BASSETLAW
DISTRICT COUNCIL
NORTH NOTTINGHAMSHIRE

Nathaniel Lichfield and Partners

Future Development Scoping Study For Harworth Bircotes

Volume 2: Background Data and Baseline Analysis

September 2009

Nathaniel Lichfield and Partners

Planning Design Economics

BASSETLAW DISTRICT COUNCIL

FUTURE DEVELOPMENT SCOPING STUDY FOR HARWORTH BIRCOTES

FINAL REPORT

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1.0 Introduction

Purpose of Volume 2

1.1 In December 2008 Nathaniel Lichfield and Partners (NLP), Waterman Boreham and Innes England, were appointed by Bassetlaw District Council to undertake a study to investigate the scope for the growth of the district's third largest settlement, Harworth Bircotes.

1.2 The study provides a basis for translating the focus of the emerging East Midlands Regional Spatial Strategy into a local planning and regeneration solution. The emerging RSS identifies the area north of Worksop and towards Robin Hood Airport as a suitable location for employment growth and regeneration with particular reference to former mining communities and operations such as Harworth Bircotes.

1.3 This document is the second of two volumes in respect of this study. It provides the detailed findings from the review of background data and baseline analysis that has formed the basis of the Vision Statement that is set out in Volume 1.

1.4 Further background data is also provided within the separate Sustainability Appraisal that has been carried out in respect of the study.

Structure of Volume 2

1.5 Volume 2 is structured as follows:-

- Section 2 summarises the key policy context forming the background to the study
- Section 3 sets out the economic baseline for the study by reviewing recent economic conditions and trends
- Section 4 includes work undertaken by Innes England in assessing the commercial market in Harworth Bircotes
- Section 5 summarises the current housing and demographic profile
- Section 6 reviews the current housing market in respect of the settlement
- Section 7 provides a review of the key transportation issues based on work carried out by Waterman Boreham
- Section 8 summarises the key services and facilities in the Harworth Bircotes
- Section 9 sets out current known developer and landowner interests including sites which may be available to assist in the delivery of the growth
- Section 10 summarises the findings from the stakeholder consultation to identify key issues to be taken into account in identifying growth scenarios for the town

- Section 11 identifies the key issues which have fed into the review of the key opportunities and threats to the delivery of growth in the Harworth Bircotes (see Section 4.0 of Volume 1)

2.0 Policy Context

2.1 This section provides a synopsis of the national, strategic and local policy context for Harworth Bircotes with particular regard to the strategic drivers for regeneration and growth.

National Growth Agenda

2.2 In 2003 the government launched its Sustainable Communities Plan (SCP). The SCP aimed to tackle housing supply issues in the wider South East and low demand in other parts of the country, particularly in northern areas. It aimed to do this through setting out a long-term programme of action for delivering sustainable communities in both urban and rural areas.

2.3 To tackle the housing supply issues in the South East the Sustainable Communities Plan identified 4 specific Growth Areas to bring forward growth in housing supply, tackle infrastructure and transport issues and improve skills to support the economic success of the wider South East. Following on from this, and outside of these Growth Areas, the government announced 29 Growth Points in 2006 which were brought forward through the *New Growth Points* initiative. This was designed to support local communities wanting to pursue large scale and sustainable growth.

2.4 In July 2007, the Housing Green Paper *'Homes for the future: more affordable, more sustainable'* was published and identified that growth in the number of households was still outstripping housing stock growth. To meet this demand the Green Paper proposed to deliver 2 million new homes by 2016 and 3 million new homes by 2026 and identified further growth points and eco-towns as further methods to meet the higher figures.

2.5 In July 2008 twenty second round Growth Points were identified, including Doncaster and South Yorkshire (the Sheffield City Region).

2.6 Harworth Bircotes, due to its close proximity to this growth point, has the potential to benefit from any growth and can also dovetail into the proposed development within the sub-region which has the potential to act as a catalyst for regeneration and also enhance Harworth Bircotes's role within the wider Sheffield City Region.

National Policy Guidance

2.7 Planning Policy Statement (PPS) 1: Delivering Sustainable Development sets out the key principles for the planning system including: social cohesion and inclusion; protection and enhancement of the environment; prudent use of natural resources; and sustainable economic development.

2.8 Paragraph 27 states that in delivering sustainable development local authorities should:-

"(iv) Bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs for housing, for industrial development, for the exploitation of raw materials such as minerals, for retail and commercial development, and for leisure and recreation – taking into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure, including for sustainable waste management, and the need to avoid flood risk and other natural hazards.

(v) Provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while recognising that this may be more difficult in rural areas."

2.9 PPS3: Housing (November 2006) seeks to ensure that everyone has the opportunity to live in a decent home, which they can afford, in a community in which they want to live. Particular focus is placed on providing a wide choice of types of home including affordable provision, to increase housing supply and create sustainable inclusive and mixed communities. It also identifies the necessity to consider accessibility to existing infrastructure when considering broad locations and specific sites for new housing development.

2.10 A draft PPS4: Planning for Prosperous Economies was published in May 2009. This incorporates the town centre and retail policy statements contained in PPS6 and the policies on economic development in urban and rural areas in PPG4, PPG5 and PPS7 into a single PPS. The economic development aspects of the draft PPS introduces a much wider definition of economic development tin terms of development which provides employment opportunities, generates wealth and/or economic growth. Particularly It states that specific provision should be made for the location, expansion and promotion of clusters or networks of knowledge-based industry, including universities, hospitals and high technology sectors. Where possible, regional bodies should identify and plan for new and emerging sectors likely to locate in their region or which the regional planning body, on the basis of evidence, wishes to attract to the region.

2.11 PPS6: Planning for Town Centres (March 2005) emphasises the need to focus development in town centres to ensure that they are vital and viable places; to improve accessibility, ensuring that existing or new development is, or will be, accessible and well served by a choice of means or transport; and to provide easily accessible shopping/services to meet people's day-to-day needs and focus investment in providing these facilities particularly in deprived areas.

2.12 PPG13: Transport (1999) provides the key objectives for the integration of planning and transportation and seeks to promote more sustainable transport choices, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and to reduce the need to travel, especially by car. This includes promoting sustainable freight movements. PPG13 states that development comprising jobs, shopping, leisure and services should offer a realistic choice of access by public transport, walking and cycling. This should be assessed in terms of how easy it is to get to a site by different modes (taking into account journey times, public transport frequency, quality, safety and access for disabled people). In producing a vision for growth these are key considerations.

2.13 PPG17: Sport & Recreation seeks to promote social inclusion, community cohesion, health and well being through the provision of open space, sport and recreation opportunities. It also aims to prevent development on open space/sports facilities unless they are demonstrably surplus to requirements. The document advocates the use of local open space standards.

2.14 PPS22: Renewable Energy (2004) states that renewable energy developments should be capable of being accommodated throughout England in locations where the technology is viable and environmental, economic and social requirements are addressed satisfactorily. It states that local planning authorities and developers should consider the opportunity for incorporating renewable energy projects in all developments.

MPG3 Coal Mining and Colliery Spoil Disposal (revised March 1999)

2.15 The Minerals Planning Guidance seeks to ensure that the extraction of coal and disposal of colliery spoil only takes place where it is balanced with community, social, environmental and economic interests and is consistent with the principles of sustainable development. In accordance with sustainable development, the Government believes there should normally be a presumption against development unless the proposal is environmentally acceptable, or can be made so through planning conditions and obligations, and if not it provides local or community benefits which clearly outweigh the likely impacts. Further tests identified for coal mining proposals which affect nature reserves, SSSIs, AONBs or Green Belts.

Accessible Natural Green Space

2.16 Natural England’s guidance identifies benchmark standards which should be long term aims for all towns/cities:-

- i an accessible natural greenspace of at least 2 ha - no more than 300 metres (5 minutes walk) from home
- ii at least 1 accessible 20 hectare site within 2km from home
- iii 1 accessible 100 ha site within 5km from home
- iv 1 accessible 500 ha site within 10 km of home
- v statutory Local Nature Reserves at a minimum level of 1ha per 1,000 population

‘Six Acre Standard’

2.17 The NPFA’s (now known as Fields in Trust) ‘six acre standard’ was originally published in 2001 and has been recently updated by the Fields in Trust’s document *“Planning & Design for Outdoor Sport and Play”* (2008). The standard sets a benchmark of a minimum of 2.4ha of open space provision per 1,000 population (broadly 1.2ha of outdoor sports pitches, 0.4ha of other outdoor sports provision and 0.8ha of children's play space

2.18 Fields in Trust goes on to distinguish between rural and urban areas and emphases accessibility and quality of provision. For rural areas a benchmark of 1.76ha of outdoor sport per 1,000 population is identified, the majority of which should comprise sports pitches. Distances to pitches and play spaces are also specified

Museums, Libraries & Archives Council, 'Public Libraries, Archives and New Development – A Standard Charge Approach' (2008)

2.19 This document states that public libraries are an important community facility that can perform a wide ranging community function and suggests a figure of 30 sq m of library space per 1,000 population should be adopted as a benchmark. It also identifies average costs of £3,000 per square metre build costs for libraries (£90 per person in new housing) as an approximate figure for a standard charge approach.

Strategic Policy Guidance

East Midlands Regional Plan (RSS) (March 2009)

2.20 The East Midlands Regional Plan identifies Bassetlaw as part of the Northern Sub-Area which has been subject to major industrial change due to the decline of the coal industry and states that the economic, social and environmental regeneration of this area will be a priority. The RSS states that the Sub-Area should develop a viable new economic base that will support healthy and vibrant communities and underpin regeneration activity with the sensitive management of important natural and cultural assets. A Northern Sub-Regional Strategy is established setting the context for sustainable regeneration.

2.21 In particular, the economic, social and environmental regeneration of the Northern Sub-Area is a regional priority by:-

- i Providing jobs and services in and around settlements that are accessible to a wider area or service particular concentrations of need
- ii Improving the social infrastructure of the sub-area
- iii Promoting environmental enhancement

2.22 The RSS does not specifically identify Harworth Bircotes as one of the urban areas which are identified as the sub-regional priorities for development, however, it does state that:

"Outside the areas mentioned… sufficient provision will be made to support the regeneration of settlements with special needs where these are identified in Local Development Frameworks."

2.23 Despite not being specifically identified as an urban area with a priority for development, Policy Northern SRS 3 identifies the area to north of Worksop towards Robin Hood Airport as suitable for growth and regeneration and that the area has the potential to benefit economically from the opening of the airport. The policy places particular emphasis on the growth opportunities of former mining communities and mining operations in the area close to RHADS. This strongly supports the potential for growth around Harworth Bircotes and the RSS provides a strategic basis upon which the Council can promote development to ensure regeneration.

2.24 The RSS also identifies that the economy is in transition in the Northern Sub-Area. Although coal still plays an important role in parts of the sub-area, generally coal production has been contracting, particularly in deep mining and most of the region's coal mines have closed. The RSS highlights that pit closures have significant impacts on the social and economic balance of local communities affected and this can be further changed through reclamation of colliery tips and redevelopment of colliery sites. The RSS recognises that many brownfield sites in the Sub-Area are associated with former collieries in rural locations – some close to former put villages and others are more remote/less accessible. The suitability of such sites for economic use needs to be carefully considered recognising the role that colliery sites can enhance the landscape and biodiversity. Where economic use is brought forward, it should be linked to initiatives to enhance green infrastructure. The RSS also comments that in some cases open cast mining can be used as a way of re-claiming and regenerating former deep mine sites.

2.25 The issue of significant out-commuting in the Northern Sub-Area is identified in the RSS as a key issue that will need to be addressed through growth. Decisions about housing need to be linked to decisions about employment with the RSS identifying the opportunity that increasing employment areas within the Sub-Area has in allowing more people to work as well as live in the area, enhancing local regeneration. The RSS also states that sufficient growth provision will be made to support the regeneration of settlements with special needs where these are identified in LDFs.

2.26 The RSS promotes accessibility and seeks to overcome peripherality for rural areas and overcome problems of rural isolation particularly for those without private cars. The Northern Sub-Area priorities include improving access from traditional communities to jobs and services in adjacent urban centres and making best use of existing rail infrastructure and proximity to the strategic road network to develop local employment in storage and distribution.

2.27 Bassetlaw is identified as part of the Northern (Doncaster/Sheffield) Housing Market Area. The levels of housing growth allocated to Bassetlaw District through the RSS is a total housing provision in Bassetlaw of 7,000 new homes between 2006 and 2026, equivalent to 350 per annum. Affordable housing levels are to be justified through local housing need assessments, however, the indicator for monitoring whether affordable housing need across the Northern (Doncaster/Sheffield) HMA as a whole is being met is 10,000 dwellings between 2006-2026 (equivalent to circa 33% of all new dwellings required for the area). As identified there will need to be sufficient employment growth to support this as well as clear consideration of the impact of these levels of growth on the District.

2.28 The RSS promotes Combined Heat and Power (CHP), district heating infrastructure and a network of low carbon and renewable energy sources to meet regional targets. It seeks to safeguard sites where there are significant reserves of coal mine methane and also recommends the consideration of safeguarding former colliery sites for low carbon and renewable energy generation.

Northern Sub-Regional Housing Group Strategic Housing Market Assessment (2007)

2.29 This document identifies Bassetlaw as a district with an attractive rural character, interspersed with towns, many of which have an industrial and mining history. It states that there is no net market demand in Bassetlaw; although house prices are above the sub-regional average (which could identify market pressure for more housing) there is considerable turnover of buying and selling, but the housing stock is in balance with the present population. As long as the district remains cheaper than some of the big urban areas nearby there will be pressure for more housing.

2.30 The only net need for balance purposes identified was for social rented housing of between 1 and 3 bed in size. The document recommends a 45% affordable housing target (30% social rented and 15% intermediate) with a further 10% target for low cost market housing.

East Midlands North Sub-Region Employment Land Review (2008)

2.31 The review recognises the importance of the area north of Worksop towards Robin Hood Airport as a focus for employment regeneration and focuses on the potential for employment in this area (particularly in former mining communities) to provide sustainable locations for economic regeneration. It states that Bassetlaw currently has only a moderate supply of employment land compared with other Districts in the area and that new employment sites in Bassetlaw should be weighted towards distribution related uses, or small industrial/office based businesses.

2.32 Harworth is identified as a potential location for future employment allocations, benefiting from its location on the A1(M) and close to Robin Hood Airport.

North Nottinghamshire Local Transport Plan 2006-2011 (LTP2)

2.33 LTP2 seeks to improve access to essential services such as employment, education, health, shopping and leisure to be achieved, in part, by ensuring these are in accessible locations and partly by improving public transport. It establishes a five year programme includes a bus priority scheme for the Robin Hood Airport area and area wide village speed reviews, although Harworth and Bircotes are not in the list of villages to be reviewed in 2008/09 or 2009/10.

2.34 No highway improvement schemes are identified for Harworth/Bircotes in 2009/10 or 2010/11 programmes.

Local Policy Guidance

Local Plan (October 2001)

2.35 The Bassetlaw Local Plan was approved for development control purposes in October 2001 but was not statutorily adopted. The Local Plan identifies Worksop and Retford as the two main towns where development will be concentrated to seek to protect the appearance and character of the countryside and the villages in the District. Harworth Bircotes is identified as a settlement and the Local Plan establishes a settlement envelope around Harworth Bircotes within which infill and rounding off development is in principle acceptable subject to other policies dealing with development within settlements. Outside of this envelope development is considered to be in the countryside and is subject to more restrictive policies.

2.36 The Local Plan allocated a number of housing sites for development within the settlement boundary of Harworth Bircotes, totalling 6.82 hectares. The Local Plan sought to provide sites for the construction of sufficient dwellings up to 2006. There has been a significant change in the District's housing targets following the adoption of the East Midlands RSS. The RSS target of 350 dwellings per annum compared is much higher than the Nottinghamshire Joint Strategic Plan equivalent target of 90 dwellings per annum. This highlights that it is now clear that further sites will be required in the future to continue to pro-actively plan for more houses. Several of the allocated sites remain un-developed including H5 to the west of Beverley Road and H6 off of Grange View. Policy 5/6 requires affordable housing provision within all schemes of more than 25 dwellings or 1ha with an affordable housing target of 25%, although this has been superseded following the outcomes of the SHMA with new standards set at a minimum of 30% affordable dwellings on sites over 15 dwellings.

2.37 The Local Plan also allocated a number of sites for employment development both in and around Harworth Bircotes. The Local Plan identifies that there is a need to ensure the widest range of employment opportunities develop in the District to both offset unemployment and provide a more balanced local economy. The Local Plan allocates in excess of 33ha of land around Harworth Bircotes for employment development and uses, including the Brunel Industrial Estate. Only site E10 adjacent to Plumtree Farm Industrial Estate north of Bircotes has remained undeveloped.

2.38 The Local Plan states that the Council would resist development proposals that would prejudice the continuation of the deep coal mining and coal based electricity generation industries within the district. However, it recognises that the closure of pits in the past has left ex-colliery sites either vacant or underused and identifies the role in which land at Shireoaks, Bevercotes, Manton, Firbeck and Steetley Collieries could contribute to employment generating development. Since the publication of the Local Plan Harworth Colliery has been mothballed.

2.39 The Local Plan also contains a number of policies which seek to protect open space and green infrastructure, particularly designations such as SSSI's and nature reserves, but also open space and facilities that provide a recreational or amenity value, such as allotments and playing fields. Policy 7/8 also seeks to safeguard the routes of disused railway lines either for potential reuse as a railway or alternatively use as a footpath or bridleway, highlighting the potential recreational value these routes may have.

2.40 Worksop and Retford are identified as the only two town centres in Bassetlaw in the Local Plan, where there will continue to be the greatest concentration of retail, commercial and business activities. However, the Local Plan does acknowledge the role that groups of small shops and services in rural locations can have in serving the public and that these are equally important to that of the town centre.

2.41 Whilst it is acknowledged that the Local Plan is not adopted, its status as a material consideration means that in identifying the potential for growth around Harworth Bircotes it is a useful reference point.

Local Development Framework (LDF)

2.42 The Local Development Framework (LDF) for Bassetlaw is continuing to be progressed. It will consist of a range of Development Plan Documents (DPDs) which will provide a planning spatial planning basis for Bassetlaw. Proposed DPDs include:

- Statement of Community Involvement
- Core Strategy and Development Management DPD
- Site Allocations DPD
- Worksop Area Action Plan; and
- Harworth Area Action Plan

2.43 As part of the process a number of evidence base documents have also been undertaken and this document will sit alongside these documents in underpinning the DPDs and the spatial plan for Bassetlaw. Where appropriate we have cited these evidence base documents throughout this strategy.

2.44 The Core Strategy is the first policy document to be produced as part of the LDF. A Bassetlaw Core Strategy Preferred Options document was published for consultation in January 2006 and this provides the most up-to-date long term spatial vision for the District. However, a new Core Strategy Issues and Options consultation is due in August 2009 and this will build on the previous Core Strategy consultation documents, with some elements potentially subject to change.

Core Strategy Preferred Options (January 2006)

2.45 The Core Strategy Preferred Options document identifies that Harworth Bircotes has significantly less population than both Worksop and Retford, but is still the third largest settlement in the District and has a large amount of brownfield land that has the potential for redevelopment. It identifies Harworth Bircotes as having good transportation links particularly with its proximity to the A1 and Robin Hood Airport. It also highlights that Harworth Bircotes has a small district retail centre and other community facilities, including a comprehensive school and local health facilities. On this basis the Preferred Option identifies Harworth Bircotes as a secondary development centre.

2.46 The Preferred Option for the Spatial Strategy for the District is to concentrate development in the Major Development Centres of Worksop and Retford and in the Secondary Centre of Harworth Bircotes and to concentrate smaller amounts of development in the Local Development Centres. The Core Strategy Preferred Option also recognises how Harworth Bircotes has the potential for small-scale development to act as a local retail centre for neighbouring settlements.

2.47 The Preferred Option for economic development is that employment land be apportioned between the Major, Secondary and Local Centres, and a minimum of 25ha (as identified in the now superseded Nottinghamshire Joint Structure Plan) of this will be located to take advantage of land close to Robin Hood Airport. The Preferred Option acknowledges the economic opportunities arising from development of Robin Hood Airport and seeks to ensure Bassetlaw benefits by taking into account potential brownfield development in the north of the District. The Preferred Options document also states an objective is to facilitate long-term economic regeneration on previously developed sites and the development of new employment opportunities concentrated within more sustainable locations.

2.48 In relation to housing, the Core Strategy seeks to provide quality housing opportunities to meet the diversity of housing needs across the district with development concentrated in the most sustainable locations.

Bassetlaw Corporate Plan 2007-2010

2.49 The Bassetlaw Corporate Plan sets out the Council’s plans for the 3 year period 2007-2010. It identifies its number one flagship project as ‘Growth Opportunities in North Bassetlaw linked to Robin Hood Airport’ with lateral links to the Jobs and Enterprise priorities within the Corporate Plan.

2.50 The Corporate Plan identifies that approximately 300 Bassetlaw residents are already employed at the airport and the aviation park which has a total of 900 employees. It states that one of the main economic aims of the Local Development Framework will be to secure economic growth and benefits related to the development of the Robin Hood Airport particularly in the north of the District. This means looking at sites for economic growth in and around Harworth and Bircotes, which is the largest settlement in the north of the District and has the closest transport links with Robin Hood Airport.

Bassetlaw Sustainable Community Strategy 2007-2009

2.51 This strategy identifies skills and worklessness as one of its top 3 priorities. The target actions to tackle this include promotion of employment skills centres to increase local skills and producing information to help people move into work with the skills they need.

Bassetlaw District Council Services & Facilities Study (2008)

2.52 The study states that Harworth Bircotes has 70 services and facilities (6.4% of all those identified in the District). Relative to its size, Harworth Bircotes has significantly more services and facilities than other smaller settlements in the district. On this evidence Harworth Bircotes is third in the hierarchy of settlements in the District.

Bassetlaw Draft Open Space Study (2008)

2.53 The study concludes that Harworth Bircotes has a variety of open spaces including allotments, playing fields, amenity spaces, civic space, churchyards, a cemetery and natural green spaces. It is currently well served for outdoor sports facilities; but there are deficits of allotments and children's play spaces when benchmarked against standards.

Summary

2.54 There is a clear need and also a clear policy driver for regeneration in Harworth Bircotes, particularly in relation to its coal mining heritage as such communities are identified throughout planning policy as areas with particular opportunities for regeneration. The role of economic growth in the north of Nottinghamshire, including areas of north Bassetlaw, is recognised as the potential catalyst for regeneration, with the economic opportunities linked to Robin Hood Airport identified and promoted throughout strategic and local policies. This clearly sets a policy context and basis for potential growth at Harworth Bircotes.

3.0 Economic Baseline

3.1 This Chapter establishes the economic context for the study by reviewing recent economic conditions and trends. It focuses upon data for the Blyth and Harworth wards which comprise the Harworth Growth Zone area. This analysis is important in providing an understanding of the existing strengths and weaknesses of the local economy. It should, however, be noted that data at the ward level is unavailable or limited with respect to some key indicators.

Local Context

3.2 The settlement of Harworth Bircotes is located alongside Harworth Colliery, which is currently under a care and maintenance regime and is not producing coal. The west of Bassetlaw, which includes settlements such as Worksop and Harworth Bircotes, as well as a number of former coalfield villages, is historically associated with the coal mining industry. This legacy has had a significant influence on the development of settlements in this area.

3.3 The former coalfield areas in North Nottinghamshire, including those in Bassetlaw, are eligible for Objective 2 funding. Objective 2 is a European funding stream that is currently administered by Nottinghamshire County Council. This supports the economic and social conversion of industrial, rural and urban areas facing structural difficulties by:-

- i creating a more dynamic economic environment by encouraging business creation and survival;
- ii improving the competitiveness of existing businesses;
- iii reducing levels of deprivation in the region's most disadvantaged communities; and
- iv increasing business investment and economic growth.

Economic Activity

3.4 Over the last 30 years, Bassetlaw has seen the decline of its traditional industries, in particular the west of the District, where settlements such as Harworth continue to suffer from a decline in coal mining and manufacturing.

3.5 An analysis of business data provided by Bassetlaw District Council demonstrates that the business base of the Harworth area contains a large number of manufacturing and engineering firms. There are also a number dealing in the hire and repair of motor vehicles. The majority of these businesses operate out of industrial and light industrial units in Harworth's three principal employment locations:-

- i Brunel Industrial Estate - older speculative development accommodating existing occupiers including DHL, Morris Brothers Transport and Plumb Sense Supplies;

ii Plumtree Farm Industrial Estate - speculative development consisting of smaller units and occupied primarily by local businesses; and
iii British Coal Enterprise Park - smaller units accommodating a range of local businesses.

3.6 At the local authority level, the largest private sector employers (excluding retailers) are manufacturing firms and warehousing and distribution operators. The presence of large warehousing and distribution centres in the District in part reflects the excellent accessibility enjoyed by Bassetlaw.

Economic Trends

3.7 Recent economic trends are summarised below, whilst the detailed data underpinning this section can be found at Appendix 1. This summary analysis allows the performance of Harworth's local economy to be considered within the wider context. As illustrated by Figure 1, part of the employment development within the study area falls within the neighbouring ward of Blyth. Consequently, data for both Harworth and Blyth is assessed with respect to employment indicators. This is because neglecting to examine the employment impacts of the development would result in a failure to consider an important part of the Harworth Growth Zone's employment base. For population-based data, however, no analysis of the Blyth ward is included within this document.

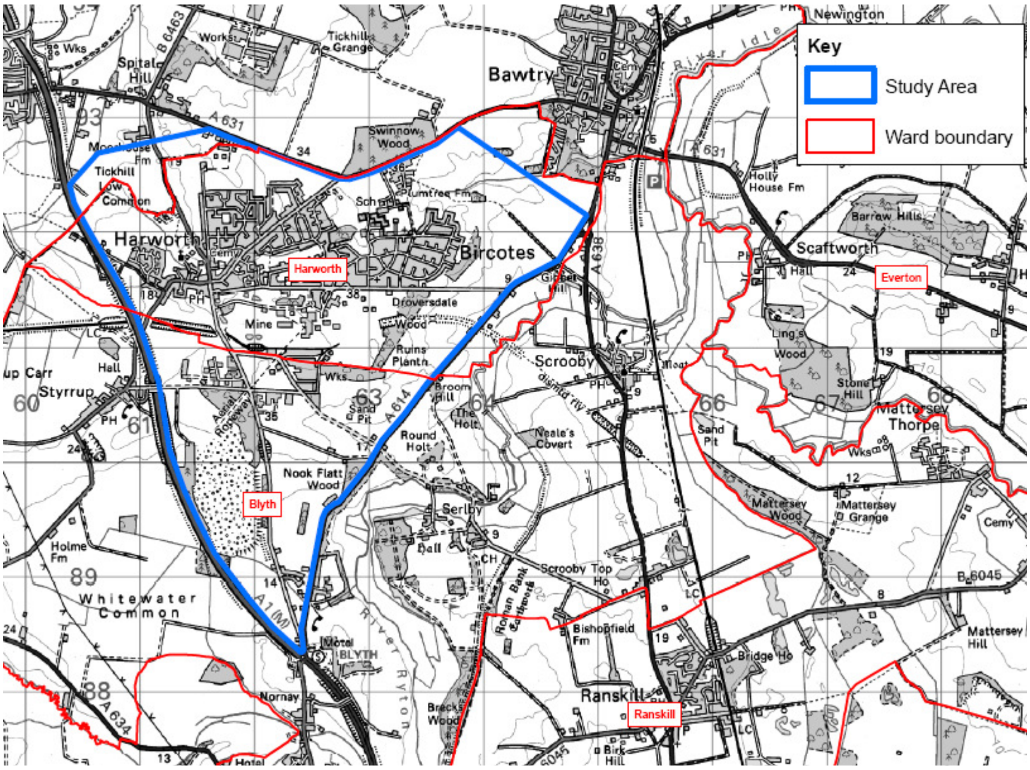


Figure 1 Ward boundaries

3.8 It should also be noted that data at the ward level is unavailable or limited with respect to some key indicators. Where appropriate, analysis at the local authority level has been undertaken to help address these gaps in information.

3.9 Whilst it should be noted that the focus of this study is on the Harworth Growth Zone, employment indicators for Blyth have also been considered, as discussed above. Figure 2 below highlights that the number of employee jobs in Blyth and Harworth has declined over the period 2003-2007. In Blyth the number of jobs fell by 20.8% to 1,243, whilst a much smaller decline of 1.4% was observed in Harworth, with the number of jobs falling to 1,577. Across the Bassetlaw District, the total level of employee jobs remained relatively static.

3.10 The performance of the local economy with respect to employment change is poor in comparison with the levels of growth observed in the wider economy during this period. Figure 2 shows that an increase of 7.9% was experienced across the East Midlands and 3.5% nationally.

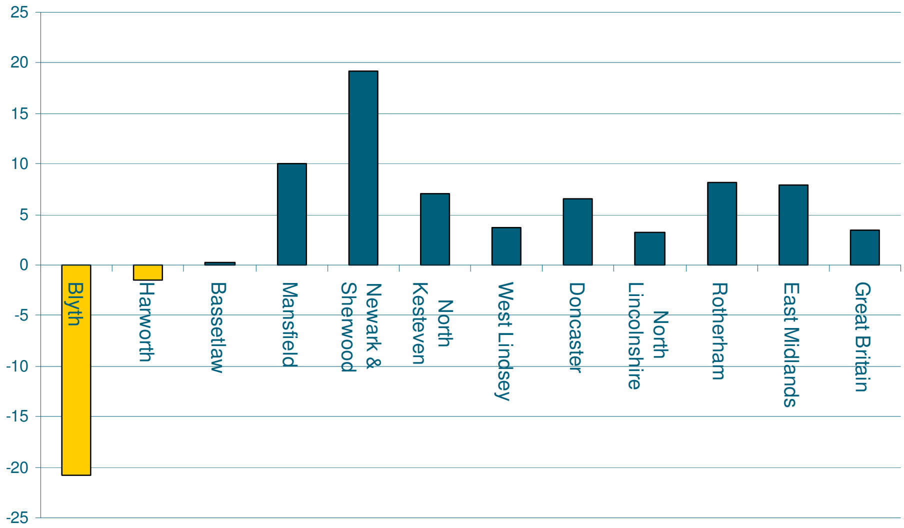


Figure 2 Percentage Change in Employment 2003-2007.
Source: Annual Business Inquiry

3.11 Annual Business Inquiry (ABI) Data on employment change is available over a longer time series at the local authority level. This also highlights the relative underperformance of Bassetlaw. Over the period 1998 to 2007, Bassetlaw suffered a 6.1% decline in total employee jobs, whilst all of the surrounding Districts experienced growth in employment. Significant employment gains were also observed nationally (+9.2%) and regionally (+9.2%).

3.12 Between 1994 and 2007, the number of VAT registered firms in Bassetlaw grew by 21.9% compared to the East Midlands region which saw a 24.9% increase. The national average over the same period stood at 25.4%.

3.13 The number of VAT registrations in the District per 10,000 population in 2007[1] was 31. This rate of new business formation is below that of Nottinghamshire

[1] Resident population over 16 years of age

(37), the East Midland region (32) and Great Britain (42) suggesting that the District lags behind in terms of local entrepreneurial activity.

3.14 Data for July 2009 shows that 5.1% of Harworth's resident workforce is claiming Job Seekers' Allowance (JSA). This level of unemployment exceeds local (3.5%), regional (4.1%) and national (4.1%) averages.

3.15 Figure 3 below illustrates how unemployment has changed over time since July 2004. This illustrates that levels of unemployment have risen rapidly since the second quarter of 2008, driven by the current recession. In Harworth, Bassetlaw and East Midlands, levels of claimant unemployment are at their highest levels during the four and a half year period.

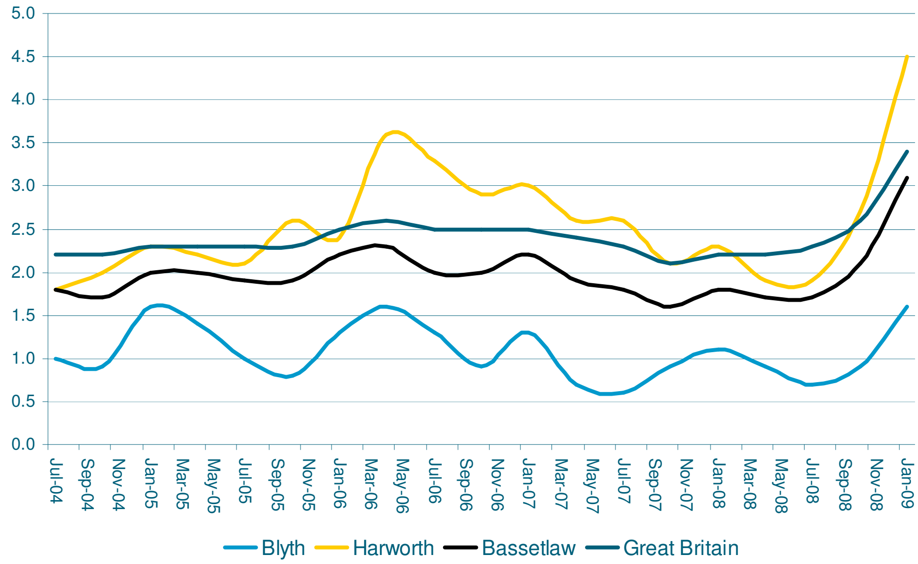


Figure 3 Claimant Unemployment (% of working population) since 2004.
Source: Nomis

3.16 At the local authority level, it is possible to examine levels of claimant unemployment over a longer time series, as shown in Figure 4. This highlights that unemployment in Bassetlaw has fallen sharply since 1998 and is now below the regional and national average. Again the recent upturn in employment caused by the recession can be observed across all spatial levels. Notwithstanding these recent increases, levels of unemployment remain considerably lower than a decade ago.

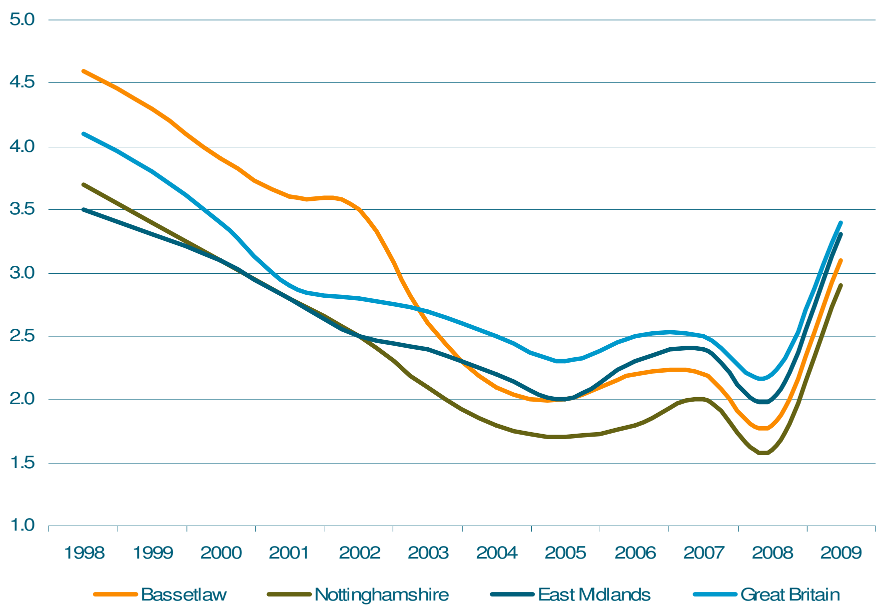


Figure 4 Claimant Unemployment (% of working population) since 1998.
Source: Nomis

3.17 Levels of long-term unemployment[2] in Harworth (7.0%) are lower than the regional (7.4%) and national (8.3%) averages, but exceed the level observed across Bassetlaw (4.1%).

3.18 In January 2009, there were 11.3 claimant unemployed workers for every notified job centre vacancy in the District. This ratio had increased sharply over the preceding months although in July 2009 had fallen back to 3.7 claimaint unemployed workers for every notified vacancy. The January 2009 ratio was higher than the regional and nationwide average, although the July 2009 ratio is slightly lower than the ratios for the East Midlands (5.3) and Great Britain (5.7). This indicates that local labour market conditions appear to have improved recently compared to regional and national averages.

3.19 The small numbers of notified vacancies make any thorough analysis of this data difficult at the ward level. However, they do highlight a significant differential between the ratios of Blyth and Harworth. Figures for July 2009 show that there were 1.6 claimant unemployed workers for every notified job vacancy in Blyth, compared to 7.3 in Harworth. This indicates that the prospects of unemployed residents in Harworth obtaining work in the area are comparatively poor. As set out in Paragraph 3.7, figures for Blyth have been considered because part of the employment development within the study area falls within the Blyth ward. However, it is important to note that the focus of this study is the Harworth Growth Zone.

[2] % of claimant unemployed who are out of work for over 12 months

3.20 There appears to be limited scope to expand the indigenous local labour supply should employment demand grow in future. This reflects the local economic activity rate (77.2%)[3] being comparable to that of Nottinghamshire (76.8%) and the national rate (78.8%). The economic activity rate for the East Midlands is, however, slightly higher at 80.3% so there may be some opportunity for expansion in the future.

3.21 In broad terms, a greater proportion of the Harworth ward labour force are employed in lower skilled, manual occupations and fewer are employed in highly skilled managerial and professional occupations compared to the national and local average (Figure 5). In particular, the area includes a higher proportion of residents in elementary occupations (20.1%) and skilled trades (14.7%), as well as process plant and machine operatives (17.9%). This reflects the industrial legacy of the local economy, which has traditionally been focussed upon manufacturing and Harworth Colliery.

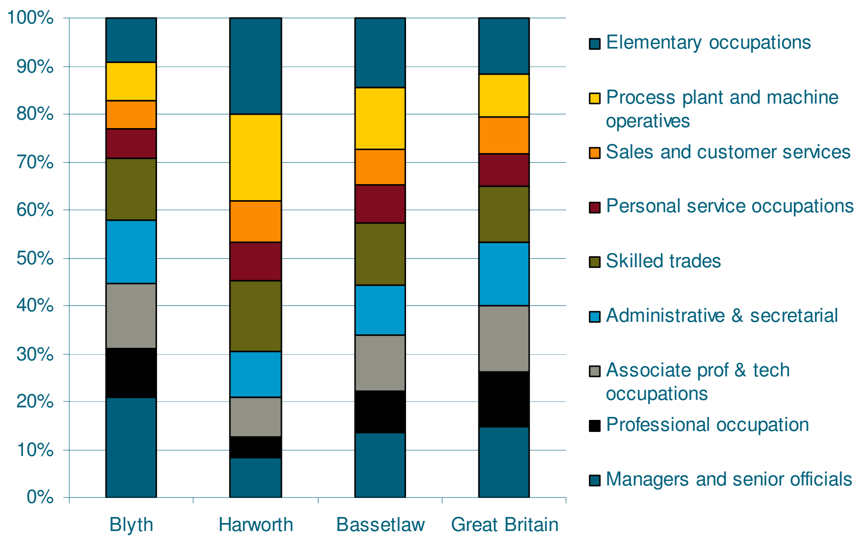


Figure 5 Occupational Profile of Labour Force.
Source: Annual Population Survey (March 2008)

3.22 2001 Census data indicates that Harworth ward suffers from a relatively low skills base. Just 6.1% of working age residents were qualified to degree level or above, which was significantly below the national (20.4%) and local (14.0%) average. In addition, more than half of the working age population (53.2%) had no qualifications in 2001. This also compares unfavourably with the figures for Bassetlaw (43.2%) and Great Britain (35.8%).

3.23 The most sought occupations amongst claimant unemployed workers in Bassetlaw are elementary / unskilled work (35%), sales and customer services (15%) and process, plant and machine operatives (14%) (Figure 8).

[3] Source: Economic Activity data, Nomis (2008)

3.24 Demand for managerial and professional jobs (6%) is lower than the national average (8%) although demand for lower skilled and manual industrial jobs (process, plant and machine operatives) is higher.

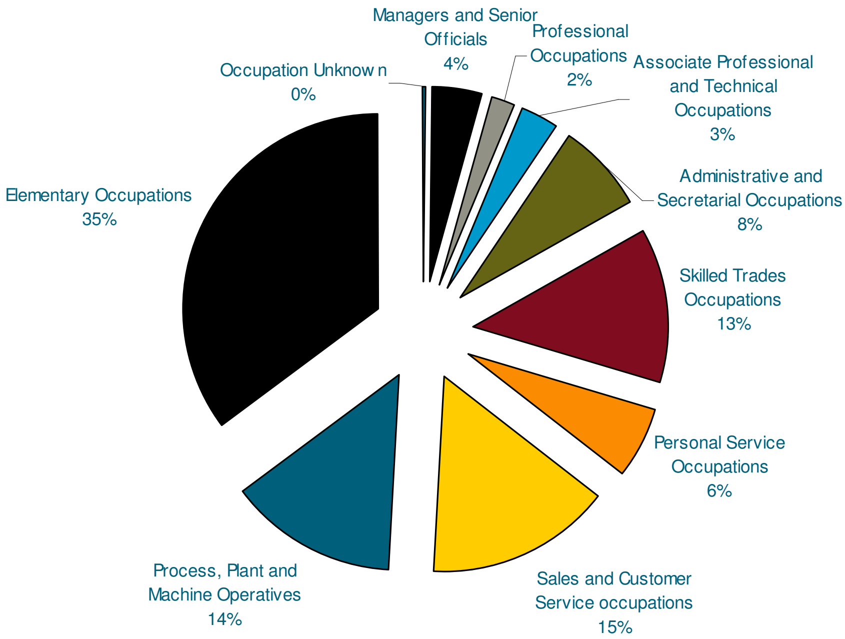


Figure 6 Sought Occupation of Claimant Unemployed in Bassetlaw.
Source: Nomis, October 2008

3.25 Average wage levels of working residents in Bassetlaw are lower than the county and regional averages and 7% below the national average. Workplace earnings in Bassetlaw are even lower, at 16% below the national average and 8% below the regional average. This indicates that the types of jobs most common within Bassetlaw are generally lower paid. It also suggests that, in common with many other nearby Districts, many residents are commuting out of Bassetlaw to better paid jobs elsewhere.

