/B8 uses plus B1(a) office on frontage and A1 foodstore/Sui Generis car wash

Existing Uses, Planning History & Current Permissions
This site is dominated by three large B2/B8 units in the north, of which by far the largest is the Pladis (McVities) distribution centre. The south includes the two-storey office complex of Ashfield Healthcare, a secondary B2 unit, Tesco foodstore and separate car wash. Recent planning history limited to extensions and other minor works.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	No	No	Most units held on separate freeholds and leaseholds. Ashfield Healthcare is owner occupied. Nothing on market at present.

Road Access (Strategic and Primary Road network)	
Score	Comments
5	Indirect access to A511 junction (roundabout some 100 metres to the east), via Nottingham Road in the south. Then via A511 to A42 cross country route. Direct access to A511 northbound carriageway in the north east.

Local Access (Other A class roads and B class roads)	
Score	Comments
5	Direct access to Nottingham Road, the main route through central Ashby, in the south, via signalised junction. In turn, this road links to the A511/A42.

Parking and access to public transport	
Score	Comments
5	No evidence of on-street parking, which suggests sufficient parking is available at units. Multiple bus stops along Nottingham Road are within five minutes' walk, giving access to most public transport routes which pass through Ashby and particularly services to Coalville and Loughborough.

Servicing and delivery vehicle access	
Score	Comments
4	HGV traffic shares an initial common route with customer traffic to Tesco's. After that point, HGV traffic, particularly for McVities appears well regulated and managed.

Proximity: Urban, Labour, Service (Prominence)	
Score	Comments
5	Around 1 km from the centre of Ashby and accessible to most of the town's residential areas. Employment Area fronted by Tesco's foodstore, with Nottingham Road Retail Park to the immediate west.

Character and Constraints (Topography / Shape)	
Score	Comments
5	Regular shape, with no identifiable constraints. Area is at capacity.

Proximity to incompatible uses	
Score	Comments
2	Units adjoin housing to the south, with some screening of trees.

Market Attractiveness	
Score	Comments

4	Group of modern, good quality B1, B2, B8 properties. All are occupied and have been for some time. If they were vacated the specialist Pladis (McVities) distribution centre would possibly require internal remodelling to be marketable to other occupiers. Other buildings would likely be comparatively straightforward to let.
---	---

Other known barriers (HS2)

Likely lifespan of site				
0-5	5-10	10-25	25+	Comments
			Yes	Large modern buildings.

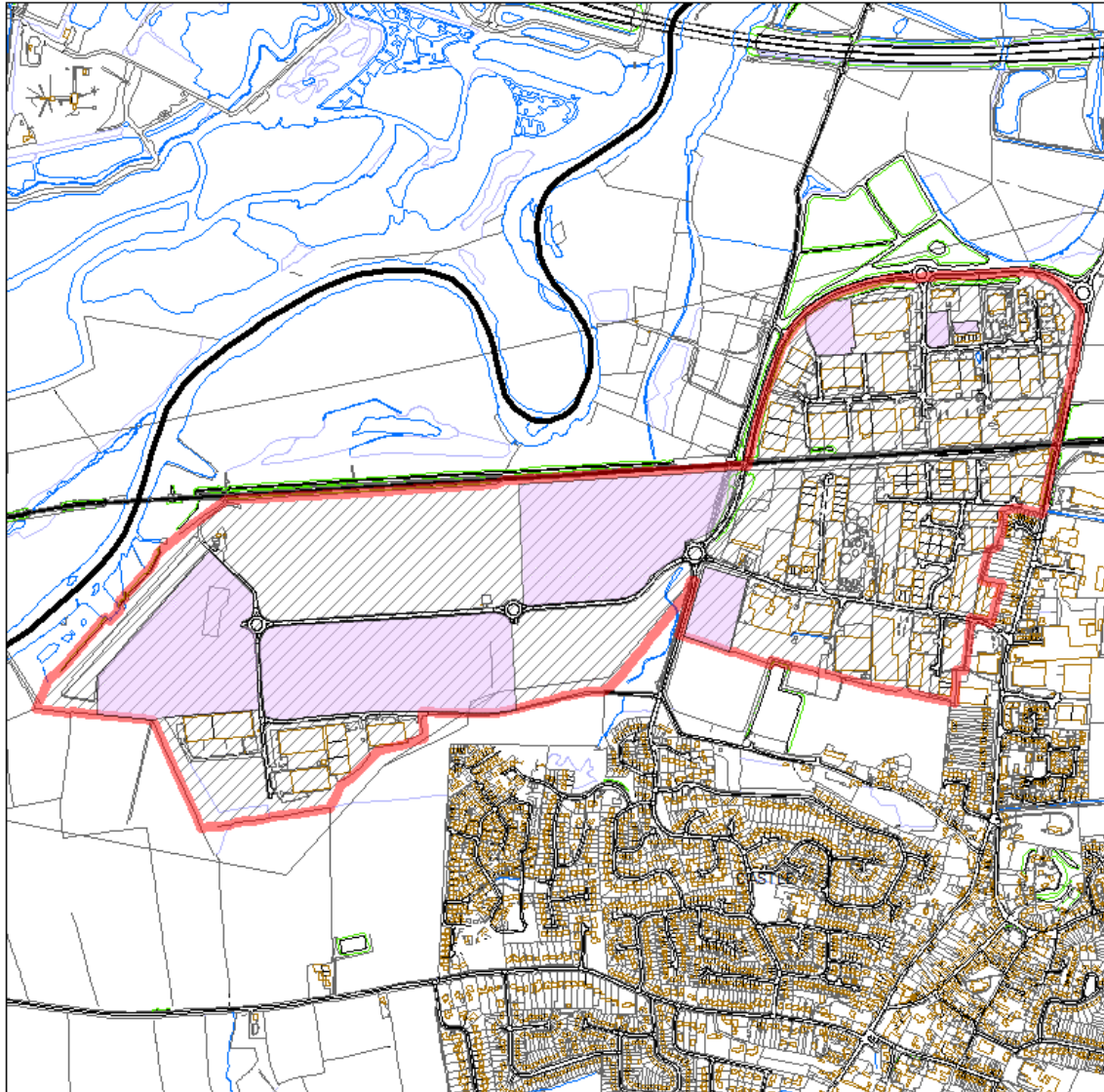
Overall Assessment		
Retain Whole Site for Employment Use		Comments
Retain most of site but potential to release parts	Yes	Well established, dense employment site well occupied with several high value regional and national businesses. Site should be protected in the Local Plan review for B1/B2/B8 uses. Site boundary currently includes retail uses on the main road frontages. To avoid any further encroachment of retail onto B-Class employment land, it is recommended that the A and B-Class land be separated in future Local Plan allocations (5.69 ha of land removed).
Release site for alternative uses		



<p>Developed Area</p>		
<p>Access/Roads</p>		
		

Castle Donington

Willow Farm, Trent Lane and East Midlands Distribution Centre

Map



Key
 Local Plan Existing Employment Area
 Potential future development site

0 150 300 600 900 1,200 Metres

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Site details	
Name	Willow Farm, Trent Lane and East Midlands Distribution Centre (EMDC)
Address / Location	Castle Donington
Post Code / Coordinates	DE74 2.. / 443,821 328,310
Size	130.30 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
2	2	31	65	Units around Trent Lane were mostly built before 1999. Willow Farm commenced around 2001-2003 and was substantially complete by 2007. In the EMDC, the first units in the south west (West Meadow Rise/Short Lane) were built over 2006/07. The Marks and Spencer Distribution Centre was built in 2011. The Moran Distribution unit was built in 2017.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
		Yes						Site incorporates a B1(c)/B2/B8 industrial estate in the east and an emerging B8 logistics park in the west.

Existing Uses, Planning History & Current Permissions
Area comprises three defined employment locations - the original smaller industrial units of Trent Lane, mid-sized B-Class industrial/warehouse, plus some offices, units to the north (Willow Farm) and the low-density logistics park of the EMDC. The EMDC is 50 percent complete at present (113,000 sqm delivered, 93,000 sqm in the Marks and Spencer facility). The remaining six plots can accommodate units of 6,871 sqm - 21,840

sqm. In terms of Planning history:
EMDC - The original consent for the EMDC (05/00248/VCI) - Former Castle Donington Power Station) was in 2005, following an earlier Appeal, for "Development of Regional Storage and Distribution Centre approved under planning permission APP/G2435/A/00/1046562 without complying with Condition (xxxix) (provision of rail freight terminal) to enable 78,000 Sqm of development to be occupied prior to provision of the rail freight terminal." Consents for B8 units have followed on an individual basis since this time. Willow Farm - The bulk of the estate received planning consent before 2000, so details are not recorded.

Willow Farm – Development sites:
Plot 2B in the North West, west of Toyota Tsusho (0.89 ha). Owned by Wilson Bowden, this site had consent (now lapsed) for a 3,856 sqm B2 industrial unit (14/01145/FULM).
Plots, 4B (0.27 ha) and 4D (0.17 ha), on Long Acre, are on the market for B1(a) design and build options of up to 2,787 sqm each. There are no consents associated with these plots.

Trent Lane – Development sites
At the western junction of Trent Lane and Back Lane, an undeveloped field is included within the area boundary. With a size of 1.73 ha, there are no development plans or consents associated with this plot.

EMDC – Development sites:
Plot 1 (east of M&S) – 9.95 ha
Plots 3A, 3B and 5A (south of M&S) – 7.69 ha
Plot 4 (south west of M&S) – 7.63 ha.
25.27 ha remains here.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	Yes	Yes	Willow Farm was developed by Wilson Bowden who remain a major landowner in the area. EMDC is owned by Clowes Developments. The EMDC agents are Savills and FHP. Willow Farm and Trent Lane agents, for both property and plots, are Mather Jamie, FHP along with Innes England and NG-CS.

Road Access (Strategic and Primary Road network)	
Score	Comments
5	Site is located some 500 metres south of Junction 1 of the A50 Derby Southern Bypass. In turn, the A50 links to Junction 24A of the M1, around 1.5 km to the east. EMDC also provides a road/rail link. East Midlands Airport is some 2 km to the south, although the most direct access route takes traffic through the busy centre of Castle Donington.

Local Access (Other A class roads and B class roads)	
Score	Comments
5	Site is well served by a network of modern and unconstrained access roads. Back Lane to the west is particularly useful as it allows HGV traffic to move between the A50 and EMDC without passing through the other industrial estates. Station Road to the east is busier and estate traffic shares the route with traffic into/out of Castle Donington. The route appears to be coping well at present but should be monitored for any emerging issues at peak times.

Parking and access to public transport	
Score	Comments
4	No evidence of on-street parking, which suggests sufficient parking is available at units. Multiple bus stops along Station Road to east, Back Lane to West and Trent Lane to the south. These provide services to Derby, Nottingham and Ilkeston. Back Lane also provides a cycle lane around the site.

Servicing and delivery vehicle access	
Score	Comments
5	Access roads wide and unconstrained. No issues.

Proximity: Urban, Labour, Service (Prominence)	
Score	Comments
4	Site sits on the northern edge of Castle Donington, approx. 1 km north of town centre services. There is a Co-Op foodstore at the Trent Lane/Station Road Junction, in the south east corner of the site. Site is accessible to the residential neighbourhoods of Castle Donington.

Character and Constraints (Topography / Shape)	
Score	Comments
3	Regular shape and level site. Most of site falls into Flood Zone 3, however, with River Trent running to the immediate north west. Willow Farm and north west of EMDC falls into Trent Valley Landscape Character Area.

Proximity to incompatible uses	
Score	Comments
4	Site separated from housing by areas of greenspace. EMDC overlooks River Trent at nearest point to the west.

Market Attractiveness	
Score	Comments
4	Strategic logistics site combined with two, mostly high-quality industrial estates. EMDC is 50 percent occupied at present, the other estates are more than 90 percent occupied. The two industrial estates are identified as being popular and offering a diverse range of space. Vacant units usually let within 6 months. EMDC began its life during the national recession and accordingly has seen slow take up. Demand for logistics is felt to be growing and more enquiries are being received. More B8 developments are expected here in the short term although the scheme now faces stronger competition from schemes around East Midland Airport with more direct Motorway access.

Other known barriers (HS2)

--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Modern site, with premises still being delivered at EMDC. Even older units do not appear to be nearing the end of their lives.

Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Well established, dense employment site well occupied with several high value national and international businesses. Site should be strongly protected in the Local Plan review for B1/B2/B8 uses, in the case of Willow Farm/Trent Lane and larger B2/B8 in the case of the EMDC. Site boundary reflects the full extent of the employment site. However, the two parts of this site are very different with Willow Farm/Trent Lane comprising a mixed business park of modern offices and industrial units. Although the Business Park does accommodate some national firms, the focus is on local and sub-regional companies. EMDC by comparison is a strategic logistics park for B2/B8 occupiers of mostly regional/national scope. The two parts of the employment site could thus be divided into two in the Local Plan review. In addition to better reflecting the divergent nature of these two sites, the separation would help to discourage the loss of valuable B2/B8 land at EMDC for smaller business development and conversely discourage the encroachment of EMDC into the neighbouring business park, protecting, amongst other things, some of the highest quality B1(a) offices in North West Leicestershire.
Release site for alternative uses		

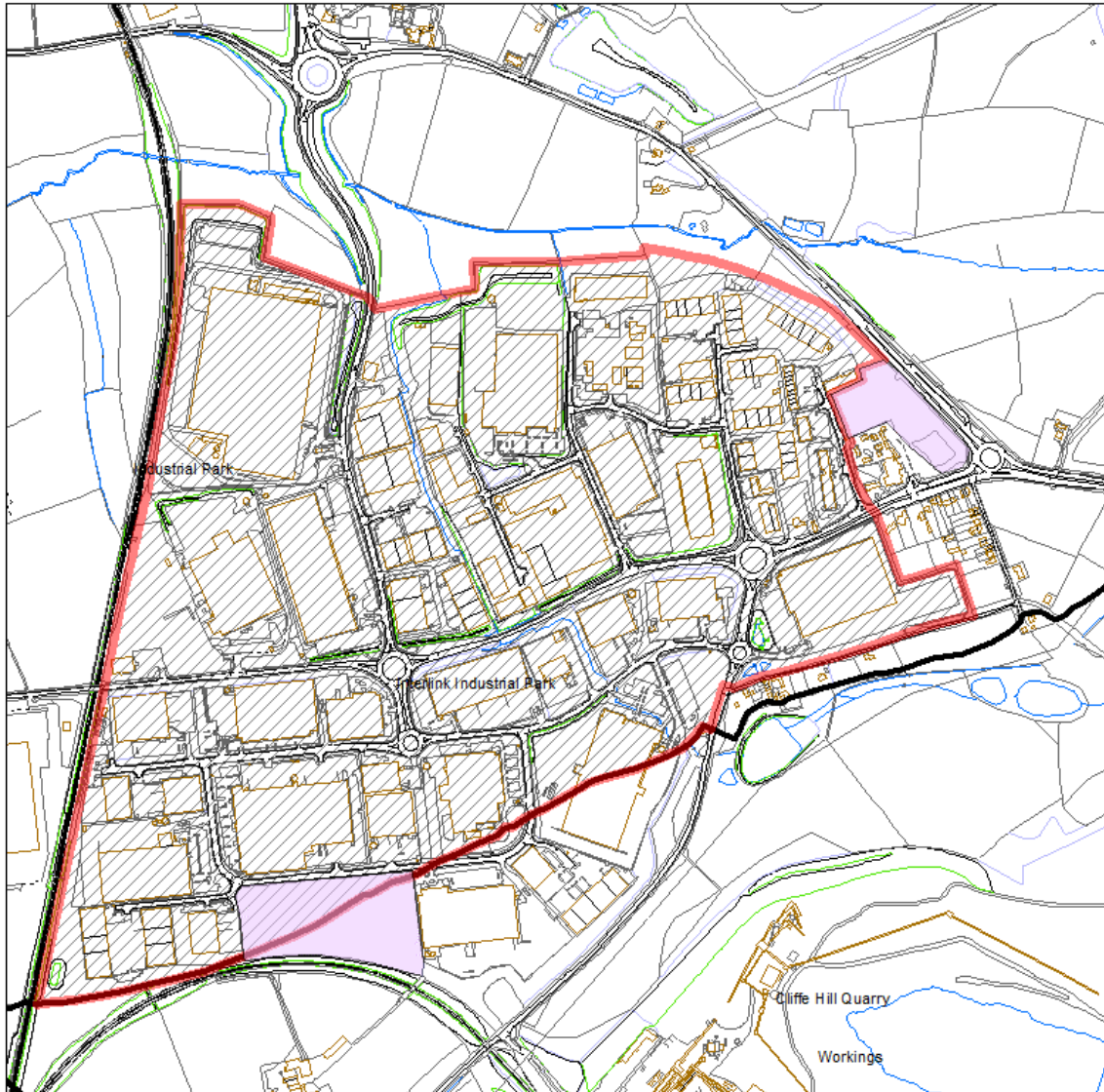
<p>Developed Area</p>		
<p>Access/Roads</p>		
<p>New Devel./ Devel. Sites</p> <ol style="list-style-type: none"> 1. Plot 4B, Willow Farm BP, Long Acre 2. Plot 3, EMDC 3. Plot 1, EMDC 		






Bardon

Bardon Employment Area

Map



Key

-  Local Plan Existing Employment Area
-  Potential future development site
-  NWLDC Boundary

0 115 230 460 690 920
Metres

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Site details	
Name	Bardon Employment Area
Address / Location	Beveridge Lane / Bardon
Post Code / Coordinates	LE67 1.. / 444,853 311,737
Size	125.90 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
5	7	49	39	Long established estate. The oldest properties, 1980s/1990s, are located north of Beveridge Lane and west of Walker Road, plus the three largest units on Interlink Way West. Premises to the south and east appear to have been developed around 2002-2006. The two most recently developed units, completed over 2014-2016 are the Allport Cargo Services property, Interlink Way East and Unit 225 Interlink, at the Beveridge Lane/West Lane junction.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
		Yes						Mixed employment area centred around a B2 industrial estate, with B8 logistics uses in the north west and an B1(a) office park in the north east.

Existing Uses, Planning History & Current Permissions
<p>Long established and large industrial area. Land in the south (Interlink Park) and centre of the area is primarily in B2 use. In the north west (Bardon 22 Estate) are a number of major logistics facilities including facilities for DHL and Eddie Stobart. In the north east, along Cartwright Way is a small group of B1(a) offices, including a large property for David Wilson Homes and Barratt Developments. There are three development sites in the area:</p> <p>Land north of the Charnwood Arms (1.14 ha) - Land owned by Everard Brewery. Site has Outline consent for the erection of up to 4,640 sqm of B1(a) offices (14/00811/OUTM) and Erection of units for light industrial B1(c) and storage and distribution B8 (outline - access, layout and scale included) (17/00048/OUTM).</p> <p>Land to the east of the Charnwood Arms (Former Stardust Nightclub - 0.70 ha) - Land owned by G S Property Holdings. Received consent in 2006 for "<i>Demolition of existing nightclub and function rooms [which has occurred] and redevelopment for B1 use (06/01124/OUT and 06/00495/OUT)</i>". No activity on either site since consents achieved.</p> <p>Land Off Interlink Way South, Interlink Distribution Park (3.8 ha, of which 1.22 ha falls into Hinckley and Bosworth Borough) - Land owned by Leicestershire County Council and held over the long term for the Council's own purposes.</p> <p>In terms of planning history, the main consents occurred before 2000. Unit 225 Interlink was consented in 2014 for Erection of buildings for research and development, light industrial, general industrial and storage and distribution (Classes B1(b), B1(c), B2 and B8) uses (14/00069/OUTM).</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	Yes	Yes	Multiple ownerships although Wilson Bowden is a large historic owner across the site. Agents include Mather Jamie, CBRE, JLL, MWRE, Knight Frank

Road Access (Strategic and Primary Road network)	
Score	Comments
5	Site has direct access to the A511 at two points in the north and east. The A511 links to Junction 22, M1 some 2 km to the south east and the A50 into Leicester.

Local Access (Other A class roads and B class roads)	
Score	Comments
5	Site is well served by a network of modern and unconstrained access roads, linked by large roundabouts. Roads are dual carriageways at key points. These also provide links to nearby settlements such as Ellistown.

Parking and access to public transport	
Score	Comments
2	Modest on-street parking on some secondary roads but tends to be linked to HGVs rather than the employees of the units. Overall, the large properties appear to have enough parking to meet needs. Some bus services pass along A511 and Beveridge Lane, but location is primarily organised around the car. Limited accessibility for pedestrians and cyclists.

Servicing and delivery vehicle access	
Score	Comments
5	Access roads wide and unconstrained. No issues.

