



# EMPLOYMENT LAND SURVEY SUMMER 2015

Report

## [Abstract](#)

A comprehensive review of all employment sites in the Lancaster District, focusing on occupancy, use and environmental quality. The report includes details of the study work undertaken, and a summary of the findings for each individual site.

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## Summary

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This land survey was undertaken with the purpose of informing Lancaster City Council of the activity currently occurring within the allocated employment areas of the Lancaster District. This is to provide evidence for the Local Plan, in order that it be as robust as possible and to justify the decisions taken by Lancaster City Council going forwards. The survey undertaken in the summer of 2015 visited all designated employment sites throughout Lancaster District.

This report aims to assess the health of all the allocated employment sites throughout the district, focussing on occupancy levels, active use classes and environmental quality. The survey also aims to provide a comprehensive catalogue of all businesses currently active in the District.

Overall a number of points emerged. Around 25% of the land allocated at White Lund, the District's primary industrial area, is vacant. This is mostly vacant plots of land, as less than 10% of available building area is vacant. Recent developments at Lancaster Business Park and Carnforth Business Park both have over 50% of the allocated site area vacant, but very low building vacancy levels, suggesting high demand for good quality developments. Very low quality sites such as Heysham Industrial Estate, correlate with relatively high levels of building vacancy (69% for Heysham). Indeed, with the exception of the Port, employment areas in Heysham show high land vacancy levels. However, most buildings developed at both Major Industrial Estate and Lancaster West are occupied, both have less than 3% of available building area vacant. Rural sites often show high levels of land occupancy, with the dominant vacancy being subdivisions of larger buildings. Galgate is anomalous compared to other rural sites due to the high land (44%) and building (56%) vacancy levels, resulting from the unused mill building.

Most sites were dominated by B2 and B8 usage. B8 businesses are concentrated near transport links, such as at Caton Road North or the Port of Heysham. Sites often show pockets of A1 retail, as well as class A3/A5 cafes and class D2 gymnasiums. Sui Generis automotive related uses are also common, particularly on White Lund. White Cross and Lancaster Business Park have been purposely designed for B1 use, and show high occupancy levels of these businesses. Rural employment sites generally only show B1 or light B2 usage, appropriate for their setting.

Site environmental quality was highly variable between areas and sites. Only the most recent developments at Lancaster and Carnforth Business Parks showed consistently good condition and of a high environmental quality. Overall most sites were in fair condition, reflecting the extended use of most areas. A small number of employment areas, such as Heysham and Major Industrial Estates, and sites such as Lansil Industrial Estate within Caton Road showed signs of a poorer environmental quality which correlated into higher vacancy level in these areas.

Alongside this report a framework within ArcGIS was created, which can be continually updated. This was used to create a number of map layers to visualise the collected data. Future work could include more accurate building floor space data, and could also include the number of persons employed.

*This report document is best understood when accompanied by the Employment Land Survey Maps and Supporting Data document.*

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## *Objectives*

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The objectives associated with this survey work were as follows:

- Determine the **active businesses** on each employment site, and the **extent** of their operations, with regards to land and buildings.
- Identify areas of land or buildings which are **not currently in use**.
- Establish the **use class** of the buildings which are currently in use.
- **Record the data** on the Council’s system in such a way that it can be **easily understood and updated**.
- **Create a GIS** of the survey regions, which display occupancy and use class.
- Calculate **statistics** for the employment areas throughout the region, for ease of presentation.

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## *Methodology*

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The survey was undertaken by travelling to each employment area. A survey sheet was completed for each site within each employment area. Individual sites were generally defined either a single business which occupied multiple buildings, or a single building which was subdivided into multiple businesses. At each site a number of pieces of information were recorded:

- Whether or not the site is occupied.
- If it is, the name of the business present.
- If it is not, whether the site is being marketed.
- The number of buildings present on site, and the number of storeys of each building.
- The use class of any businesses present.
- An empirical assessment of site condition from GOOD to POOR based upon site repair, cleanliness and general detritus (see Table 1).
- An empirical assessment of building condition from GOOD to POOR based upon building age and repair (see Table 1).

- An empirical assessment of accessibility from GOOD to POOR based upon proximity to major transport routes, the condition of any access roads, the size of vehicle which could reasonable reach the site, and the ease with which a site can be located (see Table 1).
- An empirical assessment of pollution levels from GOOD to POOR based upon air pollution, littering, noise pollution, visual pollution and general site sprawl (see Table 1).