3.26 The Harworth Growth Zone study area suffers from relatively high levels of deprivation. There are five Super Output Areas (SOAs) that fall wholly or primarily within the area. Each SOA has been assessed against a range of indicators, in line with the English Indices of Deprivation (2007). This analysis indicates that one of the five SOAs is ranked within the most deprived 20% SOAs in the country, three within the most deprived 30% and one within the most deprived 50%.

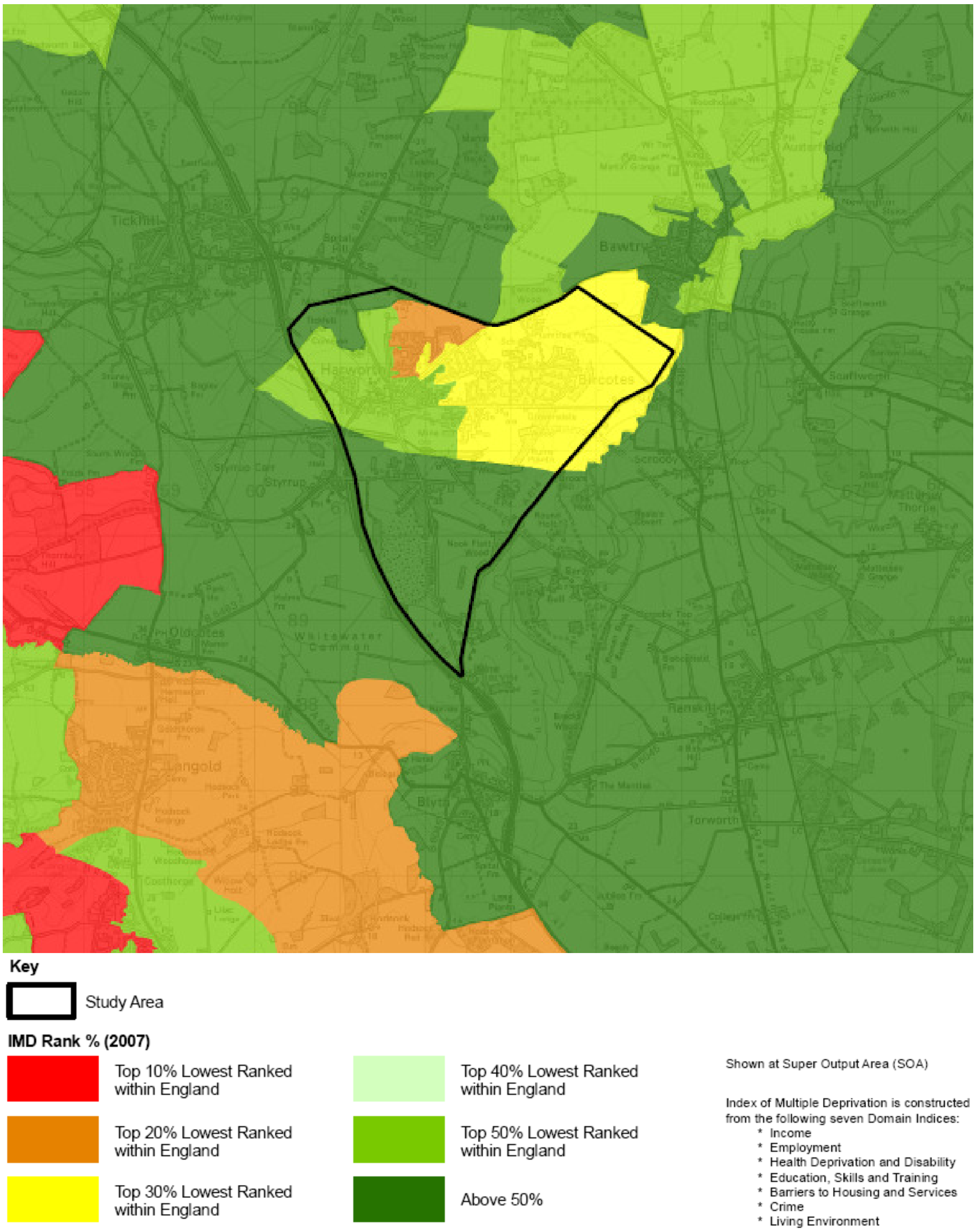


Figure 7 Indices of Multiple Deprivation Rank by Super Output Area (2007)

3.27 As well as assessing the deprivation data in aggregate as above, it is also possible to examine each individual domain in turn as part of the Indices of Multiple Deprivation. At the SOA level, this indicates that deprivation within the study area is most acute with respect to employment and education. In terms of employment, one of the SOAs is ranked within the 10% most deprived nationally, with a further three in the 20% most deprived. With respect to education, two of the SOAs are in the most deprived 10% with a further 2 in the most deprived 20%. Further deprivation maps are included in the first round consultation presentation in Appendix 4.

3.28 The deprivation statistics at the SOA area suggest that the study area is relatively deprived with respect to the national average. However, they do not indicate an underperformance of the study area at the local level and are broadly in alignment with the position of Bassetlaw District as a whole. The local authority area is ranked as the 94th most deprived out of 354 English local authorities placing the District within the most deprived 30% of local authority areas. However, it should be noted that this rating is superior to a number of neighbouring authorities such as Doncaster (14th), Mansfield (34th) and Bolsover (55th).

Knowledge-based Industries

3.29 Knowledge-based industries are those sectors of the economy where value-added is derived from the intensity and accumulation of knowledge, often fostered through innovation and increasing use of technology. Firms within this sector tend to grow faster and have greater future potential than other sectors, and so are considered an important indicator of an economy's competitiveness and future growth prospects.

3.30 As Table 1 below shows, only 13.4% of firms within Bassetlaw are within knowledge-based industries. This is lower than the regional (16.0%) and national averages (20.5%) although proportions within surrounding districts and boroughs are generally similar or below the level in Bassetlaw.[4]

District	2005 (%)
United Kingdom	**20.5**
East Midlands	**16.0**
Newark and Sherwood	15.9
West Lindsey	14.7
North Kesteven	13.6
Bassetlaw	**13.4**
Bolsover	11.9
Mansfield	11.8

Table 1 Proportion of Knowledge Based Businesses
Source: UK Competitiveness Index 2008

[4] Based on definition adopted by the Organisation for Economic Co-operation and Development (OECD), includes high-tech manufacturing activities such as pharmaceuticals, computers and aerospace, and services such as telecommunications, financial intermediation, computing and research and development.

Commuting

3.31 Travel to work data from the 2001 Census indicates that 60.8% (1,691) of Harworth's 2,781 employed residents commuted to employment opportunities in the Bassetlaw District. This indicates a relatively low level of self-containment with respect to Harworth. The remaining 1,090 employed residents commuted outside of Bassetlaw to employment opportunities beyond the local authority boundary. The overwhelming majority of these out-commuters travelled to employment Doncaster and Rotherham. This is understandable given the proximity of Harworth to South Yorkshire

3.32 At the local authority level, rates of self-containment are understandably higher. 71.1% (32,812) of people working in Bassetlaw lived in the District in 2001, a rate that is significantly higher than many of the surrounding authorities. Doncaster, Sheffield, Rotherham and Newark and Sherwood were the principal destinations for Bassetlaw residents commuting outside of the local authority area to work.

Economic Potential and Growth Sectors

Harworth Growth Area

3.33 In order to identify the economic potential of the Harworth Bircotes, it is important to consider which industrial sectors are best placed to drive future growth. This is informed by an understanding of which sectors are under or over-represented within the local economy and an analysis of their recent growth levels.

3.34 Figure 8 assesses the sectoral strengths of the area through the use of employment location quotients, which measure the concentration of employment in an industry in the study area relative to the Bassetlaw average. Data for the area has been compiled by aggregating ABI workplace-based employment data for the wards of Blyth and Harworth. This is because part of the employment development within the study area falls within the Blyth ward, although it should be noted that the focus of the study area is on the Harworth area to the north of the A1 junction. A location quotient of 1.0 represents a concentration of employment in a particular sector that is in alignment with the Bassetlaw average. Location quotients are denoted by the blue hatched bars, with anything above 1.0 denoting an over-representation of a sector relative to the local authority average and anything below signifying an under-representation. The further the bar is from a value of 1.0, the greater the extent of the over or under-representation. Additionally, the orange bar denotes the absolute level of employment within the study area accounted for by each sector.

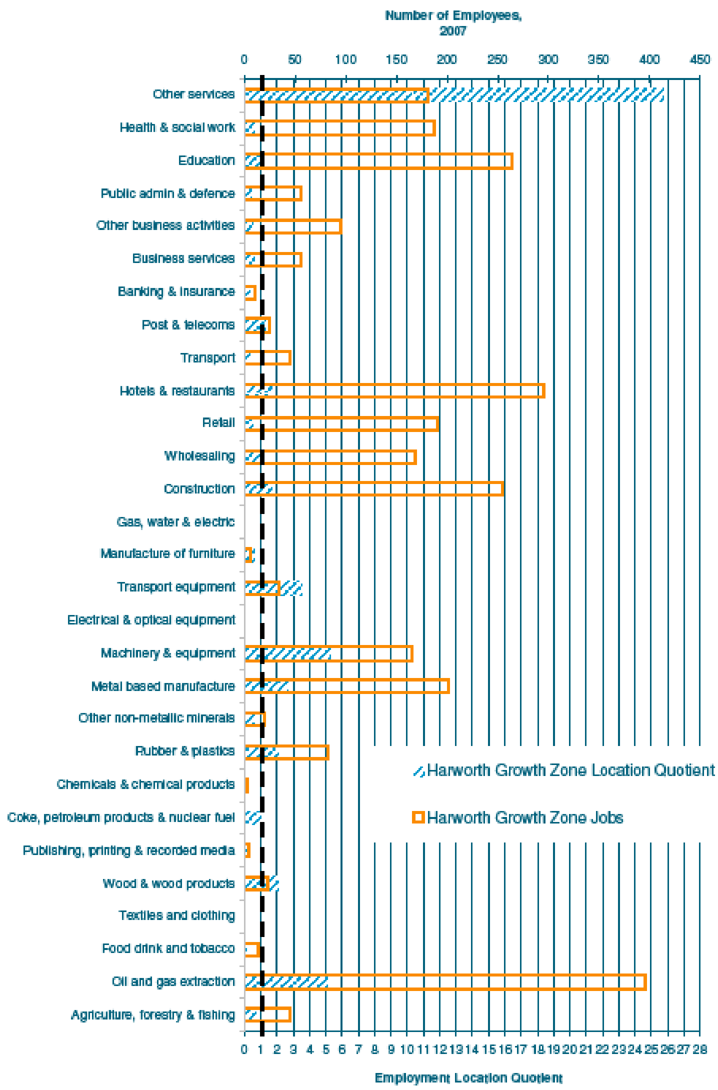


Figure 8 Location Quotient Analysis, Harworth Growth Zone
Source: ABI data / NLP analysis

3.35 The graph clearly demonstrates that the following sectors are over-represented relative to the local authority average and account for more than two hundred jobs each in absolute terms:-

i Oil and gas extraction;
ii Metal based manufacture;
iii Hotels and restaurants; and
iv Construction.

3.36 In addition, it can also be seen from the graph the following sectors are over-represented relative to the local authority average; other services, transport equipment, machinery and equipment, rubber and plastics and wood and wood products. However, unlike the sectors identified above, they account for a smaller level of absolute employment.

3.37 As well as understanding the relative representation of sectors, it is also important to understand recent levels of growth to establish whether a particular sector is expanding or contracting. Growth in employment over the period 2003-2007 is summarised in Table 2 below for all industries employing over 150 people within the Harworth Bircotes area. Those sectors highlighted in green have experienced levels of change superior to the local average, whilst those shown in red have grown at an inferior rate. It should be noted, however, that the limited time series over which data is available makes it difficult to establish whether changes in employment represent fluctuations or clear long term trends.

Positive Growth, Low Representation	**Positive Growth, High Representation**
	Metal Based Manufacture Construction Education Other Services
Negative Growth, Low Representation	**Negative Growth, High Representation**
Wholesaling Retail Health & Social Work	Oil & Gas Extraction Machinery & Equipment Hotels & Restaurants

Table 2 Representation and Growth of Key Employment Sectors, Harworth Growth Zone

3.38 The top-right quadrant of the table is of the greatest importance in determining those sectors likely to drive future economic growth. It contains those sectors which have a high representation and have experienced positive growth and it is therefore likely that the area has some competitive advantage with respect to these sectors. The following sectors fall within this quadrant:-

i Metal based manufacture;
ii Education;
iii Other services; and
iv Construction.

3.39 It should be noted that of the four sectors cited above, construction was the only one to grow at a slower rate than the Bassetlaw average.

Bassetlaw

3.40 Figure 9 below provides an analysis of sectoral strengths for the whole of the Bassetlaw District. The location quotients have been calculated to illustrate the concentration of a particular industry at the local authority level relative to the East Midlands average.

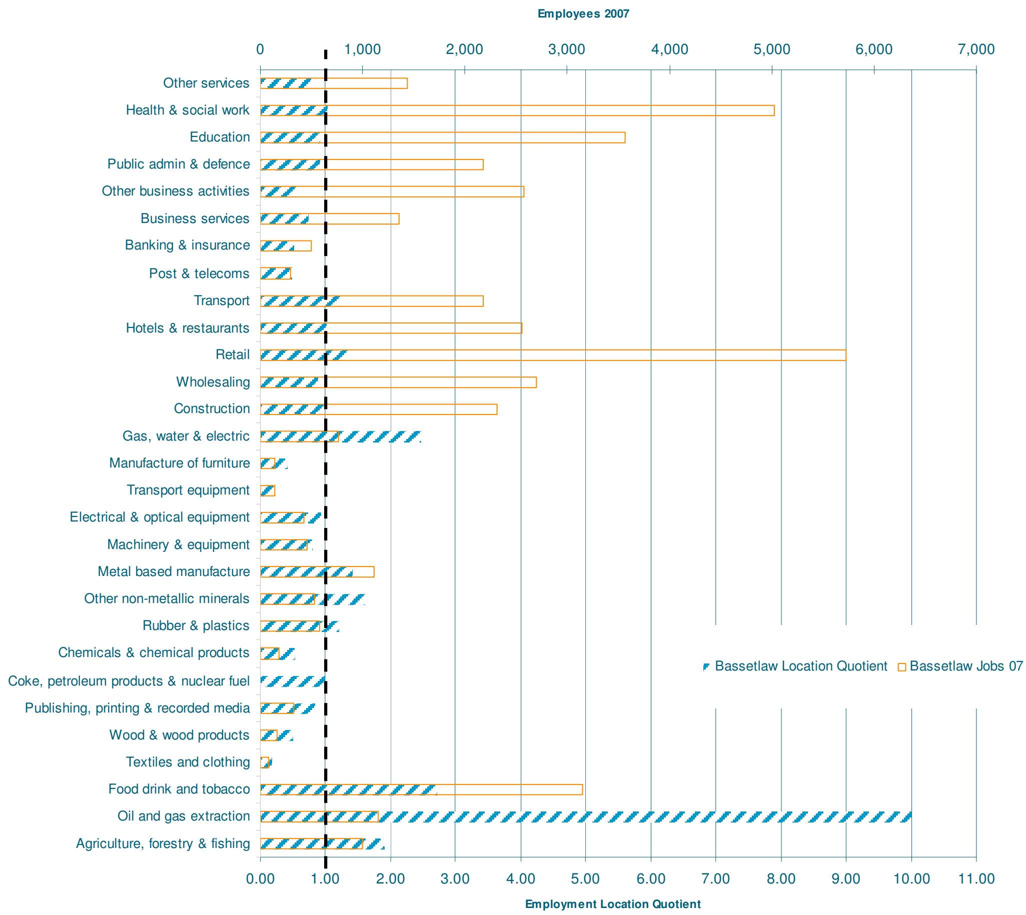


Figure 9 Location Quotient Analysis, Bassetlaw
Source: ABI data / NLP analysis

3.41 The graph clearly illustrates that retail, transport and the manufacture of food, drink and tobacco are well represented in absolute terms and relative to these industries at the regional level. Further interrogation of the ABI data shows that Bassetlaw's strength in the latter sector is driven exclusively by the manufacture of food and drink (accounting for more than 3,000 jobs) rather than the manufacture of tobacco products (which does not account for any employment in the District).

3.42 Additionally, the chart shows that a number of traditional industries are over-represented within the local economy, without accounting for a particularly large number of jobs in absolute terms:-

i Oil and gas extraction;

ii Agriculture, forestry and fishing;
iii Rubber and plastics;
iv Metal based manufacture;
v Non-metallic mineral products; and
vi Gas, water and electricity.

3.43 The relative representations discussed above have been compared against recent employment growth at the regional level over the period 1998-2007. The availability of a longer time series at the local and regional level provides greater scope for the identification of trends.

3.44 Figure 10 below summarises the representation of sectors in the District as well as levels of employment change over the period 1998 to 2007 for the 10 largest sectors (by number of jobs). It is important also to understand the direction of employment change. Within the chart, those sectors where employment in growth in Bassetlaw has over-performed the East Midlands average are highlighted in green, whilst those shown in red have under-performed relative to regional growth. Additionally, the relative size of the 'bubble' for each sector represents the level of absolute employment within Bassetlaw.

3.45 The top-right quadrant of the chart is of most importance in determining those sectors likely to drive future economic growth. It contains those sectors which have a high representation and have experienced positive growth. Within this quadrant those sectors shown in green are particularly relevant, as they have experienced levels of growth above the regional average. These sectors might be expected to enjoy continued strong growth within the District, notwithstanding the current economic climate. For Bassetlaw, this quadrant includes healthcare, retail, transport and food and drink.

3.46 The top-left quadrant contains those sectors that are under-represented relative to the regional average but have exhibited positive growth over the period 1998-2007. These sectors also offer opportunities for future growth. In particular, employment in wholesaling increased by 16.7% compared to 3.7% regionally.

3.47 This strong level of growth suggests that the area has opportunities to pursue high growth in the future in order to close the gap on the regional average. The good transport links of the area, in particular the A1(M) provide opportunities for growth in the sector. It should also be noted that the East Midlands Northern Sub-Region Employment Land Review (2008) acknowledges that restricted opportunities for future development along the M1 could stimulate opportunities for logistics in the A1/A57 area, including Harworth. The study also recommends that some future provision of distribution related uses should be concentrated at Harworth.

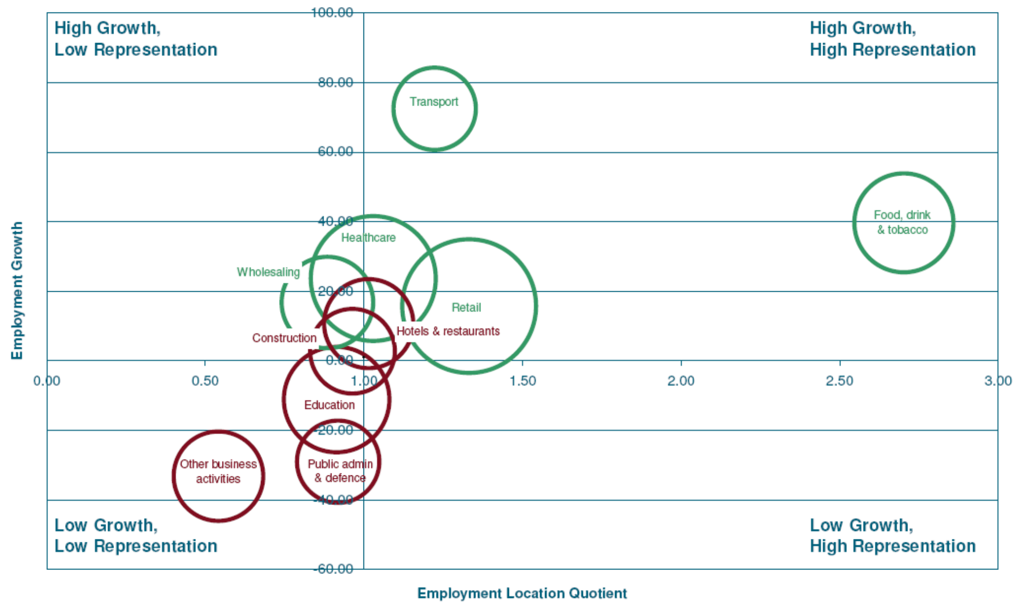


Figure 10 Representation, Growth and Size of Key Employment Sectors, Bassetlaw
Source: ABI data / NLP analysis

3.48 The bottom-left quadrant highlights those sectors that are under-represented in Bassetlaw relative to the regional average and have declined in recent years. Sectors in this quadrant, therefore, are likely to offer few opportunities for significant future growth. For Bassetlaw, this includes education, public administration and defence and other business activities.

Harworth Colliery

3.49 The prominence of the oil and gas extraction industry within the Harworth economy is highlighted in Figure 9 above. Whilst the production of coal from Harworth Colliery ceased temporarily in 2006 it is understood that it is currently in a 'care and maintenance regime' and that the operators intend to resume coal mining activities if it becomes viable to do so again. It is anticipated that this would create approximately 600 jobs on site.

3.50 However, technological advances mean that it will be possible to resume full activities at the colliery, maintaining the same level of production, on a significantly reduced footprint. This could potentially provide opportunities for additional development on the residual land, which could be used to attract a range of complementary occupiers to the site, using the colliery as an anchor tenant.

3.51 It should be noted, however, that the resources remaining at Harworth are expected to provide a further 20 years of coal mining at the site. This could potentially limit the scope for/merit in the development of premises for complementary businesses.

Robin Hood Airport

3.52 The Northern Sub-Region Employment Land Review (2008) states that opportunities exist within the area to make provision for employment land links to Robin Hood Airport that can help to meet supply chain and logistical needs. In response, the study recommends that future provision of distribution related uses or small light industrial/office based businesses be concentrated in Harworth Bircotes.

3.53 In addition, there is a clear policy aspiration to capitalise upon the area's proximity to the airport. The Bassetlaw Corporate Plan states that one of the key economic aims of the Local Development Framework will be to secure economic growth and benefits linked to the development of the airport.

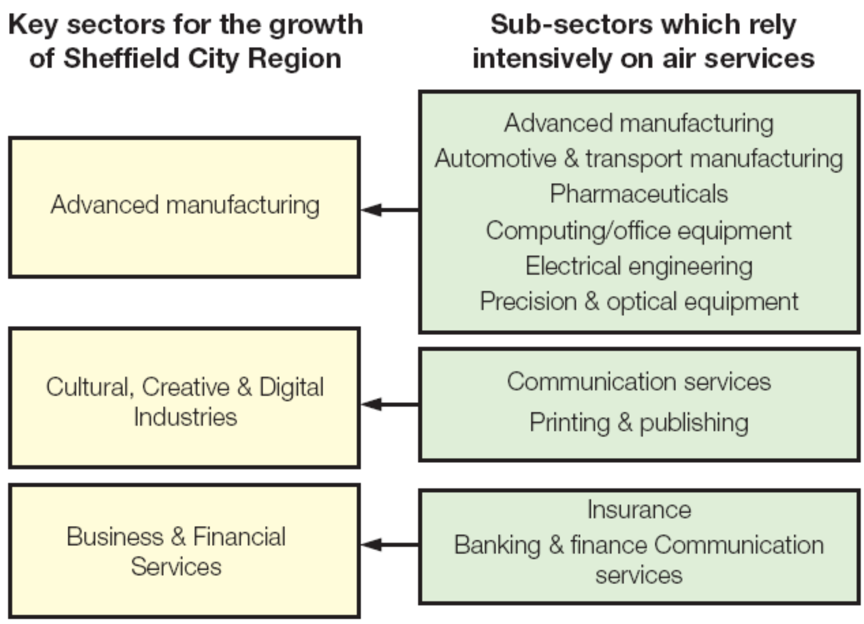
3.54 In general terms, the development of the airport will clearly enhance the reputation and market attractiveness of the surrounding area as a business location. However, it is currently unclear precisely how the local authority intends to capitalise upon the development of the airport within Harworth Bircotes.

3.55 The Robin Hood Airport Masterplan outlines plans to pursue the potential for freight business at the development. It highlights that whilst the airport has not seen a large freight throughput to date, the importance of freight business is expected to grow significantly in the longer term. Indeed, forecasts underpinning the Masterplan project that the freight throughput of the airport could increase to between 125,000 tonnes p.a. to 200,000 tonnes p.a. by 2030. This level of activity is comparable with the 150,000 tonnes handled by Manchester Airport in 2006. However, it is still significantly lower than the 298,000 tonnes handled by East Midlands (the UK's main dedicated freight airport) or the 1.34 million tonnes handled by Heathrow.

3.56 This focus on the growth of freight business clearly indicates that the employment potential of the airport for the surrounding area is greater than it would be were the airport to concentrate solely on passenger flights. However, the Masterplan also outlines a desire to see the airport develop into an integrated transhipment hub and a significant amount of land adjacent to the airport is identified for future employment development, including B8 uses. This could result in much of the related distribution activity being captured on these sites.

3.57 The Airport Masterplan highlights that a number of business park developments are currently coming on stream in the area surrounding the airport including the Hayfield Business Park and Phases 1 and 2 of the Airport Business Park, which are expected to provide a range of units for B1, B2 and B8 uses. The document indicates that much of the airport sites will be for aviation related business uses.

3.58 However, it also highlights that almost all of the UK's regional airports have attracted significant investment from sectors which, whilst not aviation related, rely intensively upon air services. Such sectors which may be particularly attracted to the Sheffield City Region are summarised below:



3.59 It is anticipated that the continued development of the airport will help to attractive significant investment in these sectors. It is unclear whether they are expected to locate on the Business Park locations at the airport or on schemes in close proximity. Irrespective of this, it would appear that new investment in these sectors could offer some scope for Harworth Bircotes to capitalise through the development of a supply chain, though the availability of competing locations may limit this.

Employment Projections

3.60 The Airport Masterplan projects that development at the airport will create up to 4,200 indirect and induced jobs over the period to 2030. However, these jobs will be distributed across a total of six local authorities in the surrounding area. It is possible, for the purposes of this study, to provide a crude estimate of the impact upon the study area in employment land terms, based upon this figure. This is set out in the following paragraphs.

3.61 Based upon the assumption that all six authorities capture the same proportion, this would result in the creation of 700 jobs in Bassetlaw. Given the area's proximity to the airport, it is considered reasonable for the purposes of this exercise to assume that all of the 700 jobs created in Bassetlaw are captured within the Harworth Bircotes growth area.

3.62 The Airport Masterplan does not provide any steer on the type of jobs to be created and as a consequence, it has been assumed that all employment will be in the distribution and warehousing sector. This is the most land intensive use and therefore provides an upper limit on the likely requirement for employment land. Assuming an employment density of 50sq.m and a standard plot ration of 0.4,[5] it is anticipated that 700 new jobs in the sector would result in the need for 9ha of employment land over the period to 2030.

Neighbouring Economies

3.63 The travel to work data analysed above highlighted that the Harworth area has strong links to the economies of Doncaster and Rotherham. As a consequence of their proximity and size, they provide economic opportunities for a significant proportion of the Harworth area's population. As a consequence, it is important to have an understanding of the relative strengths of the Doncaster and Rotherham economies and to be aware of how they intend to position themselves in future.

3.64 Within Doncaster, Robin Hood Airport is a key future driver. The airport opened in April 2005 and has experienced significant growth. As well as helping to raise the profile and accessibility of the broader City Region as a business location, further growth opportunities will be generated by the Airport through the development of an adjacent business park. It is anticipated that the business park will help to create a cluster of new technology and air-related logistics employment.

3.65 Additionally, Digital Knowledge Exchange (DKE) is located at Doncaster Education City. The City Region has a concentration of cultural, creative and digital industries and DKE is a flagship project which builds upon this strength.

3.66 In Rotherham, the Waverley Advanced Manufacturing Park (AMP) is a key regional asset. The site is an advanced manufacturing technology park and provides research and development facilities for a number of blue chip companies. Technologies at the AMP focus on applications for prevision industries such as aerospace, automotive, medical devices, environment and energy and oil and gas.

Applying the Market Assessment to the Economic Baseline

3.67 This section provides a summary of the findings of Innes England's Market Assessment of Harworth 2009 (undertaken to inform this study and included as Section 4). The study identifies the three key drivers of demand for commercial premises and assesses the potential for growth in Harworth provided by each:-

[5] Source: Employment Land Reviews: Guidance Note, CLG (2004)

i Inward investment - generally driven by strong locational advantages relevant to the inward investment activity, such as well established networks or clusters of expertise. Unless Harworth's future development incorporates a unique selling point, such opportunities will be difficult to attract;

ii Sub-Regional Relocations - there is a possibility that some employers from surrounding areas (more so the towns than the cities) could be attracted to Harworth, subject to the provision of the right product. The area is likely to be attractive to companies seeking better premises and a better quality of life; and

iii Local Relocations - likely to represent the most significant source of demand as the majority of businesses relocate no more than 5 miles from their previous premises. Harworth has a number of industrial estates but little pure office accommodation. There may, therefore, be some latent demand for office premises.

Offices

Demand

3.68 Since the second quarter of 2008, the credit crunch and tightening financial markets have had a significant impact on the office market, dampening down demand. However, prior to the credit crisis, good growth in the service sector had been observed and it is not unrealistic to assume that this sector will recover and continue to grow under normal market conditions.

3.69 Enquiries received by Innes England for the North Nottinghamshire area indicate that 61% of office demand is for premises of less than 5,000sq.ft. This is because the area is characterised by relatively small commercial markets and the larger requirements typically gravitate towards larger cities. The demand for small premises is also being stimulated by people who have recently been made redundant establishing their own businesses.

Supply

3.70 At present, Harworth does not appear to have an established office area (although some space at the UK Coal offices has recently been re let) and there is little provision in the surrounding villages. However, there is a significant level of provision in the wider area, with an estimated 190,000sq.ft. of new office space on the market within a 10 mile radius. It is considered that there may be a gap in the local market for some development to cater for latent demand. It is recommended that provision takes the form of pavilion offices in an accessible green business park, but of a small scale to meet the local demand (likely to be units of less than 2,500sq.ft.).

3.71 Innes England also highlight that scope may exist for the development of an innovation centre for start-up businesses. Innes England suggest that this could be focussed upon those sectors which are considered to be more robust in current economic climate; research and development, environmental technologies and utilities.

Industrial

Demand

3.72 Over the last decade demand for industrial premises has shifted away from manufacturing and engineering and towards the distribution sector. Developers responding to this through speculative development have created an oversupply in some locations, which has led to a softening of rents.

3.73 An analysis of enquiries received by Innes England highlights that 35% of demand for industrial premises is for units of less than 5,000sq.ft. 57% of demand is for units of under 10,000sq.ft. Demand for premises of this size is typically generated by local occupiers.

3.74 Over the last 5 years, demand at the smaller end of the market has been driven largely by specialist engineering and manufacturing firms and some small to mid range distribution companies specialising in niche products.

Supply

3.75 The majority of Harworth's stock of industrial premises is located on established industrial estates. These estates provide a range of unit sizes and generally the accommodation is reasonably modern.

3.76 Innes England acknowledge that the area's central and accessible location make the industrial and distribution sectors obvious markets for Harworth to target. However, the report also states without establishing a different and unique market position, Harworth Bircotes will be challenged to compete against more established locations such as Doncaster and Rotherham. The possibility of providing a railhead at Harworth Bircotes is identified as an attractive proposition for distribution uses and would help to differentiate Harworth's offer, particularly in an area deemed to have an oversupply of such units, although may not offer much competitive advantage to other sectors.

Conclusions on Economic Potential

3.77 Summarising the above analysis, possible future economic opportunities for the study area include:-

- i It is anticipated that the continued development of Robin Hood Airport will act a catalyst for significant investment in sectors that rely intensively on air services. This includes advanced manufacturing, financial and business services and creative and digital. This could provide opportunities for the development of supply chains within Harworth Bircotes to service these businesses, although Harworth Bircotes will be in competition with other locations. In consideration of this, potential supply chain businesses are most likely to include engineering and advanced manufacturing such as component manufacture, electrical engineering or other types of manufacturing which would benefit from proximity to the airport or other airport activities and the skills and value advantages Harworth Bircotes offers;
- ii It is considered that freight activity at the airport offers little scope for logistics development in Harworth as much of this will be focused on the employment land adjacent to the airport. There may, however, be some opportunities to develop smaller scale specialist logistics operations along the A1 in response to the recommendations of the Employment Land Review. This highlighted that future opportunities for development along the M1 are likely to be restricted. Possible types could include specialist express carriers such as DHL, UPS, FedEx and TNT, who may also benefit from the proximity to air freight market at the airport. DHL's existing premises in Harworth suggests some advantages of the locality for this type of logistics, which has experienced considerable growth in recent years;
- iii Bassetlaw as a District appears to have some competitive advantage in the manufacture of food and drink, which is not reflected in the Harworth area at present. The possibility for the study area to tap into this existing strength should be explored in further detail;
- iv Harworth appears to have some competitive advantage in a number of niche industrial sub-sectors including metal based manufacture and the manufacture of rubber and plastics and these could offer further scope for growth. It may be necessary to develop high value, niche products that are less susceptible to the pressures of globalisation.

4.0 Commercial Market Assessment

Commercial Market Commentary

4.1 The effects of the credit crunch during the last 2 years have now severely affected the whole of the global economy. Moreover it is now apparent that the effects of the credit crunch and the subsequent slackening of the global economic growth will also continue to affect the whole of the property market for some time.

4.2 The effects of the fall out from the credit crunch on the economy as a whole can be seen from the Bank of England's Summary of Business Conditions February 2009 which highlights the following:

- i Consumer expenditure has continued to contract
- ii Investment intentions remain at weak levels
- iii Manufactured goods exports now lower than a year earlier
- iv Concerns over the availability of working capital remains elevated
- v Employment intentions have been scaled back further across all sectors
- vi Growth in per capita labour costs have slowed
- vii Annual input and output price inflation has fallen further
- viii Inflation in imported finished goods prices remained elevated

4.3 Even prior to recent instabilities in the financial markets, UK GDP growth was at 0.6% in the 3rd Quarter of 2008. In the final Quarter of December 2008 GDP growth was negative at -1.5%.

4.4 Most commentators are expecting GDP to fall by up to 3% during 2009 and no further growth is expected until 2010 at the earliest. This significant contraction of UK and Global economic growth will inevitably have significant effects on the value of properties in the short to medium term.

4.5 Bank base rates have currently been reduced by the Bank of England to 0.5% and in the USA to effectively 0%. However whilst in theory these substantial reductions in interest should have a beneficial effect on the commercial property market this is by no means certain until such time as the mainstream banks begin lending against commercial property.

Commercial Demand Analysis

Commercial Market Profile

4.6 In general the demand seen within the commercial markets is derived from one of three main sources and a break down of these is detailed below.

4.7 The report will then assess each of the commercial sectors in more detail.

1 Inward Investment – Overseas or elsewhere in the UK

- Inward investment is by far the most difficult sector to forecast and there is a potential for its significance in terms of job creation to sometimes be over estimated. Generally speaking, the availability to attract significant inward investment revolves around either the availability of particularly strong locational advantages for example well established clusters of expertise and networks relevant to the inward investment activity and / or the availability of significant financial assistance.
- These requirements are by their very nature foot loose and there are other development opportunities nationally and locally which are likely to compete due to their strategic road networks, commercial centres and / or benefit of significant financial assistance. These alternative opportunities are an obvious first choice for inward investors and it is our opinion that demand from this sector of the market is likely to be extremely difficult to attract, unless Harworth's future development can incorporate a unique selling point to help it compete.

2 Sub-Regional Companies based outside the local area (20 mile radius)

- These are companies for whom the location is attractive either because of pull factors such as better premises / product, lower wage costs or the availability of incentives; or push factors within their own location for example lack of available premises, rising costs, congestion etc.
- Harworth is well positioned within close proximity to major cities such as Doncaster, Sheffield, Rotherham, Lincoln and Nottingham as well as within regional proximity to smaller but established commercial centres such as Worksop, Retford, Gainsborough etc. There is a possibility that some employers from the surrounding areas (more so the towns rather than the cities) may consider relocating to Harworth, should the desired product be available.
- Harworth is however located within an attractive wood / greenfield area and if additional good quality accommodation and housing could be made available this location may prove of interest to those companies seeking better premises and a better quality of life. Whilst there are unlikely to be any financial incentives available it could represent competitively priced land.

3 Local Companies who are seeking to relocate, expand and/or rationalise

- In relation to local demand the prospect of future growth depends fundamentally on the depth and vitality of the existing employment base, the extent of which the location supports companies in high growth sectors and conversely exposure to companies in vulnerable sectors. In so far as most companies will not wish to relocate more than 5 miles from their existing base, given staff retention issues and benefits of established networks and supply chains, this market often comprises the most significant source of demand for new space.

- We would anticipate that the most significant local source of demand (and conversely competing supply) is from the established commercial areas in Harworth. Although Harworth does have a number of established Industrial Estates it does not have any significant pure office accommodation (save for UK Coal Headquarters) and it has a reasonably small retail base. On this basis there may be some latent demand for bespoke commercial and retail premises if this were to be made available.

4.8 The remainder of this report will focus on the demand and supply analysis (where the information is available) for each discreet commercial sector.

Office Demand

4.9 The tightening financial markets, the lack of availability of funds and the credit crunch has had a real impact on the office market since quarter 2 of 2008. The result of this has been stagnation in the market place, with very few transactions completing and general enquiry levels running at less than 50% than in previous years.

4.10 Generally speaking there remains a degree of cautiousness in the market about the stability of the future and therefore both the freehold and leasehold markets are affected, with tenants and owner occupiers / investors remaining nervous about commitment. Where historically we have seen high levels of activity from owner occupiers purchasing freehold property through personal pension funds or through company transactions, the liquidity crisis has lead to lack of funds, high borrowing costs when available as well as nervousness in the individual market places and a scrutiny of all capital expenditure.

4.11 The leasehold market remains marginally robust, as this is less of a financial commitment, however due to the general uncertainty in the market we are finding that tenants are either choosing to renew their existing lease commitments (often taking the opportunity to renegotiate better terms) or if choosing to relocate they are in search of very flexible lease terms in order to ensure they are not exposed to lengthy commitments.

4.12 Prior to the credit crisis, we had seen good growth in the service sector and therefore it is not unrealistic to assume in more normal market conditions we should see this growth sector recover and continue.

4.13 All enquiries received at Innes England's three regional offices are recorded on a central computer database. The requirements received for the North Nottinghamshire area, over a 12 month period were analysed to ascertain from where the depth of demand would be generated in this location. The results were required to support our assumptions that demand for office accommodation is likely to be at the smaller end of the size range i.e. in the sub 5,000 sq ft category.

4.14 As you will see from Table 3 below, the clearly highlights that in excess of 60% of the enquiries registered for the North Nottinghamshire area, are in search of accommodation of sub 5,000 sq ft and then as the requirement size increases the demand decreases.

Size Band Sq Ft	Percentage of Demand
0 – 2,500 sq ft	33%
2,501 sq ft – 5,000 sq ft	28%
5,001 sq ft – 10,000 sq ft	17%
10,001 sq ft – 20,000 sq ft	10%
20,001 sq ft – 50,000 sq ft	8%
50,000 sq ft +	4%

Table 3 Analysis of office requirements registered for North Nottinghamshire from 1 Jan 2008 to 1 Jan 2009

4.15 This is probably attributable to the fact that we are dealing with relatively small commercial markets and with the larger requirements tend to migrate towards the larger Cities in the surrounding area. We are also seeing consolidation in the market place and redundancies, with some of these people being made redundant setting up their own businesses, leading to a ground swell of *"grass roots"* demand.

4.16 As mentioned above, in terms of tenure preference, generally speaking the smaller enquires tend to prefer to commit on a leasehold basis, with the sub 1,000 sq ft category of requirements preferring very flexible lease terms, as this tends to be the boom / bust end of the market. Once a business is more established and requires graduation space of between 1,000 sq ft to 5,000 sq ft then the tenure preference has historically tended to switch to more traditional lease terms of say 10 years with a break in year 3 or 5, or in more normal market conditions, the greater depth of demand is for freehold accommodation. Above 5,000 sq ft the market is more mature and will revert back to leasehold deals, committing to more institutional lease terms i.e. 10 year commitments.

4.17 In terms of the sectors which appear to be surviving the recession, we are seeing activity in the medical, education, utilities, environmental technology and R&D sectors. These organisations tend to receive government grants, assistance and are often spin out companies from larger organisations.