Proximity: Urban, Labour, Service (Prominence)	
Score	Comments
3	Pub/restaurant (Charnwood Arms) in east of site, which will also serve A511 traffic. To the east, along the A511 are a number of roadside services (PFS, hot food, hotel). Town facilities available in Ellistown to the west and Coalville to the north west, both accessible primarily by car. These settlements are also the nearest residential areas, 1-2 km distant.

Character and Constraints (Topography / Shape)	
Score	Comments

4	Regular shape and level site. Minor area of Flood Risk (Flood Zone 3) along northern boundary.
---	--

Proximity to incompatible uses

Score	Comments
5	Out of town employment area surrounded by greenspace.

Market Attractiveness

Score	Comments
5	High quality, major employment area with good Motorway access. Location is at 95 percent occupancy and home to a diverse range of occupiers. Agents describe the location as 'stable'. Vacant units can take time to fill but site is retaining occupiers over the long term and tenants report no issues.

Other known barriers (HS2)

--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Large, modern, well established employment area.

Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Well established, dense employment site well occupied with several high value national and international businesses. Site should be strongly protected in the Local Plan review for B1/B2/B8 uses. Site boundary reflects the full extent of the employment site although if the land around the Charnwood Arms is developed for B-Class uses, it would need to be included in the area boundary.
Release site for alternative uses		

Developed Area		
		
Access/Roads		

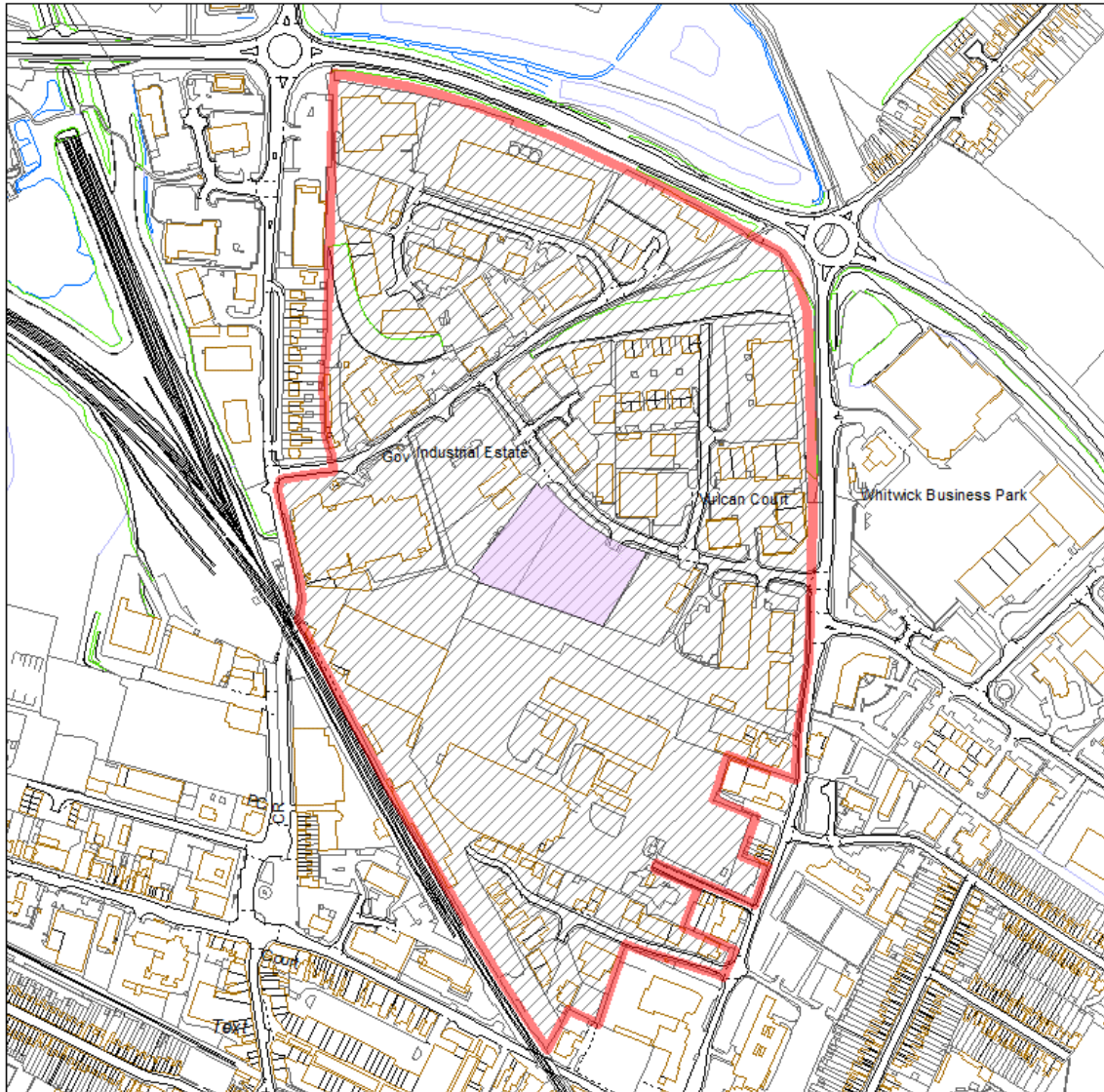
**New Devel./
Devel. Sites**
1. Land,
Interlink
Way, South





Coalville

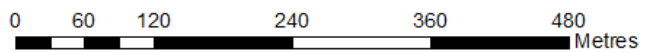
Hermitage Industrial Estate, Pegson's and Old Station Close

Map



Key

-  Local Plan Existing Employment Area
-  Potential future development site



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Site details	
Name	Hermitage Industrial Estate, Pegson's and Old Station Close
Address / Location	Whitwick Road / Coalville
Post Code / Coordinates	LE67 3.. / 442,591 314,785
Size	28.20 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
2%		2%	96%	Long established industrial estate. Only two new buildings have been developed in the last 20 years.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
	Yes							Established industrial estate

Existing Uses, Planning History & Current Permissions
<p>Large, established industrial estate offering a diverse range of B1(c)/B2/B8 properties. Any offices generally ancillary to industrial and storage uses. Largest occupier is Terex Pegson who occupy a large site in the south, off Whitwick Road. Planning consents, since 2000, mostly limited to minor structural changes, extensions or changes of use. Only three consents for new development recorded: Erection of two storey office building (03/01649/FUL) - A J Specialist Welding Ltd, Former EMEB Operations Depot Site, Samson Road. Removal of existing container units, erection of new office building and erection of extension to workshop (05/00896/FUL) and Erection of new Office Building, new Manufacturing/Assembly Building (11/00188/FUL) - Unit 9 Vulcan Way. Developed and occupied by CMS Cepercor There is 1.0 ha of vacant development land on Vulcan Way, west of CMS Cepercor. The land is owned by Leicestershire County Council and achieved consent in late 2017 (Outline: 16/00416/OUTM, Reserved Matters:17/01849/COM) for four blocks of industrial units (17 units of 93-423 sqm each) totalling 3,788 sqm. The £5.5 million scheme, part-funded by the Leicester and Leicestershire Enterprise Partnership (LLEP) and named Vulcan Park, is expected to commence in late 2018.</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	No	Yes	No vacancies evident in existing stock. Vulcan Park is being marketed by Berrys and is understood to have attracted good interest from local firms.

Road Access (Strategic and Primary Road network)	
Score	Comments

4	Multiple site accesses, all a short distance on good quality roads to A511.
---	---

Local Access (Other A class roads and B class roads)

Score	Comments
5	Multiple access points onto modern, unconstrained roads (Thornborough Road and Whitwick Road) which provide links to A511 and Coalville Town Centre.

Parking and access to public transport

Score	Comments
5	Lack of on-street parking suggests most units have sufficient parking to meet needs. Multiple bus stops along Thornborough Road and Whitwick Road give access to most of Coalville's bus routes. Regular services to Leicester and Loughborough. Cycle route links in from A511.

Servicing and delivery vehicle access

Score	Comments
4	Pegson's site accessed via narrow roads off Whitwick Road. No other significant constraints at other locations.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
4	Edge of settlement location, there are a range of services on both Thornborough Road and Whitwick Road, including multiple supermarkets and fast food restaurants. Easy access for most neighbourhoods of Coalville.

Character and Constraints (Topography / Shape)

Score	Comments
5	Flat site, regular shape. No constraints.

Proximity to incompatible uses

Score	Comments
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4	Site adjoins a small terrace of housing on Thornborough Road. Elsewhere adjoining uses are retail, trade and rail line.
---	---

Market Attractiveness

Score	Comments
4	Estate of mostly moderate quality units. However, location is at near full occupancy, and is home to a diverse range of industrial/warehouse businesses, including several large employers. Evidence of good demand comes from the ongoing plans of Leicestershire County Council to deliver a new speculative light industrial scheme on Vulcan Way, which is attracting reasonable interest from potential occupiers.

Other known barriers (HS2)

--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Large, well established estate with a diverse range of occupiers. While, over time, small areas may be lost to other uses, the estate as a whole will survive over the long term.

Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Coalville's largest employment area and a major source of local employment. Despite the varying quality of the units, the estate is very well occupied and almost all land is in active use (with plans for development on the only vacant site). Site should be protected, in full, for B1/B2/B8 uses. Hermitage Industrial Estate is well established and dominated by larger industrial and warehouse businesses. Although most space is older, it is generally in good condition and well occupied. Key here is the County Council owned Atlas Court, Atlas Road which provides a number of reasonable quality, modern light industrial units aimed at the District's micro businesses. This will be joined by another County Council scheme on Vulcan Way, if current development plans are realised. Estate adjoins housing on Thornborough Road but there is reasonable separation of the different uses. Terex Pegson operate a major manufacturing facility off Whitwick Road. This comprises older, low density buildings and larger areas of open storage land. Although generally of low visual quality, the facility appears well used and accommodates a key local employer. Old Station Close comprises a small estate of light industrial units, yards and some motor trade uses. The built quality varies, particularly in the west, but all land and property appears to be in use, accommodating a range of local micro businesses in affordable accommodation not readily available elsewhere. Over time, some frontage sites across the wider area may be promoted for alternative uses (particularly if Terex Pegson ever vacate), but the loss of B-Class land in this major local employment area should be discouraged in policy. Site boundary reflects the full extent of the employment site.
Release site for alternative uses		

**Developed
Area**



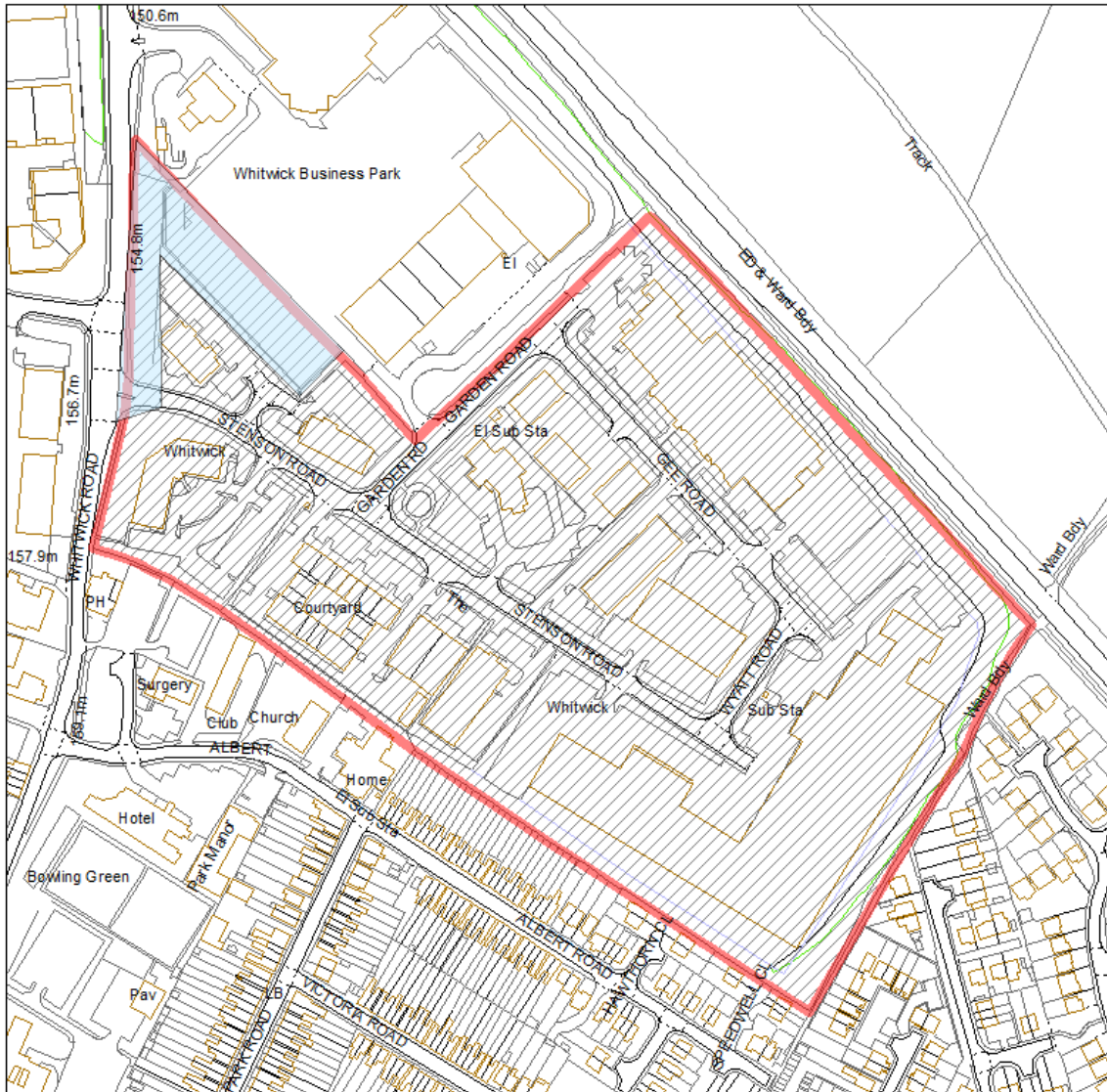
Access/Roads



New Devel./
Devel. Sites
1. Land, Vulcan
Way

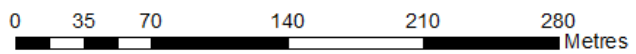


Whitwick Business Park
Map



Key

- Local Plan Existing Employment Area
- Area recommended for removal



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Site details	
Name	Whitwick Business Park
Address / Location	Whitwick Road / Coalville
Post Code / Coordinates	LE67 4.. / 443,111 314,564
Size	11.00 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
		27%	73%	Three light industrial units developed on Gee Road over 2000-2005, Hormann factory also extended around this time.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
Yes								Business park with two mid-larger B2/B8 units plus two multi-storey B1(a) offices.

Existing Uses, Planning History & Current Permissions
Smaller, established, moderate quality business park to the rear of foodstore/retail park. Location accommodates a range of mostly larger employers including Hormann, Matsuura Machinery and EMH Group occupying both office buildings. In 2003 consent was achieved for the erection of three industrial units for B1, B2 or B8 use (03/01467/FUL).

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	No	No	Fully occupied, multi-occupancy scheme.

Road Access (Strategic and Primary Road network)	
Score	Comments
4	Site access is a short distance on good quality roads to A511.

Local Access (Other A class roads and B class roads)

Score	Comments
5	Site access onto modern, unconstrained road (Whitwick Road) which provides links to A511 and Coalville Town Centre.

Parking and access to public transport	
Score	Comments
5	Lack of on-street parking suggests most units have sufficient parking to meet needs. Multiple bus stops along Whitwick Road give access to most of Coalville's bus routes. Regular services to Leicester and Loughborough. Cycle route links in from A511.

Servicing and delivery vehicle access	
Score	Comments
5	Units/offices have wide modern access points.

Proximity: Urban, Labour, Service (Prominence)	
Score	Comments
4	Edge of settlement location. Morrisons foodstore on Whitwick Road frontage, Coalville Town Centre some 400 metres to the south. Easy access for most neighbourhoods of Coalville.

Character and Constraints (Topography / Shape)	
Score	Comments
5	Flat site, regular shape. No constraints.

Proximity to incompatible uses	
Score	Comments
3	Housing to the south and east but appears well screened by trees.







Market Attractiveness	
Score	Comments

4	Small, but good quality local business park which is home to a good mix of mostly larger office and industrial employers. Site is fully occupied and appears to have been so for some time. If any of its high grade, larger B1(a) or B2 units became vacant it is likely they could be re-let in a reasonable timeframe.
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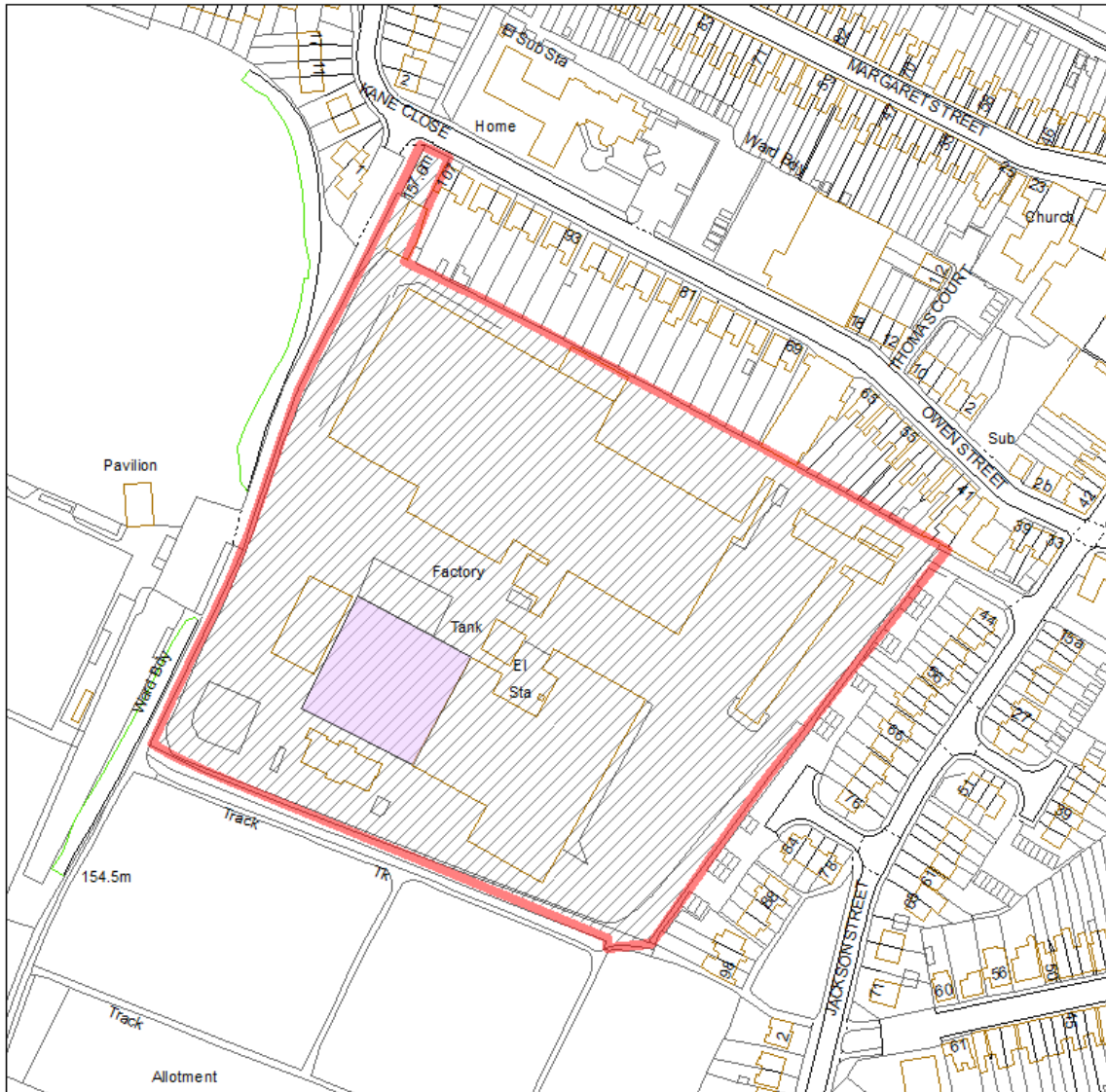
Other known barriers (HS2)



Likely lifespan of site				
0-5	5-10	10-25	25+	Comments
			Yes	Modern, well used site. Likely to have a long ongoing lifespan.