Section	Value	Criteria
Site Condition	GOOD	Site well maintained, building condition good with little industrial sprawl or pollution.
	FAIR	Some maintenance of site, with limited detritus largely confined to the site. Building fair condition. Condition largely in keeping with the nature of the business.
	POOR	Little to no maintenance of site, with much detritus cluttering site and causing detrimental impact to surroundings. Building poorly maintained. Waste from other business to that on site. Would need substantial clean up to be used again.
Building Condition	GOOD	Building is clean and well maintained, with little change since creation.
	FAIR	Building shows signs of superficial damage, or evidence of prolonged usage.
	POOR	Building shows signs of structural damage such as holes or broken windows or is largely derelict.
Accessibility	GOOD	Business can be reached easily from maintained paved road. Entry points are clear.
	FAIR	Business reached from a poor road or track, but it is still possible to be reached by car. Entrance unclear.
	POOR	Entry route near impassable. Location and entry difficult to locate. Access restricted by security or similar.
Environmental Quality	GOOD	Business has little impact on its surroundings.
	FAIR	Business causes some impact on environmental quality, particularly if it is unavoidable for the business style, such as traffic for a haulage company. Detrimental impact largely concentrated on site, with limited effect on surroundings
	POOR	Business has a significant impact on the environmental quality of the area.

**Table 1:** General Explanation of Empirical Criteria.

The primary sites visited, defined as employment areas by the Council, are given in Table 2, and the rural employment areas visited are given in Table 3.

Heysham Industrial Estate (5)	White Lund Employment Area (1)	Carnforth Levels (16)
Major Industrial Estate, Heysham (4)	White Cross Business Park, Lancaster (8)	Scotland Road, Carnforth (15)
Lancaster West Business Park (6)	Caton Road Employment Area (10)	Warton Road, Carnforth (14)
Royd Mill, Heysham (3)	Lancaster Business Park (9)	Kellet Road, Carnforth (11)
Port of Heysham Industrial Estate (2)	Lune Industrial Estate, Lancaster (7)	Carnforth Business Park (12)

**Table 2:** Allocated Employment site within or adjacent to major urban areas. Numbers refer to Figure 1.

Cloughton Brickworks (19)	Galgate Mill, Galgate (22)	Cowan Bridge Employment Area (21)
Hornby Employment Area (20)	Glasson Dock Employment Area (23)	
Willow Mill, Caton (18)	Halton Mills, Halton (17)	

**Table 3:** Allocated Employment Sites in Rural Areas. Numbers refer to Figure 1.

It is important to note that each site was only visited once and therefore information for each site is based upon a single inspection. Certain characteristics, particularly occupancy, may appear different for different observation times, particularly for sites used primarily for storage. Also, poorly defined ad hoc usage which is common on certain employment sites (Lune, Heysham) is difficult to survey and

record. The dimensions of businesses within heavily subdivided buildings was also difficult to determine from an external survey, especially where the building was unoccupied and inaccessible.

Wherever possible an effort was made to survey the entire site and traverse the entire perimeter of most properties to fully define the site boundaries. In many cases this was not possible due to restrictions on access, and the common use of impenetrable perimeters to screen works from the general public. In this case certain boundaries and site characteristics were identified from aerial photography, although this obviously reduces the accuracy of the final results.

In addition to the data collected on site, further information regarding site and building areas was calculated electronically via ArcGIS using the MasterMap data for the regions in question. This data was then collated to provide general statistics for each site. Building measurements reported in hectares are Exterior Gross Area. Internal floor spaces in square metres are from sources specified in the references.

It is important to note that many businesses do not fit clearly into a single category. Industrial buildings often include two storey offices with one storey warehouses of the same height, with large sites having a variety of buildings of differing configuration. There is also a fine line between B2 and B8 usage for a number of sites. In these instances the primary characteristics of each site were used to define it, accepting that this loses some information for each site.

Also, the environmental quality assessments were highly subjective, based upon a single inspection by one person. While every effort was made to be consistent throughout, it is important to appreciate that there may be some variation across the entire record. This is particularly true for data collected at the beginning of the survey (Heysham Port, Lune) as most of this data was determined comparatively, and these surveys had a smaller pool of records to measure against.