Industrial Demand

4.18 Over the last decade the industrial sector has experienced a reversal in demand profile with a movement away from the manufacturing and engineering sectors as the availability of cheaper or automated alternatives has become available elsewhere globally. Activity has then switched to the distribution sector fuelled in the main by consumer demand in the retail sector which has resulted retail led requirements taking large distribution hubs.

4.19 Developers looking to capitalise on this have pushed hard into the sector in many instances speculatively building accommodation. This trend has continued until recently and following the downturn in the economy has resulted in a significant over supply of product in some locations. An over supply has led to a softening of rents and incentive packages offered to potential tenants and the prices standing vacant stock is sold for. This is further compounded by the changes in Empty Rates relief which are now having impact on the market.

4.20 Looking at the smaller end of the market we have over the last 5 years seen demand in the small owner occupier sector driven mainly by specialist engineering and manufacturing firms and some small to mid range distribution companies specialising in niche products.

4.21 An over supply of accommodation and partially developed sites has resulted in a lack of demand for employment land and has had a negative impact on the price per acre. This said in any market we do experience a demand for land free of developer tie or alternatively as serviced plots. The former Glassworks on Snape lane extending to c. 32 acres was being marketed at an asking price per acre of c. £270,000 – we understand interest has historically been expressed at circa £220,000 per acre for a specialist owner occupier looking to take 25 acres of the site although this did not progress. We assume the prices are likely to be gross of remediation costs, although this has not been confirmed with the landowner or agent.

4.22 Taking account of the above and current market conditions we would expect values to lie between £200,000 - £225,000 per acre.

4.23 Although many occupiers are sitting on their hands at present there will come a time when they will need to move to evolve their businesses and this will no doubt drive demand across the region.

4.24 An analysis of our enquiry database once gain reveals the greatest depth of demand is for small industrial units of sub 10,000 sq ft, with a robust demand for accommodation of sub 5,000 sq ft.

4.25 Our analysis of current requirements registered on the Innes England database clearly highlights the fact that in excess of 50% of demand is for accommodation of sub 10,000 sq ft.

Size Band Sq Ft	Percentage of Demand
0 – 5,000 sq ft	35%
5,001 sq ft – 10,000 sq ft	22%
10,001 sq ft – 20,000 sq ft	17.5%
20,001 sq ft – 50,000 sq ft	15%
50,001 sq ft – 100,000 sq ft	6%
100,000 sq ft +	4.5%

Table 4 Analysis of industrial requirements registered for North Nottinghamshire from 1 Jan 2008 to 1 Jan 2009

4.26 In terms of the tenure preference within this sector, cheap money resulting in rents and mortgage repayments being relatively comparable has meant many occupiers have been looking to buy their own space. As the availability of money has dried up we have seen a reversal of demand with occupiers looking to take short leases allowing flexibility for their businesses. Demand remains greatest for in the sub 10,000 sq ft band. Good quality second hand product and competitively priced new build product still continues to have a good level of interest.

4.27 Above this size bracket generally the tenure preference tends to be leasehold with a strong preference for leasehold.

4.28 We would expect the depth of demand to be from the sub 10,000 sq ft market largely be from local occupiers. The larger requirements being generated by regional/national companies who are in search of strategic sites to suit their individual needs.

4.29 We have historically seen good demand from occupiers and developers considering opportunities in more secondary locations away from the traditional distribution hubs, if sites are available free of developer tie, there is a cost effective labour force and good communications of strategic road networks.

Retail Demand

4.30 The towns of Worksop (population 40,900) and Retford (population 21,145) both operate as main centres for services and facilities for the surrounding areas. Worksop and Retford have the highest concentration of services and facilities in the district. Such facilities include larger retail outlets for comparison good supermarkets, hospitals and health centres, further education facilities and most of the district's comprehensive schools.

4.31 Harworth is located to the northwest of Worksop and Retford and is the third largest settlement in the area, but is significantly smaller with approximately 7,500 residents. This settlement benefits from a range of local shops including a reasonable size Co-op forming part of the main retailing parade on Scrooby Road.

4.32 We have analysed the requirements on the retail database and although there are currently no specific requirements for Harworth, there does appear to be some demand from retailers for Worksop and Retford. For example, current retail requirements for Worksop include Pets at Home Ltd who have a requirement for 3,000 sq ft – 12,000 sq ft and B&M Retail Limited are in search of 11,000 sq ft – 15,000 sq ft. For Retford live requirements include Poundland Limited who are in search of 3,500 sq ft – 8,000 sq ft and Pets at Home have a further requirement for a store of 3,000 sq ft – 12,000 sq ft.

4.33 The budget retailers continue to trade well in the current economic climate and are actively acquiring new sites. These types of retailers such as Netto, Aldi, Lidl etc will tend to focus of town with a population of 10,000 plus and therefore it many be possible to attract this type of operator to co-locate with the Co-op, when some growth has been seen in the area.

4.34 The larger scale residential developments often include a stand alone, purpose built neighbourhood development scheme, which a local developer Fiducia specialises in.

4.35 Generally speaking a new development with in excess of 800 units will produce a viable scheme, but the larger the development the larger the facility. The scheme will require an acre plus of land and will be anchored by a convenience store such as a large Aldi, Lidl, Netto requiring a store of c. 13,000 sq ft, or a smaller development will incorporate Tesco, Sainburys, Asda etc who will consider a 4,000 sq ft unit. Surrounding this unit, will be a parade of smaller units of c. 1,000 sq ft for ancillary services such as bookmakers, florists, charity shops, takeaways i.e. Dominos pizzas, Subway, drycleaners etc.

4.36 The developer will consider locations such as Harworth and in fact they developed the facility in Worksop on Gateford Road.

Tradecounter / Builders Merchants

4.37 Demand within the tradecounter and associated quasi industrial / retail uses such as builders merchants and self storage operators has until late 2008 created good levels of demand in the market, with a number of occupiers undertaking nationwide expansion programmes. However in the current economic climate we are seeing these expansion plans being put on hold until the economy begins to recover.

4.38 Assuming normal market conditions it may be possible to take advantage of local tradecounter interest, due to Harworth's prominent location on the A1 and the proposed Finningley and Rossington Regeneration Route Scheme (FARRRS), as these types of occupiers are particularly sensitive to prominence and accessibility.

4.39 The FARRRS road scheme will connect the airport to Junction 3 of the M18, making the airport fully accessible via the A1T, A1M, M1 and the M18. There will be a junction with the A638 which could bring some benefits to Harworth improving its connectivity to the airport.

Questionnaire Analysis

Occupier Questionnaire

4.40 A questionnaire survey was undertaken of local commercial occupiers. A questionnaire was circulated in the post and followed up by a telephone call. This was used to investigate the needs of commercial occupiers, (both office and industrial) based in Harworth.

4.41 Due to the size of Harworth and its relatively small commercial base, we were able to target the main commercial areas including the UK Coal site, Brunel and Plumtree Industrial Estate, Harworth Enterprise Park and occupiers on Snape Lane. We mailed all the occupiers in these commercial locations and a reasonable response was received from c. 40% of the businesses. The response was useful to confirmed some of our assumptions regarding demand and inform our decision making process with regard to future new build in the area.

4.42 From the dataset the analysis demonstrated that the majority of the occupiers were industrial in nature (96%), with the split being c. 30:60 warehousing to industrial respectively. Of the companies questioned, many of them were relatively small organisations with sub 20 employees, in fact 96% employed less than 20 people.

4.43 The tenure split was more even with 56% of the occupiers owning the freehold and 44% renting their accommodation.

4.44 After further questioning, it transpired that the majority of these occupiers were generally satisfied with their current premises and felt that they were sufficiently modern to allow them to function efficiently from their existing base. Of those that felt their premises were unsuitable, 100% confirmed that they would consider larger, high specification accommodation, but that they would only move to premises within a 1-2 mile radius of their current premises.

4.45 Although the majority of occupiers said they were happy in their existing accommodation, it is generally seen across the market that occupiers struggle to visualise relocating to new accommodation until it is built and ready for occupation hence the necessity for speculative development. Due to the fact that the majority of businesses occupy secondary accommodation they are likely to be budget sensitive and therefore competitively priced product would be key to generating interest.

4.46 The response received from the questionnaire may explain why there is a reasonable amount of availability in the area or perhaps the accommodation which is currently available is unsuitable as move on space for these businesses, as it may be too large and targeted at a different market.

Supply Analysis

Office Supply

4.47 There does not appear to be an established office area in Harworth, and the surrounding villages within close proximity offer very little by way of new or second hand purpose built office product. Further afield however, there is a more significant level of investment, concentrated mainly on RHADS, and in Doncaster and Rotherham. The larger towns of Retford and Worksop offer some office space but this tends to be much smaller, and poorer quality second hand product situated above ground floor retail units.

4.48 For the purpose of this report, we have analysed the supply in size categories. From our experience demand for the smallest product will be locally driven and therefore for the 0 – 5,000 sq ft range we have focused on the areas of Harworth and the immediate surrounding areas. At the larger end of the scale, the 5,001 – 20,000 sq ft category we have focused on the strategic road corridors and we have effectively taken a 5-10 mile corridor from Worksop along the A1 to RHADS, across to south Doncaster. The larger product above 20,000 sq ft needs to be assessed in the wider market context and therefore supply is recorded within a 10 mile radius of Harworth.

4.49 The supply is then broken down into new and second hand product as the new product will effectively be the most direct competition and the availability of second hand product will inform us of the potential for demand as it is from here that occupiers are likely to relocate.

4.50 The tables below provide a synopsis of the available supply in the specific size categories, but the full table of supply is available in Appendix 2.

Size Category	Total No of New Build Units	Total Square Footage
0 – 2,500 sq ft	No supply	No supply
2,5001 – 5,000 sq ft	No supply	No supply
4,001 sq ft – 10,000 sq ft	10	61,451
10,001 – 20,000 sq ft	5	74,872
20,001 – 50,000 sq ft	No supply	No supply
50,000 sq ft +	1	53,000
TOTAL	**16**	**189,323**

Table 5 Harworth and Surrounding Area Office Supply - New Build
Source: Rightmove; Globrix and Developer and Agent websites

Size Category	Total No of New Build Units	Total Square Footage
0 – 2,500 sq ft	5	769
2,5001 – 5,000 sq ft	No supply	No supply
4,001 sq ft – 10,000 sq ft	3	20,020
10,001 – 20,000 sq ft	3	34,328
20,001 – 50,000 sq ft	No supply	No supply
50,000 sq ft +	No supply	No supply
TOTAL	**11**	**55,117**

Table 6 Harworth and Surrounding Area Office Supply – Second Hand
Source: Rightmove; Globrix and Developer and Agent websites

4.51 Whilst on the face of it there appears to be a lack of office supply within Harworth and the surrounding areas, the availability of office accommodation at RHADS and in Doncaster and along the M1 corridor around Rotherham can not be underestimated. In total there is c. 190,000 sq ft of new office space on the market within a 10 mile radius.

4.52 What does appear to be apparent is that if the current availability is analysed against the demand statistics then there appears to be a discrepancy between what has been built and where the demand appears to be. This perhaps leaves a gap in the market for some future development which should cater for this latent demand. It is evident that the depth of demand is for sub 5,000 sq ft office accommodation, or in fact sub 2,500 sq ft, this is further confirmed by the results of the questionnaire. If assuming normal market conditions the depth of demand is also for freehold office premises then this would suggest that perhaps some small own front door, pavilion offices should be built to address this need. Taking advantage of the location, they could be built on an accessible green business park, but of a smaller scale to try and tailor the product to the local market and to offer a different package to that which is already available at RHADS.

4.53 In the current climate we are also seeing many people being made redundant and looking to set up themselves, hence the high number of smaller enquiries and again, perhaps coupled with the sectors which are currently more robust i.e. R&D, environmental technologies, medical etc, perhaps an innovation centre for start up businesses could be developed to try and encourage some of these spin off businesses to establish and grow. The centre would need to offer support facilities and assistance to these relatively embryonic organisation, with a view to creating a hot bed of new industry which would not only support the economy but also these organisations would grow and over time move into the larger pavilion offices. The innovation centre concept has proved successful in other areas, such as Edwinstowe, Ollerton and Mansfield, areas which have faced similar challenges in terms of history and demographics as Harworth. It has also proved successful in Worksop, where The Turbine has space for up to 58 businesses, with a diverse range of sectors currently represented at the innovation centre.

Industrial Supply

4.54 The majority of Harworth's industrial stock is situated on the established industrial estates around the coal pit, and is of mixed ages and quality. These estates provide a mix of accommodation ranging in size, but generally the accommodation is reasonably modern and includes a significant amount of new build construction which is mainly concentrated on Snape Lane and around the pit. This new accommodation is larger and of a higher specification, the majority of which has been speculatively constructed.

4.55 For the purpose of this report, we have analysed the supply in size categories. From our experience demand for the smallest product will be locally driven and therefore for the 0 – 10,000 sq ft range we have focused on the areas of Harworth and the immediate surrounding areas. At the larger end of the scale, the 10,001 – 20,000 sq ft category we have focused on the strategic road corridors and we have effectively taken a 5-10 mile corridor from Worksop along the A1 to RHADS, across to south Doncaster. The larger product above 20,001 sq ft plus needs to be assessed in the wider market context and therefore supply is recorded within a 10 mile radius of Harworth.

4.56 The supply is then broken down into new and second hand product as the new product will effectively be the most direct competition and the availability of second hand product will inform us of the potential for demand as it is from here that occupiers are likely to relocate.

4.57 The table below provides a synopsis of the available supply in the specific size categories, but the full table of supply is available in Appendix 2.

Size Category	Total No of New Build Units	Total Square Footage
0 – 5,000 sq ft	25	45,736
5,001 – 10,000 sq ft	3	12,000
10,001 – 20,000 sq ft	No supply	No supply
20,001 – 50,000 sq ft	4	88,443
50,001 – 100,000 sq ft	5	345,016
100,000 sq ft +	14	2,910,427
TOTAL	**51**	**3,401,622**

Table 7 Harworth and surrounding areas industrial supply - new build
Source: Rightmove; Globrix and Developer and Agent websites

Size Category	Total No of Units	Total Square Footage
0 – 5,000 sq ft	16	44,935
5,001 – 10,000 sq ft	2	11,060
10,001 – 20,000 sq ft	1	15,034
20,001 – 50,000 sq ft	5	170,468
50,001 – 100,000 sq ft	5	336,091
100,000 sq ft +	1	178,257
TOTAL	**30**	**755,845**

Table 8 Harworth and surrounding areas industrial supply - second hand
Source: Rightmove; Globrix and Developer and Agent websites

4.58 Appendix 2 highlights the availability of industrial / warehouse units in the area. The supply table clearly shows that any historic lack of supply appears to have been identified by developers and a significant level of investment and new development has occurred in the surrounding area.

4.59 The area's central and accessible location, does make the industrial and distribution sectors obvious target markets. It our opinion that although Harworth is well connected it will be challenged to compete with the more established locations such as Doncaster and Rotherham, especially if the proposed RHADS is delivered, unless it can offer the market a different and unique opportunity.

4.60 The possibility of using the Network Rail lines in the area to provide Harworth with a railhead is potentially an attractive proposition for the market and would give the area a differential selling point, assisting its ability to compete in the market with the surrounding areas. The viability of creating a terminal for freight will need to be investigated as will Doncaster's plans to create a similar concept.

4.61 Haworth Enterprise Park and on Plumtree Industrial Estate to offer a range of smaller industrial units, which appear older and more basic in nature. Taking into consideration the size of the new build product which has recently been constructed and the results of the questionnaire, consideration should be given to some smaller scale development, perhaps providing terraces of small industrial units for sale or to let. Examples of where this has been successful is in Calverton, Stanton and Blidworth. This has included primarily speculative development, often available on either tenure basis and this has historically been met with good levels of demand.

Retail Supply

4.62 There is a large modern Sainsbury's and older but equally significant Tesco store on Gateford Road in Worksop and a large Asda and Morrisons are both situated in Retford. As detailed above it is evident that a significant proportion of the population leave Harworth to undertake their main retail shop, and it would be advantageous to the area, to try and retain these shoppers, encouraging them to spend their money locally, which would have a positive knock on effect on the ancillary retailers retaining the spend in this zone.

4.63 The requirement for a reasonable sized discount food retailer such as Aldi, Lidl or Netto c. 1 – 1½ acres to provide a 10,000 sq ft retail facility. This would incorporate a car park of c. 80-100 vehicles. A store of this size would require a catchment of 10,000 people but obviously this would depend on what other stores are already in the immediate and surrounding area.

4.64 The larger facilities such as a large Asda, Tesco and Sainsburys of 35,000 sq ft requires a plot of c.4 acres and a catchment of almost double the above ie c. 20,000 people. Having said this there are exceptions to the rule, for example Tescos located to Ollerton and provide a facility of c. 35,000 sq ft as well as at Dinnington, which are comparable locations and sizes to Harworth. However the opening of the large Tesco store at Ollerton did have a detrimental impact on some of the smaller existing retailers and even the Co-Op was later forced to close.

4.65 Sainsburys and Tesco have historically looked at locating in Shirebrook and again therefore there are some comparisons that can be drawn between

Shirebrook and Harworth, therefore it would be worthy of further investigation to ascertain whether such a facility could be delivered in this area.

4.66 A significantly larger facility such as the 63,000 sq ft retail unit/food store would require 20,000 visits per week.

Other Sectors Supply

Drive Through / Restaurants

4.67 It is apparent that in the current climate the convenience food operators such as Pizza Hut, McDonalds, Pizza Express, Kentucky Fried Chicken etc are thriving and they are some of the few retailers who are still acquiring new premises. These types of operators typically look for c. 0.5 acre sites and a significantly larger catchment area.

Public House

4.68 In Harworth there is a Social Club and a small local pub, however the area could benefit from updated facilities to serve for the community. We are aware that Marstons Plc who have a requirement for 21,500 sq ft – 23,500 sq ft in Doncaster and they appear to still be acquiring so it would be worth approaching this and other chains to ascertain their interest in the location.

4.69 This type of development requires a few acres for development and these operators can often co-locate with a number of other leisure facilities such as bingo, bowling, kids play area etc. These types of facilities tend to sit well with food retailers, such as those discussed above.

Hotel

4.70 Given the proximity to Robin Hood Airport where a 102 bed Ramada Encore hotel has been developed, it would be prudent to avoid this tier of hotel operators and approach some of the budget hotel operators who locate on main arterial routes such as Travelodge and Premier Inn to ascertain their interest in this location. These operators would consider this as a location subject to the certain provisos, although Travelodge are already located at Blyth services.

Motor Dealership

4.71 The motor industry has experienced server decline in sales over the last 6-9 months with many plants closing and making redundancies due to a drop in sales. We are not aware of any requirements for this sector at present, as many of the car dealerships are closing and disposing of their showrooms. This is however a sector that in more prosperous times, is reliant upon prominence on main arterial routes.

Leisure

4.72 The leisure industry has also been affected by the current climate as well as the smoking ban and we are currently unaware of any requirements for the leisure or bingo industry, with Riva and Gala putting their national acquisitions on hold. In a more buoyant market this is again would be a sector worth approaching.

4.73 Cinema requirements, tend to relay on large catchment areas, for example, Swadlincote was able to attract a new cinema complex to the village but this location has 51,500 people within a 10 minute drive time. It is unlikely that a cinema could be justified at Harworth.

5.0 Housing Profile

5.1 This section establishes the housing context for the study by reviewing the current strategic housing framework, housing stock profile, main housing market drivers and key housing market indicators for Harworth and Bassetlaw. The analysis considers the performance of Bassetlaw District within the wider context and, where applicable, includes an analysis of Harworth ward[6] and Harworth and Bircotes Postcode Sector within the Harworth Growth Zone study area. This analysis is important in understanding the strengths and weaknesses of the existing housing offer.

Strategic Context

5.2 Bassetlaw has been identified as part of a Northern Strategic Housing Market Area of the East Midlands[7] alongside Bolsover, Chesterfield and North East Derbyshire and working arrangements have been developed accordingly between the Councils in question to consider future housing development issues on a sub regional basis.

5.3 The 2008 East Midlands Regional Housing Strategy (Managing Growth, Managing Change 2008-2016) concludes that "there is the potential for development levels at a much higher rate than the RSS for the Northern Strategic Housing Market Area."

5.4 The four Northern Strategic Housing Market Area (NSHMA) authorities have commissioned consultants to complete a sub regional Housing Strategy which is currently underway at the time of writing. Four further reports have been commissioned by the NSHMA authorities covering the Housing Needs of Older People, Younger People, People with Complex Needs and BME Communities in the sub region.

5.5 Bassetlaw Council's most recent Area Housing Strategy was signed off by Government Office for the East Midlands in June 2006. Key themes of the Strategy, around which actions have been developed, are: providing additional housing to meet need and demand; managing existing housing and ensuring it is of a decent standard and; meeting the housing needs of vulnerable people. The Council publishes an annual supplement to the strategy in order to keep the document updated and inform all stakeholders as to progress in delivering the strategy.

[6] Harworth Ward also encompasses the Western parts of Bircotes, with the remainder of Bircotes within the Blyth Ward, which has also been included in some of the analyses in this section
[7] Housing market area boundaries defined in "Identifying the Sub-Regional Housing Markets in the East Midlands" (DTZ) and "Draft East Midlands Regional Plan" (EMRA)

Housing Stock Profile

5.6 This section analyses the supply of housing in Harworth and Bassetlaw. To provide an overview of the area's housing profile the following data is examined and key findings summarised:

- i Housing Type
- ii Tenure
- iii Council Tax Bands
- iv Stock Condition
- v New Build Rate

Housing Type

5.7 The analysis below (Figure 11) illustrates that compared to the local, regional and national averages, Harworth Ward contains:

- i A lower proportion of detached properties;
- ii A lower proportion of flats; and
- iii A higher proportion of semi-detached stock - accounting for 60% of stock (almost twice the national average (32%))

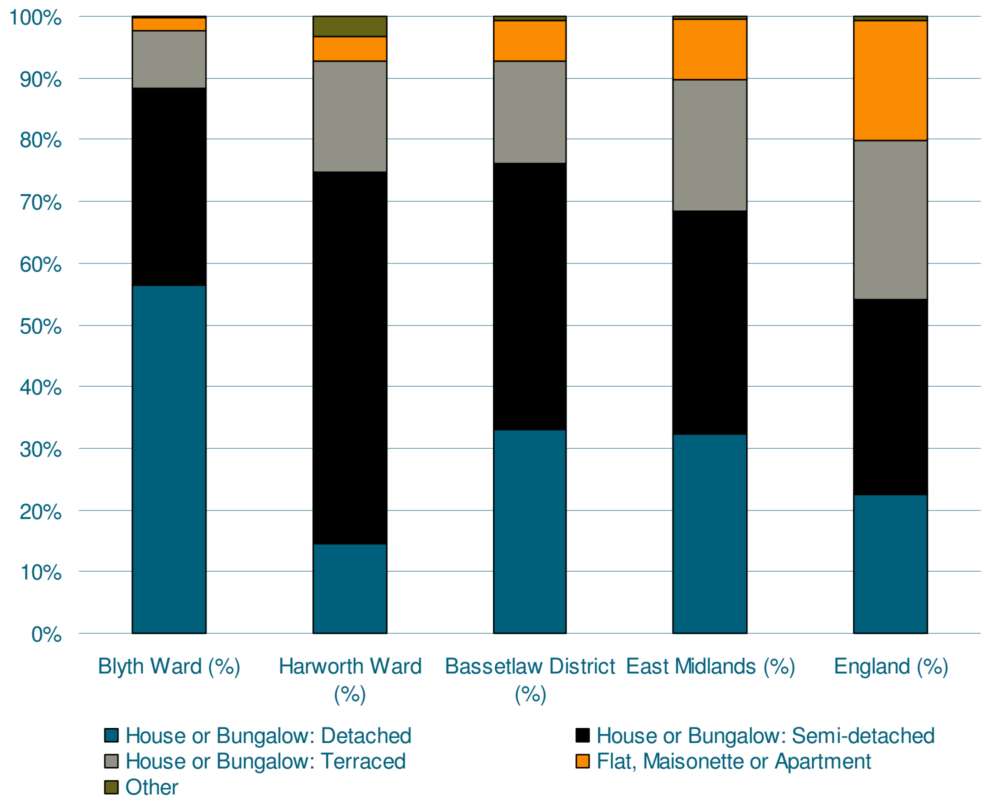


Figure 11 Housing type in Bassetlaw
Source: ONS, 2001 Census

Tenure

5.8 Figure 12 shows that owner occupation in Harworth Ward (68%) is only marginally lower than the district average.

5.9 The proportion of social rented housing in Bassetlaw (20%) is marginally higher than regional and national averages (19% and 20% respectively). However in Harworth Ward it represents 24%.

5.10 A1 Housing ALMO officially took over the management of Bassetlaw District Council's homes, currently around 6,970 properties, in 2004. 5,500 Council homes were sold under the Right to Buy initiative in Bassetlaw between 1979 and 2008; 1,123 of these since the year 2002.

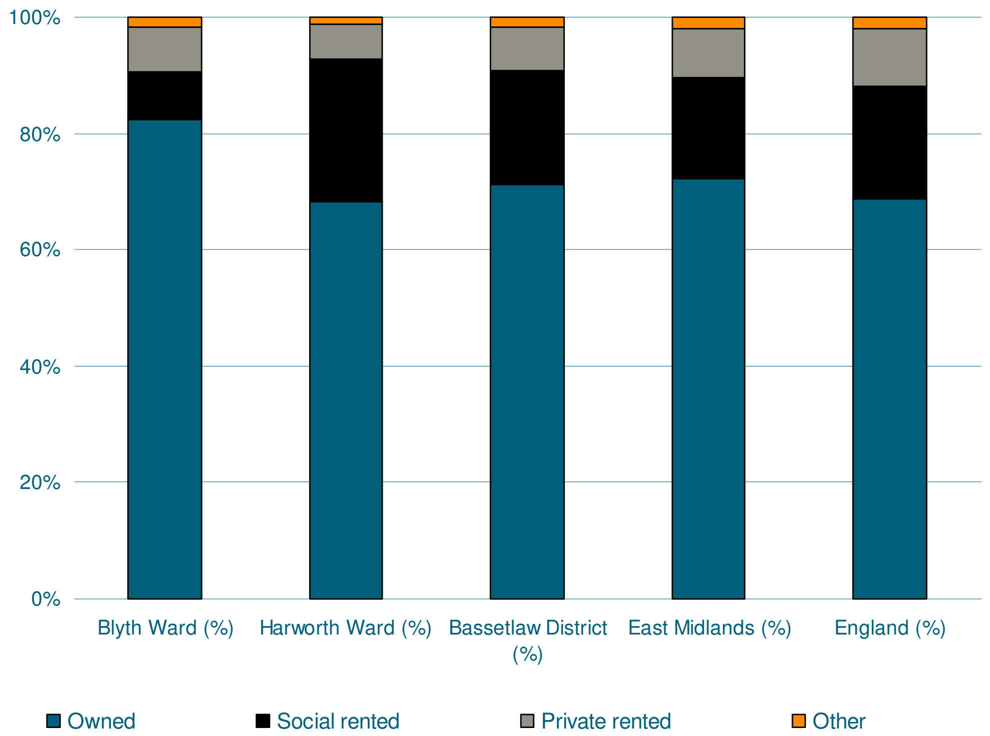


Figure 12 Housing Tenure in Bassetlaw
Source: ONS, 2001 Census

5.11 Demand for affordable housing is high with some areas having lengthy waiting times; 4,599 homes were registered on the Council waiting list as at 31st December 2008.

5.12 Council estimates indicate that for Harworth Bircotes the number of households on the Council waiting list for affordable housing in February 2009 was 308. Table 9, below, breaks this down by type of home requested.

	1 bed flat	2 bed flat	2 bed house	3 bed house	1 bed bungalow	2 bed bungalow
Number of households	36	78	40	65	19	70

Table 9 Number of households on the waiting list for Harworth and Bircotes February 2009
Source: Council estimates based on waiting list data

5.13 A Choice Based Lettings Scheme is being introduced, with A1 operating the Homefinder scheme on behalf of the Council.

5.14 There were an estimated 1,001 RSL units in Bassetlaw in 2006[8]. The RSLs with the largest amount of stock in Bassetlaw are: Longhurst (circa 185 units); Nottingham Community (112 units); Anchor (96 units) and; Northern Counties (72 units)[9].

5.15 The Council has a 30% affordable housing target (with 15% of these units intermediate tenure) for new developments.

Council Tax Bands

5.16 Figure 13 demonstrates that 89.8% of housing in Harworth Ward is in Council Tax bands A or B, compared with 66.9% district wide, 60% regionally and 44.6% nationally. This is suggestive of a lack of aspirational housing and a housing offer skewed towards lower value housing.

[8] Managing Growth, Managing Change East Midlands Regional Housing Strategy 2008 - 2016
[9] According to Bassetlaw Council estimates, March 2009

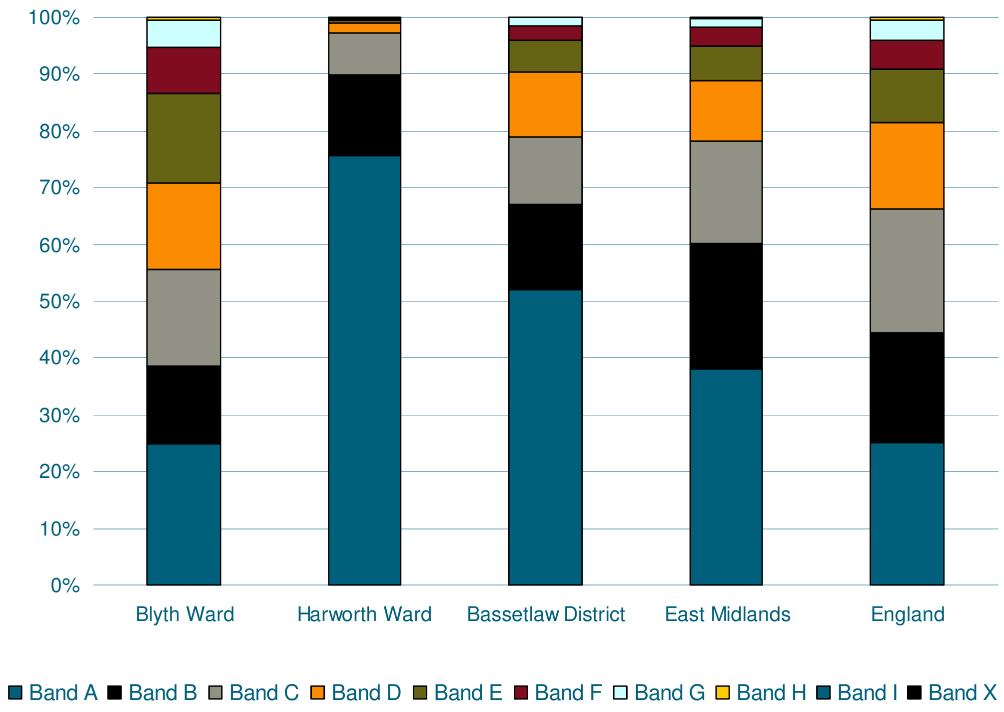


Figure 13 Council Tax Bands in Bassetlaw, 2007
Source: ONS, Neighbourhood Statistics

Stock Condition

5.17 A Private Sector Stock Condition Survey, commissioned jointly with other authorities, was completed in August 2006. It was concluded that the stock profile for Bassetlaw is associated with better than average dwelling conditions overall. An estimated 29.8% (11,850) of all private sector dwellings were thought to be non-decent compared with a national average of around 30.2%.

5.18 In Bassetlaw non decent dwellings are most associated with older pre-1919 properties; private rented sector stock; converted flats and terraced houses. The highest rate of non decency was found in Western Rural areas, with the lowest rate on non-decency in Worksop Southern.

5.19 Private sector home improvements to promote greater energy efficiency in the District's private sector stock are underway through the 'Warmfront' partnership.

5.20 Based on a 2007 Council Stock Condition Survey undertaken by Connaught, and taking in to account the new Housing Health and Safety Rating System, the number of non- decent Council-owned homes within Bassetlaw was calculated as 4,070 (around 60% of the total) on 1st April 2008.

5.21 Since achieving ‘2 star’ status under inspection the Council and A1 Housing can access the necessary borrowing to bring all of the Council’s stock to the Decent Homes Standard. A1 Housing’s Business Plan contains a target to achieve 100% compliance with the Decent Homes Standard by 2013.

New Build Rate

5.22 Table 10 below demonstrates that the level of new build in Bassetlaw in recent years has been declining, with limited social housing development.

Bassetlaw	Dwellings started				Dwellings completed			
	Private enterprise	Registered Social Landlords	Local authority	All	Private enterprise	Registered Social Landlords	Local authority	All
2007/8	386	0	0	386	352	0	0	352
2006/7	428	0	0	428	568	8	0	576
2005/6	575	7	27	609	396	13	21	430
2004/5	523	4	0	527	294	48	0	342

Table 10 New Build in Bassetlaw
Source: CLG Live Table 253

5.23 The amount of housing stock in Bassetlaw grew by 7.8% between 1995 and 2004; outstripping the national rate of increase (7%) but lower than the regional rate (9.8%)[10].

5.24 Table 11 below demonstrates that, when expressed as a proportion of total existing stock in 2001, Bassetlaw’s average new build rate between 2003 and 2007 was lower than average for the region, but higher than average for the Northern Strategic Housing Market Area.

[10] Bassetlaw Strategic Housing Market Assessment

	Average New Build 2004-2007	Total Stock 2001	Average New Build 2004-2007 as a proportion of Total Stock 2001
England	157,733	21,206,804	0.74
East Midlands	16,183	1,796,655	0.90
Bassetlaw	379	46,459	0.82
Bolsover	171	31,695	0.54
Chesterfield	283	45,224	0.63
North East Derbyshire	242	41,634	0.58

Table 11 New Build rates in Bassetlaw and the sub-region
Source: CLG Live Table 253

Housing Market Drivers

5.25 Demographics play a key role in defining the markets for housing and services. This section will consider:

- i Household composition
- ii Socioeconomic groups and trends
- iii Migration and Commuting flows
- iv Population trends and projections
- v Household projections

Household composition

5.26 The household composition of Harworth ward is summarised below and compared to district, regional and national averages.

5.27 Figure 14 illustrates that household composition in Bassetlaw is broadly in line with district, regional and national averages, although there are higher proportions of married couple households with no dependent children, reflecting a relatively older age demographic than average.

5.28 Figure 14 also shows that the proportion of lone parent households in Harworth Ward is above district, regional and national averages.

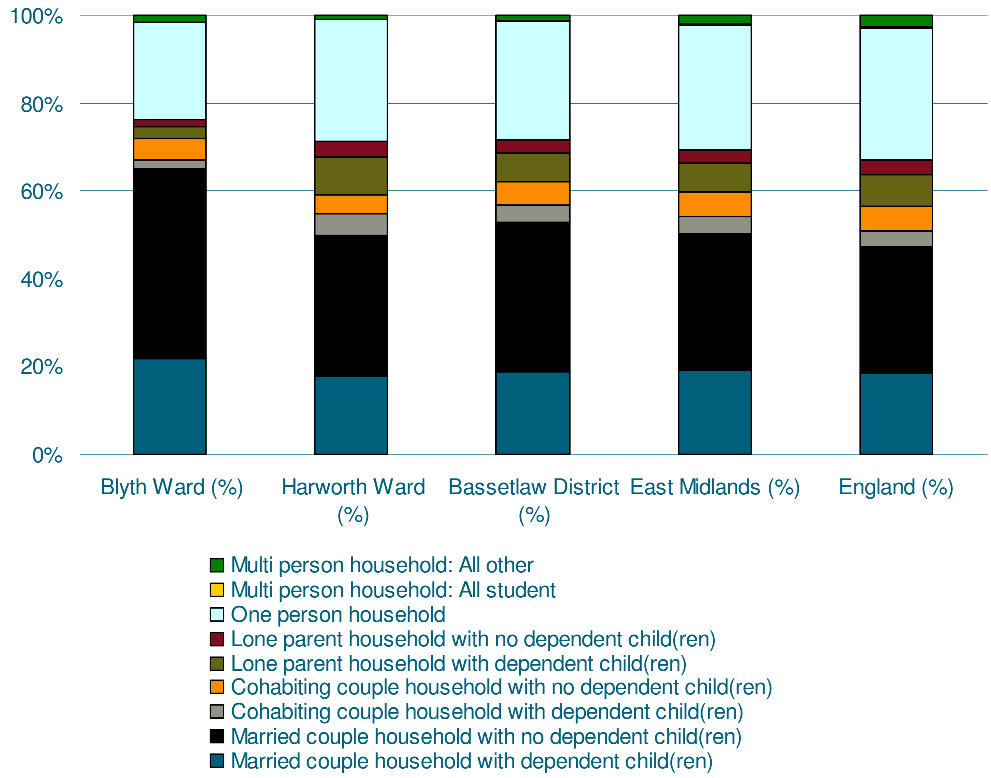


Figure 14 Household Composition in Bassetlaw
Source: Census 2001

Socioeconomic groups and trends

5.29 The socio-economic profile of an area can also improve understanding of how local housing markets operate and provide a greater contextual understanding of the area.

5.30 As outlined in greater detail in the Economic Baseline section Bassetlaw has relatively high levels of deprivation, being ranked as the 94th most deprived out of 354 English local authorities measured by the English Indices of Deprivation 2007. Bassetlaw has relatively high proportions of separated or divorced and widowed persons, households without a car or van, persons with limiting long-term illness, unemployed people and those with no qualifications.

5.31 Although this places the District within the most deprived 30% of local authority areas, it is performing better than some others nearby areas such as Doncaster (14th), Mansfield (34th) and Bolsover (55th).

Migration and Commuting flows

5.32 As outlined in greater detail in the Economic Baseline section Bassetlaw is relatively self-contained in commuting terms.

5.33 Doncaster accounts for significant commuting flows, both into and out of Harworth. There are also significant outward flows to Rotherham and Sheffield, and relatively large numbers of in-commuters from Mansfield, Bolsover and Newark and Sherwood.

5.34 According to migration data from the NHS Central Register in 2006 around 4,100 people moved to Bassetlaw while 3,900 left leading to net inward migration of 200 people. Flows into Bassetlaw were greatest from Doncaster, Sheffield, Rotherham and Bolsover. These were also the local authorities people moving from Bassetlaw were most likely to move to.

Population Projections

5.35 The resident population of the District in 2007 was estimated at 111,700 up from 106,400 in 1999 – a rise of 5% compared with national growth of 3.9% over the same period.

5.36 The population is projected to increase by 17% by 2026. Table 12 and Figure 15 below break down projected population change by age band.

Bassetlaw Age Group	Projected Population ('000s)					% Change
	2006	2011	2016	2021	2026	2006-2026
0-4	5.7	6.2	6.4	6.5	6.4	**12.3**
5-9	6.3	6.1	6.7	6.9	7.0	**11.1**
10-14	7.3	6.6	6.4	7.1	7.3	**0.0**
15-19	7.3	7.4	6.6	6.6	7.2	**-1.4**
20-24	5.7	6.4	6.4	5.8	5.8	**1.8**
25-29	5.6	6.3	7.0	6.9	6.3	**12.5**
30-34	6.4	6.1	7.0	7.6	7.5	**17.2**
35-39	8.5	6.9	6.7	7.7	8.3	**-2.4**
40-44	9.0	9.0	7.4	7.1	8.2	**-8.9**
45-49	8.1	9.2	9.2	7.6	7.4	**-8.6**
50-54	7.4	8.3	9.4	9.4	7.8	**5.4**
55-59	8.2	7.5	8.4	9.5	9.5	**15.9**
60-64	7.1	8.1	7.5	8.4	9.5	**33.8**
65-69	5.6	6.9	8.0	7.4	8.3	**48.2**

Bassetlaw Age Group	Projected Population ('000s)					% Change 2006-2026
	2006	2011	2016	2021	2026	
70-74	4.6	5.2	6.5	7.6	7.0	**52.2**
75-79	3.8	4.0	4.6	5.8	6.8	**78.9**
80-84	2.7	2.9	3.3	3.9	4.9	**81.5**
85+	2.3	2.7	3.2	3.9	4.9	**113.0**
All Ages	111.4	115.8	120.5	125.6	130.3	**17.0**

Table 12 Projected population change in Bassetlaw
Source: ONS sub-national population projects

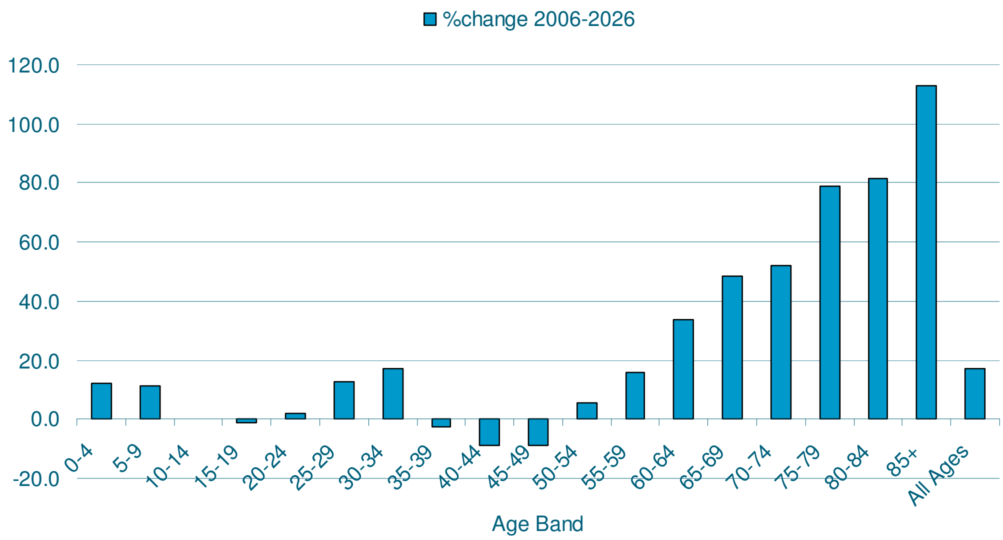


Figure 15 Projected population change in Bassetlaw
Source: ONS Sub-national Population Projections

5.37 The Regional Housing Strategy considers one of the key demographic changes in Bassetlaw and the sub region to be the growing proportion of older people. The analysis above highlights that marked increases are forecasted in the proportion of Bassetlaw's population above retirement age.