Overall Assessment		
Retain Whole Site for Employment Use		Comments
Retain most of site but potential to release parts	Yes	Well established, dense employment site fully occupied with several high value national and international businesses. Site should be strongly protected in the Local Plan review for B1/B2/B8 uses only. Site boundary mostly reflects the Business Park but does extend into the car park of the adjoining retail park north of the Stenson Road Entrance (north of the Nutmeg and EMH Homes offices) and could be adjusted (0.31 ha of land removed).
Release site for alternative uses		

Developed Area		
Access/Roads		
		

Coalville Business Park, Jackson Street Map



- Key**
-  Local Plan Existing Employment Area
 -  Potential future development site

0 20 40 80 120 160
Metres

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Site details	
Name	Coalville Business Park, Jackson Street
Address / Location	Off Jackson Street / Coalville
Post Code / Coordinates	LE67 3NR / 442,053 314,099
Size	4.00 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
		10%	90%	Older, sub-divided factory complex. One light industrial unit built over 2005/06 in south west of site.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
Yes								Sub-divided factory complex, offering mostly B1(c)/B2/B8 space, plus space within a three storey B1(a) office building in the east (Rothley House).

Existing Uses, Planning History & Current Permissions
Older, sub-divided factory complex providing mostly smaller industrial units and offices in a dense and tightly defined site. Only one planning consent on site since 2000, in 2001 for the erection of a warehouse (01/00278/FUL) in south of site. Now developed.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes		Yes	Yes	Yes	Owner is Hammond Grange. One unit on market with Andrew and Ashwell.

Road Access (Strategic and Primary Road network)	
Score	Comments
2	Access to the site is via a number of tight, usually busy streets through the Town Centre and via a range of constrained junctions, such as Belvoir Road/Jackson Street and Jackson Street/Owen Street, where HGV access will be difficult. Access then passes through several narrow residential streets. Approx. 2 km from A511 by most direct route.

Local Access (Other A class roads and B class roads)

Score	Comments
2	In residential area accessed via a number of narrow residential streets.

Parking and access to public transport

Score	Comments
4	Densely developed site offers only modest parking opportunities, although these seem to be meeting needs at present. Bus stops within 70 metres on Jackson Street. Services to Leicester, Hinckley, Groby and Ibstock. Cycle routes pass along west side of site.

Servicing and delivery vehicle access

Score	Comments
2	In addition to residential roads, site internal access is via a narrow one-way system around the complex and in/out from a single gate. Will be difficult for larger HGVs to access.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
5	Within 100 metres of Town Centre shops, neighbourhoods adjacent.

Character and Constraints (Topography / Shape)

Score	Comments
5	Regular shape, flat site. No other constraints.

Proximity to incompatible uses

Score	Comments
1	Dense residential to north and east.

Market Attractiveness

Score	Comments
-------	----------

3	Small, dense local employment site. The location has a number of constraints, including a narrow one-way access around the estate and mostly residential surroundings. Despite this the estate is around 90 percent occupied with only one unit on the market. Current rents, at £3.40/sqft, are reasonable for the quality of accommodation on offer. The site offers a good mix of smaller industrial, storage and office space that continues to meet a range of local needs.
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Other known barriers (HS2)

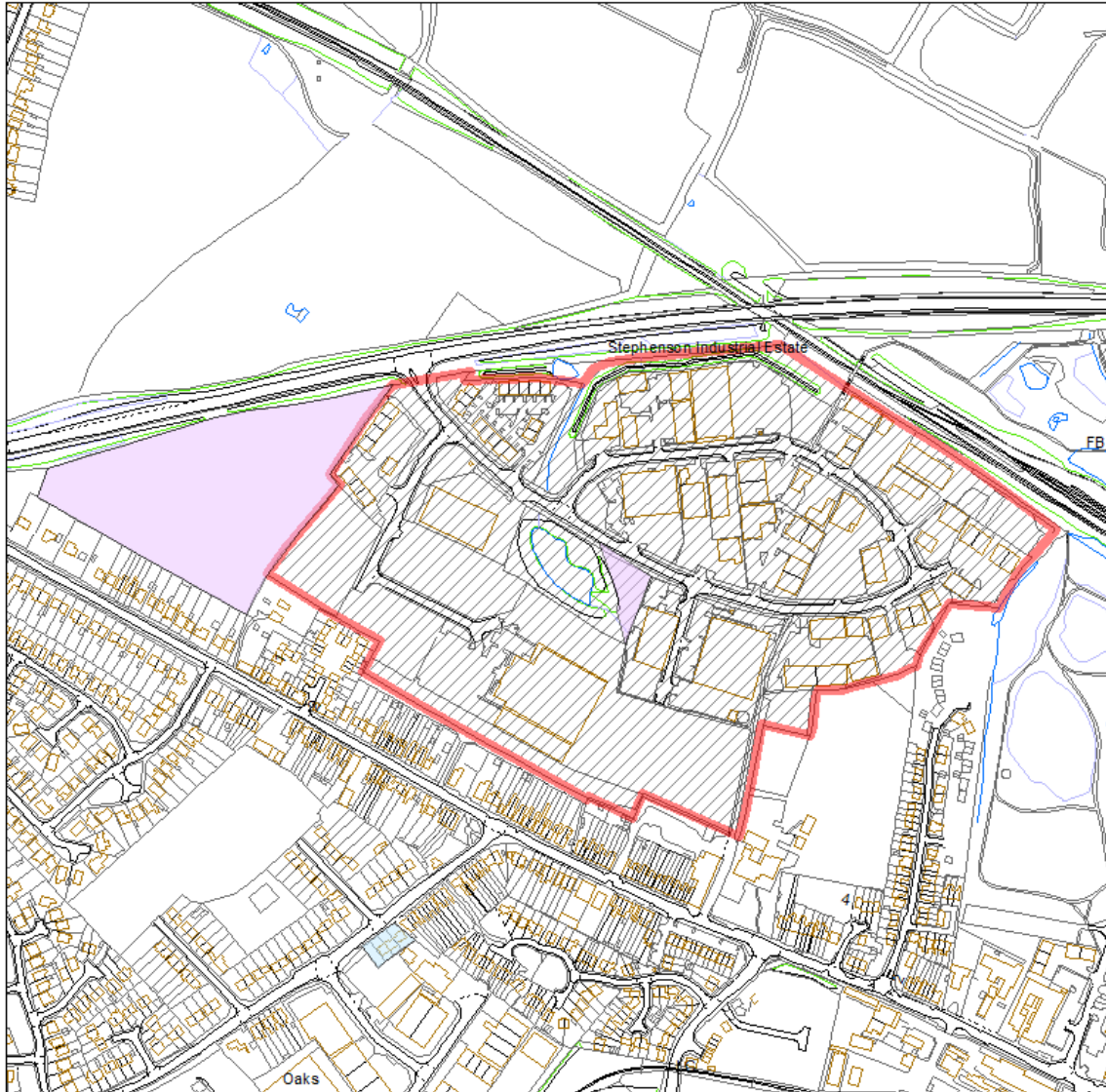
Likely lifespan of site				
0-5	5-10	10-25	25+	Comments
		Yes		Site appears well used at present, but should that change, location would be a strong candidate for redevelopment to meet other needs.



Overall Assessment		
Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Small, budget-moderate quality employment site which is continuing to meet local needs and should be protected for B1/B2/B8 uses in the Local Plan review. The site is under single ownership and should the quality and occupancy of the site reduce over time, that owner may seek redevelopment for other uses (likely housing). If that occurs, any application, and resulting deviation from local Plan Policy will need to be assessed against scheme merits and the condition of the site at that time. Site boundary reflects the full extent of the employment site. There is a small grassed area (0.2 ha) in the south of the site which could provide a modest infill opportunity, should it be required.
Release site for alternative uses		

Developed Area		
Access/Roads		
		

Stephenson Industrial Estate

Map



- Key**
-  Local Plan Existing Employment Area
 -  Potential future development site

0 60 120 240 360 480
Metres

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Site details	
Name	Stephenson Industrial Estate
Address / Location	Stephenson Way / Coalville
Post Code / Coordinates	LE67 3H. / 441,628 314,962
Size	18.40 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
	6%	49%	45%	Established industrial estate, which saw developments of workshops and smaller offices (Phoenix Park) in the mid-2000s, along with the Fleet Auction, Birch Bedrooms, Paul John and Clarke Rubicon units in the south. Site was largely as it is today by 2010.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
		Yes						Site is mostly in B1(c)/B2/B8 industrial use, but several units contain B8 trade operators. Small B1(a) office park close to entrance.

Existing Uses, Planning History & Current Permissions
<p>Established, edge of settlement employment area, comprising a large industrial estate fronted by an office park (Phoenix Park) and several large B2/B8 units south of Telford Way. Stephenson Industrial Estate is increasingly being dominated by trade uses including major occupiers Fleet Auction Group and Birch Bedrooms. Further north, on Brunel Way, units are in use as a martial arts academy and soft play facility. Extensive planning history, key developments include:</p> <p>Erection of motor vehicle auction outlet, erection of building for B2/B8 uses and erection of building for B1 office use (01/00550/FUL) - Fleet Auction Group site. A smaller single storey vehicle inspection facility was consented on vehicle parking land to the west (15/00336/OUT), but not developed.</p> <p>Erection of six industrial units with ancillary offices (02/01516/FUL) and Erection of three no. industrial units (03/01600/FUL) - This is now the Martins Way light industrial scheme in the south east of the site, off Telford Way.</p> <p>Erection of four two-storey office buildings (03/00213/FUL) - Final phase of Phoenix Park</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	No	No	No vacant, marketed property evident. Leicestershire County Council is a key local owner, with holdings including Stephenson Court scheme off Brindley Road. The County Council also owns the area of greenspace and pond south of Telford Way. It has previously sought to develop land here for B1(c) light industrial units here and on greenfield land to the west but has been unable to achieve a financially viable scheme.

Road Access (Strategic and Primary Road network)

Score	Comments
5	Direct access from the estate to A511.

Local Access (Other A class roads and B class roads)

Score	Comments
5	Direct access from the estate to A511.

Parking and access to public transport

Score	Comments
3	Extensive on street parking along Telford Way suggests insufficient parking available, although some also appear to use Telford Way as rest stop on A511 and to access snack van parked there during lunch hours. Bus routes pass along A511 but no bus stop at Industrial Estate. Cycle/pedestrian route into site from Ashby Road and Coalville urban area.

Servicing and delivery vehicle access

Score	Comments
4	On-street parking is a barrier to HGV access, no other constraints.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
3	Some shops along Ashby Road, but nearest significant services are east along A511 for 700 metres at A511/Thornborough Road junction (fast food and supermarkets). Only readily accessible by car. Site accessible to most Coalville neighbourhoods.

Character and Constraints (Topography / Shape)

Score	Comments
4	Regular shape. Site includes sloping area off Telford Way, which incorporates a large pond and is assumed undevelopable. Other waterbodies on the site.

Proximity to incompatible uses

Score	Comments
2	Fleet Auction Group facility adjoins the housing of Ashby Road to the south. Some areas of land between the two uses though.

Market Attractiveness

Score	Comments
5	A good quality local industrial estate, well located on a main transport route and with a diverse offer of office, industrial and warehouse space, accommodating a range of local and regional/national employers. The site is fully occupied, although many of the largest occupiers are trade/motor trade businesses. Overall around 23 of 40 industrial/warehouse units in the estate are partly/fully in trade use (58 percent), including large occupiers Fleet Auction Group and Birch Bedrooms. Commercial agents report a strong level of interest for smaller industrial units of 100-200 sqm in this location, and across Coalville more generally. Rents of up to £6-7/sqft are achievable for new build space and Leicestershire County Council has previously sought to deliver such light industrial units here.

Other known barriers (HS2)


--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Well established, modern industrial estate. Most property less than 20 years old.

Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Well established, dense employment site fully occupied with several high value national and international businesses. Site should be strongly protected in the Local Plan review for B1/B2/B8 uses. The site is becoming increasingly dominated by B8 trade uses, plus some D2 gyms, nurseries, etc. While it is common for industrial locations to accommodate such uses, ongoing monitoring is recommended to ensure they do not crowd out traditional B1/B2/B8 employment. Site boundary reflects the full extent of the employment site. Leicestershire County Council has previously identified the area of land between the pond and Telford Way (0.3 ha) and the triangular field to the north west of the site, off Stephenson Road (2.7 ha) as possible infill and expansion sites, although a financially viable scheme has yet to be achieved.
Release site for alternative uses		


<p>Developed Area</p>		
<p>Access/Roads</p>		
<p>New Devel./ Devel. Sites 2. Land, South Telford Way</p>		

Scotlands Industrial Estate

Map



Key

 Local Plan Existing Employment Area

0 20 40 80 120 160 Metres

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Site details	
Name	Scotlands Industrial Estate
Address / Location	London Road / Coalville
Post Code / Coordinates	LE67 3JJ / 443,021 313,903
Size	2.00 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
7%			93%	Older estate, only one new unit developed in last 20 years.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
	Yes							Small, budget industrial estate dominated by motor garages and open storage. One unit in south is in use as soft play facility.

Existing Uses, Planning History & Current Permissions
<p>Small, budget industrial estate dominated by motor garages and open storage, along with depot for Paul James Coaches and Barneys Indoor Play facility in the south. Several planning consents for the redevelopment of workshop units, but only one appears to have been developed: Demolition of existing buildings together with the erection of a single-storey office/workshop (08/00142/FUL) - Land Adjacent HB House, now Steve Boam builders yard. Not developed. Demolition of existing workshops and erection of replacement workshop (04/00366/FUL) - Now part of Tyre King Garage. Developed. Demolition of existing house and erection of a new industrial unit (14/00540/FUL) - Site is currently storage shed, part of Tyre King Garage. Not developed.</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	No	No	Multiple ownerships, no vacant properties on market.

Road Access (Strategic and Primary Road network)	
Score	Comments

4	A511 is accessible, some 500 metres to the south east, via London Road a straight and reasonably wide residential road.
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Local Access (Other A class roads and B class roads)

Score	Comments
5	A511 is accessible, some 500 metres to the south east, via London Road a straight and reasonably wide residential road.

Parking and access to public transport

Score	Comments
4	Units have large yards which offer reasonable parking options relative to the size of the units. Some on street parking, but it does not appear excessive. Bus stops on London Road Frontage which are stops for Coalville Circular bus routes (services every 20 minutes). Pedestrian/cycle access to Forest Road to the south east.

Servicing and delivery vehicle access

Score	Comments
2	Site is constrained by narrow site access, off London Road, between two terraced shops. Roads through the estate are similarly narrow. Would be difficult for a large HGV to access and manoeuvre within the site. Unclear if large lorries have to load/unload from London Road frontage.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
5	Modest service offer along London Road including hot food takeaways, PFS, nursery and convenience retail. Main Town Centre shops approx. 500 metres to the north west. Site accessible to surrounding neighbourhoods.

Character and Constraints (Topography / Shape)

Score	Comments
1	Regular shape and flat site, but tightly bound by surrounding uses.

Proximity to incompatible uses

Score	Comments
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2	Housing and secondary retail backs onto site in the north east and south east. To north west is public cemetery. One retail unit on London Road frontage is in use as children's nursery.
---	---

Market Attractiveness

Score	Comments
2	Low quality estate of car repairers, builders' yards, coach depots and other low value uses. Premises comprises older workshops and open storage sites which, combined with its constrained access, mean that Scotlands will not attract larger and higher value occupiers. However, the estate continues to serve a function, accommodating various budget 'bad neighbour' uses that cannot find space elsewhere. All land and property appear to be in use. The location has also seen a modest level of investment in new premises.

Other known barriers (HS2)

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Likely lifespan of site

0-5	5-10	10-25	25+	Comments
		Yes		Low quality site but appears well used at present. Should that change, location would have scope for redevelopment.

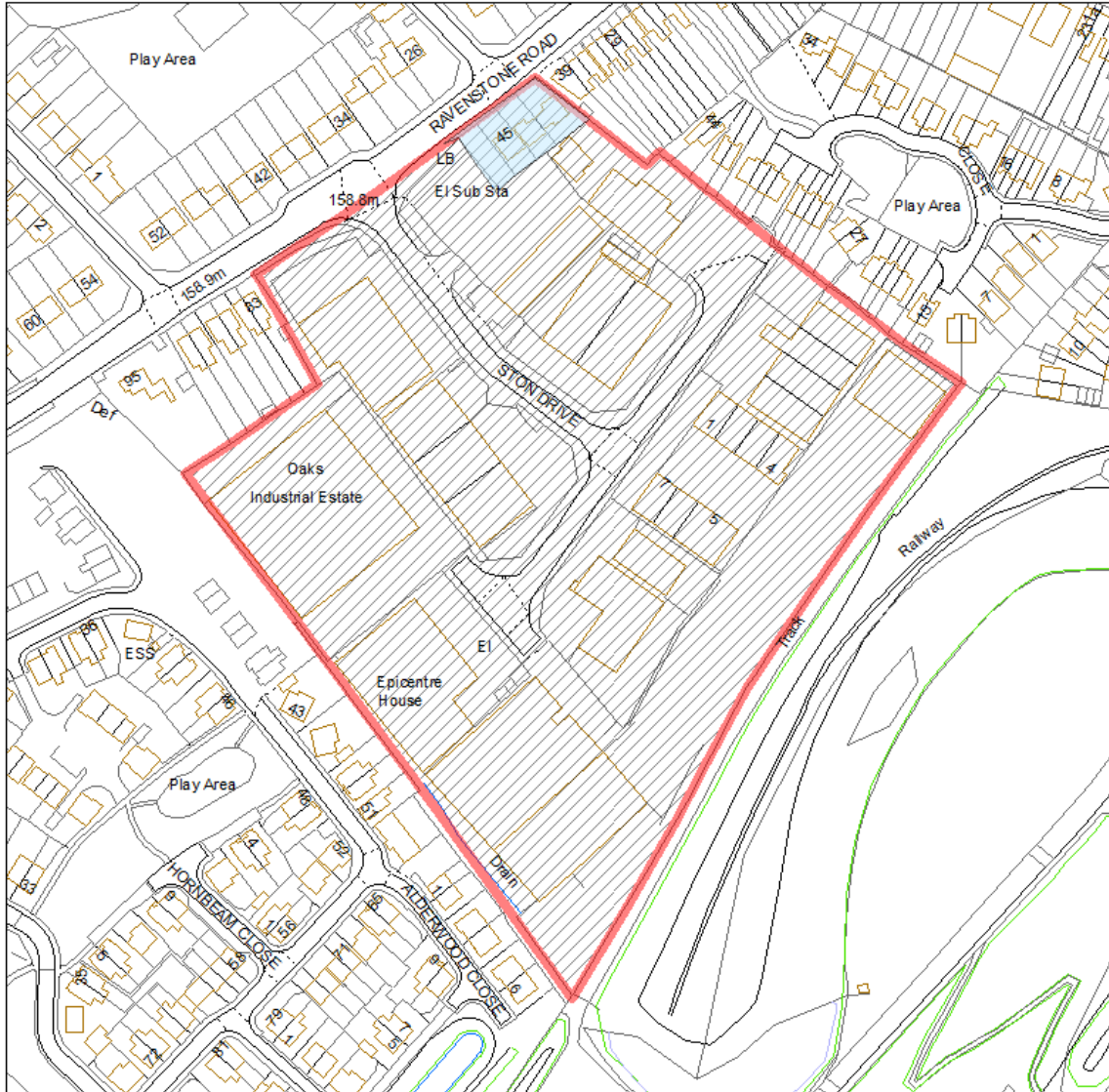
Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Low quality, constrained backland industrial estate. However, the site continues to meet the needs of budget occupiers who could struggle to find affordable space elsewhere. For this reason, the site should be protected for B1/B2/B8 uses in the Local Plan review. In time, the site may represent a redevelopment opportunity. However, sites backland status, constrained access, and multiple ownerships mean that a viable redevelopment scheme would likely be very challenging to achieve. Site boundary reflects the full extent of the employment site.
Release site for alternative uses		





Oaks Industrial Estate, Ravenstone Road

Map



Key

-  Local Plan Existing Employment Area
-  Area recommended for removal

0 20 40 80 120 160 Metres

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Site details	
Name	Oaks Industrial Estate
Address / Location	Ravenstone Road / Coalville
Post Code / Coordinates	LE67 3N. /441,411 314,495
Size	4.70 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
			100%	Various buildings have been extended and seen changes of use, but no new developments in last 20 years.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
	Yes							Industrial estate fronted by Travis Perkins trade unit. One unit in use as D2 gym.

Existing Uses, Planning History & Current Permissions
Small industrial estate of smaller and mid-sized B1(c)/B2/B8 units. Fronted by Travis Perkins builders' merchants, with second trade unit for Howdens to rear. Planning consents on site, since 2000, have been for extensions and changes of use only.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	No	No	Multiple ownerships, no vacant properties on market.

Road Access (Strategic and Primary Road network)	
Score	Comments
4	A511 and A447 are accessible, some 600 metres away via shortest route, via two routes (south west along Ravenstone Road/Coalville Road or north, then west, along Ravenstone Road, then Ashby Road) all are reasonably wide residential roads.