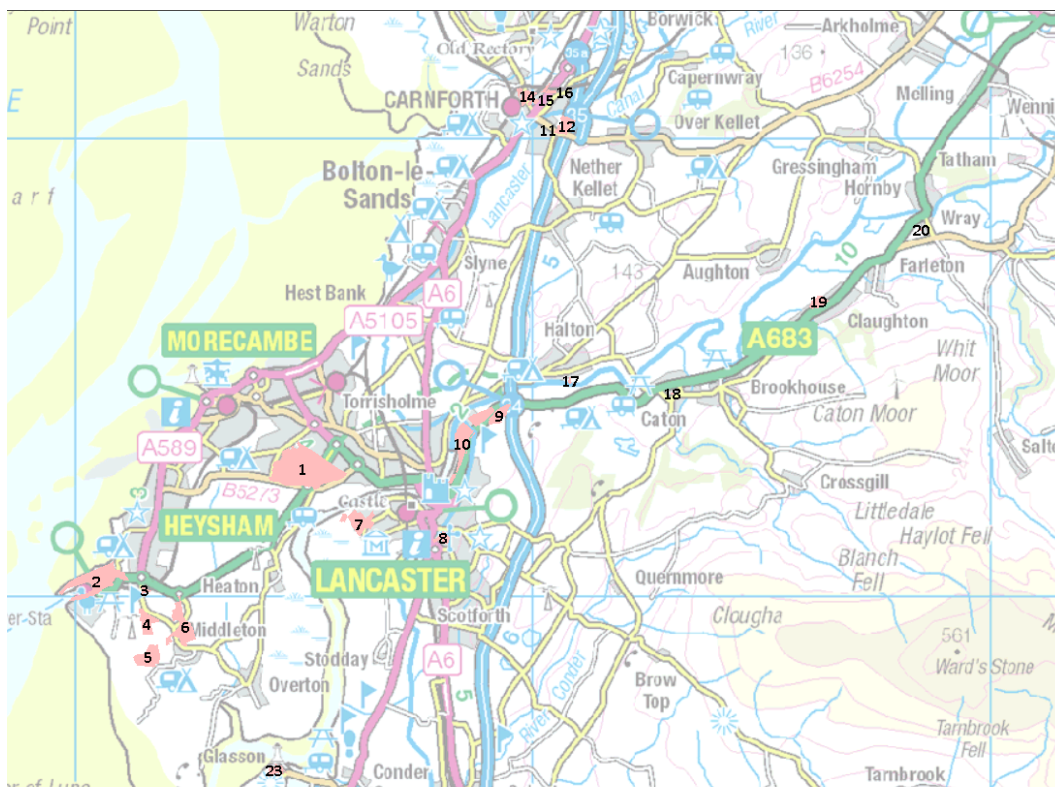


Figure 1: Map showing employment sites in the region, numbers refer to Tables 2 & 3. Employment Area 21, Cowan Bridge, is intentionally off the east of the map.

## Survey Dates

The survey work was conducted throughout the months of July and August 2015. The precise dates of each site visit are given by Table 4:

Employment Area	Survey Date	Employment Area	Survey Date
Port of Heysham Industrial Estate	07/07/2015	Claughton Brickworks	29/07/2015
Royd Mill, Heysham	07/07/2015	Hornby Employment Area	29/07/2015
Lune Industrial Estate	09/07/2015	Willow Mill, Caton	29/07/2015
Carnforth Levels	14/07/2015	Cowan Bridge Employment Area	29/07/2015
Warton Road, Carnforth	14/07/2015	Galgate Mill, Galgate	29/07/2015
Scotland Road, Carnforth	14/07/2015	Glasson Dock Employment Area	29/07/2015
Kellet Road, Carnforth	14/07/2015	Halton Mills, Halton	29/07/2015
Carnforth Business Park	14/07/2015	White Cross Business Park, Lancaster	31/07/2015
Caton Road Employment Area	16/07/2015	Lancaster West Business Park	03/08/2015
Lancaster Business Park	16/07/2015	Major Industrial Estate, Heysham	03/08/2015
White Lund Employment Area	21/07/2015 23/07/2015	Heysham Industrial Estate	05/08/2015

**Table 4:** Employment Area 2015 Survey Dates

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## Results

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Once the data had been collected a geodatabase was created within ArcGIS. A number of layers were created in order to display the data as clearly as possible. These layers include:

- A point layer *Employment\_Detail\_2015\_Final* containing most of the data from the site surveys, along with the calculated site and building areas.
- A polygon layer *Employment\_Areas\_2015\_Final* displaying the extents of the designated employment areas, with any revisions as a result of the site visits.
- A polygon layer *Employment\_SiteArea\_2015\_Final* of site areas used to define each business. This was used to calculate the areas from the surveyed boundaries, as well used to display occupancy in the final maps.
- A polygon layer *Employment\_BuildingArea\_2015\_Final* of building areas, used to calculate individual footprints. Unlike the site layer this was not divided by individual businesses. Instead this simply showed the developed areas of each site.
- A point layer *Employment\_BuildvsUse\_2015\_Final* used for display purposes, showing only the number of businesses and the use class of each building defined by the above polygon layer *Employment\_BuildingArea\_2015\_Final*. This was used to summarise the data for multiple businesses within one building as pie charts. The chart was scaled proportionally to the number of businesses present, with the divisions of the pie showing proportions of each use. It may be slightly misleading depending on how it is interpreted, as multiple small area businesses display with a larger symbol than one business occupying a larger area.
- A point layer *Employment\_Business\_Labels\_2015\_Final* used only for display, showing index numbers for each business present, which are then listed in the site and full directories.
- A polygon layer *Employment\_Data\_Frames\_2015\_Final* used to specify areas shown on individual maps, as well as restrict the display of the other layers to one employment site at a time.