5.38 This will impact on types and design of new supply and implications for existing stock including the need for care services and support adaptations.

Household projections

5.39 Figure 16 demonstrates that Bassetlaw is scheduled to have the 4th largest increase in number of households across the subregion and neighbouring authorities by 2026, after West Lindsey, Newark and Sherwood and Mansfield.

5.40 The number of households in Bassetlaw is projected to increase by 25% over the period.

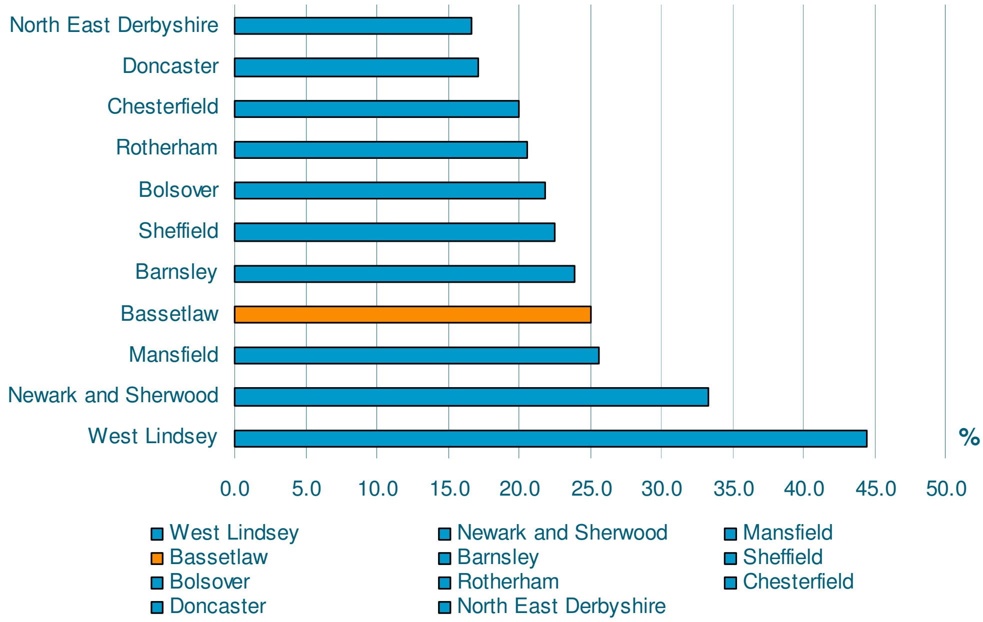


Figure 16 Household Projections for Bassetlaw 2006 to 2026
Source: CLG Household projections 2006-based (2009 release)

6.0 Housing Market

6.1 This section considers key measures of housing market performance and vitality including House Prices and Rents; Transactions and Turnover; and Vacancies. An analysis of the implications of these findings and of the current market position are then provided.

House Prices and Rents

6.2 House prices are the most widely used measure of housing market vitality. Average house prices help indicate the level of demand for home ownership in areas, however it is important not to look at prices in isolation as they can be distorted by factors such as investor activity and the fluctuating costs associated with financing and sustaining home ownership.

6.3 Figure 17 demonstrates that over the last five years average (mean) prices in Bassetlaw have exceeded those in Bolsover and Chesterfield, but were lower than those in North East Derbyshire and the regional and national averages. Figure 17 also demonstrates that average prices in Postcode Sector DN11 8 (encompassing Harworth and Bircotes) were markedly lower than local and regional averages. Over the past 5 years average prices in Harworth and Bircotes have been lower than average for Bassetlaw, and typically similar to average prices in Bolsover. However over the first two quarters of 2008 average prices in Harworth and Bircotes fell markedly, and despite a rise in quarter 3 remain notably lower than average prices in Bolsover and other neighbouring areas.

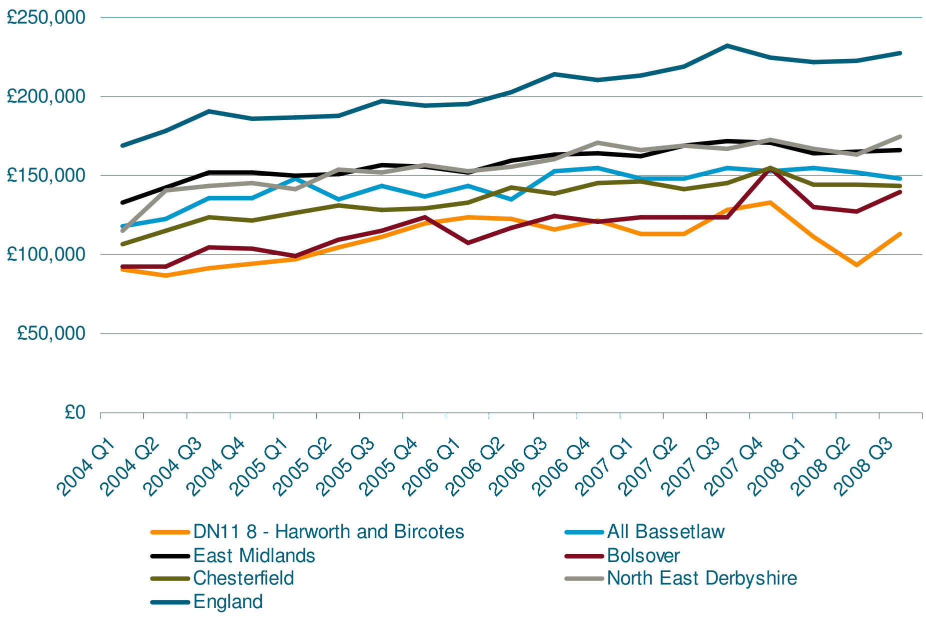


Figure 17 Average (mean) House Prices in Bassetlaw 2004-2008
Source: CLG Live Tables and NLP analysis of Land Registry data

6.4 Figure 18 shows that 'entry level' (lower quartile) prices in Bassetlaw have historically tended to follow the same hierarchy as average (mean) prices when compared with other local authorities, except entry level prices in Bassetlaw were slightly lower than those in Chesterfield in 2007.

6.5 Figure 18 also shows that entry level (lower quartile) prices in Bassetlaw more than doubled between 2002 and 2007, from £45,500 to £95,900.

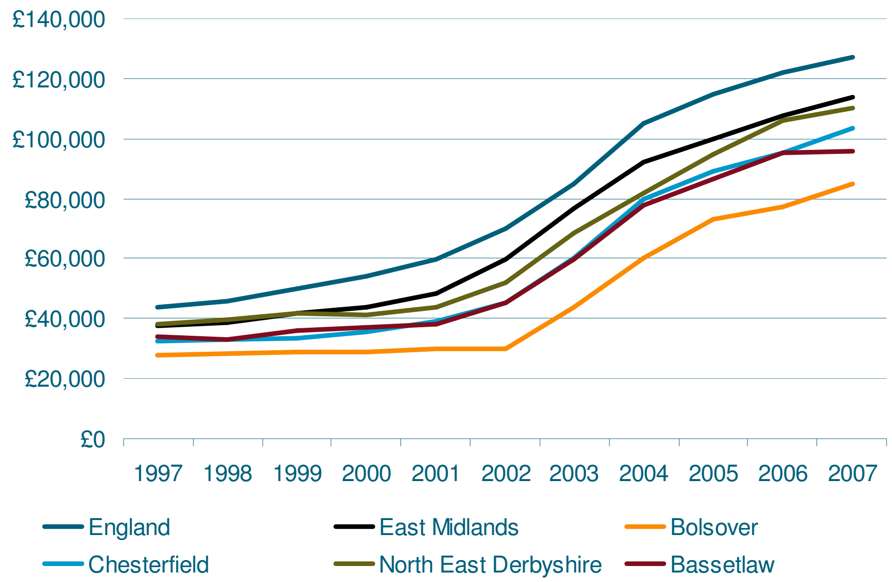


Figure 18 Lower Quartile House Prices in Bassetlaw 1997-2007
Source: CLG Live Tables

6.6 According to NLP analysis of Land Registry data, entry level (lower quartile) house prices for Bassetlaw as a whole were around £87,250 between October and December 2008, while equivalent entry level prices in Harworth and Bircotes were notably lower at £77,875.

6.7 Figure 19 shows average house prices by property type in Harworth and Bircotes and Bassetlaw as a whole (note that due to the low number of sales of flats in DN1 18 this property type has been excluded from the analysis).

6.8 It is apparent that for each type of property average prices are consistently lower in Harworth and Bircotes than they are for Bassetlaw as a whole.

6.9 At an average price of around £78,200 in 2008 terraced properties in particular in Harworth and Bircotes are relatively affordable and markedly lower in price than the regional average for terraced homes (£112,688 between October and December 2008).

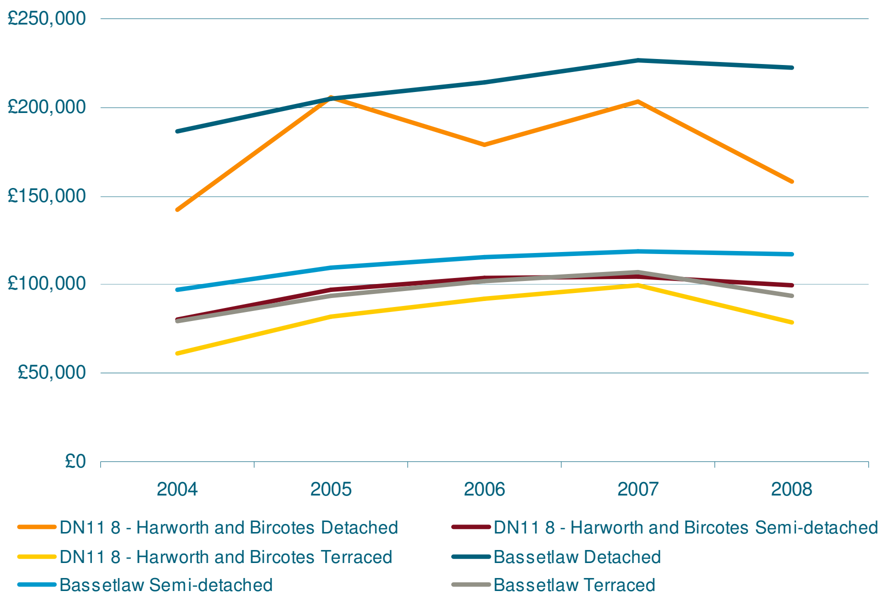


Figure 19 Average house prices by property in Bassetlaw 2004-2008
Source: NLP analysis of Land Registry data

6.10 Figure 20 shows that new build properties in Harworth and Bircotes tend to attract a lower price than new build properties in Bassetlaw as a whole, although they attract a higher premium over local resale properties than average for the district.

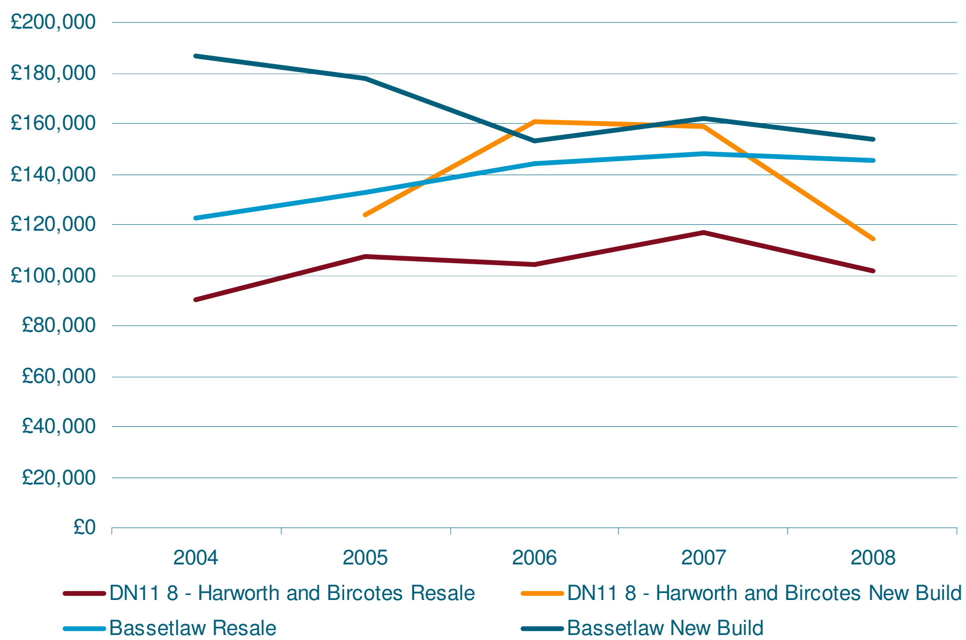


Figure 20 Average house prices in Bassetlaw by whether new build or resale 2004-2008
Source: NLP analysis of Land Registry data

6.11 Table 13 shows that private rent levels for smaller properties in Bassetlaw are broadly comparable with those in Bolsover and Chesterfield, however it is harder to draw comparisons for larger properties.

Average Private Rents, July-Sept 2008	Bassetlaw	Bolsover	Chesterfield	North East Derbyshire
1 bed property	£372	-	£398	£402
2 bed property	£450	£451	£453	£463
3 bed property	£516	£494	£534	£619
4 bed property	£693	£675	£816	£672

Table 13 Private Rents in Bassetlaw
Source: Hometrack

Transactions and Turnover

6.12 It is important to look at sales data as this helps increase understanding of:

i The amount of stock coming to the market;
ii The type of stock coming to the market;
iii The degree of residential 'churn' – flows of households moving into, out of and between areas.

6.13 Figure 21 demonstrates that there have been exceptionally high levels of market activity in Harworth and Bircotes in recent years.

6.14 The proportionate uplift in the number of transactions in Harworth and Bircotes between 2005 and 2006 outstripped the increase for Bassetlaw as a whole. Further, the number of transactions in Harworth and Bircotes in 2007 remained markedly higher than the 2004 base, though lower than 2006.

6.15 However, both Haworth and Bircotes and Bassetlaw as a whole saw a steep decline in transactions between 2007 and 2008, with each area experiencing transaction levels in 2008 over 30% lower than 2004 levels.

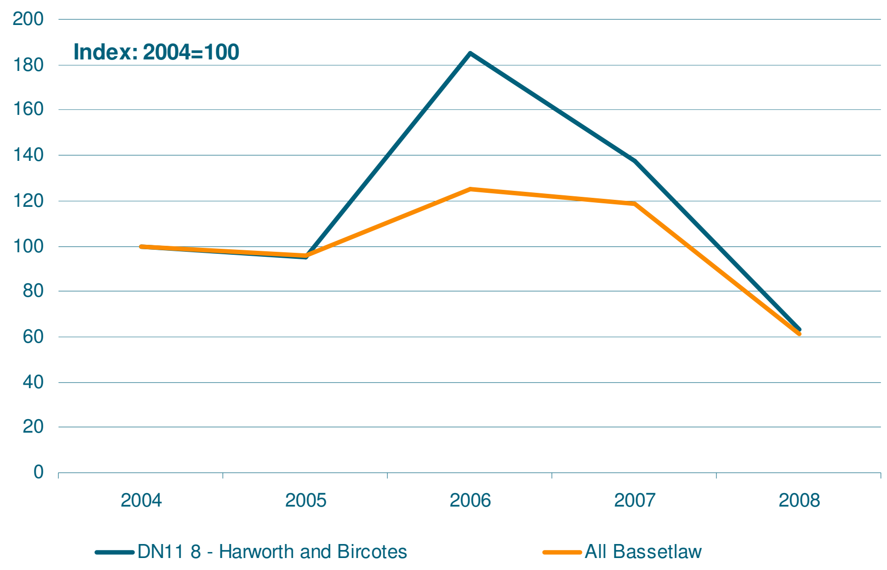


Figure 21 Changes in the number of transactions (indexed) in Bassetlaw 2004-2008
Source: NLP analysis of Land Registry data

6.16 Figure 22 shows that the fall in the turnover of semi-detached homes in Bassetlaw since 2007 has outstripped the fall in the turnover of other property types. Figure 23 shows a similar profile for Harworth and Bircotes although the fall in transactions of terraced and detached properties between 2006 and 2007 was more acute there.

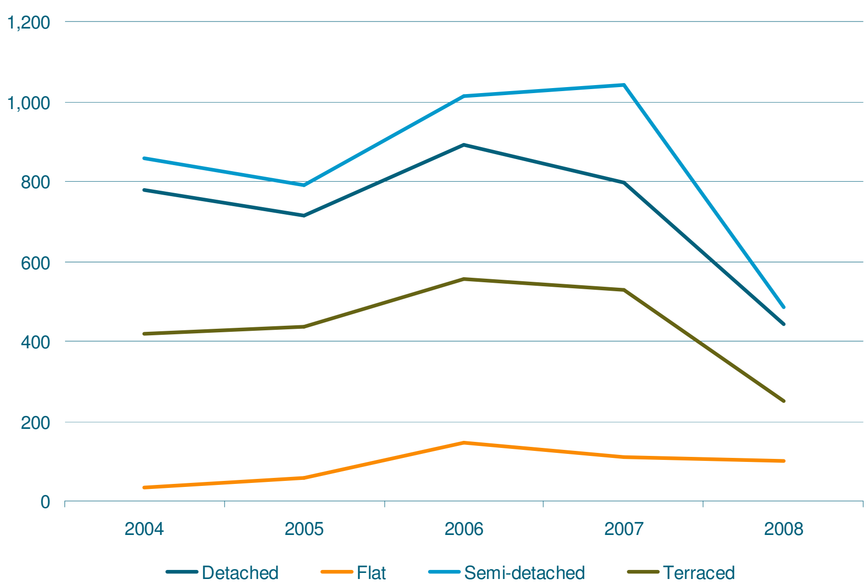


Figure 22 Transactions by property type, Bassetlaw, 2004-2008
Source: NLP analysis of Land Registry data

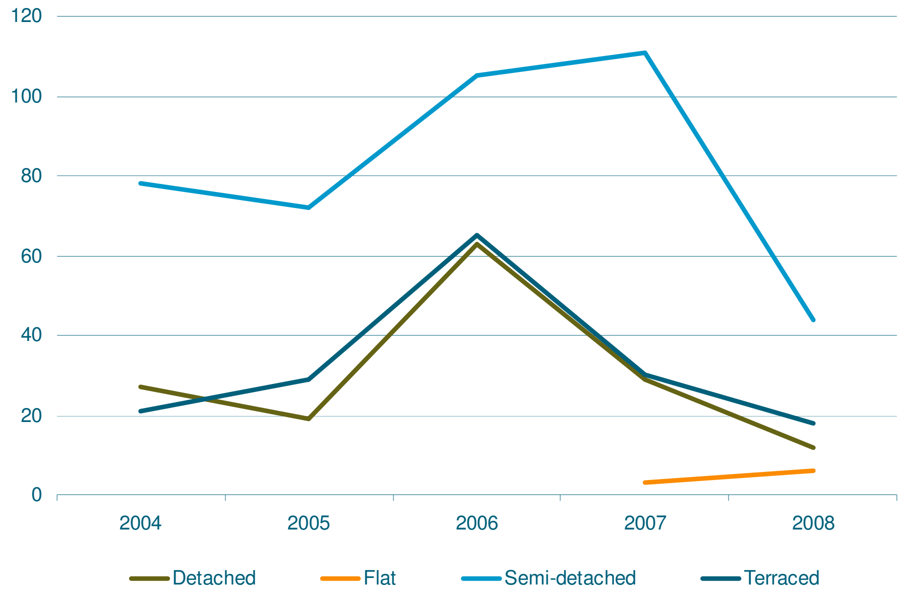


Figure 23 Transactions by property type, Harworth and Bircotes, 2004-2008
Source: NLP analysis of Land Registry data

6.17 In terms of social housing turnover there were 344 lettings of Council homes in Bassetlaw between April and September 2008, equating to an annual turnover rate of 9.8%. This is higher than the rate for North East Derbyshire (7.6%) though lower than the rate for Chesterfield (13.8%).

Vacancies

6.18 There will always be some housing stock vacant at any given time as part of standard market activity. However high vacancy rates can symbolise high rates of out-migration, a lack of confidence in the local market and a lack of demand to live in the area.

6.19 1,538 homes, equating to 3.15% of stock, in Bassetlaw were empty in 2007 according to HSSA data. This compares favourably with the national average of around 3%.

Summary of Findings

6.20 The key findings are outlined below:-

i Current average house prices in Bassetlaw (£142,086) are lower than regional (£156,665) and national (£203,372) averages.

ii In terms of relative performance in the Northern Strategic Housing Market Area of the East Midlands average prices in Bassetlaw have historically been lower than North East Derbyshire, marginally higher than Chesterfield and markedly higher than Bolsover.

iii Entry level (lower quartile) prices in Bassetlaw more than doubled between 2002 and 2007, from £45,500 to £95,900.
iv For each type of property (terraced, semi-detached, detached, flat) average prices are consistently lower in Harworth Bircotes than they are for Bassetlaw as a whole.
v New build properties in Harworth Bircotes tend to attract a lower price than new build properties in Bassetlaw as a whole.
vi There have been exceptionally high levels of market activity in Harworth Bircotes in recent years, there was a steep decline in transactions between 2007 and 2008, with 2008 transaction levels over 30% lower than 2004 levels.
vii Population growth in Bassetlaw is outstripping the national average, with the population projected to increase to 2026 by 17% and the number of households by 25%.
viii Just under 7,000 homes in Bassetlaw are Council owned, around 1,000 RSL owned and the remainder (around 40,800) in owner occupation or private rented.
ix Rates of owner occupation in Harworth Ward are in line with District and regional averages.
x Around 30% of Bassetlaw's private sector stock is though to be of a non-decent standard, in line with the national average.
xi Overall the evidence points to a lack of aspirational family accommodation in Harworth Ward where housing in the lowest Council Tax bands is predominant and there is limited detached stock.
xii New Build rates are higher in Bassetlaw than the national average, though lower than the regional average.

Residential Market Assessment

Residential Market Profile

6.21 The effects of the credit crunch during the last 2 years has now severely affected the residential market and the poor state of the housing market has been well documented in recent months with the latest indications identifying that house prices have fallen c. 20% since the peak of the market. All indications suggest that further price falls can be expected during 2009 and the market will probably not begin to improve before 2010.

6.22 Despite continuous reductions in interest rates (down to an unprecedented levels), the market is not expected to improve materially over the short term as mortgage lending remains at a historically low level.

6.23 The effect of the above is that there are virtually no sales of residential land currently taking place and very little new development occurring.

6.24 Despite the current state of the market, Planning Policy Statement 3 (PPS3) seeks to ensure that the planning system delivers a flexible and responsive supply of residential land for future development. PPS3 requires that Local

Planning Authorities should be able to demonstrate the extent to which existing plans already fulfil the requirement to identify and maintain a rolling 5 year supply of deliverable land for housing.

6.25 This 5 year supply of housing land should be judged against the figures in the relevant adopted development plan. Currently this is the East Midlands Plan (RSS). The RSS currently sets a figure of 7,000 dwellings for Bassetlaw over the 20 year period (2006 – 2026). This equates to an average build rate of 350 dwellings per annum.

6.26 Using the figures provided by Bassetlaw District Council, completions in the district between 1st April 2001 and 31st March 2008 totalled 2,640 dwellings averaging 377 dwellings per annum against the structure plan target of 350 dwellings per annum.

6.27 Completions between the 1st April 2008 and 31st October 2008 totalled 147 dwellings. Predictions for the remaining 5 months within the financial year suggest that a further 193 dwellings would be completed. This would total c.286 dwellings against the recommended 350 dwellings per annum. (Source: Strategic Housing Land Availability Assessment August 2008).

Residential Supply

6.28 Harworth, much like many of the surrounding former mining villages is predominantly residential in nature and due to its traditional heavy industry and coal mining history, it has an over supply of traditional terraced and semi detached housing.

6.29 This product tends to be traditional 2 and 3 bed family housing and there appears to be a restricted range of houses generally available and a noticeable lack of apartments and higher quality housing in the area.

6.30 The adopted Local Plan states that although the population in Bassetlaw is increasing, the size of households is decreasing and therefore the trend towards smaller households is projected to increase.

6.31 There is relatively little new build development in Harworth Bircotes, but the units which are currently available do offer a wide range of options from 2 bed apartments to 4 bed detached dwellings. There are however, a limited number of units on the market and even fewer resale properties. This limited supply could either be a reflection of the state of the market i.e. vendors removing their properties from the market due to the fall in house prices or an indicator that there is a general lack of supply. The synopsis of the availability in Harworth Bircotes is detailed below.

Property Type	Quantity	Address	Price
2 bed Apartment	5	Bracken Meadows	C.£82,000 – £93,000
3 bed Town House (Terraced)	2	Bracken Meadows	C. £170,000
4 bed Town House (Terraced)	1	Bracken Meadows	C.£180,000
4 bed Detached	5	Bracken Meadows	C.£190,000 – £220,000
Semi Detached	*2*	*Bracken Way*	*C. £67,500*
Total number of dwellings	**15**		

Table 14 New Build Homes Supply in Harworth

Property Type	Quantity	Address	Price
2 bed Apartment	1	Bracken Meadows	C. £82,500
4 bed Town House	2	Sherwood Road	C. £140,000 – £160,000
3 bed Detached	1	Thornhill Road	C.£140,000
4 bed Detached	3	Thornhill Road	C.£160,000
Total number of dwellings	**7**		

Table 15 Re-sale Homes Supply in Harworth

6.32 The recent development in Harworth Bircotes should be considered in the context of the wider market, and therefore an analysis of development in the surrounding areas should be considered to ascertain what the competition is providing. Having said this, the likelihood is that demand will be locally driven and therefore we have focused on development in the immediate area in the villages and towns, rather than in the context of the surrounding Cities. We have considered the villages and towns that are of a comparable size to Harworth and are within a broad 10 mile radius.

Property Type	Quantity	Address	Price
1-2 bed Apartments	25	West 80, West Gate, Worksop	From £117,000 - £144,000
1-2 bed Apartments 3 bed Semi detached 4 bed Detached	30	Celtic Village, Gatesford	TBC
2-3 bed Town Houses	7	Fox Covert Lane, Misterton	From £119,950 Up to £145,000
3-5 bed Houses	50	Olders Development, Ranskill	From £170,000 Up to £280,000
4 bed Mews	24	Pemberton, Ings	From £280,000 - £320,000
Total number of dwellings	**136**		

Table 16 Residential Competing Supply

6.33 The potential development in and around Harworth could be significant and therefore we are less concerned with the small infill sites but with the larger developments which would provide larger scale development, so for the purpose of this analysis we have only considered developments in excess of 20 units.

6.34 The above shows that there has been a relatively little large scale development in the area to date, with the majority of developments being smaller infill sites. The obvious exception is the proposal for Rossington which is on a much larger scale and will effectively reinvent the area, making it self-sufficient. Having said this, the development is an Eco Town proposal, which is part of the Government's agenda and therefore the timescale for this could be drawn out.

6.35 In terms of land supply there are a few sites in Harworth Bircotes, some with planning permission and some without, which were identified as suitable locations for development, however these are all relatively small infill sites, all sub 2.5ha.

Site Name	Ha	Allocation Built out?
Allocations with planning permission in 1997		
Alexander Road	0.36	Yes
Beverley Road	1.50	No
Hawkins Close	0.54	No
Total	**2.4**	
Allocations without planning permission at 1997		
Dawlish Road	0.90	Yes
Grange View	1.17	Yes
Herriot Grove	0.88	Yes
Syringa House	0.60	No
Thornhill Road	2.37	Yes
Tickhill Road	0.30	No
Whitehouse Road	0.60	Yes
Total	**6.82**	

Table 17 Allocated Land Supply in Harworth
Source: Bassetlaw Local Plan

6.36 The total land supply for Haworth with or without planning permission was c. 9.22 ha. The remaining un-built allocations total nearly 3ha of land suggesting these sites may not have had sufficient developer interest or other factors have prevented them from coming forward.

6.37 There were some larger land allocations with planning permission in the surrounding villages such as Carlton (Doncaster Road 3.6 ha) and in Shireoaks (5.60ha), although these were still relatively small development of sub 200 units per site.

6.38 The larger land allocations are in Worksop, for example Gateford Park (70 ha) and Gateford Quarry (24.7 ha), and have been developed since they were allocated.

Developer interest

6.39 At present it is not only the market which is suppressing development but also the cost of materials and development, although the costs of labour has decreased. In terms of build costs, at present the average cost of developing apartments is c. £84 per sq ft and two storey houses on an estate is c. £73 per sq ft in this area (source Building Construction Information Services January 2009).

6.40 Developers are able to take a medium to long term view continuing to strive to build up their land banks wherever possible; and the Local / Regional markets continue to benefit from the fact that developers are struggling to find land opportunities in London and the Southeast and therefore in order to meet their overall land targets, they are being satisfied by acquiring in the Midlands and North where land is more readily available and cheaper. Although current market conditions do not look favourable, the timing of development involved with growth in Harworth Bircotes will assist in taking finished product to the market in a different part of the economic cycle, when hopefully more favourable conditions will prevail.

6.41 Having discussed Harworth in general terms with a number of large residential developers (who have historically been active in the general area) it is apparent that there could potentially be some interest in future residential development in this area.

6.42 The opinions of the developers were broadly similar, but they requested that anonymity was maintained. Their general comments are detailed as follows:

- Generally speaking the three developers would in principal be interested in residential development in this area, however it was acknowledged that this is a secondary location. On this basis their recommendations were for a mix of traditional / conventional housing as per pre PPG3. Their recommended housing density would be c. 30 units per hectare, comprising a mix of traditional 2 storey brick built dwellings, providing 2, 3 and 4 bedroom housing of 1,200sqft upwards, with off street car parking to the front or side of the property.
- It was felt that this was not an apartment market, irrespective of the suggestions that there is a proportion of young population and that previous development has included this product type. It was felt that this part of the market was dead even in prime locations and that mortgage availability is effectively non-existent. There is a possibility that further down the line, it may be possible to incorporate a few apartment units into the mix.
- Due to the potential size of development, it would be acceptable to have a couple of developers on site at any one time. The medium to large developers would be happy with a 4-5 acre phasing solution, and having a couple of developers on site would increase competition, ensure units were built cost effectively and to a high design criteria and specification.

- In order to assist the finance of this development and make it a more viable option, it was felt that consideration should be given to a Joint Venture with the Local Authority / Land Owner. The Local Authority would also need to be more flexible with regard to their S106 aspirations and requirements for eco-homes and requisite Code Levels required for development.
- The level of development suggested in the Option Appraisals provides for significant numbers of dwellings and therefore the preferred route for releasing the land would be for the infrastructure to be laid initially and then for land to be drawn down in small parcels and developed in tune with demand. This would require some speculative investment and development up front, but when plots are sold then the profits could be shared between the parties.

Caveat

6.43 The supply and demand sections of this report are a snapshot in time and based on the availability and data captured in March 2009.

6.44 The timeframe for releasing this site has yet to be confirmed but it is anticipated to be in a few years, once a strategy has been formulated. We have given you commentary on current market conditions but have also alluded to “normal” market conditions with regard to market demand and activity. We are obviously hopeful that when this site is brought to the market, we will be out of the current cycle of the economy and the site could be bought forward in more normal / buoyant market conditions

7.0 Transportation

Local Highway Network

7.1 Maps showing the local highway network are included in Appendix 3. The major highway routes within the study area include the A1 (M), which lies to the west of Harworth. Junction 34 of the A1 (M) is situated approximately 3km to the south of Harworth at Blyth and has recently been improved by the Highways Agency to provide a grade separated junction. The improvement works included for lowering the A1 and providing new on and off-slips to new small roundabouts on either side of the A1, connected by a new overbridge. The new junction carries the A614 and B6045 over the A1 and the improvement works have been implemented to improve safety and ease congestion by separating A1 traffic from local traffic.

7.2 The A631 lies to the north of Harworth and forms a link between Rotherham, to the west, and Gainsborough, to the east. The A631 is a single carriageway route through Harworth and is subject to a speed limit of 60 mph.

7.3 To the east of Harworth Bircotes is the A614, which links junction 34 of the A1 (M) to the A631 at Bawtry and continues northwards to Robin Hood Airport. The A614 is a single carriageway route with a speed limit of 60 mph. The total highway width is between 9.7 and 11.7 metres and comprises of a carriageway width of between 8.4 and 9.7 metres, including 3 metre wide ghost island right turn lanes at some junctions and footways at various locations along the A614.

B6463 Blyth Road / Tickhill Road

7.4 The B6463 Blyth Road / Tickhill Road is a single carriageway road to the west of Harworth with a total highway width of between 8.0 and 10.6 metres. The total highway width comprises of a carriageway width of between 8.0 and 8.6 metres and a 2.0 metre wide footway on the east side of the carriageway. Blyth Road is subject to a speed limit of 60 mph from its junction with the A614, reducing to 40 mph on the approach to the Brunel Close Industrial Estate. The speed limit then reduces to 30 mph on the approach to the Blyth Road / Scrooby Road junction.

7.5 Ghost island right turn lanes are provided on Blyth Road at all junctions between the A614 junction and the Blyth Road / Scrooby Road junction. A double mini roundabout junction is provided on Blyth Road in Harworth village to link the route with Scrooby Road and Main Street. To the north of the town Blyth Road becomes Tickhill Road and is a single carriageway route that connects to the A631.

Scrooby Road

7.6 Scrooby Road is a single carriageway road through the existing centre of Harworth Bircotes. Scrooby Road has a total highway width of between 7.3 and

13.2 metres. The total highway width comprises of a carriageway width between 6.8 and 7.3 metres and footways of varying widths on both sides of the carriageway. Through the main shopping area of the town the carriageway has a centrally hatched area designed to visually ‘narrow’ the carriageway width and hence encourage reduced vehicle speeds.

7.7 A zebra crossing is located approximately 40 metres to the east of the Scrooby Road / Scrooby Close junction with a new mini roundabout a further 55 metres to the east providing access to the new Harworth Primary Care Centre and Harworth Town Hall. A mini roundabout is also present at the Scrooby Road / Grosvenor Road junction. Scrooby Road is predominantly subject to a speed limit of 30 mph, changing to 60 mph to the east of the town centre.

Bawtry Road

7.8 Bawtry Road is a predominantly residential route that links Blyth Road with the A631 to the north of Harworth village. Bawtry Road is a single carriageway road with a total highway width of between 10.8 metres and 11.3 metres, comprising a carriageway width of approximately 5.4 metres with grass verges and footways on either side of the carriageway. Bawtry Road is subject to a 30 mph speed limit for the vast majority of its length, changing to 60mph just south of the A631 junction.

Pedestrian Facilities

7.9 The current layout of Harworth and Bircotes locates the vast majority of residential development to the north of Scrooby Road with the major employment/industrial areas situated to the south of this route. The main retail/community/leisure facilities in the villages are located along Scrooby Road, including a number retail outlets, public houses, Harworth library, Harworth Primary Care Centre and Harworth / Bircotes Parish Hall. There are footways on both sides of Scrooby Road and there is a zebra crossing outside the Harworth Primary Care Centre.

7.10 Footways are present on the residential streets to the north of Scrooby Road and the existing footways are of reasonably good quality. However, there are limited pedestrian crossing facilities throughout the village, particularly to cater for north-south movements.

7.11 The existing Public Rights of Way in the Harworth / Bircotes area are illustrated in Appendix 3 (Figure 1). This indicates that there are a number of public footpath routes around Snipe Park Wood and a public footpath route between the residential areas in Bircotes and Plumtree Farm Industrial Estate.

7.12 Serlby Park School, which caters for children aged 3 to 18 years, is located to the northeast of Bircotes village centre. Representatives of the school have confirmed that the school does not currently have a travel plan, although this is something that they would be interested in implementing.

Cycling

7.13 Existing cycle routes within the extent of the study area under consideration are shown in Appendix 3 (Figure 2). This indicates that there are a limited number of designated cycle routes in and around the Harworth area. Scrooby Road is an advisory cycle route and there is a suggested cycle route linking Harworth with Tickhill that continues northwards to Doncaster.

Public Transport

7.14 The existing bus services and frequencies within the study area are shown below in Table 18. The routes of the bus services through the study area are shown in Appendix 3 (Figure 3). It can be seen from the table below that there are currently 3 services to Doncaster, 2 services to Worksop and 2 services to Robin Hood Airport from Harworth during a typical working day.

7.15 The frequency of services, as illustrated in Appendix 3 (Figure 3), to local centres is reasonable, with a minimum of 1 bus an hour in each direction to Worksop and 2 buses per hour in each direction to Doncaster during the main weekday. There are also two services to Robin Hood Airport that both operate on hourly frequencies during the main working day.

Service No.	Route	Average Frequency (minutes)			
		Weekday (daytime)	Weekday (evening)	Saturday	Sunday
Stagecoach EM 25	Doncaster – Harworth	30	60	30	-
Stagecoach EM 29/X29	Robin Hood Airport – Retford	60	120	60	4 buses
Stagecoach EM X30	Worksop – Harworth – Robin Hood Airport	60	60	60	120
Stagecoach EM 31/31A	Worksop – Harworth – Doncaster	120	-	120	-
First 205	Doncaster – Rossington – Harworth – Tickhill	4 a day	1 bus	2 buses	3 buses
First X7	Sheffield - Bawtry	4 a day (e/way)	-	-	-

Table 18 Bus Services and Frequencies

7.16 A number of bus stops are located along Scrooby Road in the vicinity of the existing retail area. All of these stops have raised kerbs to allow for ease of boarding/alighting and a number of the stops have shelters and lay-bys. There are no existing bus priority measures within Harworth and provision of this is not considered necessary, as congestion and time delays to existing services are deemed minimal.

7.17 The nearest rail station to Harworth is Worksop, approximately 12km to the south of Harworth village centre. Worksop rail station is served by East Midlands Trains and Northern Rail, providing links to Sheffield, Lincoln, Nottingham and Mansfield. Services between Sheffield and Lincoln stop at Worksop on an hourly frequency, Monday to Saturday, as do services to Nottingham. Reduced services operate on Sundays.

7.18 The X30 bus service operates between Worksop rail station and Harworth. The rail station has a 100 space car park but no cycle parking facilities.

Baseline Traffic Data

7.19 Baseline traffic survey information has been obtained from Nottinghamshire County Council in the form of Automatic Traffic Counts (ATC) and Average Annual Daily Traffic (AADT) flows. Appendix 3 (Figure 4) illustrates the 2007 AADT flows on a number of links in and around Harworth / Bircotes.

7.20 The flows shown in Appendix 3 indicate that the A1 (M) through Harworth is subject to two-way traffic flows of 48,750 vehicles during a typical day, which is considered to be a high level of traffic flow for this standard of route. Scrooby Road through the centre of Harworth village is subject to two-way flows of between approximately 5,000 and 7,000 vehicles during the average day, which is not considered to be a high level of traffic for a route of this standard.

7.21 The A614 to the east of Harworth is subject to AADT flows of approximately 6,750 vehicles. This is considered to be a low level of flow for a rural single carriageway. Blyth Road to the west of Harworth village centre is subject to AADT flows of approximately 5,000 vehicles, which is also considered to be a low volume for this type of route.

Accident Data

7.22 The recorded personal injury accident data for the period from 1 January 2005 to 30 September 2008 has been obtained from NCC and is included in Appendix 3. Detailed accident analysis has been carried out for specific links, junctions and the village centres of Harworth and Bircotes. A summary of the personal injury accidents is included in Appendix 3 (Figure 5) and expanded in the following paragraphs.

A1 (M) between A614 and A631

7.23 Eleven accidents were recorded on the 5.5km section of the A1(M) between the A614 and the A631 in the time period analysed, which is considered to be commensurate with the number of accidents expected for the scale and nature of this route. One of the accidents resulted in a fatality, while the other ten resulted in slight injuries. None of the accidents involved vulnerable road users (e.g. pedestrians or cyclists).

7.24 The fatal accident involved a collision between two HGVs. There were no extenuating circumstances recorded.

A1 south of A1 (M) / A614 junction

7.25 Six accidents were recorded on the 0.6km section of the A1 south of the A1 (M) / A614 junction in the period analysed, which is slightly higher than would be expected for this route. One of the accidents resulted in a fatality, one of the accidents resulted in serious injuries and four accidents resulted in slight injuries. One of the accidents involved a pedestrian.

7.26 The fatal accident involved a car colliding with a 34 year old pedestrian crossing the carriageway, not at a designated crossing facility. There were no extenuating circumstances recorded.