Local Access (Other A class roads and B class roads)

Score	Comments
5	A511 and A447 are accessible, some 600 metres away via shortest route, via two routes (south west along Ravenstone Road/Coalville Road or north, then west, along Ravenstone Road, then Ashby Road) all are reasonably wide residential roads.

Parking and access to public transport	
Score	Comments
5	Modest on street parking, but overall units appear to have sufficient parking to meet their needs. Bus stops on Ravenstone Road frontage with services to locations including Ashby, and Burton Upon Trent on an hourly basis. Some pedestrian and cycle access to surrounding neighbourhoods.

Servicing and delivery vehicle access	
Score	Comments
5	Wide access roads relative to scale of the estate. No access issues evident.

Proximity: Urban, Labour, Service (Prominence)	
Score	Comments
3	Located in residential area. Services in easy walking distance limited to occasional convenience shop and takeaway on Ashby Road. Ashby Road Asda and PFS is located some 800 metres walk away, to south east.

Character and Constraints (Topography / Shape)	
Score	Comments
5	Regular shape and flat site.

Proximity to incompatible uses	
Score	Comments
1	Housing to the north, south and partially along Ravenstone Road frontage. Snibston Country Park to east.

Market Attractiveness	
Score	Comments

4	Small, reasonable quality local industrial estate which also includes some trade uses. Units are modern and fully occupied. When a unit becomes vacant there is no reason why it could not be reoccupied in a reasonable amount of time.
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Other known barriers (HS2)

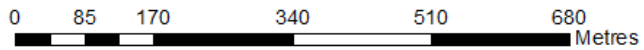
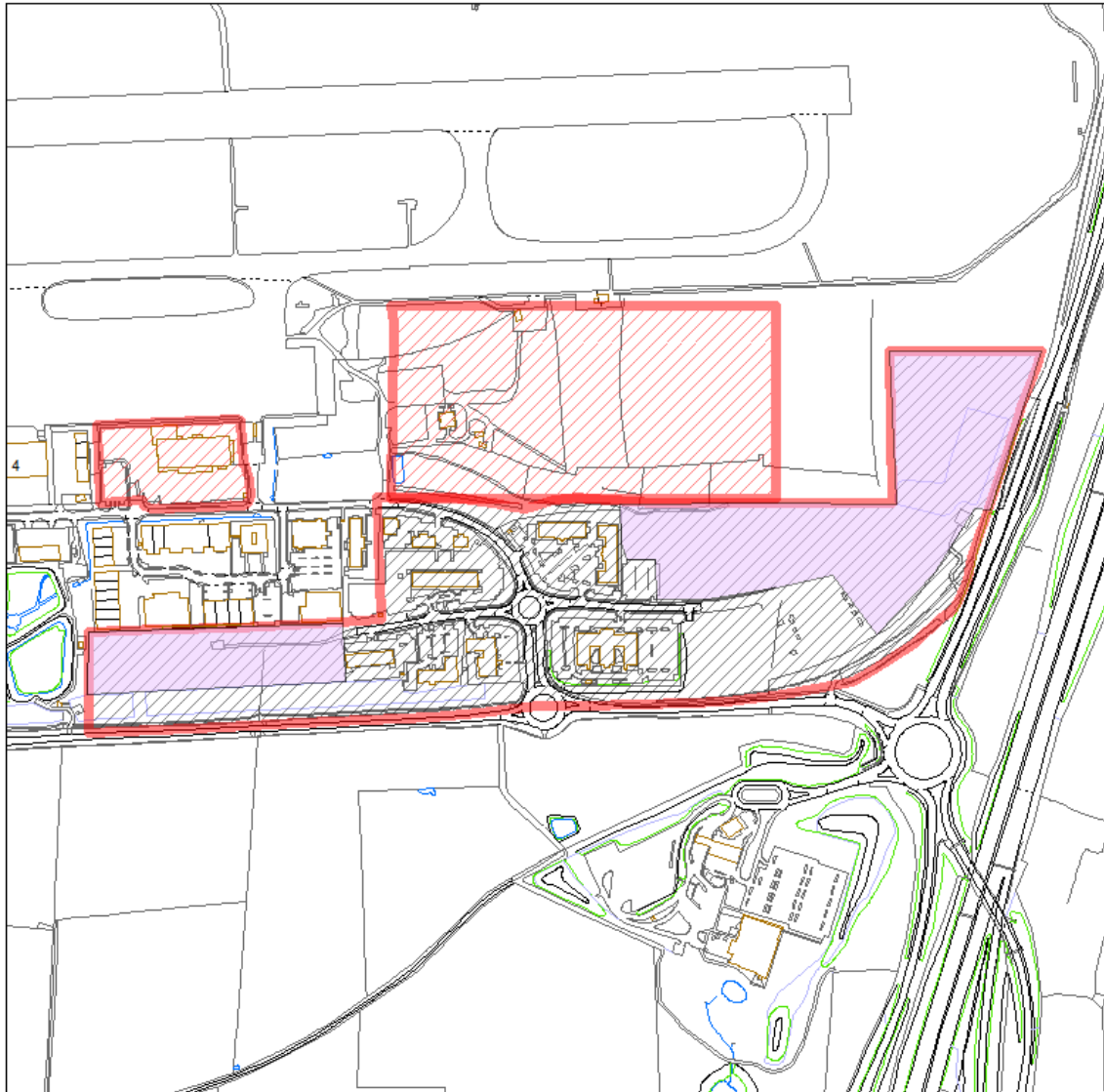
Likely lifespan of site				
0-5	5-10	10-25	25+	Comments
			Yes	Modern local scale employment site. Units appear well maintained and likely to have a long ongoing life.

Overall Assessment		
Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Well established, dense local employment site fully occupied with local businesses plus two national builders' merchants. Site should be protected in the Local Plan review for B1/B2/B8 uses. The site includes two B8 trade uses, plus a D2 gym. While it is common for industrial locations to accommodate such uses, ongoing monitoring is recommended to ensure they do not crowd out traditional B1/B2/B8 employment. Site boundary includes three private homes and residential electricity substation on the Ravenstone Road frontage, these should be removed (0.10 ha of land removed).
Release site for alternative uses		




Developed Area			
	Access/Roads		

**East Midlands Airport
Pegasus Business Park**

Map



Key

-  Potential future development site
-  Site in Existing Strategic B8 Use
-  Local Plan Existing Employment Area

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Site details	
Name	Pegasus Business Park
Address / Location	East Midlands Airport / Castle Donington
Post Code / Coordinates	DE74 2T. / 446,555 325,566
Size	25.50 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
	50%	50%		Office Park commenced over 2002/03 with the development of four large offices, now occupied by Western Power, PwC, Regus scheme and Pembroke House, plus the Holiday Inn Express Hotel. Other offices on the site completed by 2009. Radisson Blu Hotel developed in 2011.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
Yes								High quality B1(a) office park, two Airport hotels also fall into site area.

Existing Uses, Planning History & Current Permissions
<p>Business park of good quality, modern, large office blocks (some 18,000 sqm of B1(a) floorspace in total) with occupiers including Western Power Distribution, National Grid and PWC. One block comprises a Regus serviced office scheme. Two hotels, Holiday Inn and Radisson Blu fall into the site area. The site accommodates development land to the south west (2.1 ha at the western end of Herald Way) and north east (some 4.8 ha remain, south and east of the UPS development). Excluding the hotel, recent developed planning consents include:</p> <p>Erection of three storey office unit with associated parking, circulation roads and substation (06/00333/FUL) - Developed as Osprey House (National Grid), Herald Way</p> <p>Erection of three no. two-storey office buildings with associated parking facilities, new access and landscaping (04/01490/FUL) - Plot 2B, Beverley Road, now developed and occupied by KG Aircraft Rotables, Medstrom Healthcare and Heavyweight Air Express.</p> <p>Application submitted for a 372-space staff/visitor car park for Pegasus Business Park on undeveloped land at the western end of Herald Way (17/00531/FUL), but application withdrawn in late 2017.</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes		Yes	Yes	Yes	Site owned by MAG Developments. Regus markets its own Office and co-working space at its Nottingham East Midlands Airport Facility. Undeveloped land at the end of Herald Way is on the market with FHP and Colliers for design and build development plots for offices of 2,000-5,000 sqm.

Road Access (Strategic and Primary Road network)

Score	Comments
5	Wider Airport complex has direct access to M1 at Junctions 23A, and further north at Junction 24, which between them give full north and southbound carriageway access. These two junctions also connect to a number of cross country A Roads, including the A42, A50 and A6.

Local Access (Other A class roads and B class roads)

Score	Comments
5	Site is well served by a network of modern and unconstrained access roads. Employment and airport traffic share some routes, but carriageways appear sufficient to support the traffic. Modern A453 provides wider Airport access from large modern junctions.

Parking and access to public transport

Score	Comments
5	No evidence of on-street parking, which suggests sufficient parking is available at units. Bus stops along main Beverley Road, provide 1-4 buses/hour to Ilkeston, Derby, Leicester, Loughborough, Coalville and Nottingham. Cycle routes to Kegworth and Castle Donington.

Servicing and delivery vehicle access

Score	Comments
5	Access roads wide and unconstrained. No issues.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
4	A range of services can be found within wider Airport including PFS, three hotels as well as services in the terminal buildings. Donington Roadside Services located to the south east, linked to Junction 23A, M1. Airport complex is located outside of Castle Donington, some 4 km by roads or 2 km from Kegworth.

Character and Constraints (Topography / Shape)

Score	Comments
5	Regular shape and level site. Operating next to active airport may place some limits on building heights, etc. but otherwise unconstrained.

Proximity to incompatible uses

Score	Comments
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5	Main uses likely to be compatible with adjacent airport activity.
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Market Attractiveness

Score	Comments
4	High quality office park, accommodating a range of major occupiers and the Regus serviced business centre. The main buildings are fully occupied, and the Regus centre is understood to be at more than 90 percent capacity. Agents report limited demand for more large-scale design and build offices on the vacant land however, most recent requirements at East Midlands Airport have been for B2 manufacturing and B8 logistics uses, accommodated on land to the north west (see EMA Proforma). Some office development projects have also failed due to viability issues. It is therefore assumed take up of the remaining land will be a long-term prospect, while some further B2 and B8 development is likely, overlapping between land for Pegasus Business Park and the wider Airport Employment Area.

Other known barriers (HS2)

--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Modern, good quality office park. All the stock is less than 20 years old.

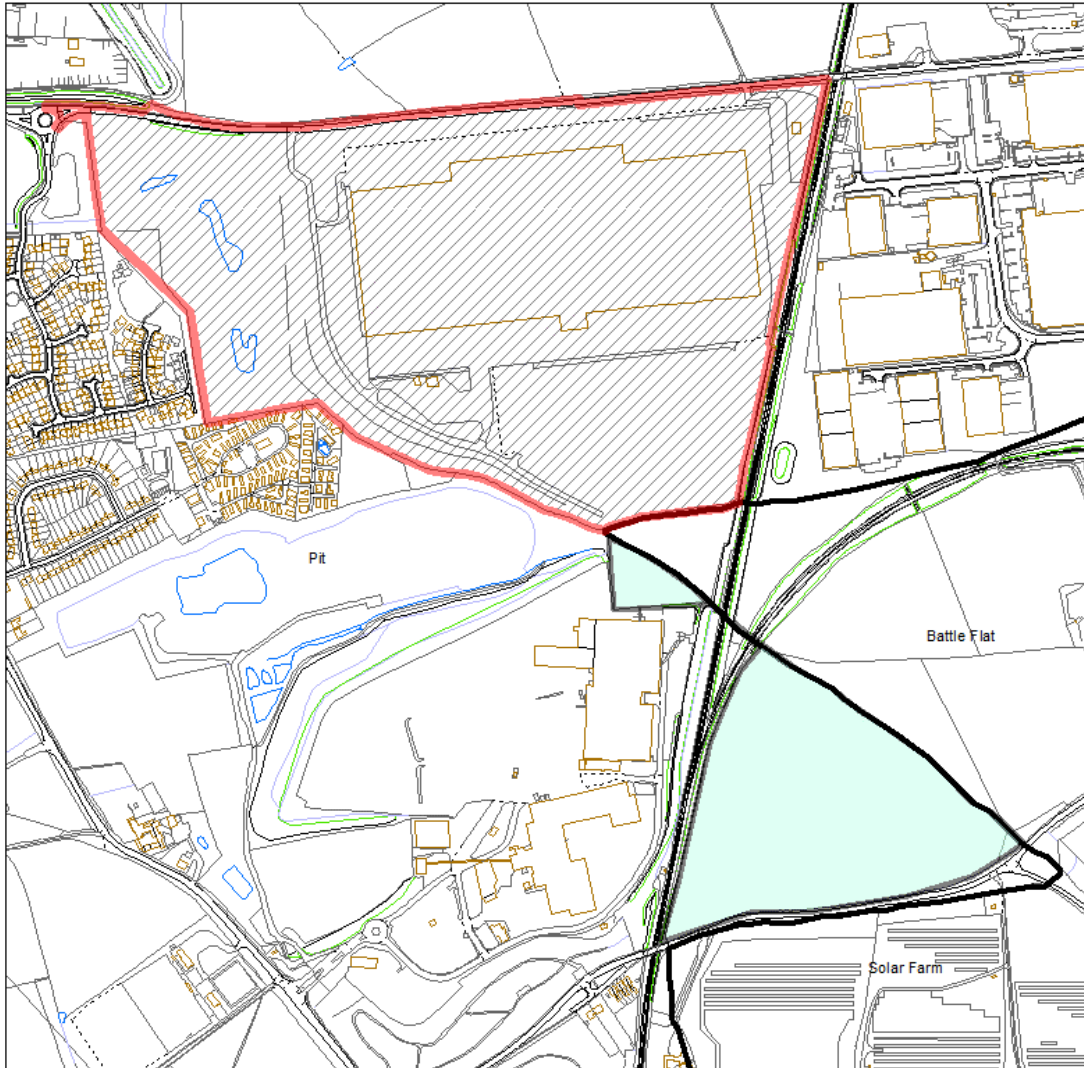
Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Modern B1(a) office park, key asset for the District. Location should be protected in the Local Plan review although as future development, on the remaining land, is more likely to be for B2 or B8 uses than B1(a), any allocation should be for the full range of B-Class uses rather than just B1(a) offices. Pegasus links to the wider East Midland Airport Employment Site (See EMA Proforma). Site boundary reflects the full extent of the employment site and potential further development land.
Release site for alternative uses		



<p>Developed Area</p>		
<p>Access/Roads</p>		
<p>New Devel./ Devel. Sites 1. Land off Herald Way West 2. Land off Herald Way East</p>		

Mountpark, Bardon (Amazon), Off Beveridge Lane

Map



Key

-  Local Plan Existing Employment Area
-  Additional area recommended for inclusion

0 85 170 340 510 680
Metres

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Site details	
Name	Mountpark, Bardon (Amazon)
Address / Location	Beveridge Lane / Ellistown
Post Code / Coordinates	LE67 1.. / 443,847 311,250
Size	37.10 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
100%				Mountpark Bardon I built over 2017/18.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
							Yes	Modern B8 logistics park.

Existing Uses, Planning History & Current Permissions
<p>Modern distribution park, presently comprising three large B8 warehouses, fronted by Amazon, followed by Eddie Stobart and a third vacant unit. A second phase (Mountpark Bardon II) is proposed on land to the south east, for units of 18,000-120,000 sqm. This second phase falls partially outside of the Borough Boundary, into Hinckley and Bosworth. Phase I was consented in 2015 of development of employment uses (B2/B8) of up to 120,773 sqm with associated ancillary uses and infrastructure, including new access of Beveridge Lane (Outline: 15/00369/VCUM, Reserved Matters: 15/00988/REMM). Additional application in 2016 for an amended design of the unit and site layout (16/00328/VCUM). Phase II was fully consented in 2018 (Reserved Matters 18/00402/REMM to Outline Planning Permission 16/00019/OUTM).</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes		Yes	Yes	Yes	Mountpark Logistics EU 2016 (13) Sarl (USAA Real Estate) is owner. Unit three, Mountpark Bardon I (6,040 sqm) was vacant and on the market with CBRE and DTRE. It has now been let to Pharmacy 4U. Those same agents are marketing Mountpark Bardon II.

Road Access (Strategic and Primary Road network)	
Score	Comments

	3 Good access to A511, some 1.5 km to east, via wide, modern Beveridge Lane.
--	--

Local Access (Other A class roads and B class roads)

Score	Comments
5	Beveridge Lane wide and unconstrained with roundabout at access junction.

Parking and access to public transport

Score	Comments
5	Modern units provide ample parking. Bus stops on Beveridge Lane frontage provide services, approx. 2-3 per hour, to Coalville, Leicester and Groby. Pedestrian and cycle routes to nearby neighbourhoods.

Servicing and delivery vehicle access

Score	Comments
5	Logistics site developed with HGV access as the priority. Each unit has dedicated loading areas.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
3	Modest service offer in immediate area - convenience store in Ellistown, 600 metres to west and Charnwood Arms pub/restaurant, Bardon 2 km to east. This is followed by A511/M1 services and Ibstock/ Coalville facilities. Ellistown neighbourhoods to the west.

Character and Constraints (Topography / Shape)

Score	Comments
5	Flat site, regular shape.

Proximity to incompatible uses

Score	Comments
-------	----------

	4 Location well screened from nearby neighbourhoods of Ellistown by large bund which runs along western boundary.
--	---

Market Attractiveness

Score	Comments
5	High quality logistics site. Mountpark Bardon I - The main unit was pre-let to Amazon at £5.95/sqft. Unit 2 was speculatively developed and let to Eddie Stobart at the end of 2017, achieving £5.85/sqft. Unit 3 was speculatively developed and recently let to Pharmacy 4U achieving £6.75/sqft. Mountpark Bardon II - is receiving steady demand (6-7 enquiries/month) reflecting the ongoing desirability of the area for high grade B8 logistics. It is likely that Phase II will be developed for 2/3 units of 30,000-50,000 sqm each as design and build options for occupiers. Key transport infrastructure has already been delivered to allow this and the new infrastructure has helped to boost demand.

Other known barriers (HS2)

--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Recent development.

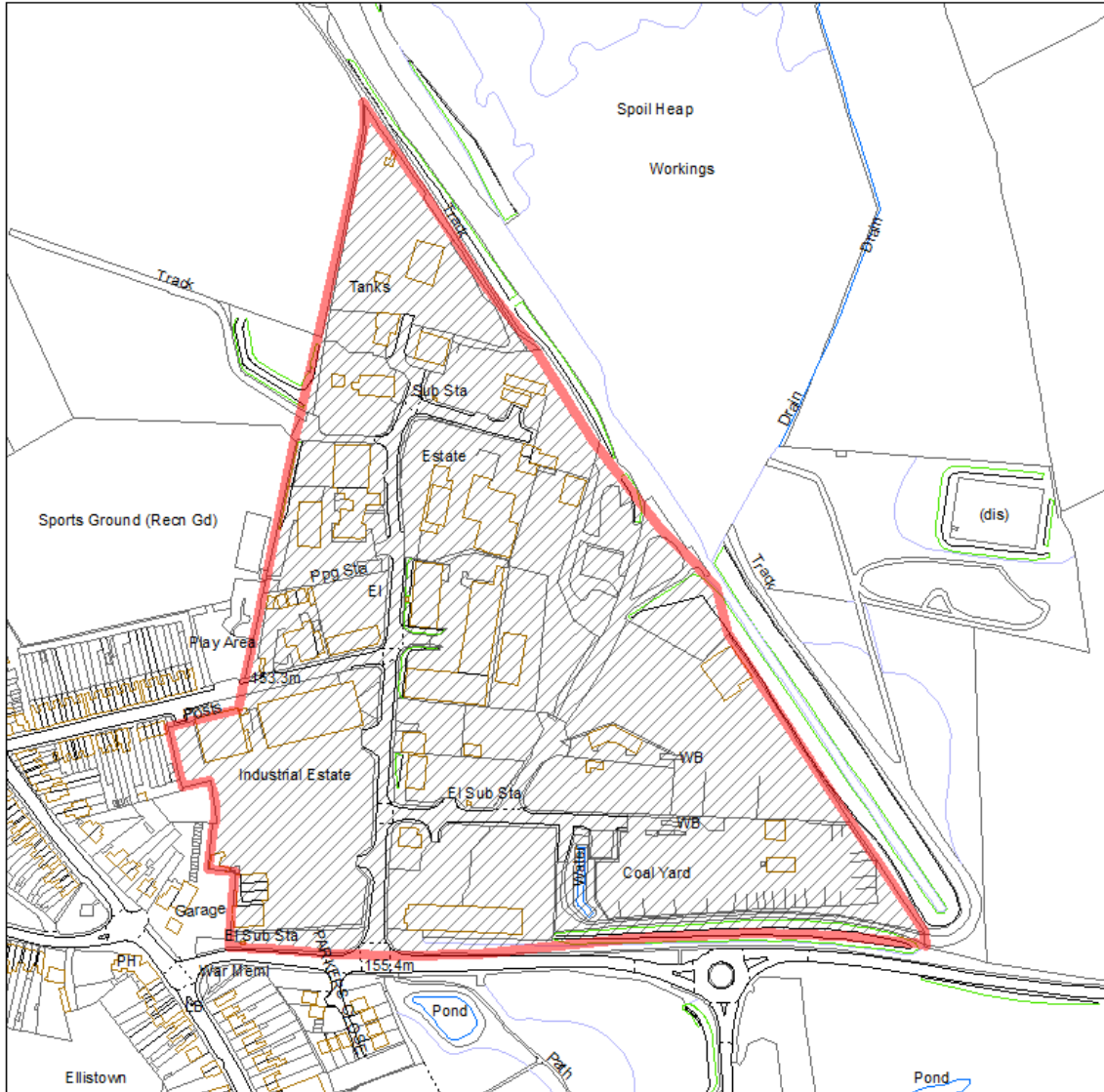
Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		High grade B8 logistics site, accommodating major employers. Mountpark Bardon I should be protected in the Local Plan review. Site boundary currently excludes Unit 3. Half of Unit 3 falls into Hinckley and Bosworth, and half (0.5 ha) falls into North West Leicestershire. The developed employment land of Unit 3 which does fall into North West Leicestershire District should be recognised in the Local Plan review. Mountpark Bardon II looks likely to proceed in the short term and the area of this which falls into North West Leicestershire (approx. 8.5 ha) should also be recognised in the Local Plan review.
Release site for alternative uses		


<p>Developed Area</p>		
<p>Access/Roads</p>		
		

South Leicester Industrial Estate/Former South Leicester Colliery

Map



Key

 Local Plan Existing Employment Area

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Site details	
Name	Former South Leicester Colliery/ South Leicester Industrial Estate
Address / Location	Beveridge Lane / Ellistown
Post Code / Coordinates	LE67 1FB or EU / 443,072 311,655
Size	14.10 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
4%	15%		81%	Older, long established industrial estate. Five new workshops erected in last 20 years.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
		Yes						Mixed industrial and warehousing, haulage yard, open storage site.

