CHAPTER 6

WIDER SPATIAL PLANNING CONCLUSIONS

Prepared by
David O'Neil
Nortoft Partnerships Ltd

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6.1 Introduction

This study will inform the Local Development Framework (LDF) for the borough. It is broadly set within the context of the North Northamptonshire Core Spatial Strategy (CSS) being prepared by the North Northamptonshire Joint Planning Unit.

Relevant and available supply and demand issues for employment land from the CoPELA Review (Tym and LSH 2006 in progress) are discussed.

6.2 Key Outcomes

The key relevant outcomes from this Employment Study will help inform the LDF process by providing an assessment of sites set within a sites and market appraisal.

<table>
<tr><th>Sites Deliverability</th><th></th><th colspan="3">Hectares</th></tr>
<tr><td></td><td></td><td>B1</td><td>B2/B8</td><td>Total</td></tr>
<tr><td>(Dark Green)
Most deliverable</td><td></td><td rowspan="2">71.5</td><td rowspan="2">61.9</td><td rowspan="2">133.4</td></tr>
<tr><td>(Hatched/Light Green)
Next most deliverable</td><td></td></tr>
<tr><td>(Yellow)
Delayed/lower deliverability</td><td></td><td>41.0</td><td>111.0</td><td>152.0</td></tr>
<tr><td></td><td>Total</td><td>1112.5</td><td>171.9</td><td>285.4</td></tr>
<tr><td>(Orange)
Delayed/less deliverability</td><td></td><td colspan="3">Not likely to be needed</td></tr>
<tr><td>(Red)
Delayed/least deliverability</td><td></td><td colspan="3">Not likely to be needed</td></tr>
<tr><td colspan="5">NB : this initial identification of sites deliverable by given dates will need to be modified in the light of the emerging CoPELA study. The relative deliverability of sites will not change though. (Also see CoPELA summary in Chapter 6 (section 6.3)</td></tr>
</table>

6.2.1 Market demand in the County seems to be in excess of CoPELA predicted supply for B8, and potentially for vertically integrated B1/B2/B8 sites. This type of investment might bring the headquarters and manufacturing elements together with distribution on one site. Whilst there are perceived concerns from the Council about the relative amounts and quality of jobs related to distribution “sheds” there seem to be worthwhile opportunities for the Council to actively seek investment in such vertically integrated sites, with the option of using planning controls to limit the size of the B8 shed component. This may both attract new investment and support the growth of successful smaller local enterprises. The overall quality of the sites to be provided needs to be high and so new sites should either be made available or significant redevelopment and enhancement of existing sites needs to be undertaken.

6.2.2 CoPELA recognises that there may be a need for more B2 even though the supply/demand analysis seems to show an excess of current and expected provision. Higher quality sites than currently available (such as on traditional, "tired" industrial estates) may be needed to meet the specific market demand for B2 manufacturing sites that are related to high-tec products.

6.2.3 Brownfield sites within the existing town are generally a high priority for delivery:

(a) some may need intervention funding, (e.g. from “Fit for Market”) to bring them to market. Sites within the Finedon Road and Denington Industrial Estates fall into this category.

(b) town centre sites are attractive for B1 but in the case of Wellingborough sizeable commercially marketable sites are limited and will not contribute to significant delivery. Sites that are being developed or very likely to be developed include Sheep Street (above Swansgate) and High Street/Jackson's Lane (proposed within an adopted Supplementary Planning Document for the area). Other small sites are being looked at through the emerging Town Centre AAP process. The AAP is likely to emphasise that larger town centre sites may need to have a retail allocation as the priority, albeit within mixed-use schemes.

(c) some sites such as TC9 and parts of TC10 (Midland Road area) being close to the station may, with appropriate planning designations, provide opportunities for small-scale redevelopment. or changes of use.

6.2.4 A priority will be to attract prestige and other Headquarter B1 enterprises. Two types of location are best suited for this in Wellingborough:

(a) Immediately adjacent to the station on sites E2 (Station Island) and site E1 (Eastfield Rd). Given the new growth targets for jobs and the emerging desired higher hierarchical role fro Wellingborough, the Eastfield Road site may benefit from re-consideration, although developer aspirations are currently firmly fixed on housing provision

(b) On quality parkland sites outside of the town located on key access hubs. Sites with such potential include:

- land currently allocated for development at Stanton Cross (such as E13). These sites have the advantage of being available in the near future even though the prominence and access are not as high as some other sites.

- sites N3 and N4 (North-West Wellingborough) which have the added advantage of being located adjacent to the A509, which provides a direct link to the A14 and A45 and on the north-south development alignment of the North Northamptonshire growth.

- site W5 (adjacent to the A45 by Wilby Way roundabout), although this site requires major infrastructure improvements to the A45 and may not be viable without significant enabling housing and/or intervention funding

- site E3b (the old abattoir site). Whilst this gateway site has excellent potential it would need intervention funding and a relocation of the Kangaroo Spinney Travellers site.

- site E4 (East Leyland) which might need intervention funding to relocate the existing low density B2 use.