A614 between Bawtry and A1 (M) / A1 junction

7.27 Twenty two accidents were recorded on the 5.5km section of the A614 between Bawtry and the A1 (M) / A1 junction, in the period analysed, excluding the A614 / Snapel junction, which has been analysed separately. The number of accidents recorded accords with the expected number of accidents for a route of this scale and nature. One of the accidents resulted in a fatality, five of the accidents resulted in serious injuries and sixteen of the accidents resulted in slight injuries. One of the accidents involved a pedal cycle.

7.28 The fatal accident involved a motorcycle losing control and leaving the carriageway. The accident occurred late at night on a wet/damp road.

7.29 The accident involving the pedal cycle resulted in a serious injury, with the cyclist changing lanes and being struck by a car. The accident occurred on a wet / damp road.

B6463 Blyth Road between A631 and A1 (M) / A1 junction

7.30 Eleven accidents were recorded on the 4.8km section of the B6463 Blyth Road between the A631 and the A1 (M) / A1 junction, in the period analysed. This level of accidents is commensurate with the predicted number for a route of this nature. Two of the accidents resulted in serious injuries, while the other nine resulted in slight injuries. One of the accidents involved a pedal cycle.

7.31 The accident involving the pedal cycle resulted in a serious injury and occurred at the Main Street / Tickhill Road / Bawtry Road mini-roundabout junction. A car entering the mini-roundabout collided with a pedal cycle already on the mini-roundabout. There were no extenuating circumstances recorded.

A1 (M) / A1 / A614 junction

7.32 Twelve accidents were recorded at the A1 (M) / A1 / A614 junction, in the period analysed. All twelve accidents resulted in slight injuries. One of the accidents involved a pedal cycle.

7.33 The accident involving the pedal cycle resulted in a slight injury, with a car changing lanes colliding with the pedal cycle. There were no extenuating circumstances recorded.

7.34 The Highways Agency have recently carried out improvements to the A1(M) / A1 / A614 junction as part of their improvement project to upgrade six roundabouts on the A1 between Blyth and Peterborough. The aim of the upgrade is to improve safety and ease congestion by separating A1 traffic from local traffic.

A614 / Snapel Lane junction

7.35 Eight accidents were recorded at the A614 / Snapel Lane junction, in the period analysed. One of the accidents resulted in a fatality, one of the accidents resulted in serious injuries and six of the accidents resulted in slight injuries. None of the accidents involved vulnerable road users.

7.36 The fatal accident involved a collision between three cars. There were no extenuating circumstances recorded.

Bircotes Village

7.37 Seventeen accidents were recorded in Bircotes village, in the period analysed. Three of the accidents resulted in serious injuries and fourteen resulted in slight injuries. Five of the accidents involved a pedestrian and two of the accidents involved a pedal cycle.

7.38 Two of the pedestrian accidents involved pedestrians crossing Scrooby Road being struck by vehicles travelling along Scrooby Road. Both of these accidents resulted in slight injuries and the ages of the pedestrians were recorded as 11 years and 68 years. No extenuating circumstances were recorded for either accident.

7.39 One of the pedestrian accidents involved an 8 year old, masked by a parked car, crossing Shrewsbury Road, not at a designated crossing facility and being struck by a car travelling along Shrewsbury Road and occurred on a wet/damp road, resulting in a slight injury.

7.40 One of the pedestrian accidents involved a 26 year old walking along Norfolk Road being struck by a car, resulting in a slight injury. The accident occurred late at night on a wet/damp road.

7.41 One of the pedestrian accidents involved a 31 year old walking along Suffolk Road being struck by a car, resulting in a slight injury. There were no extenuating circumstances recorded.

7.42 The two accidents involving a pedal cycle resulted in slight injuries. One of the accidents involved a collision between four pedal cycles travelling along Scrooby Road. One of the accidents involved a car overtaking a moving car colliding with a pedal cycle travelling in the same direction. Neither accident had any extenuating circumstances recorded.

Harworth Village

7.43 Nine accidents were recorded in Harworth village in the period analysed. Two of the accidents resulted in serious injuries, while the other seven accidents resulted in slight injuries. Three of the accidents involved a pedestrian and one of the accidents involved a pedal cycle.

7.44 One of the pedestrian accidents involved an 18 year old crossing Bawtry Road, not at a designated crossing facility, being struck by a car travelling along Bawtry Road and resulted in a slight injury. No extenuating circumstances recorded.

7.45 One of the pedestrian accidents involved a 6 year old crossing Devonshire Road, not at a designated crossing facility, being struck by a car overtaking a stationary bus, which masked the pedestrian and resulted in a slight injury.

7.46 One of the pedestrian accidents involved a 57 year old crossing Bawtry Road, not at a designated crossing facility, being struck by a car travelling along Bawtry Road and resulted in a serious injury. No extenuating circumstances were recorded.

7.47 The accident involving a pedal cycle resulted in a serious injury. The accident involved a collision with a car, travelling in the same direction. There were no extenuating circumstances recorded.

Conclusions

7.48 It is considered that the local highway network in and around Harworth and Bircotes does not suffer from any particular accident problems. The Local Highway Authority does not appear to have identified any specific accident remedial measures for the Harworth / Bircotes area; however, improvements have recently been undertaken at the A1 (M) / A1 junction by the Highways Agency to improve road safety for all users.

7.49 The detailed accident analysis reveals that there are multiple accidents in some locations (e.g. Scrooby Road and Bawtry Road) involving pedestrians crossing the carriageway. It is considered that the Harworth/Bircotes area has limited dedicated crossing facilities for both pedestrians and cyclists and that this would need to be considered in greater detail as development options progress.

Existing Travel Characteristics

7.50 The majority of the residential areas of Harworth and Bircotes lie within the administrative ward of Harworth. Data from the Office of National Statistics indicates that current car ownership levels for Harworth, at an average of 0.95 vehicles per household, are lower than for the Bassetlaw district (average of 1.15 vehicles per household). Approximately 30% of households in Harworth do not own a motor vehicle, compared to 24% of households in the district of Bassetlaw.

7.51 Currently methods of travel to work for the resident population of Harworth are as follows (figures for Bassetlaw district shown in brackets:-

i	Car driver:	60% (63%)
ii	Car passenger:	11% (8%)
iii	Walk:	11% (11%)
iv	Cycle:	4% (4%)
v	Bus:	5% (3%)
vi	Work from home:	6% (9%)

7.52 It can be seen that, despite figures for car ownership in the Harworth ward being lower than the district as a whole, the modal split figures for the ward are similar to those in the district. In terms of the distances travelled to work, approximately 50% of the resident population of Harworth have a travel distance to work of less than 5km. This compares to approximately 53% of the resident population in the Bassetlaw district as a whole and indicates that there is significant potential for a modal shift away from the private car for travel to work in the Harworth area.

Committed Development / Infrastructure

7.53 Officers from NCC have confirmed that there are no major highway infrastructure improvements proposed for the Harworth area in any of the council's current capital programmes. The Bassetlaw Local Plan includes for several housing allocation sites within the Harworth/Bircotes area and the Harworth Colliery site is highlighted as a site with the potential for mixed-use development.

Area Accessibility Improvements

7.54 There are a number of transport and accessibility initiatives that are being implemented throughout Bassetlaw district and it is recommended that any development options should seek to complement and enhance these initiatives, where possible.

7.55 One of the initiatives being implemented by the Retford Action Centre is the Bassetlaw 'Share a Ride' scheme. This is a car sharing initiative that enables registered users to lift share with other users. The scheme is free to join and over 600 individuals are currently registered.

7.56 Retford Action Centre also manages the Bassetlaw Community Car Scheme. The scheme operates using volunteer drivers throughout Bassetlaw and is for users who are unable to make journeys by public transport or where none is available. There is a charge made to users of the scheme. There are currently nearly 1,000 registered users of the scheme.

7.57 Nottinghamshire Wheels to Work scheme was launched in March 2002 and offers the loan of a moped to help people get over the initial problem of getting to work, training or education. To qualify for the loan of a moped, applicants must reside in Nottinghamshire, have an offer of a job, training course or place in education, have no public or private transport options to access the opportunity and either live in, or are trying to get to, a rural area. Costs are applied to users of the scheme for fuel, oil, bulbs and £10 per week towards maintenance.

7.58 The Bus Quality Partnership (BQP) between NCC and Stagecoach East Midlands has seen recent improvements to bus services in Worksop and Retford, including the introduction of busabout town services featuring modern, comfortable, low floor buses with improved ticketing arrangements for regular users. The Robin Hood Airport Lynx service was also introduced as part of the BQP.

7.59 The Interim Nottinghamshire Economic Development Partnership (INEDP) (formerly the Alliance Sub-regional Strategic Partnership) operates a programme of sustainable transport solutions throughout North Derbyshire and North Nottinghamshire to link residents to jobs, training and other services. Funding is available to support a minimum of 20 sustainable transport schemes in the area by November 2010. Information on the programme and funding is available at www.accessalliance.co.uk

Potential Transport Improvements to Support Growth

7.60 The analysis contained in this section illustrates that overall Harworth Bircotes has a good existing transport network with the current network able to support a good level of growth without the requirement for major works. It is not appropriate to identify specific mitigation measures prior to the identification of a final pattern of growth (i.e. what development will go where), as different types of development and on what parcels of land it is situated on will have different requirements. However, in developing and appraising the options for growth a number of issues and potential mitigation measures were considered.

7.61 Identified in Table 19 are the potential types of development that may occur, their impact (based on the options identified) and potential mitigation measures. This illustrates the type of transport network issues that will arise from growth, however, as particular schemes or levels of development have not been identified on any particular sites issues such as specific access points and design cannot be identified at this stage.

Development Parcel	Potential Types of Development	Potential Transport Impact and Mitigation Required
General growth across Harworth Bircotes	Range of growth as per options identified	Increased traffic at A1 Blyth Junction – potential for installation of part-time signal control as required. Increased traffic through the settlement including Blyth Road/Scrooby Road/Main Street/Bawtry Road double mini-roundabout – potential for upgrade to signal control or investigate partial closure/one-way working on one of the roads. All growth options should seek to provide improved accessibility by sustainable travel modes and would therefore need to provide improved pedestrian and cycle links between residential areas and areas of employment, education, leisure and retail, particularly connectivity between areas north and south of Scrooby Road. The provision of areas of greater employment growth may require improved bus connections between Harworth Bircotes and surrounding residential areas and hinterland settlements.
Colliery	Residential, Employment or Colliery Reopening	Access to the Colliery site would best be provided off Blyth Road to minimise traffic impact on Scrooby Road and its mini roundabout junctions with Blyth Road and Main Street, particularly for any employment/industrial uses with lorry movements etc. It is considered that a junction improvement would be required at the Scrooby Road/Shrewsbury Road/Colliery junction to improve connectivity. A traffic signal controlled crossroads would allow for dedicated pedestrian and cycle crossing facilities to be provided at this location.
North Area	Mixed-use	The proposed mixed use masterplan area to the north of Harworth could be served via a new access onto the A631 or an upgrade of the existing A631 / Bawtry Road junction.
East Area	Residential	Dedicated points of access to the development parcels would be required from the A614 Bawtry Road to reduce the impact of additional traffic along Scrooby Road.
South Area	Employment	Dedicated points of access to the development

		parcels would be required from Blyth Road and the A614 Bawtry Road to reduce the impact of additional traffic along Scrooby Road and Snape Lane. Potential impact on existing Blyth Road/Snape Lane and Blyth Road/Serlby Road crossroads with potential to upgrade to roundabouts to increase capacity.

Table 19 Potential Transport Mitigation Measures

8.0 Utilities

8.1 A desk based audit of key utilities infrastructure that serves the area has been undertaken with a review of current literature relating to utilities, including utility companies' management plans. Several of the utility providers were invited to attend the stakeholder consultation events. The utility providers were also contacted by letter to highlight the potential growth that may occur at Harworth Bircotes, request information on their service and to allow the opportunity to provide technical inputs to the study. Where a response was received these are outlined below.

Wastewater Treatment

8.2 Harworth is served by Harworth Sewage Treatment Work (STW) which is located to the north of Harworth village. Harworth STW is operated by Severn Trent Water and serves a population of approximately 8,300 people.

8.3 The RSS 8 – Housing Options Appraisal Environment Agency Paper on Water Quality Implications identifies that the Biochemical Oxyden Demand and Ammonia water quality risk for Harworth STW is low and that the flow risk is medium (i.e. between 75% and 100% of consented DWF). Based on this information at a best case scenario (i.e. headroom at 25% of consented dry weather flow), the STW could support a maximum of 2,766 additional population (or 1,152 new homes) or at a worst case (i.e. headroom at 0% of consented dry weather flow) a minimum of 0 additional population.

8.4 In consultation with Severn Trent Water having identified the physical capacity of Harworth Bircotes to accommodate growth they suggested that:

'the treatment works cannot take this [8,500-10,000+ population increase] *level of development without significant capacity improvements/complete works replacement.'*

'At present we are not able to advise as to how much spare capacity is available at Harworth STW but as it is proposed to double the population then… we will need to provide a new treatment works. This would need a new discharge consent from the EA but at this moment in time it is unknown if this would be an issue, however based on the [Environment Agency Paper] *the EA have already indicated that their should not be any BOD/ammonia/DWF flow issues.'*

8.5 This suggests that there is likely to be a requirement to upgrade or replace the STW over the course of ongoing development in Harworth Bircotes.

Sewer Capacity

8.6 All sewers drain to Harworth STW and there is not currently other options for new development. The capacity of sewers is an issue that has been highlighted through the community consultation, with the suggestion that the old infrastructure in Harworth Bircotes has caused a number of sewer flooding incidents. In consultation with Severn Trent Water they identified that

'… we have only a handful of problems recorded on our DG5 sewer flooding registers. However, in January this year [2009] *we completed a hydraulic assessment for 950 dwellings notionally proposed on the Harworth Colliery Site. The report refers to there being additional sewer flooding related issues that we are currently unaware of plus surface water flooding issues with highway drainage and several dykes. The initial modelling work indicates that whilst the colliery site (i.e. the 'Central Area' site) can drain to the existing sewerage system by gravity there would be a requirement for upsizing or discharge limitations. Any off-site enhancement work is expected to be funded by the developer through the requisition procedures in the Water Industry Act 1991.'*

8.7 Severn Trent Water also identify that in the 'East Area' and 'South Area' sewage from development will need to be pumped in order to get it to Harworth STW although with cumulative development there may be a long term solution to sewer capacity; *'if the final LDF proposed that the development was to be on 'Central Area', 'East Area' and 'South Area' sites then we might choose to take an holistic long term solution to provide a new strategic trunk sewer.'* To the north of Harworth Bircotes development could drain by gravity to the existing system, although may require some downstream improvements.

8.8 Overall with surface water Severn Trent identify that they would assume that all surface water would be dealt with sustainably on the development and would not be connected to the public foul sewers. This is in line with current guidance and the potential for use of Sustainable Urban Drainage Systems (SUDS) in new developments. In addition the Environment Agency identified that there may be scope to open up culverts in and around Harworth Bircotes to further increase the capacity to accommodate surface run-off.

Potable Water Supply

8.9 Harworth Bircotes is on the boundary of the mains network supplies from Anglian Water and Severn Trent Water. It is understood that currently the settlement is supplied by Severn Trent for its potable water supply, which falls within their East Midland Water Resource Zone (WRZ). Areas to the south of Harworth Bircotes, towards Blyth, may fall within Anglian Water's Everton planning zone within Lincoln WRZ.

8.10 Severn Trent Water's Water Resource Management Plan 2009 (WRMP) identifies the baseline position for water supply as follows:

"The supply-demand balance is positive until 2011/12, and negative thereafter. At the end of AMP6 (2019/20) the supply shortfall is about 75 Ml/d By of the planning period (2034/35) the supply shortfall is around 110 Ml/d"

8.11 This suggests that Severn Trent will need to plan for further expansion of capacity. It has not been identified the current situation regarding water supply mains in Harworth Bircotes, although it should be noted that water companies have a statutory duty to connect new development to the network.

8.12 In addition to Severn Trent's position Anglian Water's WRMP identified that Planning Zone 11, Everton, is forecast to have deficit against target headroom in 2035 (the end of the planning period) and that plans to extend the Grove Water Treatment Works would alleviate this. Anglian Water confirmed through consultation that there is current spare capacity at their Everton site to supply the area if required, but that in the first instance Severn Trent Water would deal with any supply issues to Harworth Bircotes.

Energy Network

8.13 The energy infrastructure in Harworth Bircotes is provided and maintained by Yorkshire Electricity Distribution Ltd. (YEDL). Harworth Bircotes is served by Harworth Primary Substation which is on a 66kv loop. Harworth Primary Substation transforms electricity from 66,000 volts to 11,000 volts for distribution to local residential and commercial properties.

8.14 Planning permission has recently (July 2008) been granted for an upgrade to the primary substation in Harworth to *'meet the existing and predicted needs of local business and the community'*. This upgrade is likely to mean that there would not be a constraint on growth in the short term, however larger levels of growth may necessitate further upgrades in the future.

8.15 Energy infrastructure providers tend to work on a reactive basis, providing a rolling implementation programme of improvements which are prioritised according to need. There are statutory requirements for energy providers to connect new developments to the grid and they will be required to ensure that the infrastructure is in place to support growth.

Renewable Energy

8.16 The current level of renewable energy generation within Harworth Bircotes is unknown, although it is likely to be limited to small scale generation as part of newer developments, if present at all.

8.17 The opportunity for greater renewable energy generation is significant with the potential to masterplan developments to take advantage of micro-generation, such as CHP, or alternatively to utilise land for larger generation uses such as wind turbines. A particular opportunity which may be explored through the private sector is a recent windfarm venture between Peel Energy and UK Coal set up in 2008 which may see Peel Energy develop windfarms on UK Coal's portfolio of land. However, it is not yet apparent the possibility of developing wind turbines at Harworth Colliery and UK Coal's Colliery Masterplan document does not identify any renewable energy generation options.

8.18 Renewable energy opportunities may provide further impetus for developing high-tech engineering businesses in Harworth as part of ‘step-change’ in the local economy. The Council may wish to explore opportunities for generation at a scheme specific level to meet both sustainability targets and create opportunities for the local economy to capitalise on.

8.19 It is recognised that the most significant proportion of energy production for Nottinghamshire arises from non-renewable sources including several coal-fired power stations in the county (e.g. the West Burton station in Bassetlaw). Efforts are underway to exploit opportunities for renewable energy generation and the shift to a low carbon economy in the county at both a small local scale and also larger schemes. For Harworth, and subject to detailed surveys and analysis wind and/or biomass opportunities could provide potential to serve areas of growth as well as for existing residents and businesses. New technologies are also emerging exploiting the physical characteristics of former collieries and may provide potential within Bassetlaw. At a smaller scale, individuals or groups of homes/businesses may be able to take advantage of incentives to use green technology for localised energy generation.

9.0 Services & Key Facilities

9.1 An audit of existing services and key facilities within Harworth Bircotes has been undertaken. This audit looks at what provision there is currently to give an understanding of how well currently served the community is. This evidence has been gathered from a variety of sources, including the Council's existing evidence base data and onsite visits. In consideration of the quantity and quality of existing key services we have used both benchmark standards, either nationally or locally recognised, as well as our own qualitative assessments which have also been backed up by the findings from key stakeholders through our engagement process.

Retail Provision

9.2 Retail provision covers two distinct types of shops:

- i Shops and services that people would typically find within walking distance from their home for day-to-day use, such as, but not exclusively, a local convenience shop, a post office, a bank, a chemist, a public house, a café, a take-away, a newsagent, an off licence and a hairdressers.
- ii Shops and services that people are willing to travel further for on a more infrequent basis including, supermarkets for main-food shopping and comparison shops such as clothing retailers.

9.3 Harworth has a wide range of retailers with a good provision of the key local shops and services. Local shops and services include:

- i A number of local convenience stores throughout the settlement with most areas within walking distance of a local store;
- ii Two Post Offices, with one on Scrooby Road near the Colliery entrance and another in Harworth old village;
- iii A Halifax Bank counter facility within an Insurance and Estate Agent's on Scrooby Road;
- iv Four Chemists, including a recently opened Boots Pharmacy in the PCT building;
- v A Butcher and a Baker on Scrooby Road;
- vi An optician's and a florist's;
- vii Two newsagents and two off licences;
- viii A number of hairdressers;
- ix Many take-away establishments; and
- x Three public houses, The Bryndale, The Gamecock Hotel and The Blacksmith Arms.

9.4 This represents a very good selection of local shops and services. The Bassetlaw District Council Services & Facilities Study (2008) identified that Harworth Bircotes has 70 services and facilities (6.4% of all those identified in the District). Relative to its size, Harworth Bircotes has significantly more services and facilities than other smaller settlements in the district and this suggests that it also serves a wider catchment, providing important shops and services for the smaller villages in the north of the District.

9.5 There is one supermarket in the settlement, the Co-op on Scrooby Road. The household questionnaire that was undertaken as part of the Bassetlaw Retail Study 2009 (currently in draft format) identifies that in the Harworth Bircotes zone 10.8% of the residents use the Co-op to do their main food shop (down from the 2004 figure), whilst 6.8% use other local shops in the settlement to do their main food shop. Over 50% of residents in the Harworth Bircotes zone go to a supermarket in Doncaster to do their main food shopping. For top-up food shopping over 77% of residents in the Harworth Bircotes zone will use shops within the settlement. This highlights that the existing convenience shops, including the Co-op supermarket, are not considered suitable by consumers for undertaking main food shopping trips, although the shops in Harworth Bircotes do provide a good day-to-day top-up convenience shopping role. This suggests that Harworth Bircotes may benefit from better representation by supermarkets, subject to the application of the PPS6 retail tests, including a full assessment of quantitative need.

9.6 Although stated as beyond the remit of the study, the draft Retail Study also identifies that Harworth Bircotes, along with a number of other villages, is worthy of consideration for designation as a local centre, to protect it from out-of-centre proposals and to ensure retail development is of an appropriate scale. In light of the Services & Facilities Study, combined with the potential level of future growth in Harworth Bircotes, there is scope for consideration of Harworth Bircotes as a district centre, particularly if a wider range of retail and service uses is to be promoted. This would be in line with the PPS6 definition of a district centre:

“District centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.”

Leisure Facilities

9.7 There are two main leisure facilities in Harworth Bircotes; Bircotes Leisure Centre and Harworth and Bircotes Sports and Social Club. Both facilities appear well used, but both also appear to be in need of investment to improve the quality of provision.

9.8 Bircotes Leisure Centre is located on the same campus as Serlby Park School. It is located within a purpose built 1970’s building which appears in need of significant investment to bring it in line with current standards set by new leisure centres. Despite the ‘run down’ appearance of the Leisure Centre the range of facilities on offer is good and includes a 20m Swimming Pool, a sports hall with equivalent space for 4 badminton courts, 2 squash courts, a studio/meeting room, a fitness suite and a new outdoor Multi-Use Games Area which is all weather and floodlit. On average the Leisure Centre has 14,000 visitors a year, which highlights that it is a well used and valued facility within the settlement.

9.9 Harworth and Bircotes Sports and Social Club is located to the south of Scrooby Road, to the east of the colliery, and is a well used facility close to the centre of the settlement. The Scrooby Road site includes:

- i a cricket ground with pavilion;
- ii three football pitches with changing facilities, one of which is enclosed and floodlit for use as the home ground of Harworth Colliery Institute FC;
- iii an Astroturf pitch and a smaller macadam Multi-Use Games Area;
- iv a skateboard park;
- v a BMX track suitable for national BMX trials; and
- vi the Sports and Social Clubhouse.

9.10 Whilst the extent of the facilities at the Sports and Social Club are excellent the quality of some of the buildings are evidently poor, such as the Cricket Pavilion, and this area could benefit from investment in facilities upgrades.

9.11 There are further sports facilities on both Serlby Park school campuses with the secondary school having sports provision including several sports pitches, multi-use court and tennis courts and the infant/junior school having a number of basketball hoops in the playground area. There are also more sports facilities at the Tommy Simpson Recreation Ground on Lindsey Road, although similar to much of the other sports provision in Harworth Bircotes, this area would benefit greatly from facilities upgrades such as new changing rooms.

Education

9.12 There are several schools in Harworth Bircotes. Serlby Park is the main school within Harworth Bircotes and was formed through the amalgamation of the North Border Junior and Infant Schools and the Secondary School. As such the school currently operates from two separate campuses, although aims to consolidate onto one site in the future. The Secondary School is located in the north of Harworth Bircotes off of Whitehouse Road. It shares its campus with the Leisure Centre and is located down a small enclosed access road with no visible frontage onto the main road or Snipe Park which detracts from the accessibility of the campus as a key local facility. Similarly to the Leisure Centre, the school appears ‘run down’ and is likely to need new school buildings to bring it up to modern standards. The Junior and Infant years are located in two school buildings on Snipe Park Road.

9.13 The Bassetlaw PFI scheme sought to completely rebuild six of the districts secondary schools, with the refurbishment of a seventh. The scheme was initially consulted on in November 2003, and included the complete rebuilding of Bircotes and Harworth Community School on its existing site. Since this The

Bircotes and Harworth Community School has been renamed Serlby Park School and has become a 3-18 site incorporating both North Border Infant and Junior Schools. The County Council website states that consultations are ongoing with regard to resiting and the rebuilding of the original North Border institutions and refurbishment of Serlby Park School secondary school building. Recent local media reports indicate that the County Council are considering the future of secondary education more widely within Nottinghamshire and the schools under consideration include Serlby Park School.

9.14 Edubase identifies that in January 2008 Serlby Park School had 1,030 pupils and a capacity for 1,173 pupils, suggesting that a small amount of population growth in the area could be supported, but that in the long term upgrades/expansion may be required. The original Bassetlaw PFI deal, as outlined on Nottinghamshire County Council's website, included the "complete rebuilding of Bircotes and Harworth Community School on its existing site". There have also been recent reports in the local press regarding a potential option to close the school which is being explored by NCC, although this has not been confirmed or officially published.

9.15 There are two further primary schools in Harworth Bircotes. All Saints Primary C of E Primary School on Scrooby road is currently being extended with a new school hall currently under construction. Edubase identifies that in January 2008 All Saints Primary C of E Primary School was oversubscribed with a school capacity of 133 and 147 pupils enrolled. St Patricks Roman Catholic School is located to the south of the Leisure Centre adjacent to Snipe Park. Edubase identifies that in January 2008 St Patricks Roman Catholic School had 82 pupils with a school capacity of 90.

9.16 In consultation with NCC it was only established that they would continue to seek developer contributions to education provision in accordance with the published countywide ‘Planning Contributions Strategy’ and that they would continue to monitor, assess and project future requirements as per their existing model. They identified their pupil projection figures are based on the following:

Primary School

For every 100 mixed tenure dwellings, 21 primary pupil spaces are estimated to be required. The minimum size for a viable primary school is 120 pupils. This equating to approximate one primary school for every 571 dwellings. There is no maximum size although 420 pupils (2FE) is the norm for larger schools equating to 2,000 mixed dwellings.

Secondary School

For every 100 mixed tenure dwellings, 16 secondary school spaces are estimated to be required. The minimum size for a viable secondary school is 750 pupils. This equates to approximately one new secondary school for every 4,688 dwellings. There is no maximum size for a secondary school although 1,800 pupils (12FE) is the norm for larger schools, equating to 11,250 dwellings.

9.17 No comment was made on the current quality of the existing school provision in Harworth Bircotes.

9.18 Bircotes Library is located on the corner of Scrooby Road and Grosvenor Road. It is open 5 days a week (Monday, Tuesday and Thursday-Saturday) and the building appeared to be in good condition. The central location on Scrooby Road means that the library is accessible and provides an important service as a community facility. Against the benchmark figure of 30 sq m of library space per 1,000 population, the library appears to be of a reasonable size currently to serve its catchment population.

Community and Health

9.19 There are a range of community facilities in Harworth and Bircotes that provide spaces for a range of community activities. The Parish Hall is located centrally on Scrooby Road and has two main spaces for meetings and activities. The Parish Hall has been granted planning permission for an extension to its facilities which will come forward subject to funding.

9.20 Harworth Social Welfare Hall on Whitehouse Road and Harworth Village Institute Hall in Harworth Old Village are the other two main community halls. These provide community halls within for the neighbourhoods in the east and west of the settlement. All Saints Church in Harworth and the Methodist Church also have the ability to host community functions. The quality of these facilities vary, although there is evidence of some continued investment with the Methodist Church recently undergoing refurbishment following a £61,000 grant from the Coalfield Regeneration Trust.

9.21 The Harworth Primary Care Centre opened in 2007 and houses the three GP Surgeries in the settlement: The Colliery Surgery with 5 GPs, The Oakleaf Surgery with 4 GPs and Dr A. Raheem. The £5m, public private partnership (PPP) funded health centre, is located on Scrooby Road opposite the main shopping parade and close to other community facilities such as the Parish Hall and the Library. The centre also serves as a base for community nursing as well as containing facilities for visiting specialists and consultants.

9.22 There is one dental surgery in Harworth Bircotes, P.B Robinson & Associates on Scrooby Road.

Open Space

9.23 The draft Bassetlaw Open Space Assessment (2008) identifies that Harworth and Bircotes has a variety of open spaces including allotments, playing fields, amenity space, civic spaces, churchyards, a cemetery, a BMX track and natural green spaces.

9.24 The allotments on Bawtry Road are currently at full occupancy, and at only 0.22 hectares the draft Open Space Assessment identifies there is a deficit of 1.68 hectares. There are a number of amenity spaces within the settlement including larger amenity open spaces on Grosvenor Road, Thorsby Close, Scrooby Road and Cumberland Close.

9.25 There are two play areas in the settlement, one at Snipe Park and on at the Tommy Simpson Recreation Ground. The Snipe Park play area is reasonably new with a wide range of equipment and excellent accessibility. It is also equipped with security cameras enhancing the feeling of safety. The Tommy Simpson Recreation Ground play area is not as well equipped and the draft Open Space Assessment identified that many of the facilities were broken and in disrepair. The Open Space Assessment identified a deficit of 3.76 hectares of children's play areas in comparison with the NPFA standards.

9.26 The settlement is also well provided for natural green spaces with a variety of spaces accessible and with a short distance of residents. This includes both White House Plantation and the Marsh in the centre of the settlement, which are both Sites of Important Nature Conservation (SINCs). The Marsh is a particularly valuable green space as it is located very centrally and also provides key pedestrian linkages north-south (from Beverley Road to Hill Top Court) and east-west (running from Snipe Park, through Snipe Park Wood, across Grosvenor Road and along the north of the Marsh to Saxon Way). Whilst these traffic free green linkages are important, the open space at the Marsh is very poor quality with high levels of litter and pathways poorly constructed, or simply just muddy tracks, with poor lighting. The Marsh area particularly provides an opportunity for environmental improvements to bring this area into use.

9.27 Many of the outdoor sports and leisure facilities, such as sports pitches, also contribute to the total amount of open space. The Open Space Assessment identifies a total of 13.17 hectares of accessible outdoor sports provision which is a surplus against the NPFA standards of 0.99 hectares. Generally playing pitches appeared to be of a reasonable standard, with the main issues associated with the quality of built facilities supporting the playing pitches and not the open space itself.

10.0 Land Use Constraints

10.1 Within the settlement and surrounding area there are a series of constraints to growth. The main constraint to the growth of the area is the colliery, in particular the uncertainty relating to its future. If the colliery is re-opened then the nature of its use will impose restrictions of movement through the site and limitations on the development of adjacent land.

10.2 If the colliery remains closed and is available for redevelopment then there will certainly be restrictions and limitations to development relating to the prior use of the site. Remediation works will be needed prior to the development of the site and depending on the stability of the ground that was mined it may not be possible to develop certain parts of the colliery site.

10.3 Harworth Bircotes' growth has potential barriers on three sides. The Bawtry Roads to the north and east represent defensible barriers to growth, with environmental constraints beyond each. Blyth Road to the west is a partial barrier, with the spoil heap providing a natural barrier to growth, although some development has and could continue to occur to the west of Blyth Road. Further development beyond Blyth Road is restricted by the A1 further to the west, which is a more definite boundary.

10.4 The settlement is also located between a series of smaller villages. These comprise:-

i Blyth to the south;
ii Serlby and Scrooby to the south east;
iii Bawtry to the north east; and
iv Spital Hill to the North West.

10.5 The majority of these smaller settlements are protected from urban sprawl by the major roads surrounding Harworth, however some are not. It will be important to maintain a separation between these settlements to protect the open countryside and prevent settlement coalescence. This will help to provide a natural edge to the settlement of Harworth Bircotes.

10.6 Harworth settlement is surrounded by open countryside land. To the north of the boundary of Bassetlaw with Doncaster, to the north of Bawtry Road (A631), the countryside is designated green belt. The area to the east of Bawtry Road (A614) is identified as a mature landscape area. The area of woodland located to the east of the sports club on Scrooby Road, Droversdale Wood, is protected by a Tree Preservation Order (TPO) which means this area is constrained due to its protection from further development. Each of the disused pit on Snape Lane, the Whitehouse Plantation to the east of Milne Road and the central open amenity area south of Beverley Road are designated as Sites of Important Nature Conservation (SINCs).

10.7 The Sewage Works to the north west of the town will need to be set in a cordon sanitaire, with development not suited to abut the sewage works in case of flooding and other health and sanitary requirements, this will also preserve land for any future expansion required of the sewage treatment works.

10.8 As well as natural boundary to the growth of the settlement there are also boundaries within Harworth Bircotes. The most notable of these is Scrooby Road, running directly through the centre of the settlement. Scrooby Road provides the southern boundary of the residential area to the north of the settlement. When the colliery was in full operation Scrooby Road provided much of the services for the town as people would freely move between the northern residential areas and the colliery on the southern side of the road.

10.9 This boundary to the residential area is markedly evident due to the sea-front promenade nature of the street. The majority of development is located along the northern side of Scrooby Road looking on to the colliery site. This promenade effect is also a barrier to movement across the road and creates a linear and stretched core to the settlement.

10.10 The majority of the services provided within Harworth Bircotes are located along or in close proximity to Scrooby Road. The extent of development will be limited by that catchment area of these services unless new services and facilities are included within new development.

10.11 To the south of Scrooby Road the existing railway to the south of the colliery running west is also a significant barrier to potential movements. Eastwards the railway line has been dismantled, although a significant embankment remains and the rail corridor has policy protection for development that may serve this route as a potential movement corridor, either for rail or recreational uses.

10.12 Figure 24 shows the existing land uses within Harworth Bircotes.

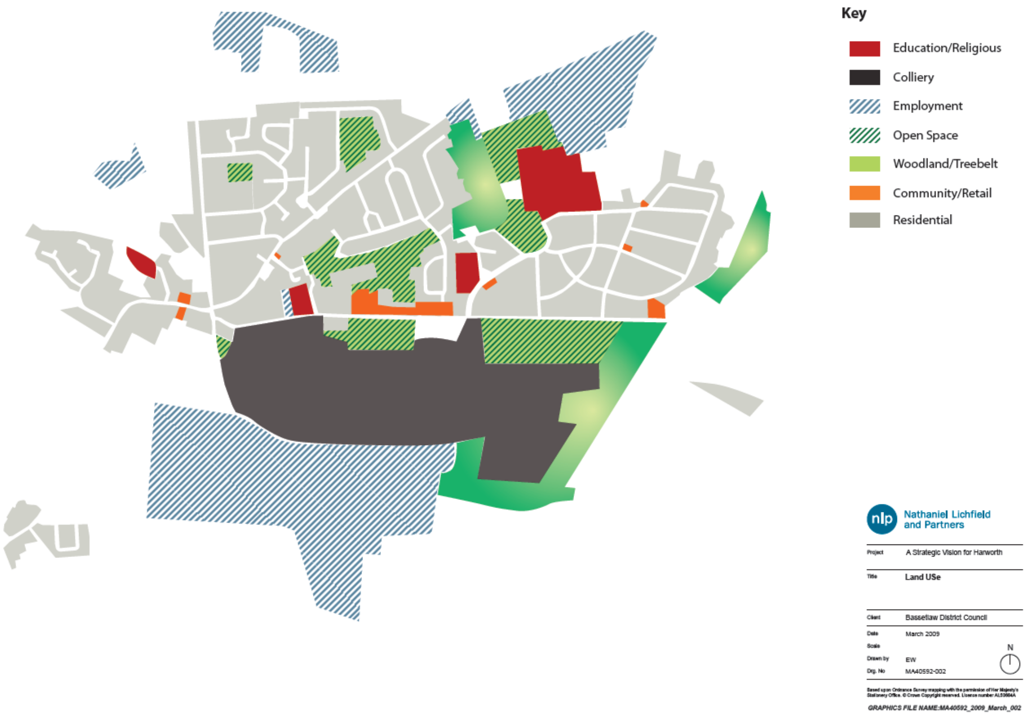


Figure 24 Land Use Map

10.13 This illustrates the large barrier that the colliery creates to the south of Scrooby Road, and the one sided nature of Scrooby Road as the focus for the settlement centre.

10.14 We have also considered the movement framework of the town and the way the key vehicle and pedestrian routes link different areas and provide connectivity. Figure 25 illustrates the movement framework.

Figure 25 Movement Framework

11.0 Developer & Land Owner Interest

11.1 Within and around Harworth Bircotes there has been a reasonable amount of small scale development in recent years and there are currently a number of major landowners who are promoting their land for development. One issue that has been identified is how these disparate proposals will work together and integrate. As part of this the scope of the study includes looking at how Harworth Bircotes can grow in a co-ordinated manor. In this context we have identified the major land owners, where information has been provided, and used evidence that has been provided on proposals where available. One of the main landowners in Harworth Bircotes is UK Coal who are currently developing proposals for the colliery and wider colliery land. The main landownership to the south of the Colliery is identified in Figure 26, which highlights the current disparate ownership, although it should be noted that this is not comprehensive and landowners for land including areas to the north of Harworth Bircotes have also been engaged.

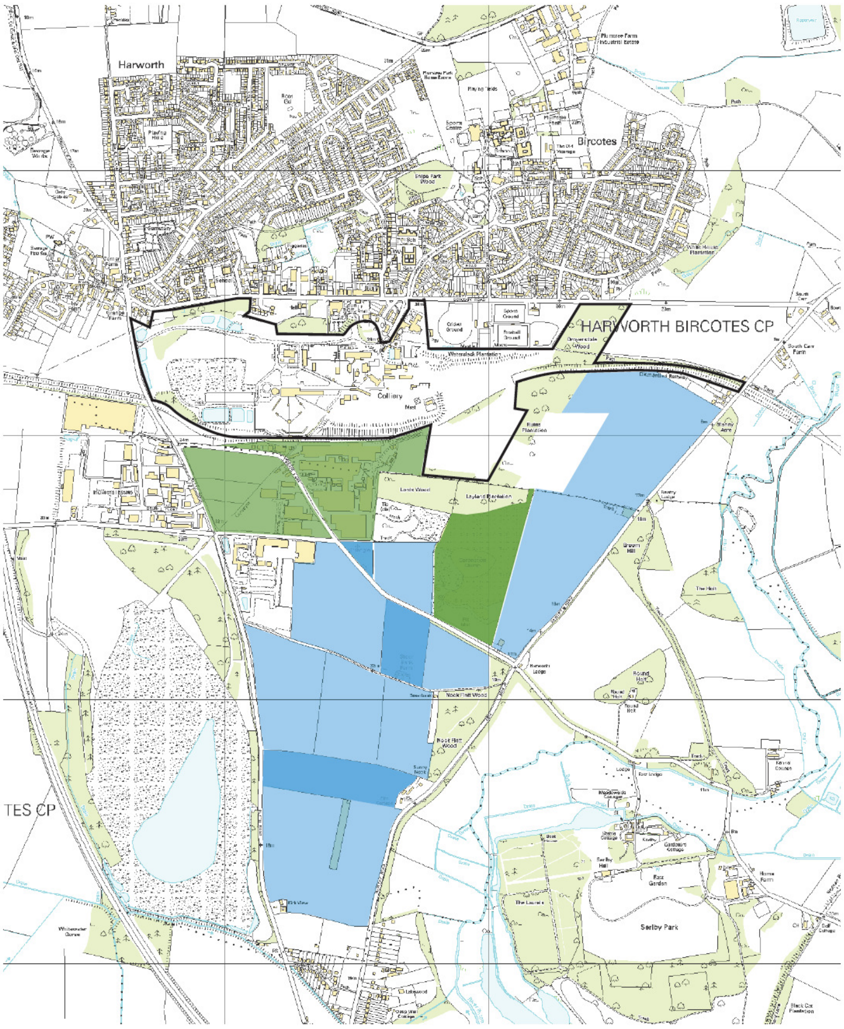


Figure 26 Land ownership map

Proposals for Colliery

11.2 One of the key areas of importance within Harworth Bircotes is the Colliery. One issue is the operational activity of the Colliery, which has been in a Care and Maintenance Regime since 2006. Under this regime the mining operations within the colliery could be resumed when viable to do so, however due to available resources the lifespan of the colliery would be limited to 20 years. Within this 20 year period the colliery would be a source of employment within the community and as such its activity has a large influence on activity within the area. If mining operations recommenced there is the potential for 600 jobs, although it is unclear the number of these that would go to local employees, with potential for many miners to be transferred from collieries elsewhere or contractors to be brought in.