Existing Uses, Planning History & Current Permissions
<p>Older, budget quality industrial estate. The bulk of the land area is in use for open storage and as haulage yards, the largest being for Leicestershire Heavy Haulage, CPL Leicestershire Coal and Mobile Services. Main recent planning consents are for:</p> <p>Erection of three new general industrial units (B2 Use) (13/00452/FUL) - Land associated with unit two, east of Moore Road entrance . Units developed and occupied.</p> <p>Erection of a small workshop in yard of Leicestershire Heavy Haulage (03/01368/FUL) - Unit developed and occupied.</p> <p>Erection of new industrial unit (14/00751/FUL) - Land associated with Direct Car Spares. Not developed to date.</p> <p>Erection of industrial unit for use for dismantling and rebuilding quarry/asphalt plant (06/00320/FUL) - Land associated with Mobile Services. Not developed to date.</p> <p>Erection of new industrial unit/Lorry garage (15/01056/FUL) - Land associated with Mobile Services. Not developed to date.</p> <p>Other applications limited to changes of use, with the B-Classes, and operational matters.</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	No	No	Site in multiple ownership. No vacant units noted.

Road Access (Strategic and Primary Road network)	
Score	Comments

3	A511 is accessible, some 2.5 km to east, along wide and unconstrained Beveridge Lane, which also serves Mountpark and Bardon.
---	---

Local Access (Other A class roads and B class roads)

Score	Comments
4	Route east, Beveridge Lane, is wide and unconstrained. Route west, through Ellistown passes through some complex junctions and less suited for larger HGVs.

Parking and access to public transport

Score	Comments
3	Considerable on street parking on side streets, although main road through the estate (Moore Road) is clear. Suggests some parking issues, as much open space in the site is in use for open storage. Bus stops on Beveridge Lane frontage provide services, approx. 2-3 per hour, to Coalville, Leicester and Groby. Pedestrian and cycle routes to nearby neighbourhoods.

Servicing and delivery vehicle access

Score	Comments
4	On street parking may inhibit access to some units, but generally properties have large open spaces for vehicle manoeuvring and unconstrained access through the site.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
2	Londis convenience shop on Whitehill Road, Ellistown, some 100 metres west of site entrance. Few other services evident within walking distance, nearest large scale services will be at Ibstock, 2.5 km to west, or Coalville/Hugglescote 1.5-3 km to north. Neighbourhoods of Ellistown adjacent.

Character and Constraints (Topography / Shape)

Score	Comments
3	Flat site, irregular triangular shape.

Proximity to incompatible uses

Score	Comments
-------	----------

	1 Housing to the west, along Midland Road. Land to the east also has planning permission for housing.
--	---

Market Attractiveness

Score	Comments
2	Low quality estate of mostly open storage, HGV depots and other low value uses. Premises comprises older units and open storage sites which will not attract larger and higher value occupiers. However, the estate continues to serve a function, accommodating a range of larger 'bad neighbour' uses that cannot find space elsewhere. All land and property appears to be in use. The location has also seen a modest level of investment in new premises.

Other known barriers (HS2)

--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
		Yes		Older site, towards the end of its life but still meeting a range of needs at present. If that changes, site would have redevelopment potential, particularly if surrounding land is developed for housing.

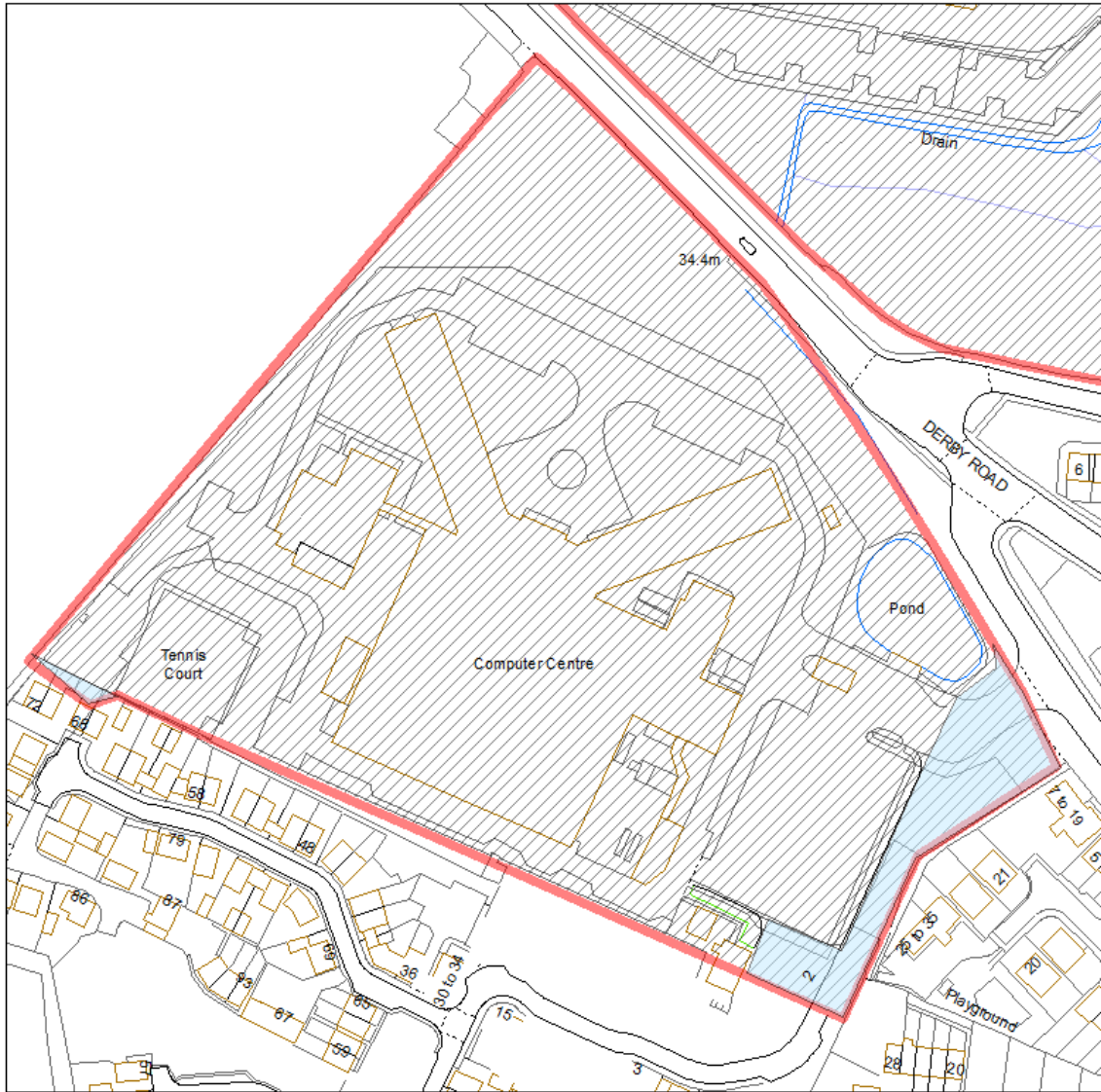
Overall Assessment



Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Low quality, industrial estate. However, the site continues to meet the needs of larger budget occupiers who could struggle to find large affordable space elsewhere. For this reason, the site should be protected for B1/B2/B8 uses in the Local Plan review. In time, the site may represent a redevelopment opportunity and any resulting scheme would need to be considered on its merits and site conditions at that time. Site boundary reflects the full extent of the employment site.
Release site for alternative uses		

<p>Developed Area</p>		
		
<p>Access/Roads</p>		

Kegworth
Computer Centre, Derby Road

Map



- Key**
-  Local Plan Existing Employment Area
 -  Area recommended for removal

0 15 30 60 90 120 Metres

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Site details	
Name	Computer Centre
Address / Location	Derby Road /Kegworth
Post Code / Coordinates	DE74 2DG / 448,041 327,101
Size	4.20 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
			100%	Older office complex.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
				Yes				Single user office complex.

Existing Uses, Planning History & Current Permissions
Single user office site, computer centre. In 2009, land to the south and east of the site was consented for housing (09/00296/OUTM), since developed. Recent planning consents to current site are limited to minor structural changes.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes		No	No	No	Owner occupied site. Not on market.

Road Access (Strategic and Primary Road network)	
Score	Comments
5	Site has A6 access from a road junction fronting the location. This in turns leads to Junction 24 of the M1, some 500 metres to the north.

Local Access (Other A class roads and B class roads)	
Score	Comments

5	Access to A6 is via a short section of residential road (Packington Hill), but vehicles can enter/leave the site without passing any homes.
---	---

Parking and access to public transport

Score	Comments
4	Well used facility car park, which appears to be meeting needs. Bus stop on A6 frontage. Services approx. every 30 minutes to locations including Normanton on Soar, Nottingham, Derby and Loughborough. No dedicated cycleways in area.

Servicing and delivery vehicle access

Score	Comments
3	Accessing site from busy A6 involves a number of tight turns which would not suit larger HGVs but should not be a problem for smaller vehicles which would typically service a B1(a) office use like this.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
4	Edge of settlement site some 500 metres north west of Kegworth Town Centre, with residential neighbourhoods nearby. Hotel and conference centre some 50 metres to south east. Second hotel some 250 metres south along Packington Hill.

Character and Constraints (Topography / Shape)

Score	Comments
4	Regular shape and level site. Drainage pond on site, but no other constraints.

Proximity to incompatible uses

Score	Comments
3	Adjoins housing on two sides. Land to the west also a housing allocation.

Market Attractiveness

Score	Comments
-------	----------

3	Site is occupied and has been for some time. If the occupier ever vacated it may prove difficult to find a new occupier for this older, specialised office building.
---	--

Other known barriers (HS2)

HS2 route passes to west of site but does not interact with the location directly.

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
		Yes		Older building but appears in full use and good condition with no signs of dereliction. Property is in a specialised use with RBS.

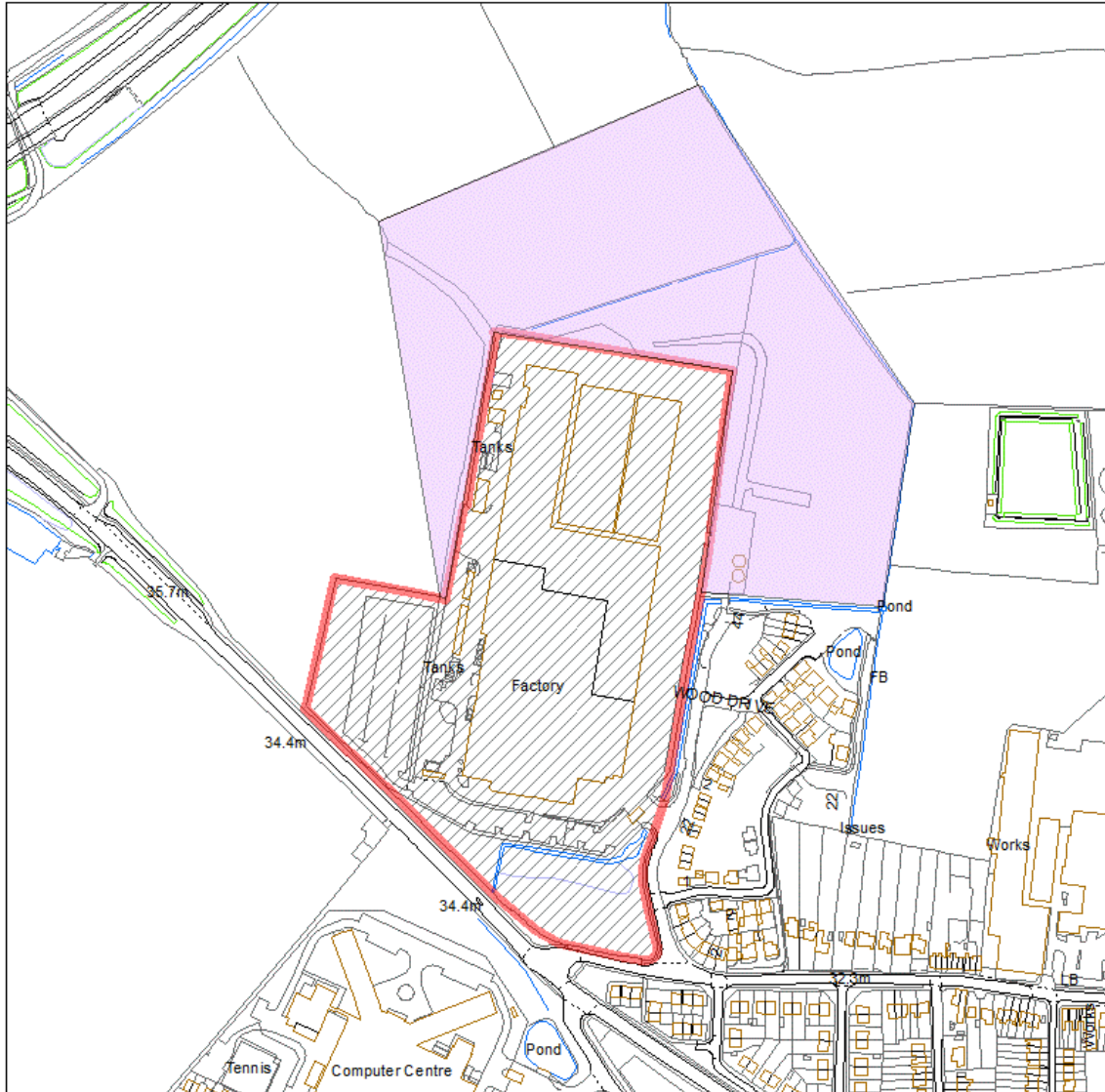
Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Large single occupier site, in full use. Location should be protected in the Local Plan review for B1(a) uses. Site boundary incorporates an area of public highway (Pritchard Road) in the east along with two residential properties in the south east and a further area of residential land in the south west (0.28 ha of land) which should be removed.
Release site for alternative uses		



<p>Developed Area</p>		
<p>Access/Roads</p>		
		

Cotts Beverages, Derby Road

Map



Key

-  Potential future development site
-  Local Plan Existing Employment Area

0 45 90 180 270 360
Metres

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Site details	
Name	Cotts Beverages
Address / Location	Derby Road / Kegworth
Post Code / Coordinates	DE74 2FJ / 448,153 327,400
Size	8.20 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
			100%	Older factory/distribution complex.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
				Yes				Single user B2/B8 site.

Existing Uses, Planning History & Current Permissions
Large industrial building for Cotts Beverages/ Refresco Drinks UK. Planning consent in 2015 for extension site of erection of warehouse building of some 7,000 sqm, ancillary offices and external service yards, road and parking areas along with the demolition of some existing temporary buildings (15/00651/FULM) on 7.46 ha of mostly greenfield land to the north of the current site. It is unclear when, or if, this scheme will be brought forward.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes		No	No	No	Owner occupied site. Not on market.

Road Access (Strategic and Primary Road network)	
Score	Comments
5	Site has A6 access from a road junction fronting the location. This in turns leads to Junction 24 of the M1, some 500 metres to the north.

Local Access (Other A class roads and B class roads)	
Score	Comments

	3 Access to A6 is via a short section of residential road (Citrus Grove, Side Ley). HGV traffic will share this route with residential traffic.
--	---

Parking and access to public transport

Score	Comments
3	Site has well defined, and separate, staff parking and HGV areas. Nearest bus stop on opposite side of A6 however. Services approx. every 30 minutes to locations including Normanton on Soar, Nottingham, Derby and Loughborough. No dedicated cycleways in area.

Servicing and delivery vehicle access

Score	Comments
3	Accessing site from busy A6 now involves a number of tight turns and directs HGV traffic past some of the new housing of Citrus Grove.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
4	Edge of settlement site some 500 metres north west of Kegworth Town Centre, with residential neighbourhoods nearby. Hotel and conference centre some 100 metres to south west. Second hotel some 300 metres south along Packington Hill.

Character and Constraints (Topography / Shape)

Score	Comments
3	Regular shape and level site. Main factory outside of flood risk areas, but much of the adjacent land falls into Flood Zones 2 or 3 (Trent Valley Washlands). Stream runs through south and east of site, but this is subject to a landscape buffer.

Proximity to incompatible uses

Score	Comments
2	Main entrance/HGV access now faces onto housing.

Market Attractiveness

Score	Comments
-------	----------

3	Site is occupied and has been for some time. If the occupier ever vacated it may prove difficult to find a new occupier for this older, specialised industrial and warehouse building.
---	--

Other known barriers (HS2)

HS2 route passes to west of site but does not interact with the location directly.

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Well established factory complex. Older buildings but appear to be in full use and good condition with no signs of dereliction. Property is in a specialised use with Cotts.