6.2.5 Before much of the land allocation can be finalised, decisions and agreements are needed on the following key issues:

- identification of the extent and location of future growth for Wellingborough
- within urban extentions, agreements on housing and employment land allocations, to see that they match the employment locations suggested in this report (e.g. uncertainty over extent of sites N1 to N5)
- the location and phasing of the strategic road improvements (including: Wilby Way roundabout, Isham Bypass extentions, developer proposals for north-south connections between Wellingborough and Kettering, the impact of any new A14 routes, and the need for further major roads associated with large urban extentions.

6.2.6 It would be helpful to take an early view as to the extent and location of growth for Wellingborough from 2021-2031, without which longer-term planning for employment may be affected by decisions made now to locate housing in sites that in the longer-term (2021 - 2031) may be more appropriate for employment (or vice-versa).

6.2.7 Employment and housing proposals need to be tested e.g. with the new SATURN transport model and other detailed appraisals, which is beyond the scope of this study.

6.2.8 A comprehensive and conclusive water cycle/river catchment study needs to be undertaken as a high priority in order to clearly identify constraints and appropriate mitigation measures.

6.2.9 This study looks at spatial land allocations, however there are several other issues which need to be examined in more detail to assist in the longer-term allocation of sites. Significant amongst these is the positioning and branding of the Borough, North Northamptonshire and the countywide area. We have referred to supply and demand issues in this report. The demand side would increase significantly with better positioning and branding of the area. Given the likely continuing strong demand for housing land, then early marketing of employment land, and the early successful attraction of new, high-profile, prestige B1 offices, should be seen as a priority. If existing allocations/ planning permissions (e.g. Stanton Cross) are not forthcoming then other opportunities should be considered. Inward investing employers benefit from having a good choice of sites under more than one landownership.

6.2.10 There is a need for the findings from this Employment Study to feed into the employment planning policies for the Local Development Framework so as to better integrate and support a balanced growth-area-wide employment delivery.

6.3 **Implications of CoPELA** (draft and to be reviewed)

The table below summarises the initial results from CoPELA, which at the time of writing is out for consultation.

Section 6.3 Table: SNAPSHOT INITIAL RESULTS FROM DRAFT CoPELA REVIEW - TO BE UPDATED

		B1 sqm	**B1 ha** [1]	**B1 (ha) with Margin x 25%** [2]	**Job Numbers** [3]		**Current Nortoft/LSH B1 most deliverable (ha)**	**Current Nortoft/LSH B1 next most deliverable (ha)**
1	Tym Forecast Scenario ii	56,697	14.17	17.71	3150		91.6	50
2	LSH Deliverable (committed) Supply	50,214	12.6				But need only 2 ha?	
3	LSH Area to be found (= row 2- row 1) [5]	6,483	1.6	2.0				
4	Tym Area to be found [4]	-25,594	-6.3					

		B2 sqm	**B2 ha 1**	**B2 (ha) with margin x 25%**	**jobs**
1	Tym Forecast Scenario ii	12,630	3.16	3.95	361
2	LSH Deliverable (committed) Supply	94,921?	23.7		
3	Area to be found (= row 2- row 1)	-82,291	-20.6	0	
4	Tym Area to be found	-98,923	-24	0	

Current Nortoft/LSH B2/B8 most deliverable (ha)	**Current Nortoft/LSH B2/B8 next most deliverable (ha)**
52.2	121
But need only (-20.6+21.5) =0.9ha ?	

		B8 sqm	**B8 ha 1**	**B8 (ha) with margin x 25%**	**jobs**
1	Tym Forecast Scenario ii	271,593+	67.9	84.9	3086
2	LSH Deliverable (committed) Supply	202,950	50.7		
3	Area to be found (= row 2- row 1)	68,643	17.2	21.5	
4	Tym Area to be found	2,197	0.55		

Tym Forecast scenario ii **Total ha**	**88.85**	
Total B class jobs		**6597**
Total all jobs [6]		**13,744**

Note 1: On Tym assumption of 40% of an area equates to actual floorspace, take sqm and divide by 4000 to get to net developable ha.
Note 2: Safety margin should be based on 5 years expected growth based on 25% of period 2001-2021
Note 3: Jobs based on B1=18sqm/job; B2=35sqm/job, and B8=88sqm/job
Note 4: Tym tables 4.11- 4.13 identify a different market balance (scenario ii)
Note 5: LSH have submitted more accurate data on "deliverable supply" (row 2)
Note 6: Tym assume 48% jobs in Wellingborough are B class jobs and 52% other jobs (service, FBS, public sector/health/education etc)

General Note:

Many of the sites identified here are brownfield sites. However market demand clearly needs good-sized, high-quality sites which are generally lacking, apart from Stanton Cross (Station Island), Stanton Cross (nr Lawrence Leyland) and other Stanton Cross mixed-use sites. Best opportunity for other larger high quality B1 sites would be: N4 : Park Farm Way northern extention (15 ha); N4 Wellingborough Grange Farm 15ha) and then S1 Hampton Brook site (15 ha). There is likely to be merit in protecting these sites from B8 and from housing development so as to allow for B1 in the period up to 2021.