11.3 Given the importance of the site it is therefore necessary to consider the proposals for the Colliery that have been put forward in the Haworth Colliery Masterplan Framework prepared by Spawforths on behalf of UK Coal. Within this document six options have been put forward for the future of the Colliery site. These options have been assessed against a set of objective criteria in order to establish UK Coal's preferred option.

11.4 Option 1 would see operations resume in the colliery, albeit on a much smaller scale, and the restoration of the surrounding land. This option was thought to have failed to regenerate and address connectivity issues that face the existing areas.

11.5 Option 2 would see the entire colliery site restored to greenfield, however in addition to the failings of Option 1 it was thought to fail to provide additional employment as the colliery would not re-open.

11.6 Option 3, would see the redevelopment the colliery site for residential, although was there are concerns that the residential market would be overloaded and therefore this option was not considered suitable.

11.7 Option 4 would see the colliery site redeveloped entirely for employment uses, however it was not considered to be a viable option for development. This is due the remediation costs that would be associated with the colliery sites and the value of the land for employment.

11.8 Option 5 would see the colliery close immediately and be redeveloped for retail use. However, this option has no policy support and would have a significantly adverse impact on the vitality of Scrooby Road and local centres.

11.9 Option 6 seeks to achieve a mixed use redevelopment of the colliery. It was suggested that this would provide the right balance of employment and residential development. The colliery could initially provide employment and would then be redeveloped as employment land when it ceases operation in 20 years or alternatively be redeveloped as employment hub straight away if the coal mine could not or was not reopened.

11.10 UK Coal's masterplan framework document identifies that they consider that the approach set out in Option 6 is the most sustainable option and contributes more towards the wider regeneration and growth of Harworth Bircotes. Option 6 would therefore be UK Coal's the preferred option to be taken forward.

12.0 Stakeholder Engagement

Stage 1 Consultation

Approach

12.1 The consultation process has been an on-going process throughout the study, importantly Stage 1, started at an early phase of the project timetable, to ensure that any delays in the co-ordination of different stakeholders would not have any adverse impact upon the overall project timetable and also so that consultation responses could inform the analysis of the current context.

12.2 To build a measure of consensus around the baseline analysis of issues, constraints and opportunities for development the baseline findings were presented at two half day stakeholder events, consulting Technical and Community stakeholders to validate our initial evidence gathering.

12.3 The workshop presentation slides are included in Appendix 4.

Purpose

12.4 The purpose of this consultation process has been to share views, opinions and thoughts on the current situation in Harworth and likely future prospects.

12.5 This also enabled us to gather additional insight on key issues for the generation of options and on the types of objectives/criteria that might be relevant for the option appraisal.

12.6 Representatives of the following organisations have been represented within the overall consultation process:

- i Bassetlaw District Council (various departments);
- ii Harworth Bircotes Town Council
- iii Public transport service providers; and
- iv Key Landowners
- v Developers
- vi Key Community Groups

12.7 A full list of invitees and attendees is included in Appendix 6.

Feedback

12.8 The workshop discussions considered the following key questions:-

- i Have we identified the correct issues?
- ii Are there any other issues?
- iii What measures are in place to address issues?
- iv What plans and initiatives are already in place?

v What should be the future role and vision?
vi What 5 things are to be done to achieve this vision?

Group A: Technical Consultees - Key Issues Identified

Employment

12.9 There are current issues with the skills levels within the area. Three major employers all closed within the last 3 years. The labour market is diminishing and focus in the area is on warehousing. There is a need to move away from one major and or type of employer and assess if there is a market for business start ups. Can we be as flexible as possible when identifying employment uses. Walkers are taking forward a major redevelopment of the former glass factory site via a large multi-modal warehouse with direct access onto the mineral railway. It is important that this line, to the main network, is continuously maintained to enable Walkers and the colliery to consider/attract investment. There is also poor access to training courses.

Housing

12.10 There is a good mix of housing though there are distinct separate parts including issues of permeability, access to public transport, services and facilities. The 'Wimpey' estate is the one housing issue. In this and many other cases there is a need to build upon local authority 'decent homes' investment plans.

12.11 Issues were raised over what 1000+ new affordable houses would do to the market. As in many other cases it could destabilise the existing local market.

12.12 It would be wise to avoid a situation where there was high value new housing and associated facilities south of Scrooby Road whilst lower value housing is to the north. There are opportunities to build houses to the north and increase the amount of employment.

12.13 Employment before housing or the other way round or 'planned' together with the market deciding phasing.

12.14 It was thought it was very important to understand the local housing market.

5 key ideas Generated Through Discussion

i aim to achieve a balanced community
ii consider context – in particular the Doncaster and South Yorkshire areas
iii development needs to be spread around
iv multi employers
v be aspirational – quality of development important

12.15 With regards to the final strategy it is important to recognise that whilst the final aim would be a balance, issues will arise along a 20 year strategy timeline where this would not happen temporarily.

Group B: Technical Consultees - Key Issues Identified:

Colliery

12.16 UK Coal – colliery is not closed it has mothballed, the company is spending money exploring new coal options to access new reserves, and support growth of area.

12.17 Extensive geo-technical analysis is being undertaken, coal is there but it is a factor of the costs to access it.

12.18 Looking at the wider site – UK Coal support wider growth – as long as it's sustainable – there is the opportunity to support existing retail and services.

Stage Coach East

12.19 Stagecoach – have invested a lot in improving services hoping to improve quality of buses – keen to get into S106 to help to provide funding to create a service at early days to grow alongside development.

12.20 There are sustainability factors to be considered on linking the areas.

Mineral Operations

12.21 There is a possibility of incorporating Serlby Quarry into future use – planning permission is a quarry – need to fill site back up to agricultural quality – current economic climate makes it difficult – also issues with how it can be filled.

Environment Agency

12.22 Environment Agency – whole of site is on a public aquifer – groundwater issues, no remediation – may be other hot spots of contamination, however, Environment Agency encourages bio-remediation.

12.23 Flood plain in north east and running along eastern side – looking at SUDs wherever it can be used but may be limited due to contamination (above ground SUDs) as run off may impact down water course. Ollerton assured energy village has a good reputation (employ local people – major environmental reclamation, with use of SUDs.

12.24 Drainage issues will be a key consideration. Severn Trent need to be included early on in the process.

Nottinghamshire County Council – Transport

12.25 No plans currently or in longer term future however will be happy to consider options.

Network Rail

12.26 Network Rail – Haworth Colliery branch line – depends on colliery use, they only own the rail corridor, do not own the land for a new terminal - costs of creating a terminal for freight – for passenger rail, it would require significant upgrades to the line with attendant costs. It would depend on potential uses.

12.27 Potential for additional siding facilities, however for passenger use it would be difficult.

Leisure

12.28 Harworth Miners Welfare Sports and Social stated that small regeneration around the pavilion – large area was 'down at heel' struggling to pull itself up, but it is there – need to ensure fullest community use. (15 football clubs, 6 cricket clubs) – good quality green space is required. "Small jewel which might be worth polishing". Very best community consultation is required for this process to be meaningful.

12.29 Playing fields offer large open space, however there is a shortage of green quality space.

12.30 There needs to be a heart of village. Creating a sense of place again will be important.

12.31 Sherwood Energy Village, Ollerton, involved pure public consultation where Centre Parcs and Tesco were two key drivers of this.

Development Control

12.32 Development Control would prefer to integrate all the proposals.

Future Role Ideas:

12.33 UK Coal – community aspiration is for it to be developed into a town settlement.

12.34 Spawforths highlighted that the community want to get engaged. From Council's perspective the community are really willing to be a town and have growth. They've lost the 3 biggest employment sources in the town, and are keen for development, but are keen for development to be considered sensitively.

12.35 Sports and social – community do not see themselves as a settlement that is a satellite – community is only wistfully hanging on to the colliery.

12.36 Colliery's re-opening is not being depended on for regeneration of area. UK Coal – reopening of the colliery is not necessarily the key but it is getting the right balance of housing and employment.

12.37 Stagecoach – public transport is always done at the last minute, needs to be provided up-front and planned for as part of development.

12.38 Colliery is a significant opportunity to allow future growth and development.

12.39 Harworth formerly revolved around the colliery, with minors now in decline, institute now closed has kept community feeling at a loss.

12.40 Network Rail – Doncaster-Lincoln passes Robin Hood Airport – 5 trains each way a day – no station currently at Airport. Doncaster is near capacity for train movement.

12.41 Five key things to achieve vision - balance to be had between these:

- i Diverse economics/complementary economies
- ii Good quality community consultation
- iii Getting infrastructure planning upfront
- iv A water cycle study needs to be considered
- v Role Harworth plays in a wider geographical context

Community Group Consultees - Key Issues Discussed

Sewerage/Drainage:

12.42 The infrastructure they have got is old – sewage and drainage is a problem (Beverly Road has sewage running down it). Severn Trent Water have not been part of the process for planning. This study needs to address this and engage them early on.

Colliery's Future:

12.43 Community are only getting grapevine information on the future of the colliery. And they are not clear about the current status of it. Uncertainty around the type of industry they can attract and therefore type of the housing. And therefore can not be dependant on the colliery.

Aging Population:

12.44 People issue (Age Concern). Very spread out, a lot of bungalows a mile away from the services, bus services aren't as good as they appear. No services to the hospital – airport services run empty, not a useable service, people won't use for holiday, people don't work there. Sheffield services have gone. Funding problems, have removed key services away. No services late at night.

12.45 Need for a small community bus that runs round the village. Elderly get taxis and young mothers also.

12.46 High % of people who don't work due to ageing population.

Leisure Facilities:

12.47 People working in the warehouses do not use the town's facilities, the money doesn't come in and they do not benefit. There is a need for a decent supermarket and leisure facilities (cinema) required. No decent restaurant, loads of poor quality takeaways.

12.48 UK Coal opening the mine again may actually benefit the town. Culture change – no social side to work, unlike during the mining time at the village. People will travel now, not necessarily work where they live.

Education Facilities and Employment:

12.49 Children's Services - Serlby Park – promised a brand new build. Buildings are dilapidated. Community school, haven't got space for community services. No funding has come forward. Congestion problem (bottleneck) for school access. New homes for families – portacabins on the school fields to accommodate new pupils.

12.50 Need to get employment opportunities, to attract others in and there is also a need for a 'public amenities' site as nearby ones have closed.

Transport and Roads

12.51 Roads in the village need looking at and the roads coming into the village.

Open Space:

12.52 Do not remove woodland – Droversdale woodland and around to the back of the woodland.

Stage Two Consultation

Approach

12.53 The Stage 2 consultation was undertaken towards the end of the process to allow views on the level and potential distribution of strategic growth proposed and particularly to identify any additional issues or opportunities associated with growth.

12.54 Having already built a measure of consensus around the baseline findings, the implications of these and how these manifested themselves into a strategic growth scenario was presented at two half day stakeholder events, consulting Technical and Community stakeholders to gather views on how growth should come forward. The presentation focussed around how we have defined the objectives for the town, with an extensive workshop discussion focussing around how growth could meet the objectives.

12.55 The workshop presentation slides and feedback form are included in Appendix 5.

Purpose

12.56 The purpose of this second stage of the consultation process has been to share views, opinions and thoughts on the how the town will be shaped in the future and how growth should respond to the issues previously identified. This also enabled us to gather additional insight on key issues and on how different types of growth and opportunities could meet the objectives/criteria that were set out.

12.57 Representatives of the following organisations have been represented within the second stage of the consultation process:

- i Transport infrastructure providers (including road, rail, bus);
- ii Strategic transport officers;
- iii Key Landowners and developers;
- iv Robin Hood Airport representative; and
- v Key Community Groups

12.58 A full list of invitees and attendees is included in Appendix 6.

12.59 In addition we contacted a number of infrastructure providers including Water Companies, Electricity Companies and Notts County Council Education Department to receive their views and feedback on the potential growth and the infrastructure to support growth.

Feedback

12.60 The workshop discussions were centred around the following key questions and feedback forms were circulated to allow stakeholders to respond more fully after the consultation workshop:-

- i Growth – What needs to drive the growth of the town first – housing or jobs? And where should this growth come forward first?
- ii The town centre – Should the new central heart to the community be a focus for most of the shopping, community and leisure uses in the town, even relocating facilities currently elsewhere, or would it be better to limit the size of this centre and include small hubs of facilities scattered throughout the town?
- iii The colliery – How should the colliery's redevelopment fit in to the growth of the town as it emerges and how should the issue around the unknown future of coal mining on the site be dealt with?
- iv Employment – Should the vision for growth provide facilities for the types of employer already in the town or seek to attract new companies in different sectors?
- v Green space – When providing new areas of open space for the growing population and workforce, should this be provided in smaller pockets scattered around the town or through a larger central area of parkland?

Technical Consultees – Key Feedback

Growth

12.61 General consensus that there is a need to balance housing and employment development to maximise regeneration benefits. This includes creating both a suitable mix of employment as well as a diverse housing mix.

12.62 As the area has experience significant industrial decline some suggestion that jobs need to come forward first as a core driver, else there is little reason for people to move into Harworth Bircotes and no incentive for growth. Housing and the shops and facilities (social infrastructure) to support these will follow. Overall it was not considered that housing alone would provide the benefits required or a sustainable self sufficient local economy.

12.63 Need for growth to be sustainable and there was a general consensus that to achieve this growth should first come forward on sites close to and integrated with the town centre e.g. a sequential approach (particularly for housing). The colliery site was identified as one key area, although some stakeholder suggested that land beyond the Colliery site remained not well linked to the town centre. This will enable walking access to the town centre and create critical mass to support services. Employment sites also need to be linked to both housing areas and the town centre to allow walking/cycle links and for employees to use services.

Town Centre

12.64 Stakeholders identified there is a need for a central focus for the community, with a town centre that attracts retailers and has improved/new community services. This will create footfall and support other more peripheral services.

12.65 There were suggestions that creating a more traditional high street would enhance the town centre and encourage businesses, with it also suggested that public space could be used for uses such as a farmers market to link into the local farming economy and also act as an area for community uses (e.g. Christmas tree/lights or bandstand etc.)

12.66 Potential to provide some small shops/services at a local neighbourhood level, but this should not be at the expense of a town centre focus. A small number of concerns were raised over the viability of creating a town centre and if could manage to be a success or whether a neighbourhood focus would better serve requirements. However, overall a town centre with expanded facilities (retail, services, leisure and community uses) was considered the most sustainable and beneficial to the community.

Colliery

12.67 There was continued uncertainty over the future of the colliery among the stakeholders, but ultimately it was acknowledged that the colliery site will be the primary focus for redevelopment along with the opportunities to the south of Scrooby Road it brings (e.g. expanding the town centre).

12.68 The potential for growth around Harworth Bircotes identified should be flexible enough to accommodate either of UK Coal's options coming forward; the Colliery re-opening with mining re-commencing or employment redevelopment of the Colliery part of the site.

Employment

12.69 Stakeholders identified that employers need to be successfully attracted to the town to redress recent trends in employment in Harworth Bircotes. General response was that there should be a wider range of employment opportunities in the town with various types of sectors and companies. Flexibility is an important consideration and a range of units will enable Harworth Bircotes to build on existing strengths, such as the strategic location of the town and existing employers, as well as attracting a wide range of new employers in different sectors.

12.70 All 'step-change' options were considered good opportunities. Spin-off industries linked to RHADS which may not meet the 'airport related' restrictions on land at the airport were considered an opportunity, as were high-tech jobs in environmental industries. It was acknowledged that up-skilling was an important part of attracting employment, but that it could occur from both education opportunities (e.g. school/college courses) as well as employee re-training.

12.71 General agreement for supporting start-ups and local businesses providing small flexible 'embryo' units (such as basepoint business centres) and providing medium units for these to grow into and retain existing companies. These would also encourage local entrepreneurialism and local employment opportunities.

Green Space

12.72 Consensus that there is a need to improve existing open spaces. Some polarity over views on how new open space could come forward with some stakeholders preferring many smaller areas close to residents and some preferring larger central areas which are easier to maintain and police. Generally a balance would suit best with small amenity/playground areas close to houses and larger recreational facilities located centrally.

12.73 Recognised the role that green spaces can play in both providing strategic links through the settlement (e.g. green chains/linear parks) and also providing areas of drainage/flood mitigation and biodiversity. There was the suggestion that through masterplanning the starting point should be the hydrology and existing biodiversity assets (e.g. hedgerows, woods), with green spaces set around those opportunities and a pattern for development coming forward through that.

Community Consultees – Key Feedback

Growth

12.74 Community stakeholders felt that jobs should come forward as it was the loss of jobs that caused the decline in the town. This will have a knock-on effect with more demand for shops to support workers and housing to house them, and then services coming forward.

12.75 It was felt that growth should be kept central, close to the shops, particularly for housing. Employment should be on the periphery of existing town with good links (e.g. cycleways) to the town centre and housing areas, as these areas are also good for road access (e.g. lorries not coming through the town).

Town Centre

12.76 There was agreement that there is a need to create Harworth Bircotes town centre as a destination which people want to come to. It was reiterated the desire for a new supermarket to provide choice, but there was also caution around the impact that a supermarket may have on local businesses, which they would not like to see lost.

12.77 Discussion over the possibility of a land-swap to allow school to be located centrally and adjacent to the sports and social club with dual use of facilities – agreed a good idea in principle. It was also suggested that a hotel with conference facilities in the town would help encourage visitors and support businesses as the town doesn't currently have one.

Colliery

12.78 Ensure any colliery development is linked in to part of the town now. If colliery did reopen it would be downsized, with portable equipment and redeveloped afterwards, so the opportunity to link-in to site now is important.

12.79 There was scepticism over the amount of jobs reopening the colliery will actually create for local people, with the suggestion that most mining jobs will be contractors from elsewhere, as has happened at other pits.

Employment

12.80 Jobs should be focussed around different sectors with high-tech manufacturing (potentially linked to the airport or environmental industries such as wind turbine manufacturing or many other options). Identified that retraining is essential to underpin such employment.

12.81 Agreed that developing local businesses and providing business support to these was an important opportunity, with small flexible units with joint reception/admin facilities.

12.82 Also it was considered there was potential for employment in leisure industry (e.g. a hotel and conference facility)

Green Space

12.83 Agreement that there is a need to keep existing green space, but uncertainty how improvements and subsequent maintenance costs could be funded. Suggestion that as there are lots of green spaces already there is potential for developers to pay for improvements instead of providing lots of new open space.

13.0 Summary of Key Issues

13.1 This baseline analysis poses a number of issues, constraints and opportunities that the future development of Harworth Bircotes should respond to. Whilst many issues and opportunities relate to relatively small or locationally/building specific aspects of the town, a number of key themes have been highlighted.

13.2 Summarising the baseline analysis the following key issues were identified:

- There is generally policy support for development and growth at Harworth Bircotes, with policy identifying the unique opportunities that the proximity to Robin Hood Airport, growth in the Sheffield City Region and the status of the settlement as a former mining community brings.
- Analysis of existing economy in Harworth Bircotes identifies recent decline in jobs, but suggests competitive advantage and potential for growth in manufacturing, distribution and other services, with the food and drink and niche industrial sectors both offering opportunities. Potential for some spin-off growth from Robin Hood Airport, although high competition from other locations may temper this.
- Market demand for industrial premises has previously been at the smaller end of the market for with demand from engineering and manufacturing firms although some recent demand has also been for larger distribution uses.
- Demand for residential properties was previously relatively high, with a high level of property transactions. Developers may be receptive to residential development in Harworth Bircotes but would be dependent on improving market conditions.
- Overall as an area for investment Harworth Bircotes is seen as a secondary location, and current market conditions means delivery of development, particularly in the short term will be impacted.
- The local highway network is good quality and can accommodate new development, although some improvements may be required. There is a network of existing pedestrian and cycle routes which could be expanded. Current bus services are reasonably frequent but do not necessarily meet the aspirations of local residents.
- Current utilities infrastructure is in place and can be improved to meet demand as required.
- There is a wide range of services and community facilities in the town, which is generally well served across a range of themes. Whilst accessibility and quantitative provision of many of these facilities (e.g. schools, open space, leisure facilities, community spaces) is very good, in many cases there is significant scope to improve the quality of provision through refurbishment or further investment.

- There are several land use constraints in and around Harworth Bircotes and development should be steered away from these areas. However, on the whole, there are no significant show-stopping factors for the majority of potential sites, meaning physical capacity is high.
- Overall stakeholders, both technical and community, support the premise of growth in the town to achieve a range of social, environmental and economic objectives, with a wide range of views and opinions on how growth could occur and what it should incorporate.

13.3 These key issues, along with more detailed analysis identified through this baseline analysis, have informed our approach to scoping the potential for development within Harworth Bircotes and have directly informed our options for development and the strategy for growth identified in Volume 1.

Appendix 1 Economic Trends Data

	2003	2007	Change
Blyth	1,569	1,243	-20.78
Harworth	1,600	1,577	-1.44
Bassetlaw	42,513	42,638	0.29
Mansfield	35,947	39,546	10.01
Newark & Sherwood	37,482	44,673	19.19
North Kesteven	30,641	32,820	7.11
West Lindsey	24,455	25,368	3.73
Doncaster	108,048	115,179	6.60
North Lincolnshire	65,965	68,127	3.28
Rotherham	96,511	104,442	8.22
East Midlands	1,773,553	1,913,235	7.88
Great Britain	25,710,646	26,599,196	3.46

Table 1: Change in Employment 2003-2007

Source: Annual Business Inquiry

Borough	1998	2007	% Change
Bassetlaw	**45,389**	**42,638**	**-6.1**
Bolsover	17,183	23,774	38.4
Mansfield	35,879	39,546	10.2
Newark and Sherwood	35,432	44,673	26.1
North Kesteven	28,817	32,820	13.9
West Lindsey	22,153	25,368	14.5
Doncaster	105,676	115,179	9
North Lincolnshire	69,479	70,710	1.8
Rotherham	81,093	104,442	28.8
East Midlands	1,752,400	1,913,200	**9.2**
Great Britain	24,355,000	26,599,200	**9.2**

Table 2: Change in Employment by Borough 1998-2007.

Source: Annual Business Inquiry

Area	VAT Registrations per 10,000 population
Bassetlaw	31
Nottinghamshire	32
East Midlands	37
Great Britain	42

Table 3: VAT Registrations per 10,000 Population (16+), 2007.

Source: BERR, Enterprise Directorate, 2008

Area	1994	2007	1994-2008 (%)
Bassetlaw	2,695	3,285	21.9%
Nottinghamshire	16,770	21,220	26.5%
East Midlands	111,370	139,145	24.9%
Great Britain	1,566,635	1,964,920	25.4%

Table 4: Change in Number of VAT Registered Firms.

Numbers are start of year stock

Source: BERR, Enterprise Directorate, 2008

Area	Notified Vacancies	No. of Claimant Unemployed	Unemployed/ Vacancy Ratio
Blyth	11	18	1.6
Harworth	31	226	7.3
Bassetlaw	638	2,355	3.7
Nottinghamshire	3,506	16,455	4.7
East Midlands	21,068	110,941	5.3
Great Britain	266,020	1,521,709	5.7

Table 5: Job Vacancies and Unemployment Indicators

Source: NOMIS, July 2009

Area	Economic Activity
Bassetlaw	77.2%
Nottinghamshire	76.8%
East Midlands	80.3%
Great Britain	78.8%

Table 6: Economic Activity Rates

Source: Nomis

Occupational Group	Blyth (%)	Harworth (%)	Bassetlaw (%)	GB (%)
Managers/senior officials	21.0	8.4	13.5	14.9
Professional occupations	10.2	4.1	8.6	11.2
Associate professional & technical	13.4	8.4	11.8	13.9
Administrative & secretarial	13.2	9.6	10.5	13.2
Skilled trades	13.0	14.7	12.9	11.8
Personal service occupations	6.3	8.1	8.0	6.9
Sales & customer service occupations	5.7	8.7	7.3	7.7
Process plant & machine operatives	8.1	17.9	12.8	8.7
Elementary occupations	9.2	20.1	14.6	11.8

Table 7: Occupational Breakdown of Labour Force.

Source: Census 2001

Area	% of Residents with no Qualifications *	% of Residents with Degree or Higher Qualification *
Blyth	36.9	21.2
Harworth	53.2	6.1
Bassetlaw	43.2	14.0
Great Britain	35.8	20.4

Table 8: Qualifications of Working Age Residents 2001

Source: Annual Population Survey, March 2008 * Persons aged 17 - 64

Sought Occupation	Bassetlaw	GB (%)
Managers / Senior Officials	4	5
Professional Occupations	2	3
Associate Prof./ Technical	3	6
Administrative / Secretarial	8	10
Skilled Trades Occupations	13	13
Personal Service Occupations	6	4
Sales and Customer Service Occupations	15	15
Process Plant/Machine Operatives	14	12
Elementary Occupations	35	32
Occupation Unknown	0	0
Total	**100.0%**	100.0

Table 9: Sought Occupation of Claimant Unemployed Workers.

Source: ONS, NOMIS, January 2009

Area	Resident Based Earnings		Workplace Based Earnings	
	Median Weekly Earnings (£)	As a % of GB Average	Median Weekly Earnings (£)	As a % of GB Average
GB	479.3	100	479.1	100
East Midlands	449.6	94	442.8	92
Nottinghamshire	460.7	96	429.9	90
Bassetlaw	**446.5**	**93**	**403.7**	**84**

Table 10: Median Gross Weekly Earnings of Full Time Employees.

Source: Annual Survey of Hours and Earnings, 2008

District/Borough	Rank of average score (out of 354 Districts)
Bassetlaw	**94**
Bolsover	55
Mansfield	34
Newark and Sherwood	163
North Kesteven	297
West Lindsey	185
Doncaster	14
North Lincolnshire	132
Rotherham	68

Table 11: Deprivation Indices for Rossendale and surrounding Districts.

Source: The English Indices of Deprivation, 2007

Area	Education Rank
E01028024	34.08%
E01028025	8.17%
E01028026	11.84%
E01028027	15.80%
E01028028	8.11%
Area	**Employment Rank**
E01028024	23.20%
E01028025	12.95%
E01028026	15.05%
E01028027	8.22%
E01028028	10.70%

Table 12: Deprivation Analysis by Domain

Source: English Indices of Deprivation

2001	Live in Bassetlaw:		%
	Total	**46,161**	**100.0**
Work in:	Bassetlaw	32,812	71.1
	Doncaster	2,249	4.9
	Sheffield	1,796	3.9
	Rotherham	1,478	3.2
	Newark and Sherwood	1,245	2.7
	West Lindsey	834	1.8
	Mansfield	581	1.3
	Nottingham UA	467	1
	Bolsover	406	0.8
2001	**Work in Bassetlaw:**		%
	Total	**45,942**	**100.0**
Live in:	Bassetlaw	32,812	71.4
	Bolsover	2,123	4.6
	Rotherham	2,084	4.5
	Doncaster	1,797	3.9
	Newark and Sherwood	1,609	3.5
	Mansfield	1,061	2.3
	Sheffield	898	2.0
	West Lindsey	719	1.6
	Ashfield	418	0.9

Table 13: Commuting Patterns in Bassetlaw, 2001.

Source: 2001 Census

Appendix 2 Market Assessment Tables and Supporting Information

HARWORTH & SURROUNDING AREAS – OFFICE SUPPLY

NEW BUILD

New Build	Development	Location	Size	Quoting Figures
0 – 2,500 sq ft	No Supply			
2,501 – 5,000 sq ft	No Supply			
5,001 sq ft – 10,000 sq ft	1 Hayfield Lane Business Park, Hayfield Lane	Doncaster	5,200 sq ft	£14.69 psf FH £165 psf
	6 Hayfield Lane Business Park, Hayfield Lane	Doncaster	5,225 sq ft	£14.75 psf FH £165 psf
	11 Hayfield Lane Business Park, Hayfield Lane	Doncaster	5,200 sq ft	£14.75 psf FH £165 psf
	Second Floor, First point, Balby Carr Bank	Doncaster	5,038 sq ft	£13.75 psf FH £175 psf
	Ground Floor, First point, Balby Carr Bank	Doncaster	7,855 sq ft	£13.75 psf FH £175 psf
	First Floor, First point, Balby Carr Bank	Doncaster	7,857 sq ft	£13.75 psf FH £175 psf
	Unit 1 Phoenix Riverside	Rotherham	6,220 sq ft	TBC
	Unit 2 Phoenix Riverside	Rotherham	8,498 sq ft	TBC
	Unit 3a Phoenix Riverside	Rotherham	5,208 sq ft	TBC
	Unit 3b Phoenix Riverside	Rotherham	5,150 sq ft	TBC
10,001 sq ft – 20,000 sq ft	Second Floor, Cavendish Court, South Parade	Doncaster	12,335 sq ft	£14.74 psf
	First Floor, Cavendish Court, South Parade	Doncaster	13,024 sq ft	£14.74 psf
	Ground Floor, Cavendish Court, South Parade	Doncaster	14,348 sq ft	£14.74 psf
	Ground Floor, Unit 2 Callflex Business Park, Manvers, Dearne Valley	Rotherham	17,450 sq ft	TBC
	First Floor, Unit 2 Callflex Business Park, Manvers, Dearne Valley	Rotherham	17,715 sq ft	TBC
20,001 sq ft – 50,000 sq ft	No Supply			
50,001 sq ft +	Building 7 Golden Smithies Lane, Callflex Business Park, Manvers, Dearne Valley	Rotherham	53,000 sq ft	£12.00 psf

SECOND HAND SUPPLY

Second Hand	Development	Location	Size	Quoting Figures
0 – 2,500 sq ft	Castle Gate	Tick Hill	103 sq ft, 71 sq ft, 418 sq ft, 46 sq ft, 131 sq ft	£10.40 psf
2,501 – 5,000 sq ft	No Supply			
5,001 sq ft – 10,000 sq ft	First Floor, Montracon Building, Carrhill Unit 3 Crompton Road Business Park, Crompton Road Barclays Bank Plc, Ten Pound Walk	Doncaster Doncaster Doncaster	9,330 sq ft 5,000 sq ft 5,690 sq ft	£9.00 psf £8.00 psf £12.00 psf
10,001 sq ft – 20,000 sq ft	South Quay, Lakeside Boulevard Ground Floor, Denison House, Hexthorpe Road First Floor, Denison House, Hexthorpe Road	Doncaster Doncaster Doncaster	11,162 sq ft 10,466 sq ft 12,700 sq ft	£16.00 psf TBC TBC
20,001 sq ft – 50,000 sq ft	No Supply			
50,001 sq ft +	No Supply			

(The above table of supply was generated by analysing the following geographical areas:

- 0 – 5,000 sq ft - Harworth and its immediate surrounding areas.
- 5,001 sq ft to 20,000 sq ft – Harworth and the wider area, i.e. a 5-10 mile triangular radius from Worksop along the A1 to RHADS.
- 20,001 sq ft plus – Harworth and the wider area, i.e. a 10 mile radius concentrating on the communication lines and major cities

HARWORTH & SURROUNDING AREAS – INDUSTRIAL SUPPLY

NEW BUILD

New Build	Development	Location	Size	Quoting Figures
0 – 5,000 sq ft	4 Blythe Road	Harworth	5,000 sq ft	TBC
	5 Blythe Road	Harworth	5,000 sq ft	TBC
	Aven Enterprise Park, Tickhill Road	Maltby	493 sq ft	£5.07 psf
	19 Aven Enterprise Park, Tickhill Road	Maltby	674 sq ft	£5.40 psf
	20 Aven Enterprise Park, Tickhill Road	Maltby	674 sq ft	£5.40 psf
	21 Aven Enterprise Park, Tickhill Road	Maltby	674 sq ft	£5.40 psf
	22 Aven Enterprise Park, Tickhill Road	Maltby	674 sq ft	£5.40 psf
	23 Aven Enterprise Park, Tickhill Road	Maltby	674 sq ft	£5.40 psf
	C10 Aven Enterprise Park, Tickhill Road	Maltby	1,045 sq ft	£5.97 psf
	12 Aven Enterprise Park, Tickhill Road	Maltby	1,363 sq ft	£5.97 psf
	13 Aven Enterprise Park, Tickhill Road	Maltby	1,363 sq ft	£5.97 psf
	14 Aven Enterprise Park, Tickhill Road	Maltby	1,363 sq ft	£5.97 psf
	15 Aven Enterprise Park, Tickhill Road	Maltby	1,363 sq ft	£5.97 psf
	16 Aven Enterprise Park, Tickhill Road	Maltby	1,363 sq ft	£5.97 psf
	17 Aven Enterprise Park, Tickhill Road	Maltby	1,363 sq ft	£5.97 psf
	1 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
	2 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
	3 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
	4 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
	5 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
	6 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf

New Build	Development	Location	Size	Quoting Figures
	7 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
	8 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
	9 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
	10 Aven Enterprise Park, Tickhill Road	Maltby	2,265 sq ft	£4.64 psf
5,001 sq ft – 10,000 sq ft	Unit 2 Wheatley Hall Business Park	Doncaster	6,000 sq ft	TBC
	Unit 3 Wheatley Hall Business Park	Doncaster	6,000 sq ft	TBC
	Doncaster Industrial Park, Watch House Lane	Doncaster	TBC	TBC
10,001 sq ft – 20,000 sq ft				
20,001 sq ft – 50,000 sq ft	D4/5 Doncaster South Phase II, Blythe Road	Doncaster	20,000 sq ft	FH £18.00 psf
	Quest Park, Wheatley Hall Road	Doncaster	22,443 sq ft	£5.50 psf
	8 Robin Hood Airport Business Park, First Avenue	Doncaster	21,000 sq ft	TBC
	5 Robin Hood Airport Business Park, First Avenue	Doncaster	25,000 sq ft	TBC
50,001 sq ft – 100,000 sq ft	4 Robin Hood Airport Business Park, First Avenue	Doncaster	60,000 sq ft	TBC
	7 Robin Hood Airport Business Park, First Avenue	Doncaster	60,000 sq ft	TBC
	3 Robin Hood Airport Business Park, First Avenue	Doncaster	65,000 sq ft	TBC
	6 Robin Hood Airport Business Park, First Avenue	Doncaster	70,000 sq ft	£3.75 psf FH £42.00 psf
	Quest Park, Wheatley Hall Road	Doncaster	90,016 sq ft	£4.95 psf

New Build	Development	Location	Size	Quoting Figures
100,001 sq ft +	2 Robin Hood Airport Business Park, First Avenue	Doncaster	110,000 sq ft	TBC
	Trax Park, White Rose Way	Doncaster	140,000 sq ft	TBC
	Quattro, West More Park	Doncaster	163,00 sq ft	FH £58 psf LH £4.75 psf
	1 Robin Hood Airport Business Park, First Avenue	Doncaster	245,000 sq ft	TBC
	First Point, Balby Carr Bank	Doncaster	246,000 sq ft	£4.75 psf
	First Point, Balby Carr Bank	Doncaster	277,000 sq ft	£4.75 psf
	Arrow, G Park, Claylands Avenue	Worksop	330,418 sq ft	£4.50 psf
	Balby Carr Bank	Doncaster	160,092 sq ft	£4.50 psf
	Aspect, West More Park	Doncaster	122,519 sq ft	£4.75 psf
	First point, Balby Carr Bank	Doncaster	415,000 sq ft	£4.75 psf
	Magna 34 Business Park, Junction 34	Rotherham	151,123 sq ft	TBC
	Aspect, West More Park, Junction 4 M18	Doncaster	122,519 sq ft	TBC
	Quattro, West More Park	Doncaster	163,950 sq ft	TBC
	Hurricane, Junction 38	Doncaster	263,806 sq ft	TBC

SECOND HAND SUPPLY

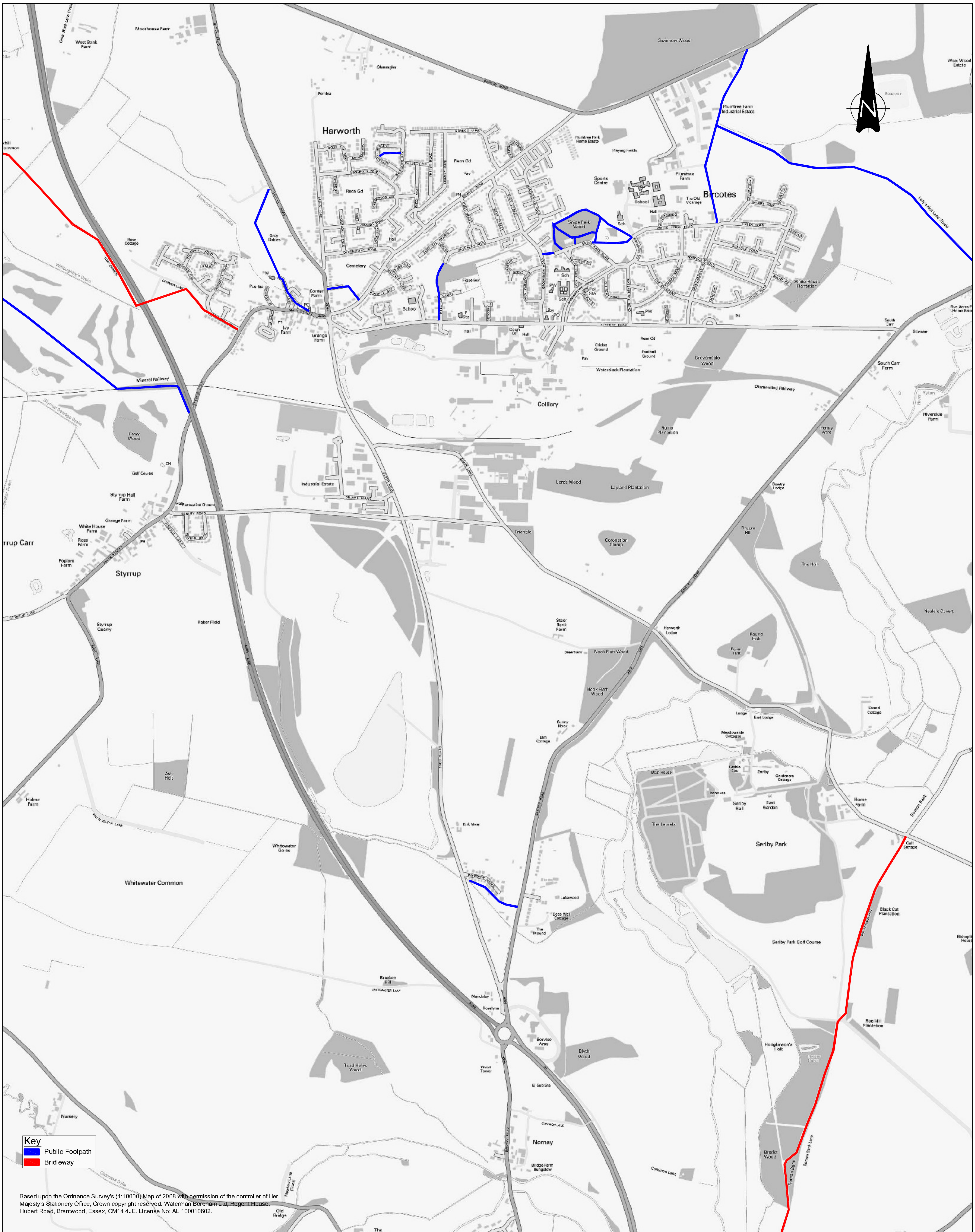
Second Hand	Development	Location	Size	Quoting Figures
0 – 5,000 sq ft	3D Plumtree Industrial Estate, Bawtry Road	Harworth	753 sq ft	£5.84 psf
	13 British Coal Enterprise Park	Harworth	840 sq ft	£5.06 psf
	2 British Coal Enterprise Park	Harworth	849 sq ft	£5.01 psf
	3 British Coal Enterprise Park	Harworth	849 sq ft	£5.01 psf
	7 British Coal Enterprise Park	Harworth	849 sq ft	£5.01 psf
	15 British Coal Enterprise Park	Harworth	849 sq ft	£5.01 psf
	2B Plumtree Industrial Estate, Bawtry Road	Harworth	1,573 sq ft	£4.45 psf
	10 British Coal Enterprise Park	Harworth	1,727 sq ft	£4.75 psf
	9 British Coal Enterprise Park	Harworth	1,727 sq ft	£4.75 psf
	V4A Aven Enterprise Park, Tickhill Road	Maltby	3,600 sq ft	£3.50 psf
	V3 Aven Enterprise Park, Tickhill Road	Maltby	4,129 sq ft	£3.50 psf
	E4 – 5 Aven Enterprise Park, Tickhill Road	Maltby	5,140 sq ft	£2.33 psf
	A4 Aven Enterprise Park, Tickhill Road	Maltby	5,225 sq ft	£3.00 psf
	A2 Aven Enterprise Park, Tickhill Road	Maltby	5,425 sq ft	£3.00 psf
	A3 Aven Enterprise Park, Tickhill Road	Maltby	5,425 sq ft	£3.00 psf
	V4B & V4D Aven Enterprise Park, Tickhill Road	Maltby	5,975 sq ft	£3.00 psf
5,001 sq ft – 10,000 sq ft	Unit 3 Globe Court, Coalpit Road, Denaby	Doncaster	5,060 sq ft	£3.95 psf FH £56 psf
	Unit 6 Globe Court, Coalpit Road, Denaby	Doncaster	6,000 sq ft	£4.00 psf FH £56.25 psf

Second Hand	Development	Location	Size	Quoting Figures
10,001 sq ft – 20,000 sq ft	Dukeries Industrial Estate, Claylands Avenue	Worksop	15,034 sq ft	£3.33 psf
20,001 sq ft – 50,000 sq ft	2 Barbados Way	Maltby	51,616 sq ft	TBC
	Blackstoop Lane	Retford	30,026 sq ft	£2.46 psf
	Shaw Lane Industrial Estate, Shaw Lane	Doncaster	27,448 sq ft	£3.83 psf
	Tyco Electronic UK Limited, Wheatley Hall Road	Doncaster	23,399 sq ft	TBC
	High Hazels Road, Barlborough Links	Chesterfield	37,979 sq ft	TBC
50,001 sq ft – 100,000 sq ft	Unit A Aven Enterprise Park, Tickhill Road	Maltby	73,906 sq ft	TBC
	Unit A Aven Enterprise Park, Tickhill Road	Maltby	96,973 sq ft	TBC
	Thomas Winnard & Sons Limited, Sandbeck Way	Maltby	39,977 sq ft	£4.00 psf
	Former Cinch Connectors, Shireoaks Road	Worksop	72,710 sq ft	FH £24.00 psf
	Mission Mills, Bawtry Road	Doncaster	52,525 sq ft	TBC
100,001 sq ft +	Unit 1 Highgrounds Road	Worksop	178,257 sq ft	£3.95 psf

13.4 (The above table of supply was generated by analysing the following geographical areas:

- 0 – 10,000sqft - Harworth and its immediate surrounding areas.
- 10,001sqft to 20,000sqft – Harworth and the wider area, i.e. a 5-10 mile triangular radius from Worksop along the A1 to RHADS.
- 20,001sqft plus – Harworth and the wider area, i.e. a 10 mile radius concentrating on the communication lines and major cities.)