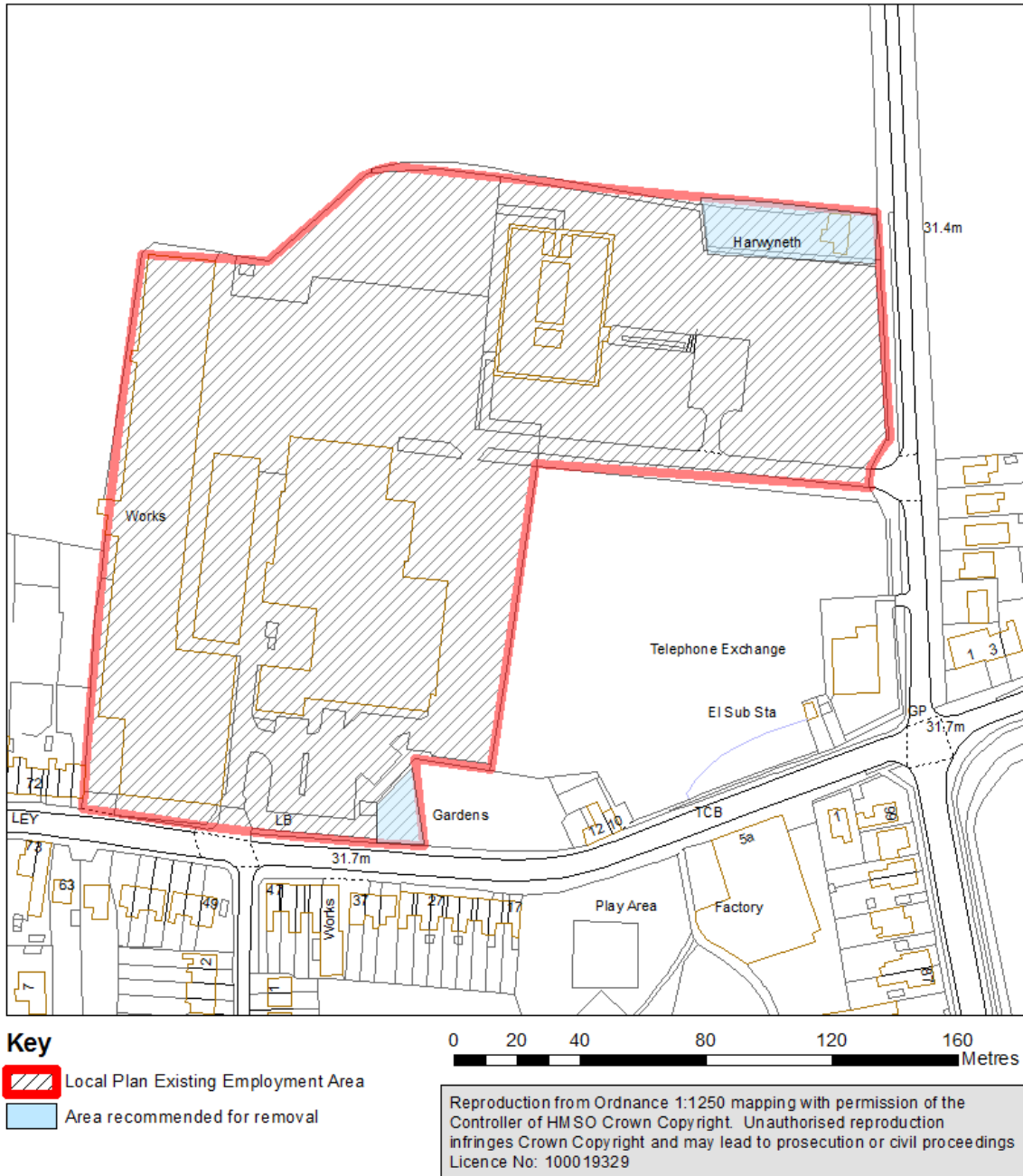
Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Large single occupier site, in full use. Location should be protected in the Local Plan review for B1/B2/B8 uses. Site boundary reflects the full extent of the employment site. Site does include around 1 ha of undeveloped land along the Side Ley frontage. However, this land is largely wooded and forms part of a landscape buffer for a small stream, so may not be developable. As noted, there is a consent for expansion of the site north into 7.46 ha of greenfield land. As it remains unclear when and if this consent will be implemented, the affected land does not need to be identified for B-Class uses at this time.
Release site for alternative uses		

<p>Developed Area</p>		
<p>Access/Roads</p>		

Slack and Parr, Long Lane

Map



Site details	
Name	Slack and Parr
Address / Location	Long Lane / Kegworth
Post Code / Coordinates	DE74 2FL / 448,532 327,253
Size	3.50 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
			100%	Older factory complex.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
				Yes				Single user B2 industrial site.

Existing Uses, Planning History & Current Permissions
Collection of industrial buildings, and some landscaping, occupied by Slack and Parr. Planning consent in 2014 for site (including land to the North and South-East), for demolition of existing commercial building and erection of 188 dwellings and B2 manufacturing unit of 7,156 sqm on around 1.83 ha of land in the north east, into which Slack and Parr would relocate (14/01132/FULM). Application remains valid to June 2019 but has yet to be implemented.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes		No	No	No	Owner occupied site. Not on market.

Road Access (Strategic and Primary Road network)	
Score	Comments
4	Site has A6 access, albeit via 300 metres of residential road (Side Ley). This in turn leads to Junction 24 of the M1, some 500 metres to the north.

Local Access (Other A class roads and B class roads)	
Score	Comments

	2 Access to A6 is via 300 metres of residential road (Side Ley). HGV traffic will share this route with residential traffic, with progress inhibited in places by on-street parking.
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Parking and access to public transport

Score	Comments
3	Site has well defined staff parking area and HGV yard. Nearest bus stops are around Nottingham Road/Station Road/Long Lane Junction. Services approx. every 30 minutes to locations including Nottingham, Clifton, Normanton on Soar, Sutton Bonington and Loughborough. No dedicated cycleways in area.

Servicing and delivery vehicle access

Score	Comments
3	Accessing site means passing along residential roads. Access itself is away from most housing though, on Long Lane. Site accessed by wide private drive.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
4	Edge of settlement site some 400 metres north of Kegworth Town Centre, with residential neighbourhoods nearby. Hotel and conference centre some 200 metres to north west. Second hotel some 400 metres east along Packington Hill.

Character and Constraints (Topography / Shape)

Score	Comments
5	Regular shape and level site. Surrounded by, but mostly outside of, areas which fall into Flood Zones 2 or 3 (Trent Valley Washlands). If the factory was relocated to the north, as indicated in the current planning consent, it would fall into the areas of flood risk. The consented scheme includes a flood compensation area to allow for this.

Proximity to incompatible uses

Score	Comments
2	Established factory complex sitting alongside housing, particularly on Side Ley frontage.

Market Attractiveness

Score	Comments
-------	----------

3 Site is occupied and has been for some time. Current active planning consent suggests Slack and Parr wish to remain in this area, but are seeking a smaller, denser and more modern manufacturing unit. Even if the current consent is not implemented, it is assumed that Slack and Parr's desire to consolidate their operations remains.

Other known barriers (HS2)

HS2 route passes to west of site but does not interact with the location directly.

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Slack and Parr wish to remain in the area long term, although on a reduced site footprint.

Overall Assessment

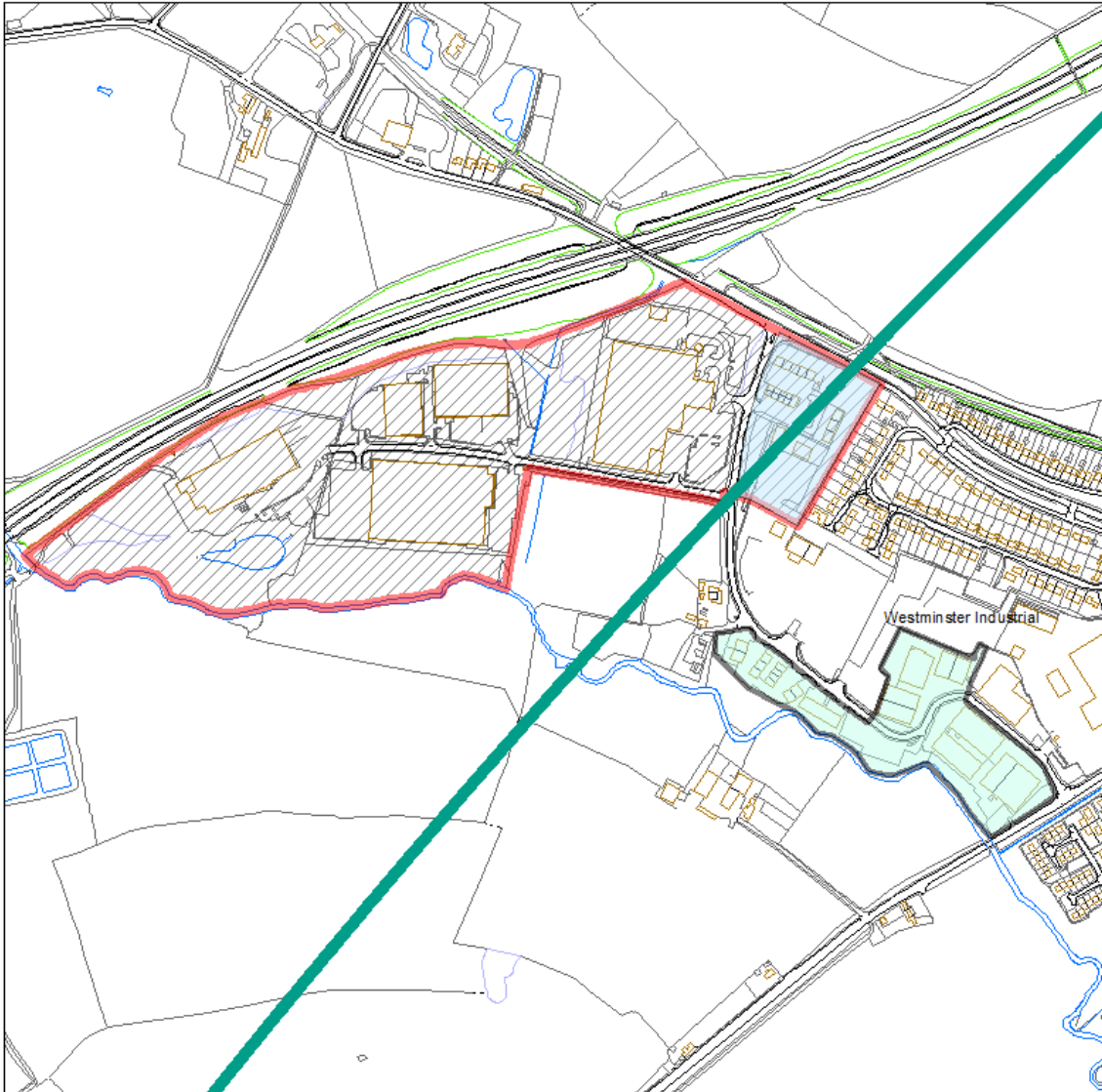
Retain Whole Site for Employment Use		Comments
Retain most of site but potential to release parts	Yes	Overall, occupier Slack and Parr wishes to remain in the area and their presence should be recognised in Local Plan policy. Shape and extent of the allocation will depend on if the current planning consent is implemented in the next 12 months. If it is, the B1/B2/B8 allocation will reduce to some 1.83 ha, further north on Long Lane than the current factory. However, as the current Slack and Parr complex includes a lot of unused open space, the net B-Class loss would be a more modest 3,000 sqm of employment floorspace or some 0.80 ha of actively used employment land. Present site boundary also incorporates a single residential property in the north east, on the Long Lane frontage, along with an area of community allotments on the Side Ley frontage (0.09 ha of land in total) which should be removed.
Release site for alternative uses		

<p>Developed Area</p>		
<p>Access/Roads</p>		
		





Measham

Westminster Industrial Estate

Map



Key

-  Local Plan Existing Employment Area
-  Additional area recommended for inclusion
-  Area recommended for removal
-  Proposed Route of HS2

0 80 160 320 480 640
Metres

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Site details	
Name	Westminster Industrial Estate
Address / Location	Huntingdon Way / Measham
Post Code / Coordinates	DE12 7DS or T / 431,971 312,082
Size	8.2
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
		75%	25%	Plastic Omnium factory is the oldest property in the area, along with the County Council owned light industrial scheme Huntingdon Court. AB Produce building was completed around 2000. Other units developed around 2007/08.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
	Yes							Estate of large B2 industrial and B8 distribution units.

Existing Uses, Planning History & Current Permissions
<p>Current boundary incorporates a group of larger industrial and warehouse properties along Repton Road and a light industrial scheme, Huntingdon Court to the east. Units along Repton Road have been developed since 2000, with the following planning history: Erection of industrial and storage building and associated offices, external storage and parking areas and formation of settlement lagoons (00/00148/FUL) - ABC Produce building Erection of two Class B2/B8 (industrial/warehousing) units with ancillary Class B1 office accommodation, car parking/servicing and landscaping (07/00455/FUL) - Plot 1, Kent Pharmaceuticals buildings Erection of warehouse storage unit (approx. 13, 000 sqm) with ancillary offices, parking etc. - Plot 3, Wolseley Distribution Centre</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes			Multiple ownerships. County Council Scheme marketed via LLEP website and own agents but appears fully occupied at present.

Road Access (Strategic and Primary Road network)	
Score	Comments

	3 Site bounds A42 cross country route, but nearest access point is some 2 km to south west along wide, unconstrained Tamworth Road.
--	---

Local Access (Other A class roads and B class roads)

Score	Comments
5	Surrounding access roads wide and unconstrained. Signage encourages HGV to avoid residential areas of Measham.

Parking and access to public transport

Score	Comments
4	No on street parking, units appear to have sufficient parking to meet their needs. Bus stops on Burton Road frontage. Services, on hourly basis to Ashby and Burton-On-Trent. No dedicated cycleways in area.

Servicing and delivery vehicle access

Score	Comments
5	Wide access roads, no issues with servicing evident.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
3	Nearest services in Measham High Street, including multiple foodstores. Approx. 400 metres to north east. Site on edge of Measham residential area.

Character and Constraints (Topography / Shape)

Score	Comments
4	Flat site, regular shape. River Mease and surrounding area of flood Risk (Flood Zones 2-3) runs to south and slightly encroaches into south of area but does not encompass any of the main units.

Proximity to incompatible uses

Score	Comments
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3	Burton Road housing to the east, mostly links to smaller B1(c) units.
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Market Attractiveness

Score	Comments
4	Good quality scheme, with a diverse modern property offer. Despite the scheme's somewhat rural location it has proved popular with a range of major occupiers.

Other known barriers (HS2)






Current HS2 route will pass through the site, removing the Huntingdon Court light industrial scheme (1.28 ha) along with the western portion of the BCA Commercial Car Auction Facility and land west of Huntingdon Way, and south of Repton Road, which is consented for further Sui Generis uses associated with BCA. The route also runs close to the Plastic Omnium factory and its main site entrance. It is also unclear how the businesses of Repton Road would be accessed in the future as the HS2 route passes through the Repton Road/Huntingdon Way junction, cutting off the exit from Repton Road. Either there would need to be a rail bridge across the affected road or a significant re-alignment of estate access.

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Modern, well established site. Likely with a long ongoing lifespan, especially as much of the stock is less than 20 years old

Overall Assessment

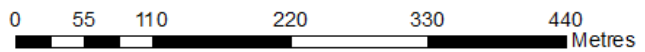
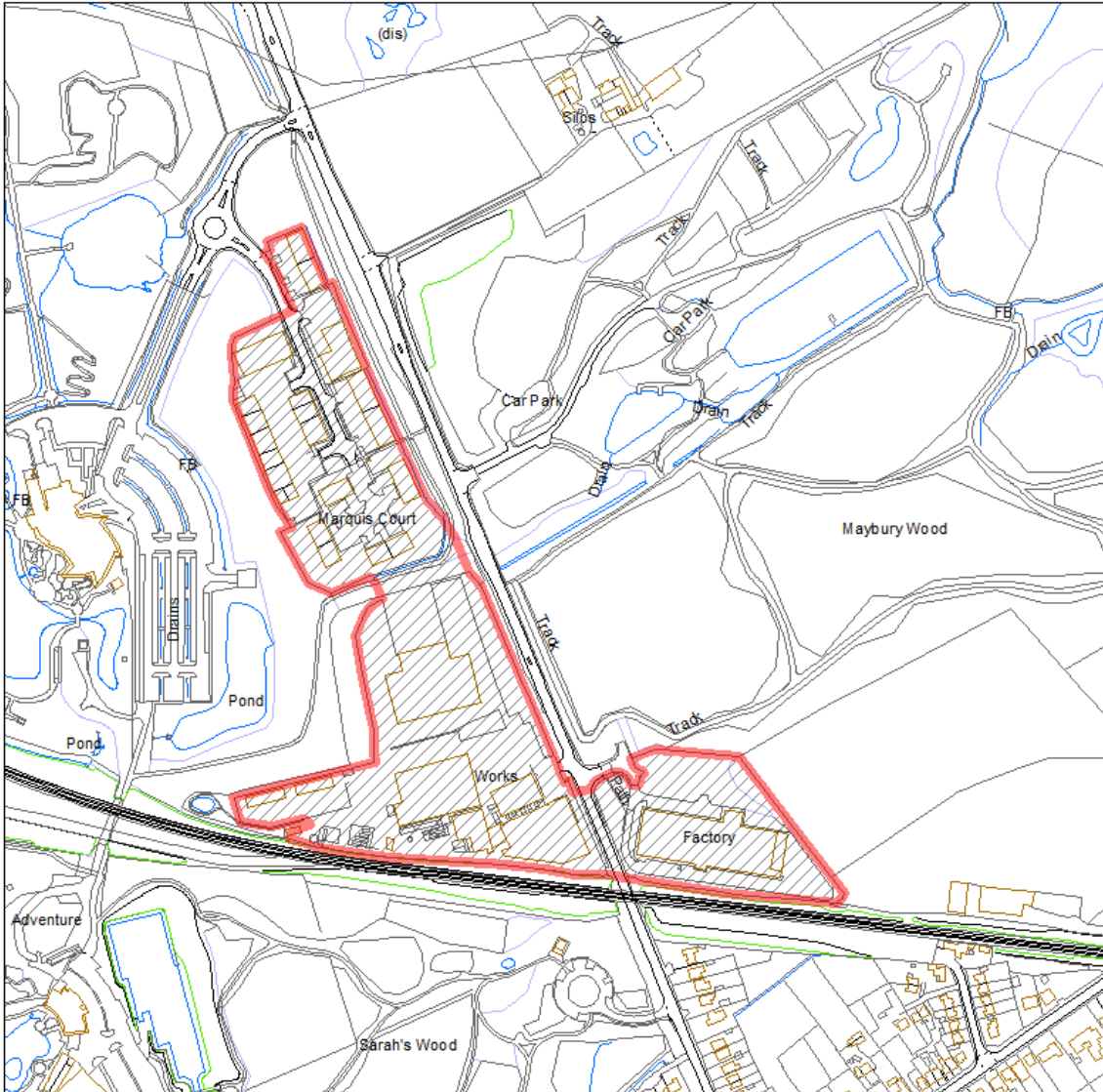
Retain Whole Site for Employment Use		Comments
Retain most of site but potential to release parts	Yes	Good quality industrial estate, incorporating several major occupiers which should be protected in the Local Plan review. The current HS2 route does pass through the east of the site. At a minimum this will remove the Huntingdon Court light industrial scheme (1.28 ha of land lost) and may also necessitate significant changes to access arrangements. The current site boundary excludes a range of other industrial uses which extend along Huntingdon Way south east to the Tamworth Road junction. While these are separated from the identified Employment Area by the Sui Generis BCA Commercial Car Auction Facility (which has a consent for more car parking on undeveloped land at the Repton Road/Huntingdon Way Junction) all are occupied, small and mid-sized B1(c)/B2 units, including the County Council owned Riverside Court light industrial scheme (3.43 ha of land). These should also be protected in the Local Plan review for B1/B2/B8 uses. However, the current site boundary also includes 0.62 ha of land, south Huntingdon Court, which is car parking for the Sui Generis BCA Commercial Car Auction Facility. This land should be removed from the site boundary. The net change is a gain of 2.81 ha of employment land (reducing to 1.53 ha if losses to HS2 are included).
Release site for alternative uses		

<p>Developed Area</p>		
<p>Access/Roads</p>		
<p>New Devel./ Devel. Sites 1. Land South of Repton Way</p>		


Moira

Marquis Drive

Map



Key

 Local Plan Existing Employment Area

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Site details	
Name	Marquis Drive
Address / Location	off Rawdon Road /Moir
Post Code / Coordinates	DE12 6.. / 431,231 316,096
Size	8.30 ha
Existing LP allocation?	Yes

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
	12%	42%	46%	Some nine units along Marquis Drive, along with a large unit for Reabrook, were developed over the 2004/05 period. Three more by 2010.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
	Yes							Space in B1(c)/B2/B8 industrial/warehouse use.

Existing Uses, Planning History & Current Permissions
<p>Dispersed modern employment area, in three parts. Northern portion is linear group of smaller industrial properties along Marquis Drive. These include the Rawdon Network Centre a scheme of 13 modern industrial units of 200-400 sqm each in the west. South is a single B2 unit for TDP Textiles (east of Rawdon Road) and manufacturing complex for Reabrook (west of Rawdon Road), which also accommodates three other businesses. Key Marquis Drive planning consents are:</p> <p>Plot 1: Erection of two industrial units for B1, B2 and B8 use (04/00514/FUL)</p> <p>Plot 2: Erection of factory and associated office (04/00642/FUL)</p> <p>Plot 3: Erection of three industrial units (B1, B2 and B8 use) (06/01390/FUL)</p> <p>Plots 4 - 5: Erection of three industrial units for B1, B2, or B8 use (01/01262/REM reserved matters to Outline permission 970630 (as amended))</p> <p>Additional Reabrook industrial unit consented in 2012 (12/00050/FUL)</p>

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	Yes	Yes	Site in multiple ownership. The Rawdon Network Centre is owned by 'Industrials' and marketed by Ryden. There are no vacancies here or elsewhere in the site.