Appendix 3 Transport Assessment Maps



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Client: Bassetlaw District Council

Project: Robin Hood Airport Growth Zone

Title: Existing Public Rights of Way

Team	Drawn	Checked	Approved
Q	NK	JIC	JIC

Scale @ A3	Date
N.T.S.	16-Feb-09

Project No.	Rev
209704	-

Drawing No.: Figure 1

Purpose of Issue: ☐ ______ ☐ Preliminary ☑ For Information ☐ For Tender ☐ For Approval ☐ For Construction ☐ As Built

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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Transport Planning

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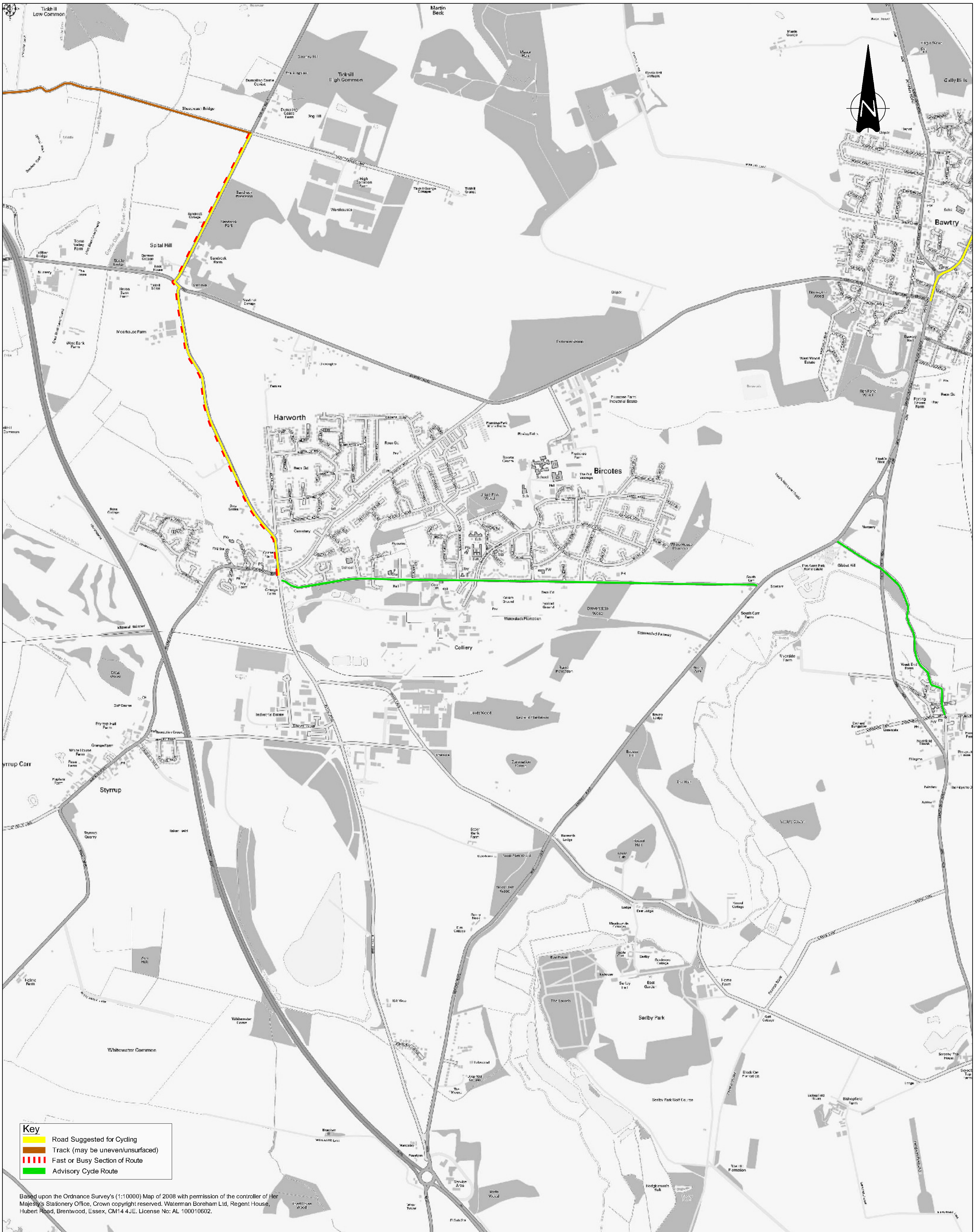

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Client: Bassetlaw District Council

Project: Robin Hood Airport Growth Zone

Title: Existing Cycle Routes

Team	Drawn	Checked	Approved
Q	NK	JIC	JIC

Scale @ A3	Date
N.T.S.	11-Mar-09

Project No.	Rev
209704	-

Drawing No.: Figure 2

Purpose of Issue: ☐ Preliminary ☐ For Tender ☐ For Construction ☐ ______ ☑ For Information ☐ For Approval ☐ As Built

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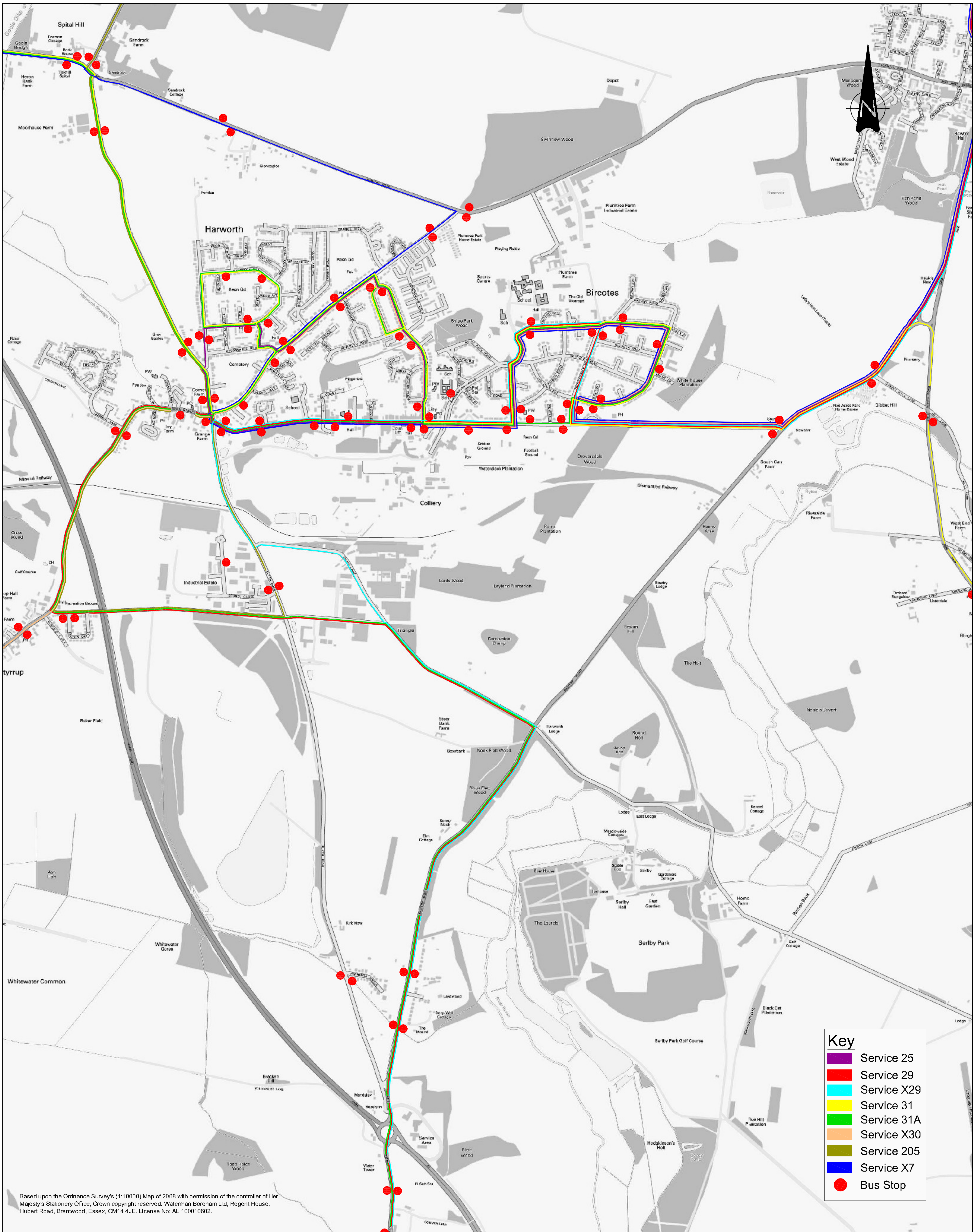

Client	Bassetlaw District Council
Project	Robin Hood Airport Growth Zone
Title	Existing Bus Routes & Bus Stops Map
Team	Q
Drawn	NK
Checked	JIC
Approved	JIC
Scale @ A3	N.T.S.
Date	13-Feb-09
Project No.	209704
Drawing No.	Figure 3
Rev	-

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

Purpose of Issue
- [ ] Preliminary
- [ ] For Tender
- [ ] For Construction
- [ ] ______
- [x] For Information
- [ ] For Approval
- [ ] As Built

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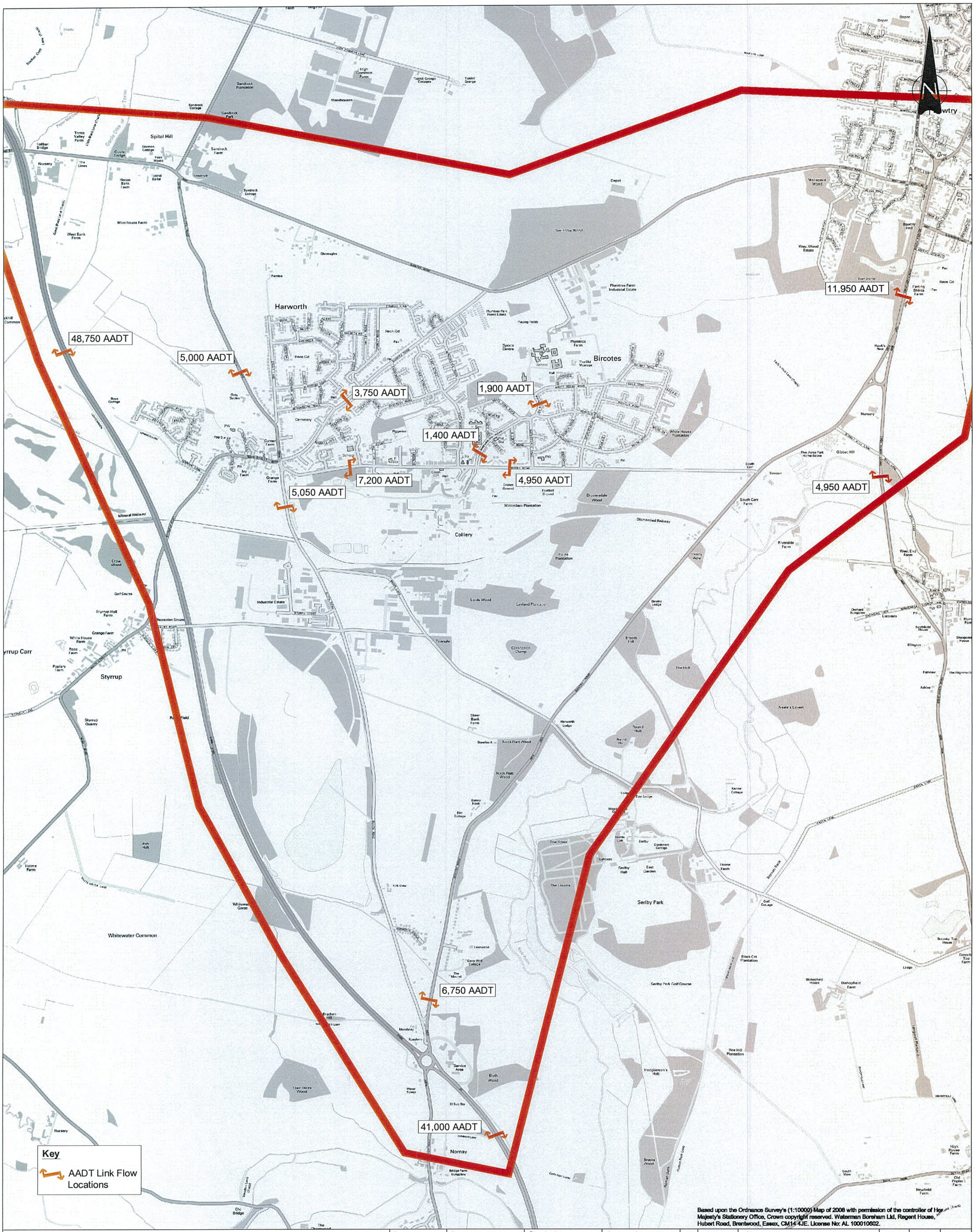

Client	Team	Drawn	Checked	Approved
Bassetlaw District Council	Q	JW	JIC 12.03.09	JIC 12.03.09

Project	Robin Hood Airport Growth Zone
Title	2007 Highway Link Flows AADT
Scale @ A3	N.T.S.
Date	11-Mar-09
Project No.	209704
Rev	-
Drawing No.	Figure 4

Purpose of Issue: ☐ Preliminary ☐ For Tender ☐ For Construction ☐ ______ ☑ For Information ☐ For Approval ☐ As Built

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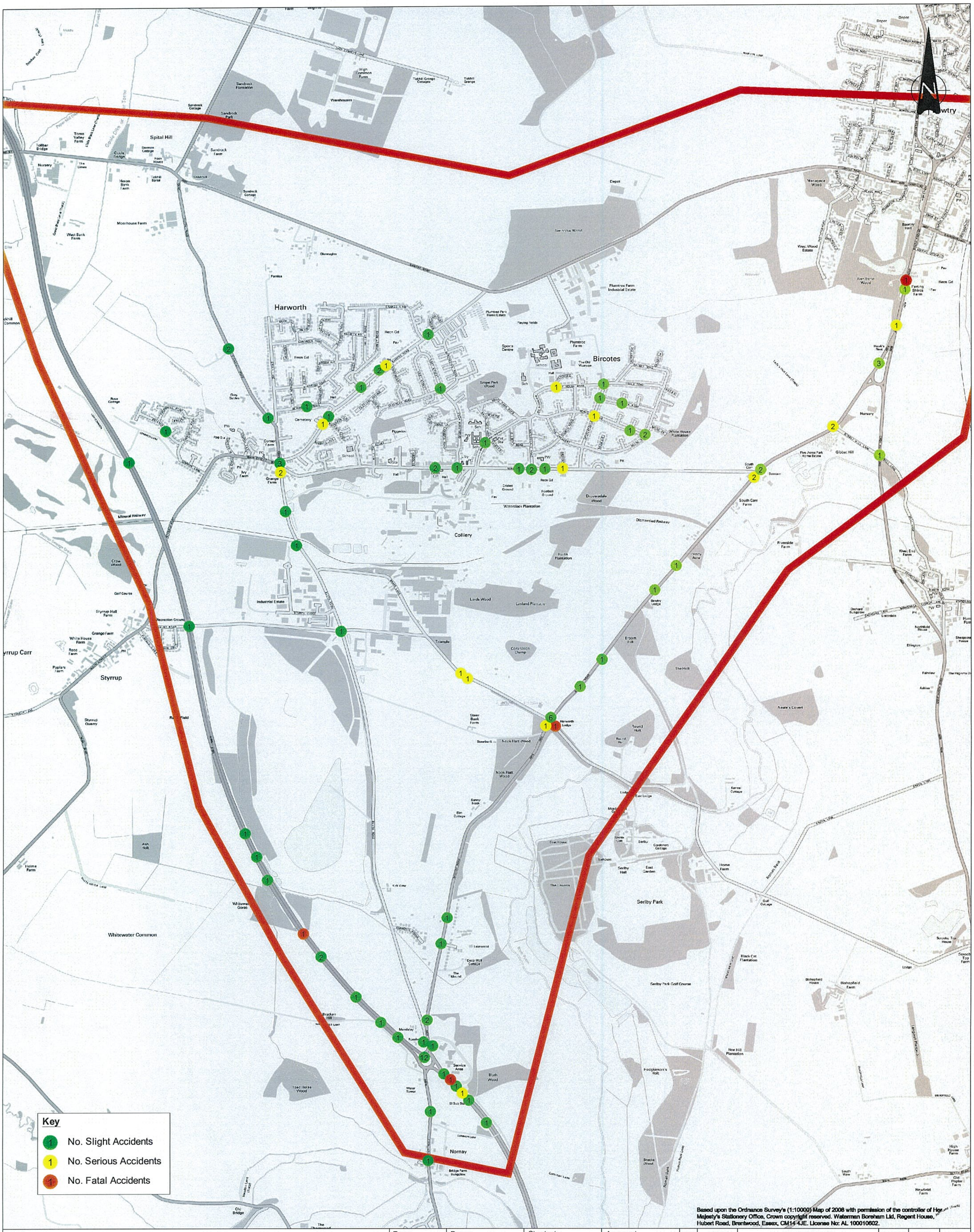

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Client: Bassetlaw District Council	Team: Q	Drawn: JW	Checked: JIC	Approved: JIC	REV	DATE	AMENDMENTS	DRAWN / CHK / APP
Project: Robin Hood Airport Growth Zone	Scale @ A3: N.T.S.		Date: 10-Mar-09					
	Project No.: 209704			Rev: -				
Title: Personal Injury Accident Location Plan	Drawing No.: Figure 5							

Purpose of Issue: ☐ Preliminary ☐ For Tender ☐ For Construction ☐ ______ ☑ For Information ☐ For Approval ☐ As Built

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Waterman Boreham Transport Planning

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Appendix 4 First Round Stakeholder Presentation

BASSETLAW DISTRICT COUNCIL
NORTH NOTTINGHAMSHIRE

A Strategic Vision for Harworth Bircotes

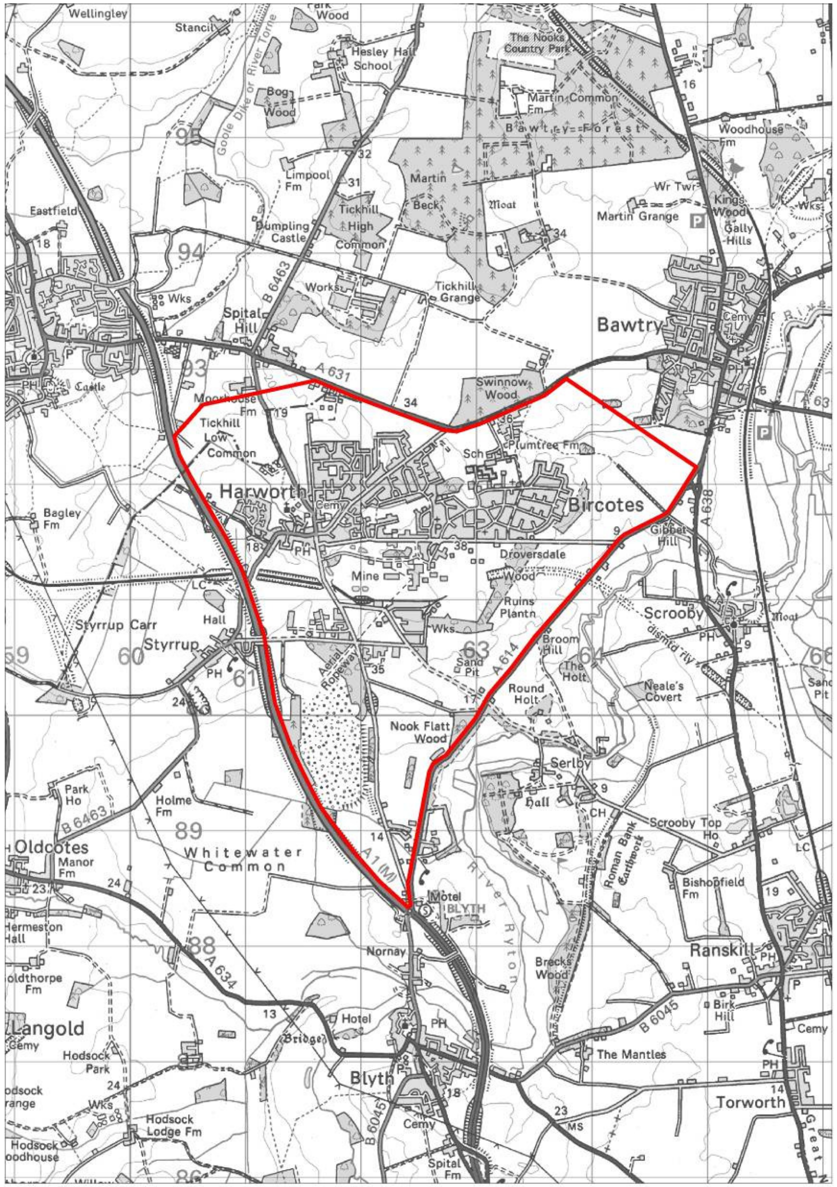
Harworth/Bircotes Growth Potential

Presentation by NLP
Date 5 March 2009

Nathaniel Lichfield and Partners

This Morning

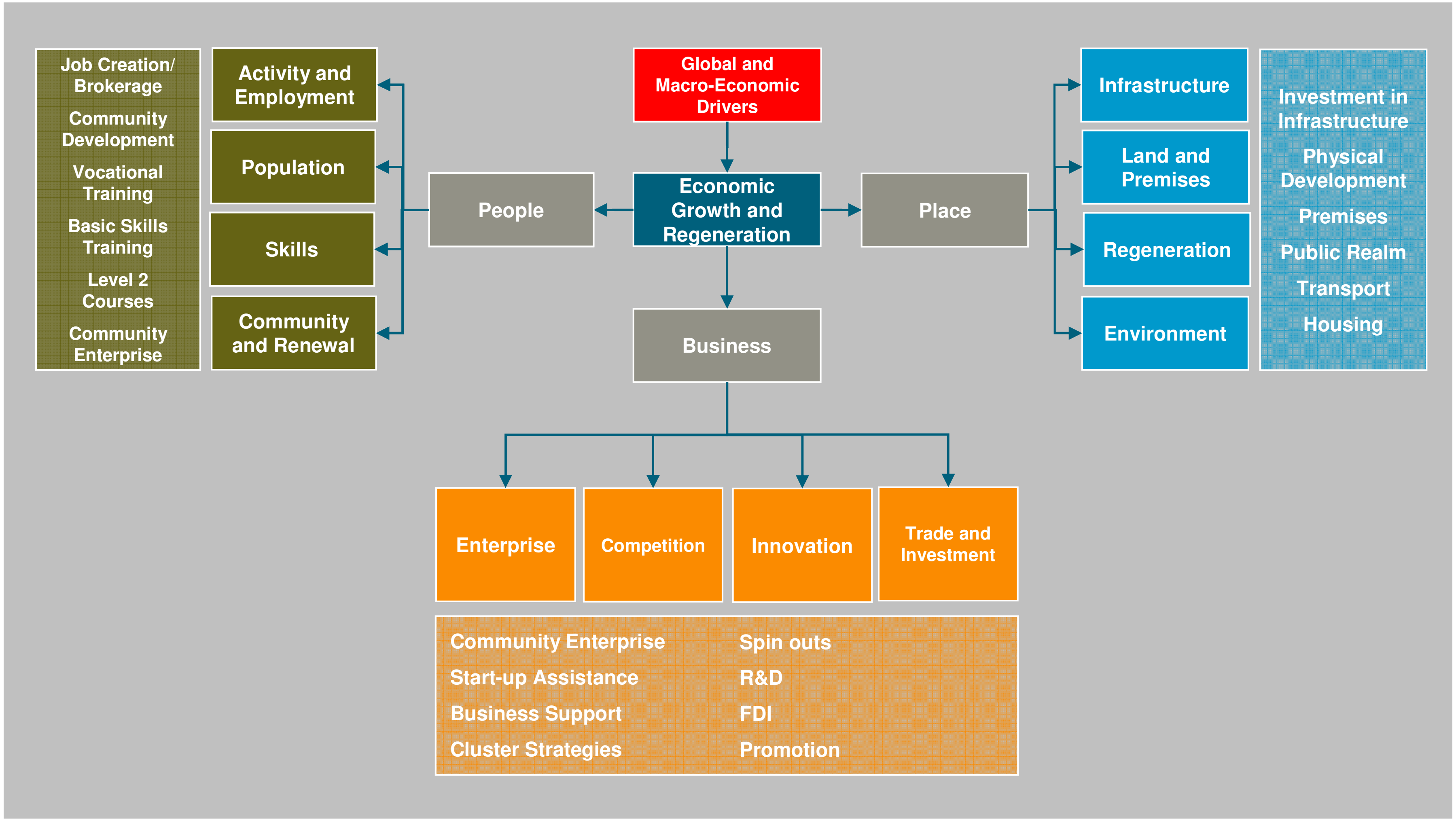
- Introduction and Objectives
- Current Phase of Study
- Focus of Workshop
- Background & Key Issues
- Ideas
- Discussion



Objectives of the Study

- To develop **a Strategy for how Harworth/Bircotes will grow**
- To consider how development in the area can be accommodated and identify specifically:
  - What infrastructure will be needed to support this?
  - How development can best be delivered and phased?
  - What are the potential regeneration opportunities?
  - How development can be integrated into the existing community to maximise potential benefits?

Our Approach



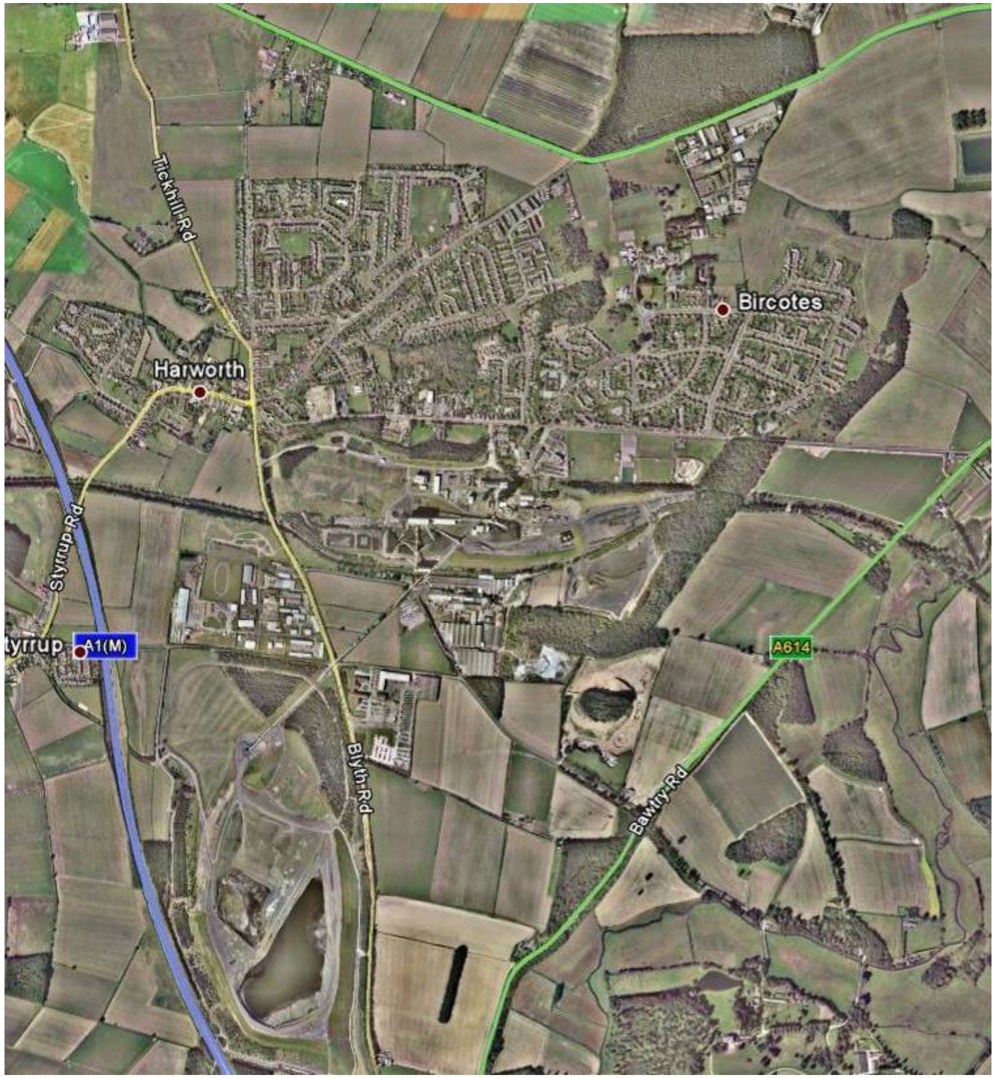
Our Approach and Core Outputs

1	2	3	4	5	6	7
Inception/ Mobilisation	Baseline Analysis	Economic Visioning and Potential for Sector Growth	Engagement	Option Development and Appraisal	Development of Outline Design Proposal	Key Outputs and Reporting

- Baseline analysis leading to understanding of the potential for growth and a vision for the future
- A number of spatial options for appraisal
- An outline design proposal. A vision for the future of Harworth Bircotes

Focus of Workshop

- What does the baseline analysis show? What are the challenges in Harworth/Bircotes? Have we got it right?
- What are the key issues and constraints (e.g. Infrastructure) which will influence future growth?
- What plans and initiatives are already in place?
- What is the future role?



Background – Harworth/Bircotes

- Third largest settlement in Bassetlaw circa 8,000 population
- Mining community significantly affected by closure of the Colliery and decline in traditional manufacturing industries
- Recent growth in distribution and light industries
- Some housing, environmental and economic decline
- Areas of high deprivation
- Located suitably to take advantage of the South Yorkshire Growth Zone, the Sheffield City Region and Robin Hood Airport

The Policy Background

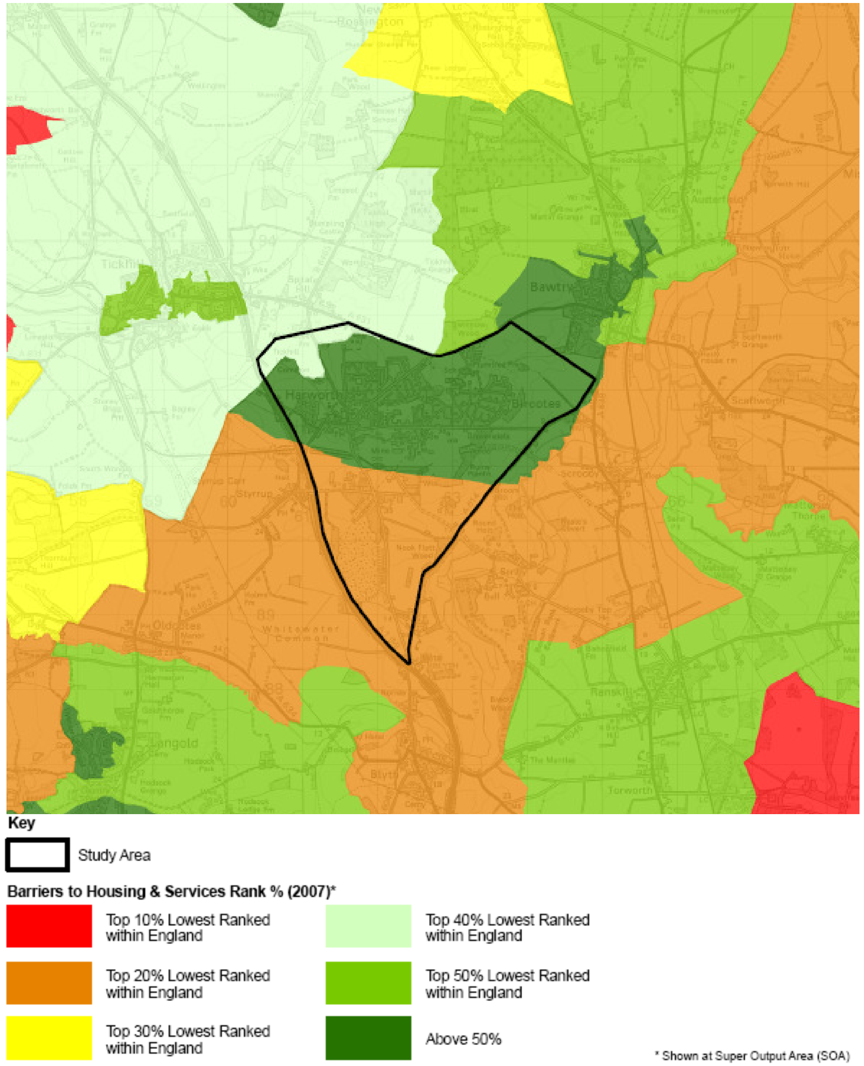
- Bassetlaw Corporate Plan
  - Identifies a main aim of the LDF as growth in and around Harworth and Bircotes to secure economic growth and benefits related to the development of Robin Hood Airport
- Bassetlaw Core Strategy Preferred Options (January 2006)
  - Harworth/Bircotes is the third largest settlement in the district and has a large amount of brownfield land that has the potential for redevelopment.
  - Preferred Option for the Spatial Strategy is to concentrate development in Major Development Centres of Worksop, Retford and the Secondary Centre of Harworth/Bircotes
- Therefore Harworth Bircotes is a key priority for regeneration and growth

The Housing Background

- Generally good quality housing
- Small development through infill and expansion, much of which does not feel part of the town
- Wimpey estate feels ‘down at heel’
- 90% of Harworth housing is in Council Tax bands A or B, compared with 67% district wide – is there a need to broaden the range and choice of housing?
- Remaining infill land supply of poor quality

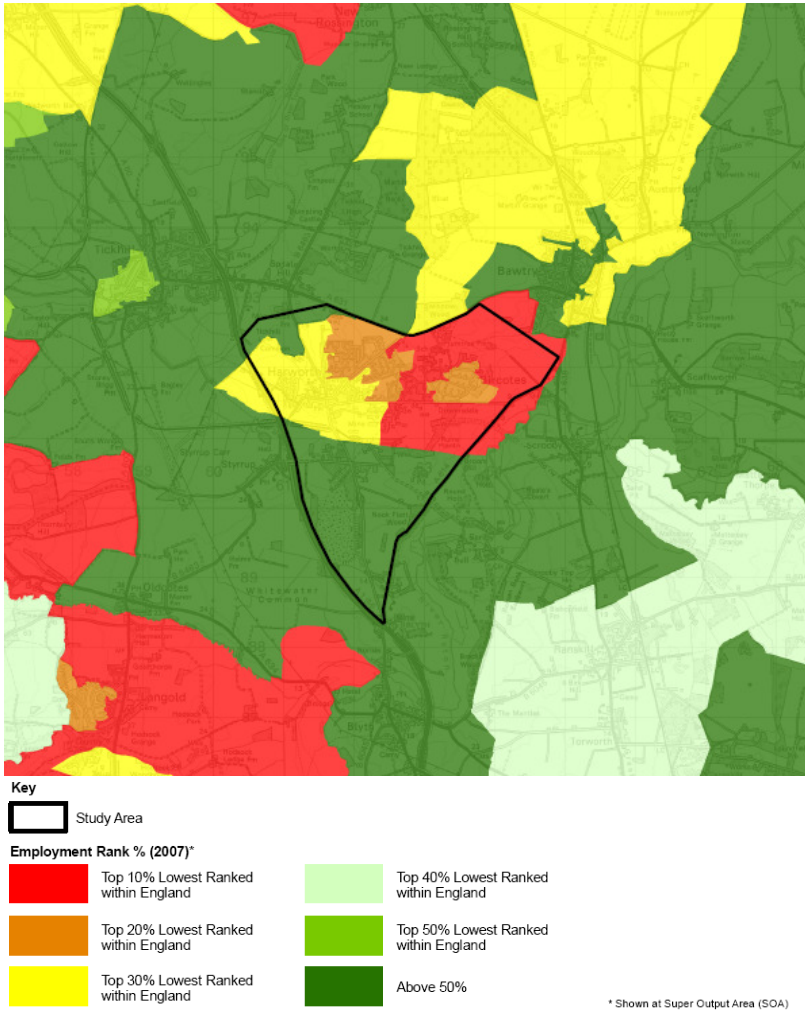
The Housing Background

- Good access to housing and services in Harworth Bircotes
- Northern Sub-Regional Housing Group Strategic Housing Market Assessment 2007
    - Considerable turnover of buying and selling, but the housing stock is in balance with the present population.
    - But, as long as the district remains cheaper than some of the big urban areas nearby there will be pressure for more housing.

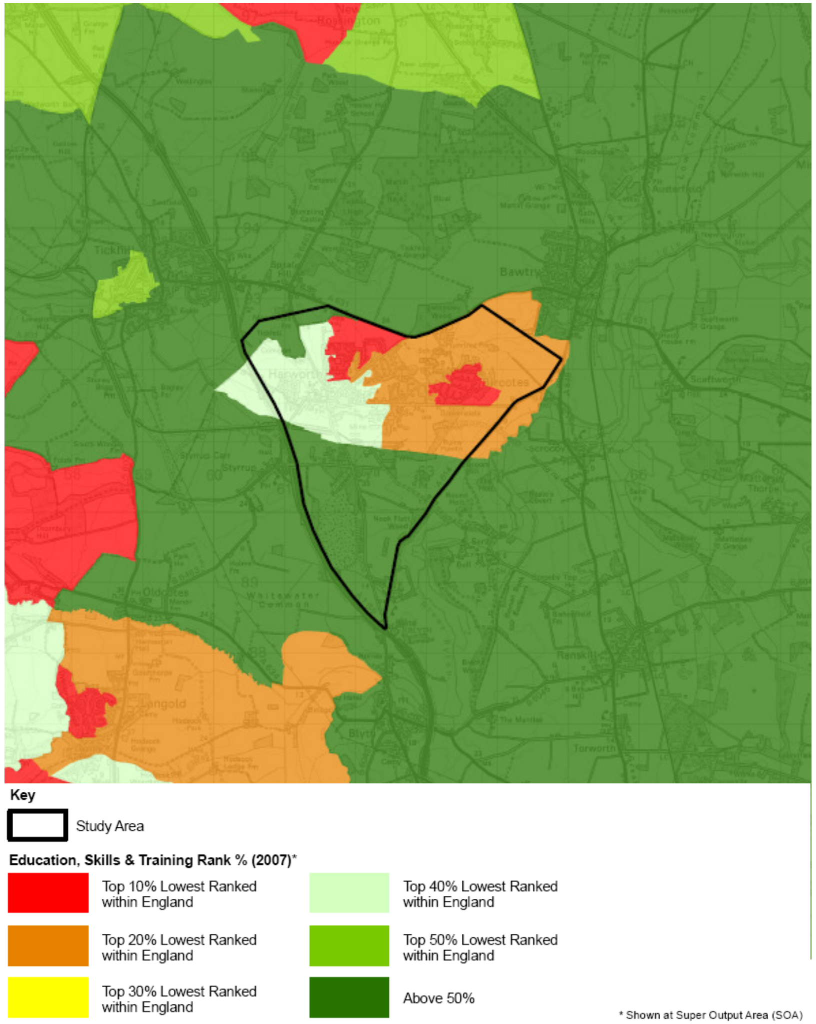


Access to Housing and Services based on housing overcrowding, applications under homeless provisions, difficulty of access to owner-occupation and distance to GP, general store, primary school and post office.

The Economic Background

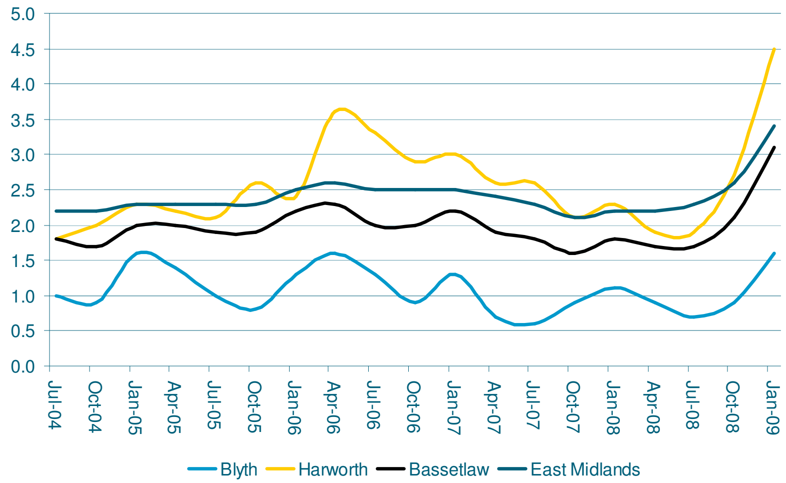


Unemployment Rank

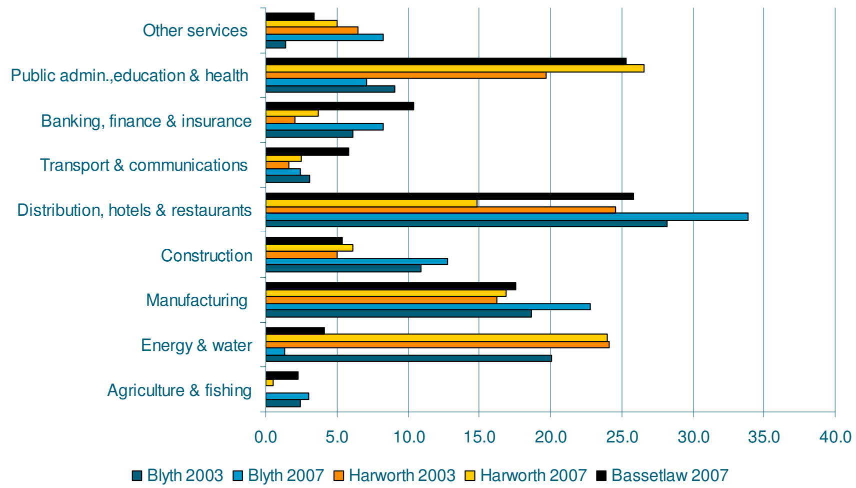


Education Skills and Training Rank

The Economic Background



Claimant unemployment (% of workforce)



% of total employment by sector

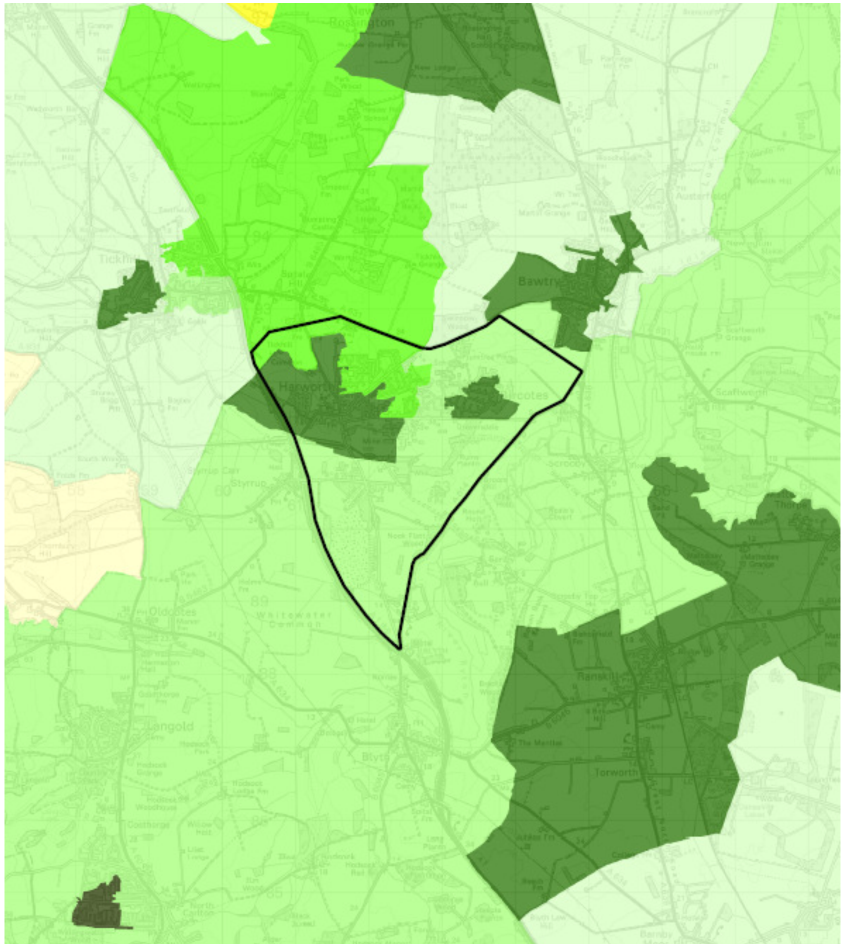
- Unemployment is high with some areas of the village in the worst 10% in the country
- Levels of skills and training are low with some parts of the village in the 10% worst performing in the country
- Main job sectors in Harworth (2007) include: public administration, education and health (27%); energy & water (24%); manufacturing (17%); and distribution (15%)
- Total jobs down 1.4% between 2003-2007 to 1,577 jobs
- What is the future of the colliery?

The Environmental Background

- Poor quality of linkages and permeability
- Gateways and visible identity of the village
- ‘Sea front promenade’ of Scrooby Road
- Under-utilised space
- Quality facilities and finishes to support open spaces
- Colliery land has different landscape treatments (e.g. spoil heaps and bunding)

The Environmental Background

- Living environment generally good - this means decent quality housing and good air quality
- Good access to countryside
- Very good quantity of open space, although quality is poor in some areas



Key

Study Area

Living Environment Rank % (2007)*

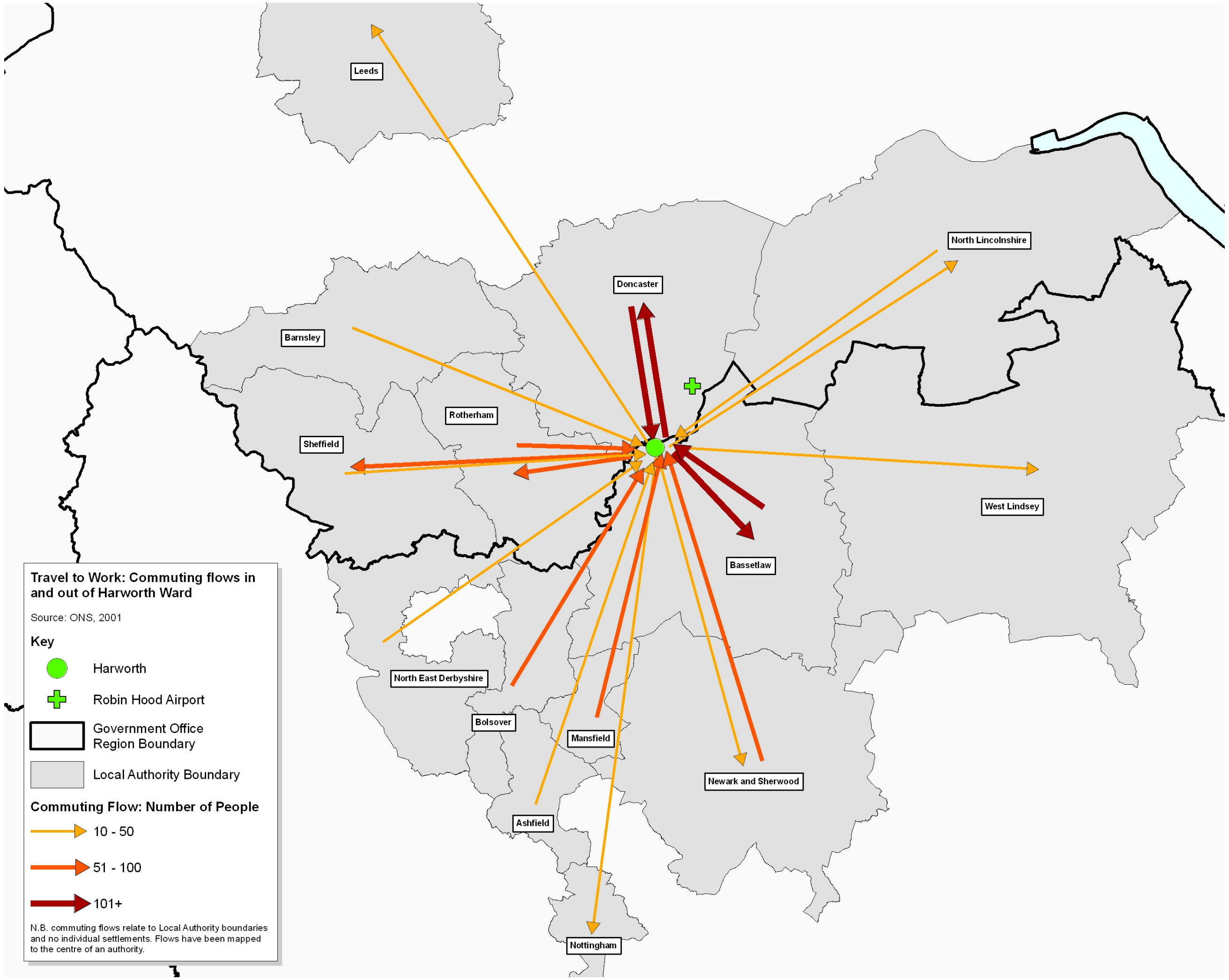
- Top 10% Lowest Ranked within England
- Top 20% Lowest Ranked within England
- Top 30% Lowest Ranked within England
- Top 40% Lowest Ranked within England
- Top 50% Lowest Ranked within England
- Top 60% Lowest Ranked within England
- Top 70% Lowest Ranked within England
- Top 80% Lowest Ranked within England
- Top 90% Lowest Ranked within England
- Above 90%

* Shown at Super Output Area (SOA)

The living environment based on the 'indoors' living environment which measures the quality of housing, and the 'outdoors' living environment which contains two measures about air quality and road traffic accidents.

The Transport Background

- Significant levels of commuting outflow
- Good quality existing highway network
- Proximity to A1(M) and M18
- Recently upgraded A1/A1(M) junction to reduce congestion, queuing, delays, and improve safety



The Transport Background

- Good bus service throughout the village providing links to:
  - Robin Hood Airport
  - Worksop
  - Retford
  - Doncaster
- Pedestrian links to local facilities including shops / healthcare etc.
- Unutilised rail access – is there potential for rail freight uses?
- Are there other economic advantages?

The Community Background

- New PCT building
- Plans for new Parish Hall with potential linked facilities for skills training and community projects
- School and Leisure Centre complex is run down
- Excellent sports offer but some facility upgrades may be needed
- High crime levels (top 20% rank for Bircotes)

Key Questions For Discussion

- Have we identified the correct issues?
- Are there any other issues?
- What measures are in place to address issues?
- What plans and initiatives are already in place?
- What should be the future role and vision?
- What 5 things are to be done to achieve this vision?

nlp

Appendix 5 Second Round Stakeholder Presentation and Feedback Form

BASSETLAW DISTRICT COUNCIL
NORTH NOTTINGHAMSHIRE

Harworth Bircotes

2nd Round Stakeholder Consultation

Council Chamber, Bassetlaw District Council

Tuesday 21st July 2009

Nathaniel Lichfield and Partners

Aims of today

- To update on findings on the work so far
- To present a strategic vision for Harworth Bircotes with objectives to achieve this
- To present potential ideas for growth and change
- To discuss how these ideas meet the objectives
- To work towards a preferred outline proposal for growth

Overview to the Study

Overview

- NLP have been appointed by Bassetlaw District Council to undertake this study develop a **strategy for how Harworth Bircotes will accommodate growth** in the short, medium and long term.
- The **study process** is outlined as follows:

1	2	3	4	5	6	7
Inception/ Mobilisation	Baseline Analysis	Economic Visioning and Potential for Sector Growth	Option Development and Appraisal	Consultation	Development of Outline Design Proposal	Key Outputs and Reporting

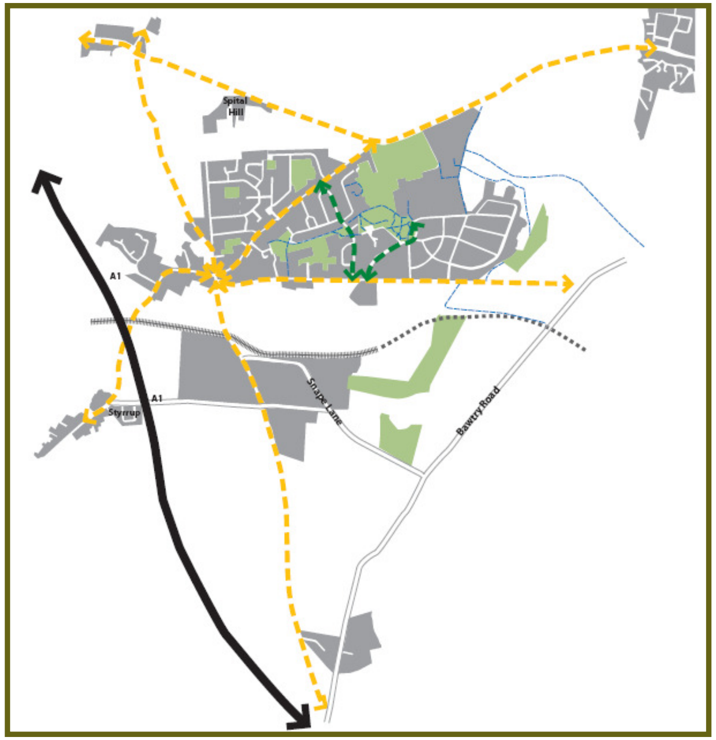
First Consultation and Developing A Vision

First Consultation: Key topics and outcomes

- Housing – cheap (affordable), limited choice, new development does not feel part of the town
- Economy – high unemployment, lower skills, industrial decline
- Environment – Under-utilised space, poor quality linkages but good quantity of open space
- Transport – Commuting outflow, proximity to A1(M) with junction improvements, rail access, several bus services but not necessarily matched with requirements
- Colliery – UK Coal has undertaken a masterplanning exercise, unknown whether Colliery will re-open (flexible plan for all eventualities)
- Town Centre – ‘sea-front’

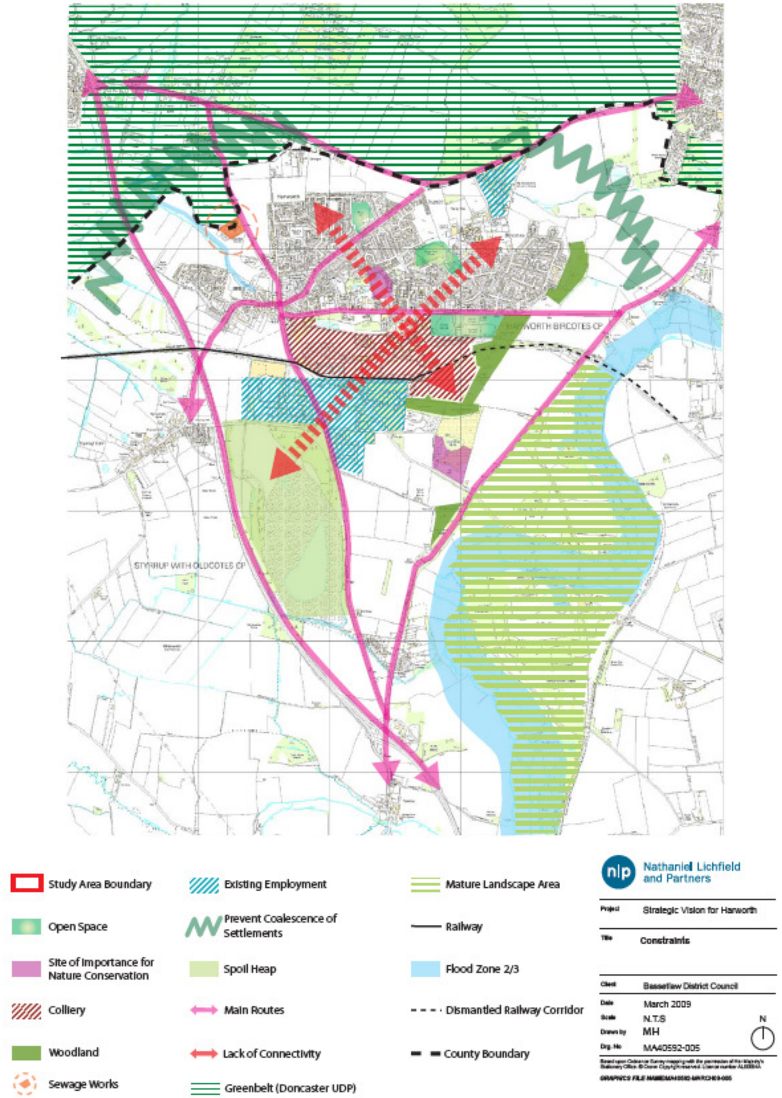
Identifying the Context

Structure of the Town

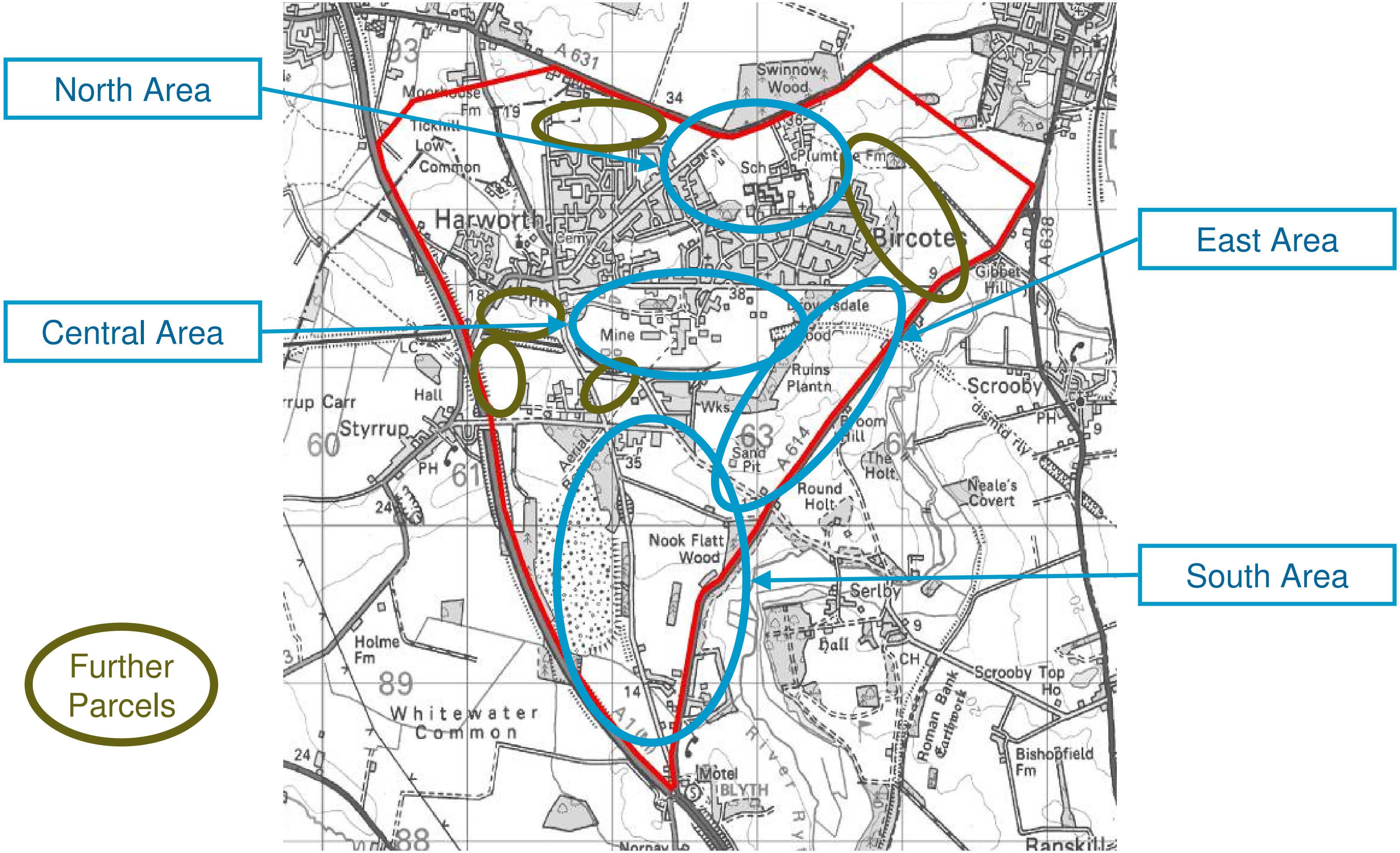


The Parameters

- The **Former Glass Works Site** as distribution/warehouse unit
- **Wimpey Estate** improvement or regeneration
- Series of **green/open spaces** including spoil heap
- Protect **woodland**
- Major roads provide **natural limit to long-term growth**, railway track/route to stay
- **Prevent settlement coalescence**
- Improve connectivity and development activity across **Scrooby Road**
- Improvement of the built **leisure and education facilities**
- Protected **Sites of Important Nature Conservation** (SINCs) and other designations
- Improve quality of internal **linkages** and provide new routes with growth



Harworth Bircotes as a Series of Opportunities



nlp

The Vision

'Fit for Purpose'

Housing

Heritage and Legacy

Outdoor Activity

A Settlement Heart

Connectivity

Employment and Skills

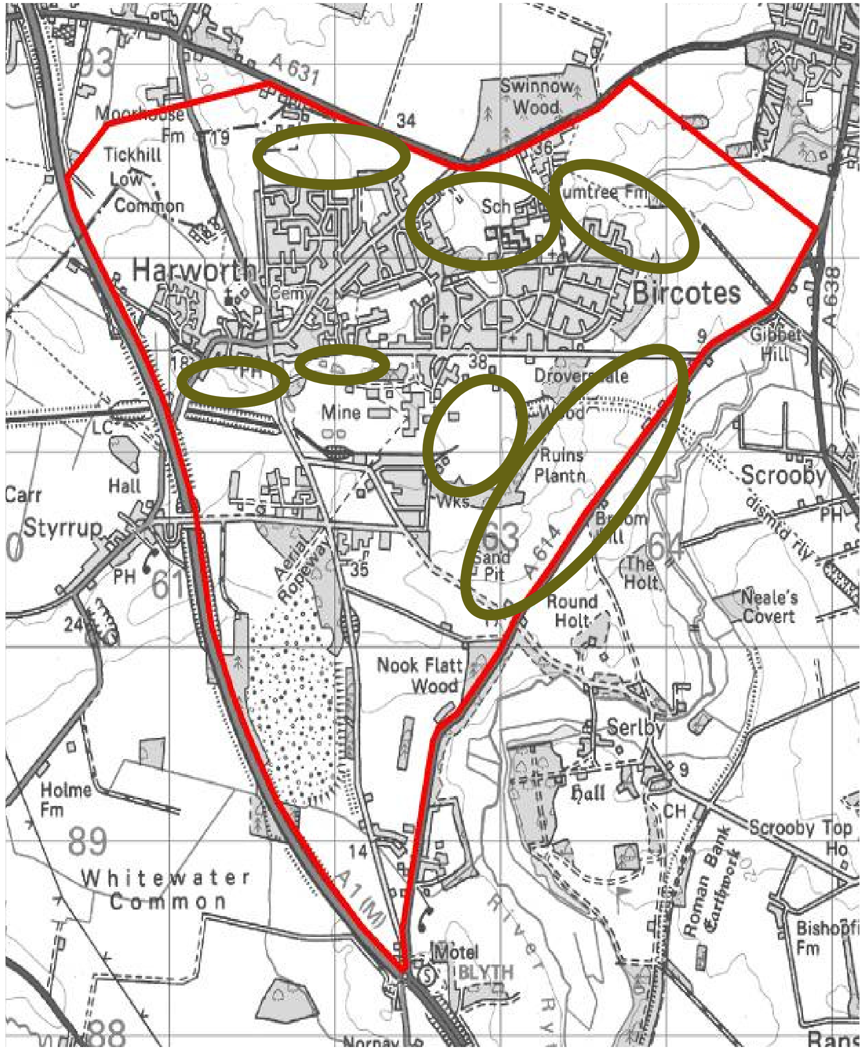
Objectives

- Growth of Harworth Bircotes
  - **Integrate proposals** to ensure there is a **balance of uses** (e.g. employment, housing) and **connectivity between development**
  - Ensure **viable** development
- Jobs for the Population
  - Take advantage of unique **economic opportunities**
  - Provide adequate **long term employment** opportunities
- Town Centre
  - Create a **'town centre'** or **community focal point**
  - Improve range/quality of **facilities and services**
  - Improve **school and leisure** facilities
- Harworth Colliery
  - Secure the **long term structure** of the town when the colliery goes
  - **Re-integrate colliery site** in to the town
- Providing Green Space
  - Protect and enhance **environmental assets**

Growth to Meet the Objectives

Growth of the Town

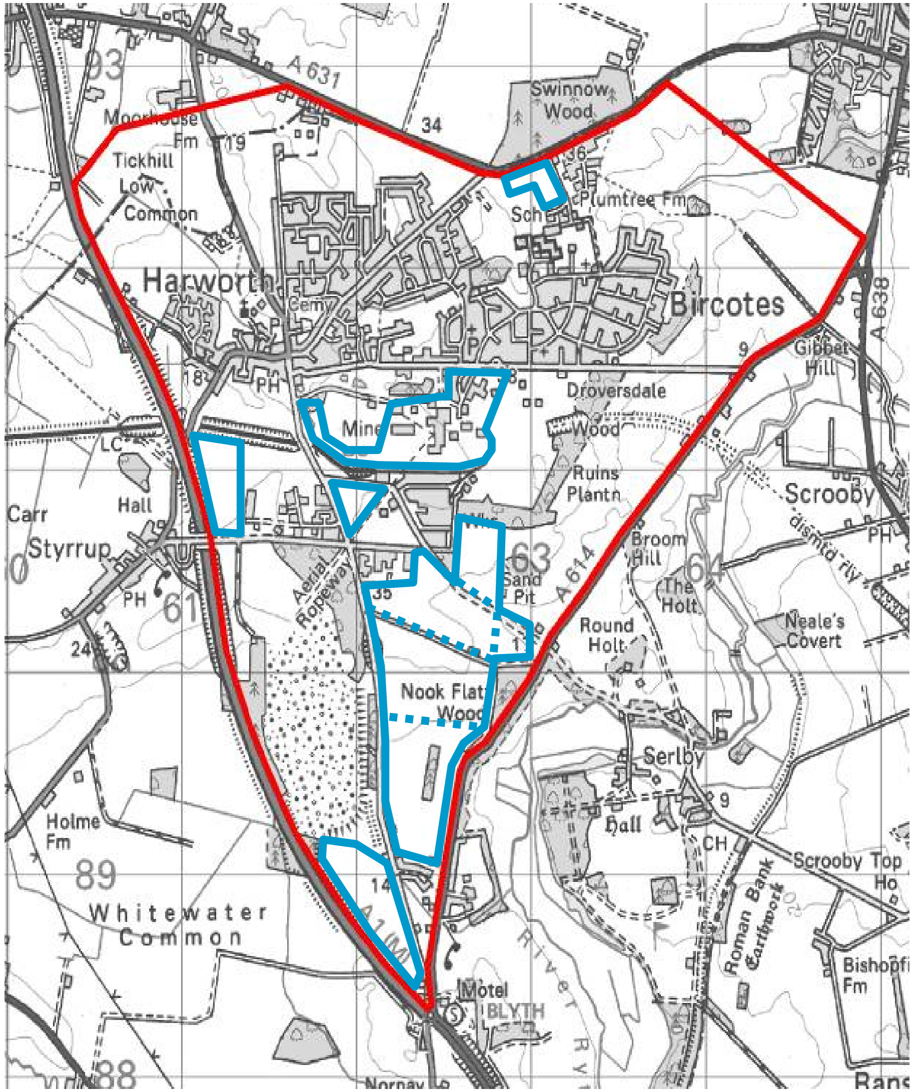
- Lots of land with development potential
- Number of potential areas for housing development with physical capacity for circa 109ha as a conservative estimate (est. 3,720 homes @ 30 dph)
- RSS identifies 7,000 new homes for Bassetlaw to 2026 (350 per annum)
- Harworth Bircotes could deliver a large proportion of Bassetlaw's housing requirement
- Need to phase development, with primary focus to achieve objectives and create a more rounded town
- Residential areas should be well related to town centre and other employment opportunities
- Rossington eco-town not successful yet…



What should drive the growth of the town?

Jobs for the Population

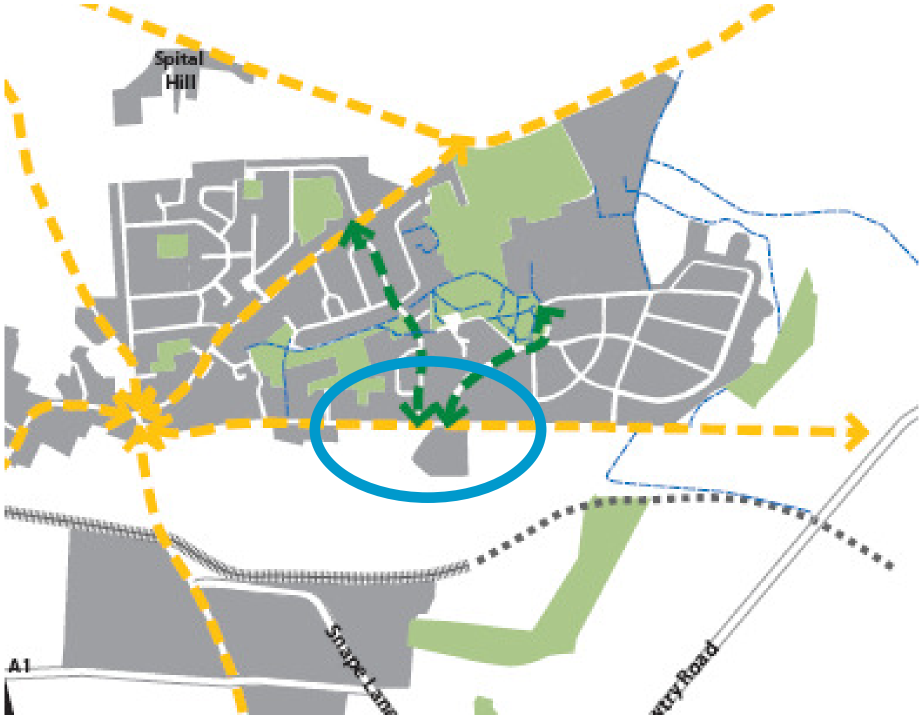
- Potential employment sites totalling 130ha (est. up to 10,500 jobs)
- Employment Land Review identified an overall requirement of 79 to 92 ha of employment land for whole of Bassetlaw
- Growth in Harworth Bircotes could in itself translate to a requirement of about 15-20 ha of employment land
- Need for ‘step-change’ in the town’s economic performance to deliver beyond this:
  - Environmental Industries
  - Food industries
  - Airport spin-off
  - Renewable energy



What should new employment growth be and how much?

Town Centre

- Currently along one side of Scrooby Road with a small range of shops, services and facilities
- Potential to change shape and structure of centre:
  - Compact town centre – further dispersed shops elsewhere
  - Consolidate existing uses and expand
  - Expansion to include a much wider range of services and facilities – a central hub
- Potential for different types of uses:
  - Shops and services only
  - Community facilities – school or leisure facilities
  - Restaurants/Cafes
  - Car parking or promote walking/public transport routes?



What should the town centre look like?

Harworth Colliery Site

- UK Coal have been consulting on the future development of their site
- Depends on the future of the Colliery:
  - Continue mining – then in 20 years re-assess?
  - Redevelop now as per UK Coal aspirations?
  - Residential/Employment mix?
  - Open space?

How should the development of the Colliery site fit into the strategy?

Providing Green Space

- Improvements to existing green space using funding generated through development or create new parks – need for a balance of both?
- Important to protect all existing green space?
- Sports & Social club as part of the town centre or potential to move to brand new facilities?
- Different types of green space:
  - Large new park close to town centre
  - Series of small parks dispersed throughout town
  - Green chains linking different parts of town

How should new green space be provided?

Discussion

Summary - Step Change and Phasing

- Growth in Harworth Bircotes will happen
- Physical capacity of Harworth Bircotes to accommodate growth is significant
- Land available is more than is currently needed
- Requirement for **'Step-Change'** in local economy and housing offer to deliver levels of growth
- Provides potential for long term strategy to be delivered over many years
- Growth needs to be **viable** for the market to deliver a strategy – need to set the basis for this

Patterns of Growth

- Working towards a **preferred spatial option** for growth
- Need for **balanced growth** which meets objectives
- **Mix and match** options and ideas but with regard to the impact and overall spatial pattern and quantum of growth

Discussion

- Questions
  - What should drive the growth of the town?
  - What should the town centre look like?
  - How should the development of the Colliery fit into a strategy?
  - What should the employment growth be?
  - How should new green space be provided?

  - Can growth ultimately meet the objectives identified?
  - What will be needed to deliver growth?

Next steps

- Any further comments please email to **nmableson@nlpplanning.com** or send in hard copy to NLP's London office in the next week
- We will be:
  - Applying insights, conclusions
  - Developing a preferred option and assessing environmental sustainability and infrastructure requirements
  - Final reporting to Council

Many thanks for your attendance

Nathaniel Lichfield and Partners

Planning Design Economics

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STRATEGIC VISION FOR HARWORTH BIRCOTES
Consultation on Options for Growth
Tuesday 21 July

Nathaniel Lichfield and Partners

Planning Design Economics

We would welcome your views on the following issues to help us in identifying the vision for the growth of Harworth Bircotes. If you are unable to provide detailed comments at the consultation event, please forward these by Tuesday 28 July 2009 to either joe.davies@bassetlaw.gov.uk or nmableson@nlpplanning.com.

Growth of Harworth Bircotes

What needs to drive the growth of the town first – housing or jobs? And where should this growth come forward first?

A New Town Centre

Should the new central heart to the community be a focus for most of the shopping, community and leisure uses in the town, even relocating facilities currently elsewhere, or would it be better to limit the size of this centre and include small hubs of facilities scattered throughout the town?

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Harworth Colliery

The owners of the colliery have identified some options for the future use of the colliery land once mining operations are complete. Should the vision for growth plan for its redevelopment now or wait and see how the growth of the town emerges before deciding its future?

Jobs for the Population

Should the vision for growth provide facilities for the types of employer already in the town or seek to attract new companies in different sectors?

Providing Greenspace

When providing new areas of open space for the growing population and workforce, should this be provided in smaller pockets scattered around the town or through a larger central area of parkland?

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Appendix 6 Stakeholder Invitees and Attendees

Stakeholder Invitees	Organisation/Role	Attended
Stakeholder Consultation – Stage 1 – Technical Consultees (Morning Half Day)		
Jeremy Proctor	Bidwells	✓
Kevin McDonald	Serlby Estates	✓
Jody White	WWW Group/Mill Properties	✓
Andy Smith	Stagecoach East Midlands	✓
John Anderson	Harworth Minors Welfare Sports and Social Club	✓
David Rowen	Bassetlaw District Council – Development Control	✓
Dave Armiger	Bassetlaw District Council – Development Control	✓
Peter Clark	Bassetlaw District Council – Leisure and Culture	✓
Daniel Walker	Walker and Son (Havieks) Ltd	✓
June Evans	Vice Chairman, Harworth and Bircotes Town Council	✓
Steve Bowman	Acting Clerk, Harworth and Bircotes Town Council	✓
Jenny Ray	Spawforths – Agent for UK Coal	✓
Stuart Ashton	UK Coal	✓
Adam O'Brien	UK Coal	✓
Stuart Taylor	Environment Agency	✓
Gary Bardill	Bardill Barnard	✓
Paul Sehvley	Rotherham Sand & Gravel	✓
Nicholas Scholey	Rotherham Sand & Gravel	✓
David Morgan	Network Rail	✓
Richard Cooper	Nottinghamshire County Council	✓
Daniel Watson	Bassetlaw District Council – Economic Development	✓
Robert Wilkinson	Bassetlaw District Council – Economic Development	✓
Jo Davies	Bassetlaw District Council – Planning Policy	✓
Graham Jackson	Bassetlaw District Council – Housing Manager	Apologies
Jon Hockley	East Midlands and Humberside Airports	Apologies
Ann Plackett	English Heritage	Apologies
Andy Gutherson	Doncaster Borough Council - Head of Planning	Apologies
~	Robin Hood Airport (Peel Airports)	
~	Natural England	
~	Transform South Yorkshire	
~	Sheffield City Region Chief Executive	
~	National Grid	
~	Severn Trent Water	
~	Nottinghamshire County Council LEA	
~	Bassetlaw PCT	
~	Highways Agency	
~	Various Other Landowners	

Stakeholder Invitees	Organisation/Role	Attended
Stakeholder Consultation – Stage 1 – Community Consultees (Afternoon Half Day)		
Janet Flynn	Harworth Tenants and Residents Association	✓
Cllr Frank Hart	Harworth Ward Councillor	✓
Pat Haigh	Nottinghamshire Business Venture (Business Link)	✓
Andrea Huscroft	Nottinghamshire Business Venture (Business Link)	✓
Frank Raispan	Nottinghamshire CC – Community Development	✓
Jan Shail	Nottinghamshire CC – Community Development	✓
Carol Bennett	Harworth Bircotes Play Association	✓
Kathy Harrington	Age Concern – Harworth and Bircotes	✓
M Jones	Age Concern – Harworth and Bircotes	✓
Hilary Jones	Age Concern – Harworth and Bircotes	✓
Audrey Whitaker	Harworth Miners Ladies Welfare	✓
Alan Needham	Harworth Sports and Social Club	✓
Peter Lawrence	Harworth Miners Welfare Trust	✓
Jan Smith	Serlby School Park 3-18 Learning Community	✓
Jo Davies	Bassetlaw District Council – Planning Policy	✓
Steve Dent	Head Teacher St Patrick's Catholic Primary School	Apologies
~	All Saints Church School	
~	Bircotes Pre-School Playgroup	
~	Over 50's Club	
~	All Saints Church	
~	Harworth Methodist Church	

Stakeholder Invitees	Organisation/Role	Attended
Stakeholder Consultation – Stage 2 – Technical Consultees (Morning Half Day)		
June Evans	Harworth Bircotes Town Council	✓
Andy Smith	Stagecoach East Midlands	✓
Jenny Hawkes	Notts County Council - Transport	✓
Peter Nears	Robin Hood Airport – Peel Airports	✓
Jenny Ray	Spawforths – Agent for UK Coal	✓
Adam O'Brien	UK Coal	✓
Joanna Ward	Aecom on behalf of the Highways Agency	✓
Eri Kudo	Aecom on behalf of the Highways Agency	✓
Gemma Costin	Scott Wilson	✓
Matthew Reynolds	South Yorkshire PTE	✓
Max Howard	Landowner	✓
Kate Helliwell	Bidwells - Agent for landowner	✓
Anthony Harding	Turley associates on behalf of the Highways Agency	✓
Stuart Taylor	Environment Agency	✓
Bob Castle	Notts County Council	✓
Annette Stokes	Notts County Council	✓

Dave Armiger	Bassetlaw District Council – Development Control	✓
Jo Davies	Bassetlaw District Council – Planning Policy	✓
Ann Plackett	English Heritage	Apologies
Graham Jackson	Bassetlaw District Council – Housing Manager	Apologies
Daniel Walker	Walker and Son (Havieks) Ltd	Apologies
David Morgan	Network Rail	Apologies
Lyn Gilhooley	Nottinghamshire County Council LEA	Apologies
Shaun Haggerty	Nottinghamshire County Council LEA	Apologies
Andrew Woodcliffe	Scott Wilson	Apologies
Nick Crouch	Notts County Council – Nature Conservation Officer	Apologies
Jeremy Wayman	Network Rail	Apologies
Stuart Reed	Landowner	Apologies
Peter Jagger	Notts County Council – Sustainability Team	Apologies
~	English Nature	
~	Transform South Yorkshire	
~	Sheffield City Region Chief Executive	
~	National Grid	
~	Severn Trent Water	
~	Bassetlaw PCT	
~	Various Other Landowners	

Stakeholder Invitees	**Organisation/Role**	**Attended**
Stakeholder Consultation – Stage 2 – Community Consultees (Afternoon Half Day)		
Janet Flynn	Harworth Tenants and Residents Association	✓
Cllr Frank Hart	District Councillor	✓
Cllr Clayton	District Councillor	✓
Cllr Challinor	District Councillor	✓
Jo Edwards	Serlby Park School Head	✓
Liz Nicholson	Serlby Park School Chair of Governors	✓
Sandy Young	Serlby Park School Governor	✓
Paul Wilson	Harworth Pavilion Sports Club	✓
Frank Raispan	Nottinghamshire CC – Community Development	✓
Jan Shail	Nottinghamshire CC – Community Development	✓
Jo Davies	Bassetlaw District Council – Planning Policy	✓
Deborah Thompson	Serlby Park School	Apologies
Pat Haigh	Nottinghamshire Business Venture (Business Link)	Apologies
~	Age Concern Harworth	
~	All Saints Church School	
~	Bircotes Pre-School Playgroup	
~	Over 50's Club	
~	All Saints Church	
~	Harworth Methodist Church	

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