Road Access (Strategic and Primary Road network)	
Score	Comments

3	Site located on wide, modern local roads. Nearest strategic routes are A511 at Woodville, 2 km to north or A444 at Overseal, some 2.5 km to south west. Route to A511 is unconstrained. Route to A444 passes through a complex junction at Moira (Rawdon Road/Shortheath Road/Ashby Road/Measham Road) which is less suited for larger HGVs.
---	--

Local Access (Other A class roads and B class roads)

Score	Comments
4	Two sites - larger units accessed directly off the main, Rawdon Road. Smaller units accessed off Millennium Avenue and Marquis Drive. Except for the issue noted above, these roads are wide and unconstrained.

Parking and access to public transport

Score	Comments
5	No on street parking. Units appear to have sufficient parking to meet needs. Bus stops on Rawdon Road, services, approx. hourly to locations including Burton-Upon-Trent. Various cycle routes in area.

Servicing and delivery vehicle access

Score	Comments
5	No access constraints evident.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
2	Not counting leisure facilities at Conkers, local services are limited. Services in Moira appear limited to Post Office. Nearest foodstores/hot food at Overseal, some 2 km to west. Settlement of Moira 200 metres to south east.

Character and Constraints (Topography / Shape)

Score	Comments
3	Flat site. Reabrook site slightly irregular due to railway in south. Other areas of regular shape. Conkers National Forest and recreation facilities surround the sites. No further expansion possible.

Proximity to incompatible uses

Score	Comments
-------	----------

	3 Forest/forest park surrounds, but no other incompatible uses.
--	---

Market Attractiveness

Score	Comments
4	Small, reasonable quality local industrial estates on main road positions. Units are modern and fully occupied. When units become vacant there is no reason why it could not be reoccupied in a reasonable amount of time. The fact that Reabrook appears to have successfully let surplus space in its facility to other businesses, in recent years, is evidence of ongoing demand in this area.

Other known barriers (HS2)

--

Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Modern facilities, much of the stock is less than 20 years old.

Overall Assessment

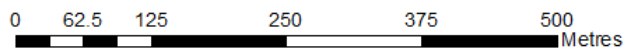
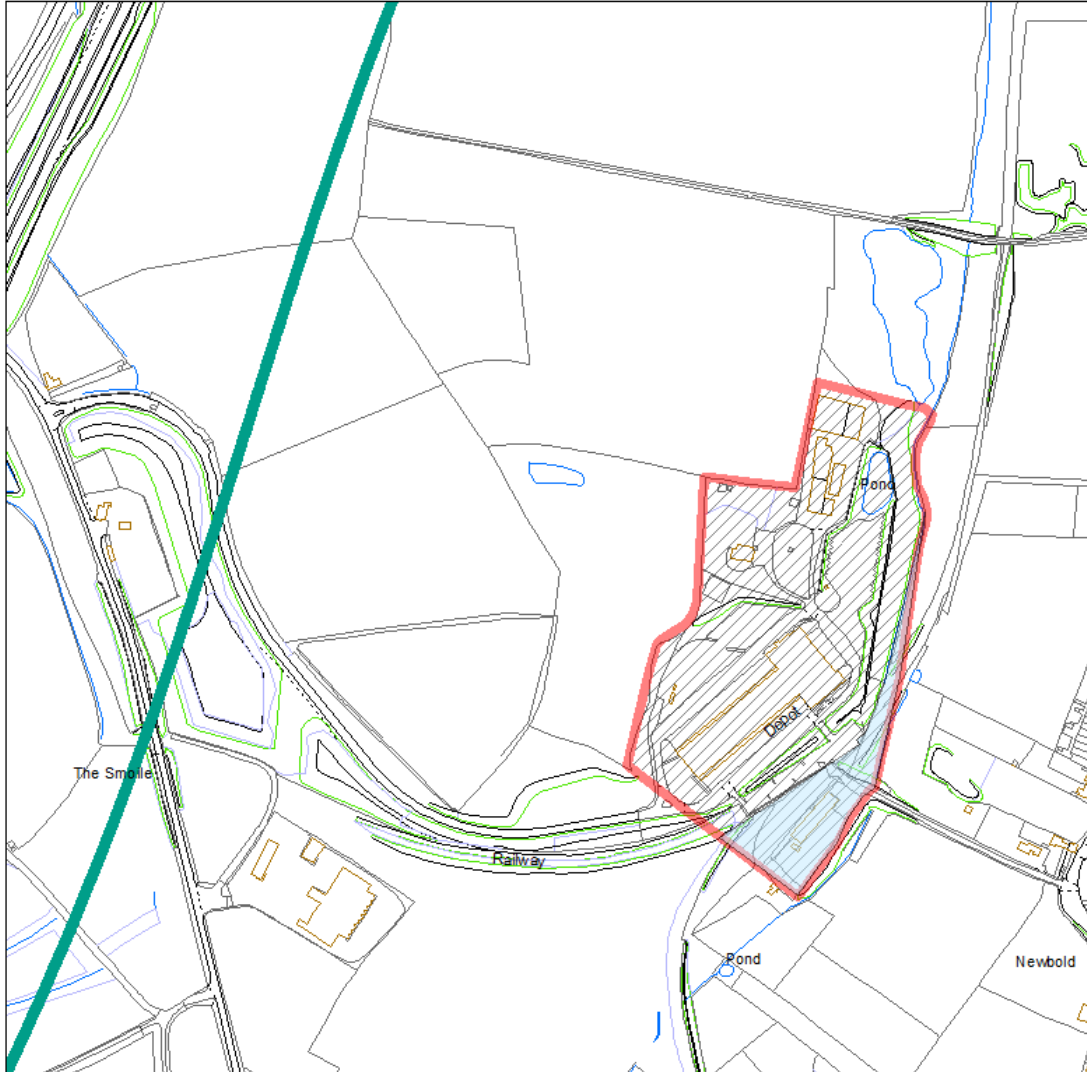
Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Well established, dispersed local employment site, fully occupied with local businesses plus several larger employers. Site should be protected in the Local Plan review for B1/B2/B8 uses. Site boundary reflects the full extent of the employment site.
Release site for alternative uses		

<p>Developed Area</p>		
		
<p>Access/Roads</p>		




Lount

TNT, Melbourne Road

Map



Key

-  Local Plan Existing Employment Area
-  Area recommended for removal
-  Proposed Route of HS2

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Site details	
Name	TNT
Address / Location	Melbourne Road / Lount
Post Code / Coordinates	LE65 1PL4 / 39,853 319,533
Size	5.60 ha
Existing LP allocation?	No

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
			100%	Complex of older B-Class buildings in a rural location.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
		Yes						Main buildings comprise TNT B8 logistics facility and B1(a) call centre. Pipe Yard Lane Works is multi occupancy B1(c)/B8 scheme.

Existing Uses, Planning History & Current Permissions
Main site is occupied by TNT and consists of a large single warehouse building with associated parking and landscaping, with ancillary properties to the north. All accessed by long, secure access road from Melbourne Road. Secondary site, Pipe Yard Lane Works, comprises a single unit and yard space (formally minerals processing facility), sub-divided for multiple occupancy, accessed via a narrow rural track. Pipe Lane Works now has outline consent, subject to the signing of a Section 106, for redevelopment of Pipe Lane Works for B1 (office) premises (233 sqm business centre) and residential development of six dwellings, garaging and associated infrastructure (18/01534/OUT). Pipe Lane Works is thus expected to become a largely residential site with a negligible supply of employment land (around 0.06 ha)

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
	Yes	Yes	No	No	TNT is owner occupied. Pipe Lane Works privately owned with multiple occupiers.

Road Access (Strategic and Primary Road network)	
Score	Comments

	2 Although physically close to A42, nearest A42 junction is at Ashby some 3-4 km to the south, via local roads.
--	---

Local Access (Other A class roads and B class roads)

Score	Comments
3	Roads accessing TNT are narrow relative to possible HGV activity, but not sufficiently so to render site unviable. Pipe Yard Lane Works is accessed from very narrow, poorly surfaced rural track, with several homes along it. Route to Pipe Yard Lane Works also passes through Newbold Coleorton village and various rural roads ill-suited for HGV traffic. However, Pipe Yard Lane Works is now expected to be lost to housing (see below)

Parking and access to public transport

Score	Comments
2	Ample parking evident at TNT. Pipe Yard Lane Works also has space for parking in large yard, subject to access issues noted above. Hourly services to Ashby and Coalville from Newbold Coleorton or Loughborough/Ashby services from Lount. However, accessing both settlements, on foot from TNT is difficult as surrounding roads have no footpaths and blind bends. Walk to nearest bus stop approx. 1 km. No dedicated cycle routes/lanes evident.

Servicing and delivery vehicle access

Score	Comments
3	Some difficulties in accessing TNT likely but again the main issues are at Pipe Yard Lane Works, which is expected to be lost to housing, along narrow access track and through Newbold Coleorton.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
2	Pub in Newbold Coleorton, but nearest large-scale services and residential population is Ashby, some 4 km to south west.

Character and Constraints (Topography / Shape)

Score	Comments
3	Flat topography. Streams and waterbodies on the site. Surrounding countryside unlikely to support expansion.

Proximity to incompatible uses

Score	Comments
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4	TNT surrounded by agricultural land. Pipe Yard Lane Works shares narrow access with several homes.
---	--

Market Attractiveness	
Score	Comments
2	TNT facility is of reasonable quality, but isolated location would make it difficult to market any vacant space here. As noted, it is assumed Pipe Yard Lane Works will be redeveloped and not marketed for B-Class uses.

Other known barriers (HS2)
The HS2 route passes west of TNT and severs the property's access to Melbourne Road. While this could render the whole site unusable there appears reasonable scope to deliver an alternate access, further along Melbourne Road, to allow continued operations.

Likely lifespan of site				
0-5	5-10	10-25	25+	Comments
Yes - Pipe Yard Lane Works		Yes - TNT		Pipe Yard Lane Works is low grade, older facility which is nearing the end of its life. Some parts of TNT site also in poor condition, but main TNT building is of reasonable quality and could last longer.

Overall Assessment		
Retain Whole Site for Employment Use		Comments
Retain most of site but potential to release parts	Yes	Pipe Yard Lane Works now has consent, subject to a Section 106, for a primarily residential scheme. Thus, there is no reason to adopt this location, for B-Class uses. TNT is likely to remain in the long term (10-25 year lifespan assumed) and could be identified in the Plan as a large rural employment site. HS2 development may interfere with TNT's access in the long run. However, TNT's access road is perhaps longer than it needs to be, and it should be possible to re-route it south to avoid the obstacle, when required, without the loss of this employment site. Should the TNT site become vacant however, it is likely that the owner would seek to redevelop it and any resulting scheme would need to be considered on its merits and site conditions at that time. Site boundary reflects the full extent of the employment site (subject to removal of Pipe Lane Works) (0.63 ha of employment land removed).
Release site for alternative uses		

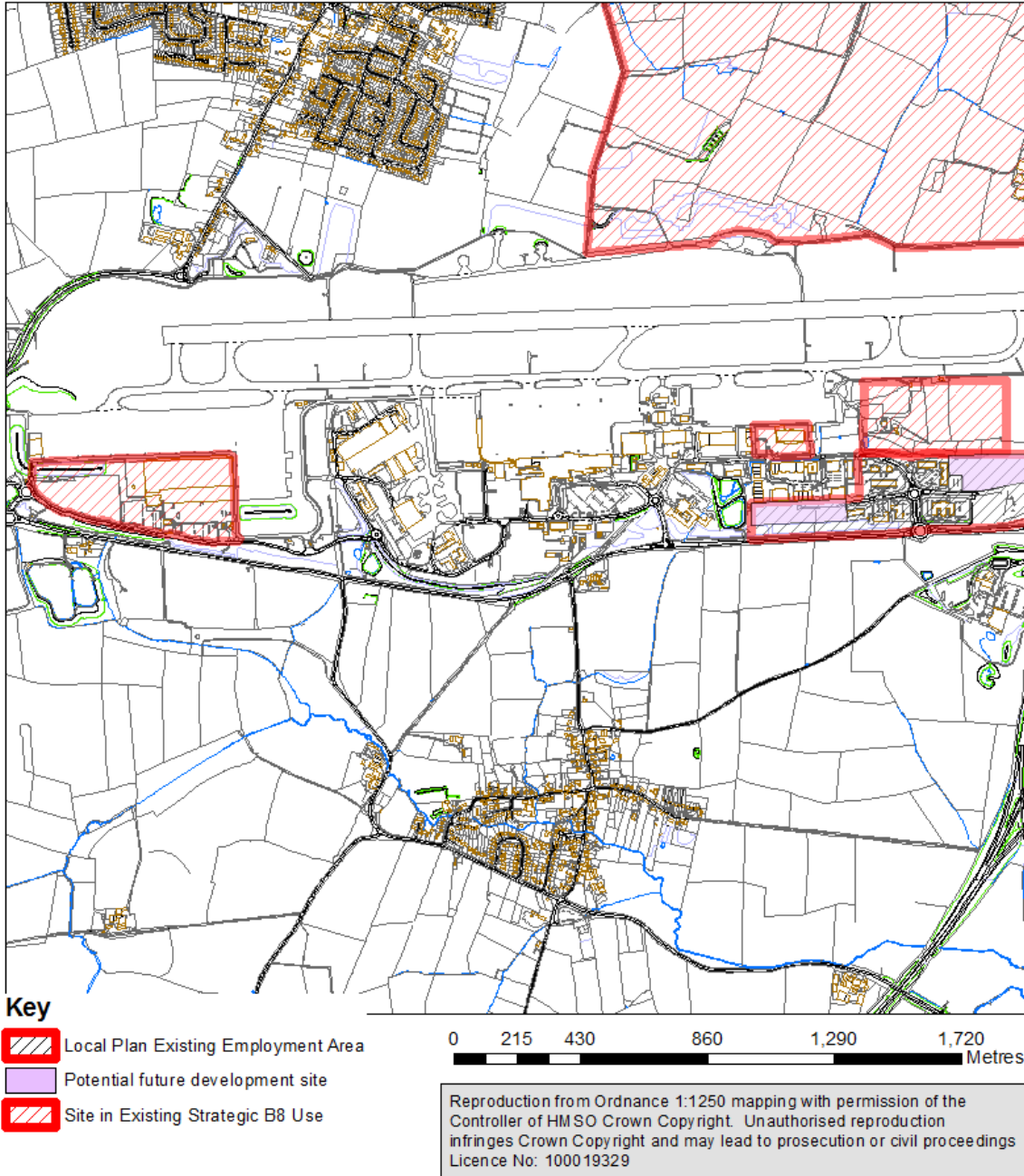
<p>Developed Area</p>		
		
<p>Access/Roads</p>		

Additional B8 Strategic Employment Sites

East Midlands Airport

Royal Mail, DHL, UPS Sites

Map



Site details	
Name	East Midlands Airport
Address / Location	Beverley Road / Castle Donington
Post Code / Coordinates	DE74 2SA(TR for DHL) / 445,984 325,747
Size	28.32 ha
Existing LP allocation?	No

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
		100%		Of the three identified buildings, the Royal Mail depot was completed in 2006, DHL main depot was built in 2001 with frontage offices added over 2017-2018. The UPS facility remains under construction.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
							Yes	Three distribution facilities in the wider Airport facility

Existing Uses, Planning History & Current Permissions
The wider East Midlands Airport site contains a number of large scale distribution premises, the largest being: DHL Cargo Terminal and Distribution Hub - Planning permission granted in 2015 for extension of existing facility now completed. Royal Mail Distribution Centre on Beverley Road - Planning permission was granted for a cargo shed and associated car parking in 2005. An extension was approved in 2010. UPS Logistics Centre - Application 17/01515/FULM approved in 2018 but not yet built.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes					Site is all believed to be owned by MAG (owners of the airport).

Road Access (Strategic and Primary Road network)	
Score	Comments
5	Wider Airport complex has direct access to M1 at Junctions 23A, and further north at Junction 24, which between them give full north and southbound carriageway access. These two junctions also connect to a number of cross country A Roads, including the A42, A50 and A6.

Local Access (Other A class roads and B class roads)	
Score	Comments

5	Site is well served by a network of modern and unconstrained access roads. Employment and airport traffic share some routes, but carriageways appear sufficient to support the traffic. Modern A453 provides wider Airport access from large modern junctions.
---	--

Parking and access to public transport

Score	Comments
5	No evidence of on-street parking, which suggests sufficient parking is available at units. Bus stops along main Beverley Road, provide 1-4 buses/hour to Ilkeston, Derby, Leicester, Loughborough, Coalville and Nottingham. Cycle routes to Kegworth and Castle Donington.

Servicing and delivery vehicle access

Score	Comments
5	Access roads wide and unconstrained. No issues.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
4	A range of services can be found within wider Airport including PFS, three hotels as well as services in the terminal buildings. Donington Roadside Services located to the south east, linked to Junction 23A, M1. Airport complex is located outside of Castle Donington, some 4 km by roads or 2 km from Kegworth.

Character and Constraints (Topography / Shape)

Score	Comments
5	Regular shape and level site. Operating next to active airport may place some limits on building heights, etc. but otherwise unconstrained.

Proximity to incompatible uses

Score	Comments
5	Main uses likely to be compatible with adjacent airport activity.

Market Attractiveness

Score	Comments
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5	All facilities purpose built for owners and the high value multi-modal Airport facility has attracted a wide range of businesses. UPS investment demonstrates the continuing strength of this location for logistics activity.
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Other known barriers (HS2)

Likely lifespan of site				
0-5	5-10	10-25	25+	Comments
			Yes	Modern and new build B8 uses.

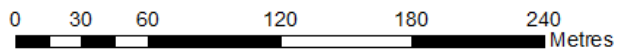
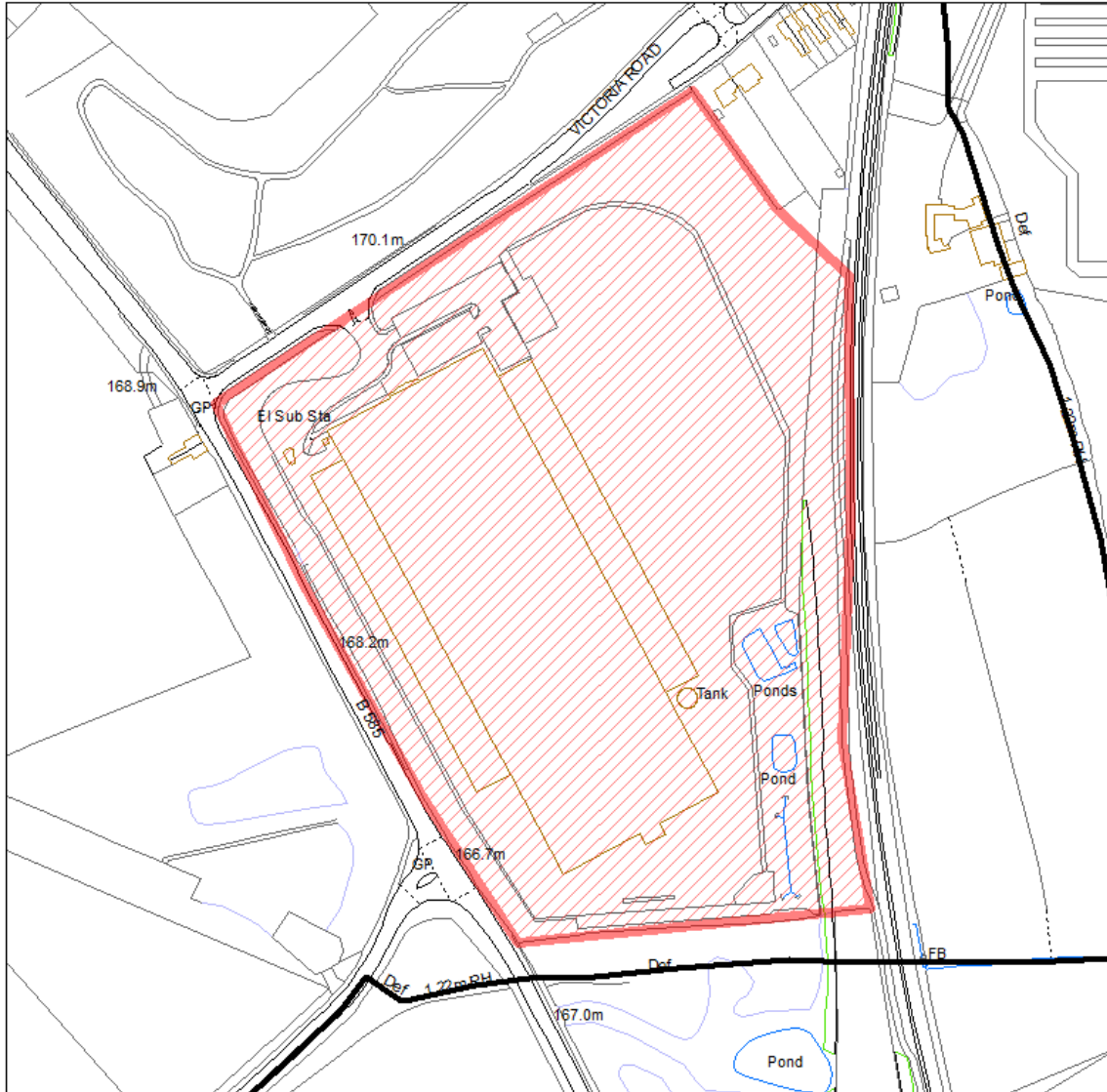
Overall Assessment		
Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Three high value strategic level logistics facilities. It is worth noting that a range of other B-Class facilities are located in the Airport area, running the length of Beverley Road. These include the Air Cargo Centre, Argosy Road which incorporates a range of high value B2 manufacturing facilities in the aerospace sector, the B100 office building and several B2/B8 properties west of Royal Mail, including an existing UPS depot. Overall some 28.32 ha of land is in active B1/B2/B8 use in the Airport boundary. The Local Plan should recognise the value of East Midlands Airport for B1/B2/B8 uses alongside its transport and infrastructure functions.
Release site for alternative uses		

<p>Developed Area</p>		
<p>Access/Roads</p>		
<p>New Devel./ Devel. Sites 1. UPS scheme</p>		


Ellistown

Pall Ex

Map



Key

 Site in Existing Strategic B8 Use

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Site details	
Name	Pall Ex
Address / Location	Victoria Road / Ellistown
Post Code / Coordinates	LE67 1FH / 443,866 310,115
Size	8.00 ha
Existing LP allocation?	No

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
		100%		Permission was granted for the warehouse in 2002.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
				Yes				Single occupier distribution and office facility.

Existing Uses, Planning History & Current Permissions
The site is currently occupied by Pall Ex and consists of a large single warehouse building with associated parking and landscaping. The unit was consented in June 2002 (02/00350/FUL).

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes		Yes	No	No	Property leased to Pall Ex and owned by an associated fund.

Road Access (Strategic and Primary Road network)	
Score	Comments
3	Site is on a good quality local road network, close to road junction. Most direct link to A Roads is B585 route east approx. 3 km to A511 and then to Junction 22, M1.

Local Access (Other A class roads and B class roads)	
Score	Comments

	5 Site sits on modern B585 route linking Bardon/M1, Ellistown/Coalville and A447/Ibstock.
--	---

Parking and access to public transport

Score	Comments
5	Single occupier site with large car park for Pall Ex own use. Adjacent bus stop with services to Leicester and Coalville. Site too isolated for pedestrian access but roads would support cycling.

Servicing and delivery vehicle access

Score	Comments
5	Access roads wide and unconstrained. No issues.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
3	Rural site. Nearest services and settlement is Bagworth some 700 metres to the south, followed by Ellistown 1-1.5 km to the north and A511 services some 2 km to east.

Character and Constraints (Topography / Shape)

Score	Comments
5	Regular shape and level site. No constraints.

Proximity to incompatible uses

Score	Comments
5	Small group of homes to the east, but otherwise site is separated from other uses by greenfield land.

Market Attractiveness

Score	Comments
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4	Large modern logistics and office facility, purpose build for Pall Ex. Given the investment it is assumed the company will wish to retain it for the long term. Should it become vacant, however, it would be possible to market this facility to other similar companies.
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Other known barriers (HS2)

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Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	Modern unit still at an early stage of its life.

Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Modern B1(a)/B8 facility for key employer. Location should be identified and protected in the Local Plan review. Site boundary reflects the full extent of the employment site.
Release site for alternative uses		

Developed Area



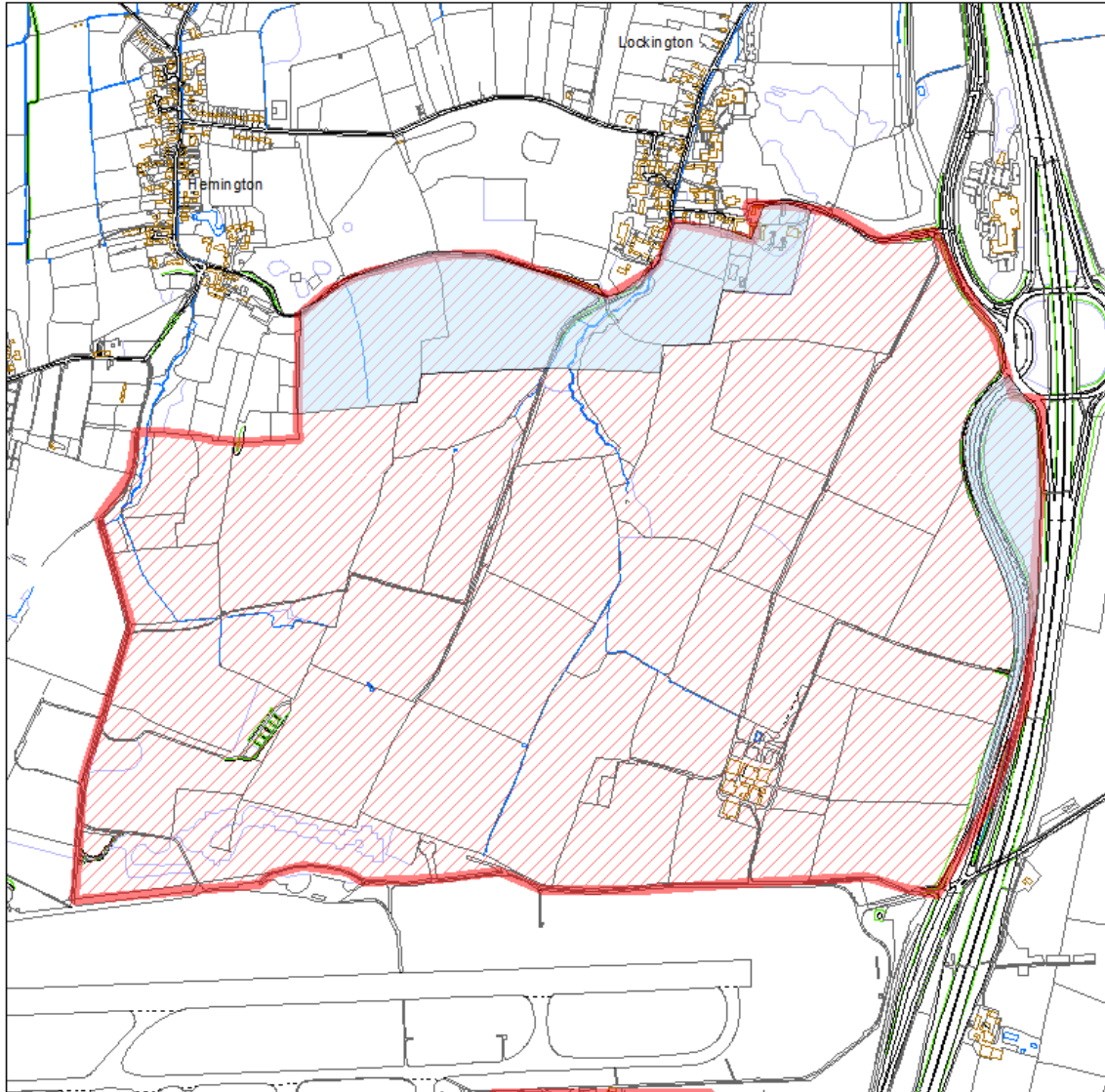
Access/Roads





Kegworth (Lockington)

East Midlands Gateway Strategic Rail Freight Interchange

Map



Key

-  Site in Existing Strategic B8 Use
-  Area recommended for removal

0 150 300 600 900 1,200
Metres

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Site details	
Name	East Midlands Gateway Strategic Rail Freight Interchange
Address / Location	Lockington
Post Code / Coordinates	DE74 2DL / 446,485 327,127
Size	269.00 ha
Existing LP allocation?	No - but included as a site with permission

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
100%				Site currently under construction.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
							Yes	Multi-modal logistics facility.

Existing Uses, Planning History & Current Permissions
The Secretary of State for Transport granted the development consent order for the strategic rail freight interchange (SRFI) on land north of East Midlands Airport near Castle Donington, Leicestershire on Tuesday 12 January 2016. Construction is now underway, for 11, B8 units ranging from 22,000 sqm to 74,000 sqm. 560,000 sqm in total. Masterplan defines the gross site area as 229.35 ha, net as 134.42 ha.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes			Yes	Yes	The site is owned by SEGRO and the development is managed by Roxhill Developments. Multiple agents on site - CBRE, Savills, Burbage Realty. Units 1-4 let or sold at present, to occupiers including Kuehne + Nagel. Amazon, Nestle and Shop Direct are also either expressing strong interest or signed up for units of 50,000-70,000 sqm.

Road Access (Strategic and Primary Road network)	
Score	Comments
5	Development includes modern, purpose-built junction onto A453, which then give direct access to Junction 24, M1 and to a number of cross country A Roads, including the A42, A50 and A6.

Local Access (Other A class roads and B class roads)	
Score	Comments

	5 Site will have purpose-built M1/Major A Road access.
--	--

Parking and access to public transport

Score	Comments
5	Units under development. Assumed sufficient car parking will be provided. Transport plan would see site served by 1-4 buses/hour to Ilkeston, Derby, Leicester, Loughborough, Coalville and Nottingham. Cycle routes to be provided to Kegworth, Castle Donington and Airport.

Servicing and delivery vehicle access

Score	Comments
5	Rail freight facility designed around HGV access.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
4	Nearest services at Donington Roadside Services located to the south east, linked to Junction 23A, M1. Kegworth located some 500 metres to east, but some services here not accessible to HGV drivers.

Character and Constraints (Topography / Shape)

Score	Comments
5	Regular shape and level site. No constraints.

Proximity to incompatible uses

Score	Comments
5	Site separated and screened from surrounding settlements.

Market Attractiveness

Score	Comments
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5	Major logistics development being marketed at the national and international level and incorporating major infrastructure investment. Much of the marketing of the location is confidential but the fact that the site is being delivered as a speculative scheme, and that four units have already been let/sold, off plan, is evidence of strong demand here.
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Other known barriers (HS2)

Likely lifespan of site				
0-5	5-10	10-25	25+	Comments
			Yes	New build site.

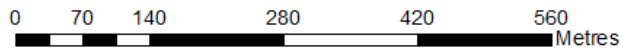
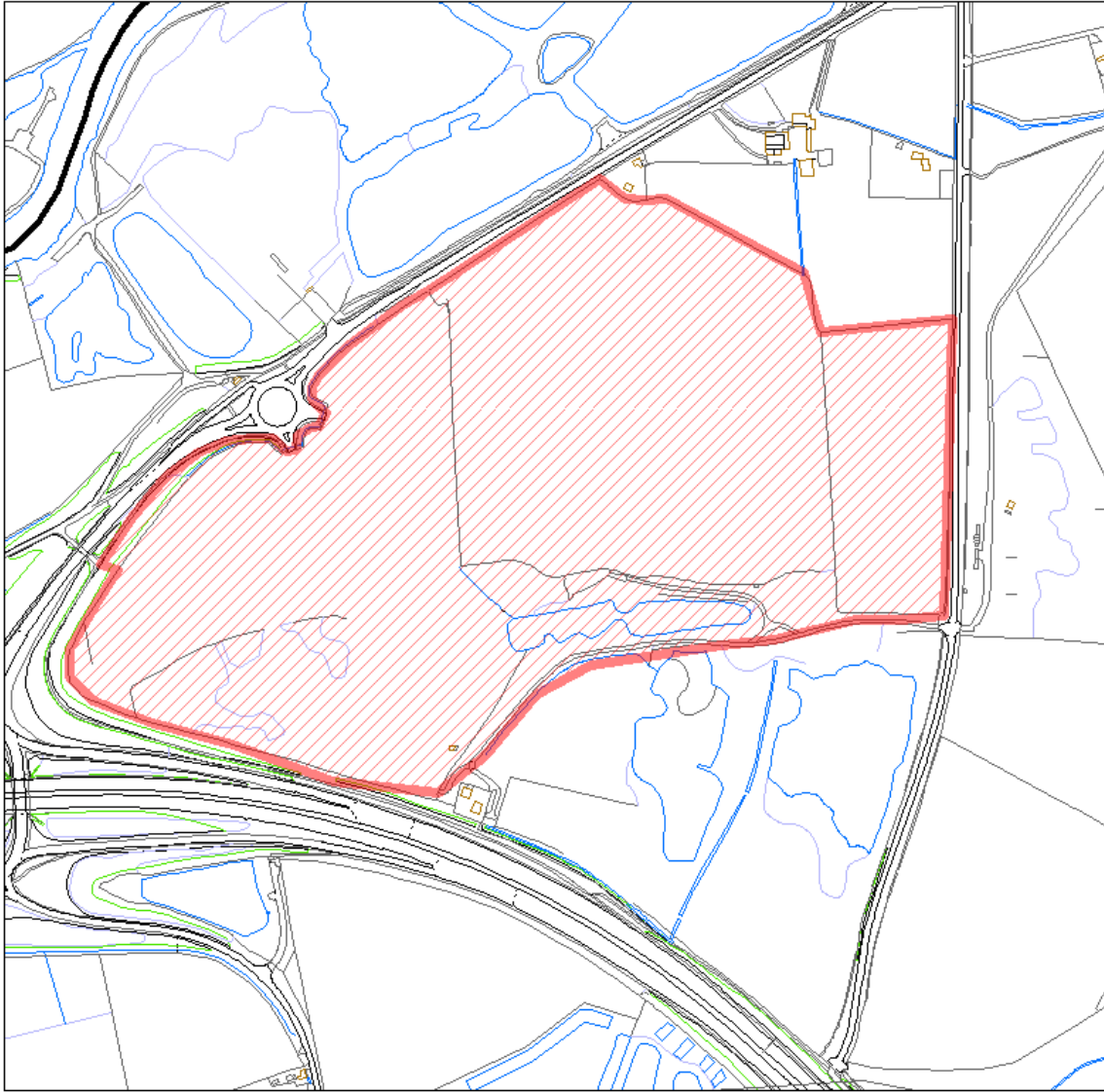
Overall Assessment		
Retain Whole Site for Employment Use		Comments
Retain most of site but potential to release parts	Yes	Major new employment site for the District, this should be recognised in the Local Plan review. Any allocation should be as a strategic B8 site to distinguish it from Local Employment Sites. Area boundary currently extends further north than the actual development, up to the southern edge of Lockington. This should be moved south to emphasise the separation between the site and neighbouring settlements. Revised site area of 229.35 ha, reflecting gross site area defined in the site Masterplan.
Release site for alternative uses		

Developed Area		
Access/Roads		


Sawley

Land at Sawley Crossroads

Map



Key

 Site in Existing Strategic B8 Use

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Site details	
Name	Aldi
Address / Location	Land at Sawley Crossroads / Sawley
Post Code / Coordinates	DE72 2HP / 446,083 329,843
Size	38.80 ha
Existing LP allocation?	No - but included as a site with permission

Building age? (%)				
0 to 5 years	5 to 10 years	10 to 20 years	20 Plus years	Comments
100%				Unit currently under construction.

What is the nature of the site?								
Business Park	Industrial	Mixed	Town Centre	Single User	Car showroom	Waste Site	Distribution	Comments
				Yes				Single occupier distribution facility.

Existing Uses, Planning History & Current Permissions
In 2015 a hybrid permission was granted for a regional storage and distribution centre (15/00015/FULM). The permission granted Full consent for Phase I to the north and Outline permission for Phase II to the south. In 2017, permission was granted for the implementation of an alternative form of development for the Phase 1 unit (17/00366/VCIM). Development has commenced on that part of the development subject to the full planning permission, for a 58,364 sqm B8 unit which is to be used as a regional distribution centre for Aldi. The Phase II development land, which has Outline consent, and is 14.08 ha in size, is being held as expansion space to meet Aldi's anticipated future growth plans for the region.

Availability Assessment:					
Single Ownership	Multiple Ownership	Existing leases on site	Agents boards visible	Agents active	Comments
Yes					Owned by Wilson Bowden, to be occupied by Aldi.

Road Access (Strategic and Primary Road network)	
Score	Comments
5	Site access located some 300 metres north of Junction 1, A50 cross country route. In turn this accesses Junction 24A, M1 1.5 km to the east.

Local Access (Other A class roads and B class roads)

Score	Comments
5	Site accessed via large roundabout onto B6540 Sawley-A50 dual carriageway route.

Parking and access to public transport

Score	Comments
5	Assumed that the development will provide sufficient staff and HGV parking. B6540 is a strong bus route with daytime services every 10 min to East Midlands Airport, Loughborough, Coalville, Normanton-on-Soar, Ilkeston and Nottingham. Several cycle routes surround the site.

Servicing and delivery vehicle access

Score	Comments
5	Logistics facility designed around HGV access.

Proximity: Urban, Labour, Service (Prominence)

Score	Comments
3	Small, semi-permanent roadside café on lay-by facing site entrance. Otherwise nearest services and residential populations are at Shardlow, 1 km west, Castle Donington, 2 km south and Sawley, 3 km north. It is assumed the site will draw labour from the wider Nottingham and Derby Conurbations.

Character and Constraints (Topography / Shape)

Score	Comments
3	Regular shape and level site. Site located in Flood Zone 3, various waterbodies on the site.

Proximity to incompatible uses

Score	Comments
5	Separated from other uses by greenfield land and main road.

Market Attractiveness

Score	Comments
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5

High quality, new build strategic logistics facility on the strategic road network. The Phase I property is being purpose build for a specific occupier. The Phase II land may become available if Aldi decide it no longer needs it for its own operations. If that occurred there are good prospects that the site could be successfully taken up by another B2/B8 occupier given the high quality of the site and the critical mass of B8 facilities being delivered in the surrounding area.

Other known barriers (HS2)

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Likely lifespan of site

0-5	5-10	10-25	25+	Comments
			Yes	New build scheme.

Overall Assessment

Retain Whole Site for Employment Use	Yes	Comments
Retain most of site but potential to release parts		Major new employment site for the District, this should be recognised in the Local Plan review. Any allocation should be as a strategic B8 site to distinguish it from Local Employment Sites. Site boundary reflects the full extent of the employment site.
Release site for alternative uses		

<p>Developed Area</p>		
<p>Access/Roads</p>		
<p>New Devel./ Devel. Sites 1. Phase Two Land</p>		

Appendix 3

Employment Site Scoring

Appendix 3 – Employment Site Scoring

Road Access (Strategic and Primary Road network)				
Very Poor: Remote from strategic road network and no easy route by local roads.	Poor: Access to strategic road network via number of different local roads.	Reasonable: Longer distance on high quality local road to connect with strategic road network	Good: No direct access to strategic road network but well linked. Short distance on high quality local road network.	Excellent: Direct Access onto strategic road network.
1	2	3	4	5

Local Access (Other A class roads and B class roads)				
Very Poor: Remote from road network and no easy route by local roads.				Excellent: Direct Access onto secondary road network or short drive from primary road network.
1	2	3	4	5

Parking and access to public transport				
Very Poor: No onsite car parking provision. Poor access to public transport or cycleways.		Reasonable: Car parking in high demand which can result in increased on street/kerb parking. Public transport interchange within walking distance		Excellent: Sufficient onsite parking. Close proximity public transport interchange and connected to cycle ways.
1	2	3	4	5

Servicing and delivery vehicle access				
Very Poor: No available service access / requires blocking of highways / footpaths to serve.		Reasonable: Difficult for service vehicles to access.		Excellent: Sufficient services access.
1	2	3	4	5

Proximity: Urban, Labour, Service (Prominance)				
Very Poor: Remote and isolated site with no local services and or residential area nearby.				Excellent: Near centre of urban area with wide range of services nearby; proximity to residential areas that provide labour supply
1	2	3	4	5

Character and Constraints (Topography / Shape)				
<p>Very Poor: Sloping and/or uneven site with irregular and/or narrow shape, high flood risk, conservation or landscape constraints, adverse ground conditions</p>				<p>Excellent: Generally level site, regular shape, low flood risk, no conservation or landscape constraints no known adverse ground conditions</p>
1	2	3	4	5

Proximity to incompatible uses				
<p>Very Poor: B2 / B8 adjoining residential or other sensitive areas</p>		<p>Reasonable: B1 uses adjoining residential or other sensitive areas</p>		<p>Excellent: Within designated employment area with no incompatible uses in the surrounding area</p>
1	2	3	4	5

Market Attractiveness				
<p>Very Poor: Run down and unattractive appearance and or location attracts low end occupiers; vacant units not marketed and remain vacant for lengthy periods of time no recent investment or development activity.</p>				<p>Excellent: High profile and/or high-quality appearance; managed site with good environment and quality occupiers; under 10% vacancy; viewed as an attractive location; recent investment or development activity with strong demand and units rarely available.</p>
1	2	3	4	5