These layers were collected in the *Employment\_Land\_2015\_Final* geodatabase. The large number of layers and businesses on each site led to three maps being created for each site:

- A reference map displaying the *Employment\_Business\_Labels\_2015\_Final* layer for use with the created business directory.
- An occupancy map displaying the polygons from *Employment\_SiteArea\_2015\_Final* colour coded by occupancy.
- A use class map displaying the data from *Employment\_BuildvsUse\_2015\_Final* and *Employment\_BuildingArea\_2015\_Final*.

In addition to the maps, a directory was created with the businesses present on each site and statistics for each site. This directory also includes a full business listing for the entire District. These maps and directory were combined into a single document, the **maps and supporting data document**.

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## Analysis

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### General Trends

White Lund is the largest employment site within the district, occupying an area over double that of the next largest industrial estate. There are a number of plots of land within the site which could be developed, some of which have applications in process. The majority (>90%) of developed buildings are occupied, and those which are not are usually marketed by an estate agent.

Heysham Port shows almost full usage, with little available land or buildings. The location of the site makes expansion of the employment area difficult, so expansion of port operations would be reliant on relocation of existing businesses. There is vacant land at other industrial estates nearby, with undeveloped plots at Lancaster West, Major Industrial Estate and Heysham Industrial Estate. Heysham Industrial Estate also has vacant buildings, although these require renovation before use.

Most large sites show primarily B2 usage, as shown in Figure 2. Heysham Port is dominated by B8 usage with the port acting as a transport link. White Cross is predominantly B1 usage in a number of multi-storey buildings containing large numbers of small businesses. Lancaster Business Park is in development and primarily contains B1 offices. Carnforth Business Park is being developed with B8 usage primarily in mind, using the M6 junction nearby. A large amount of White Lund is classified as Sui Generis use due to the concentration of new and second hand car retailers.

Carnforth Business Park and Lancaster Business Park are the newest developments in the district. Both retain vacant plots, but have almost full occupancy of the existing developments, suggesting a high demand for sites of this quality in the region.

Land at each site is overall usable land within the employment area, excluding roads and pavements. The vacant land at most sites is dominated by undeveloped plots, as shown in Figure 3. The exceptions to this are Heysham Industrial Estate and Warton Road, Carnforth. Heysham Industrial Estate is operating far below capacity due to the environmental quality of the site overall making it difficult to attract new investment to replace that leaving the area. Warton Road, Carnforth is dominated by the former TDG site, which has yet to attract a new occupant.

The rural sites show a high level of occupancy, shown in Figure 4. Main vacancy is in the form of some offices within a multiple unit office building. The rural employment sites do not have large plots of undeveloped land, or brownfield sites needing clean-up. In most cases the entire designated employment area is developed and in use. Industry is generally limited to B1 and light B2 to be in keeping with the rural surroundings. The exceptions are Glasson Dock with the port works, and



Claughton Brickworks which can accommodate heavier industry as it is reasonably isolated from any rural village.

Site accessibility is primarily dependent on the local road network. The M6 runs through the district and provides the major national road link for businesses. However, many of the roads linking employment sites to the M6 suffer heavily from congestion issues, and route heavy vehicles through residential areas. This leads to high occupancy levels in sites near the M6, such as Caton Road, with lower occupancy in more isolated sites, such as Heysham Industrial Estate. This situation may be alleviated upon completion of the Heysham-M6 Link currently in progress, shown in Figure 5. This route will greatly improve accessibility to White Lund and Heysham. However, the location of Lune Industrial Estate shows that its access will not be improved by this development, limiting its potential as a primary employment area in the future.

Site and building condition is highly variable across the district. Heysham Port is in predominantly good condition, but the other Heysham sites where businesses would be relocated, are in need of improvement, in particular Heysham and Major Industrial Estate and Lancaster West Business Park. Heysham and Major have lower environmental quality than all other employment areas. In Carnforth the developments in the east (Carnforth Business Park & Kellet Road) are in predominantly good condition, while those around Scotland and Warton Road are in predominantly fair condition. Building condition throughout the region is mostly fair, reflecting the age of most developments and the effect of long term industrial usage.

Full data tables with the calculated values for land and building area, both vacant and occupied, are provided in Appendix 1.

Figure 2: Use class summary for each employment site. Values refer to the number of each business present, with vacant plots not counting as businesses.

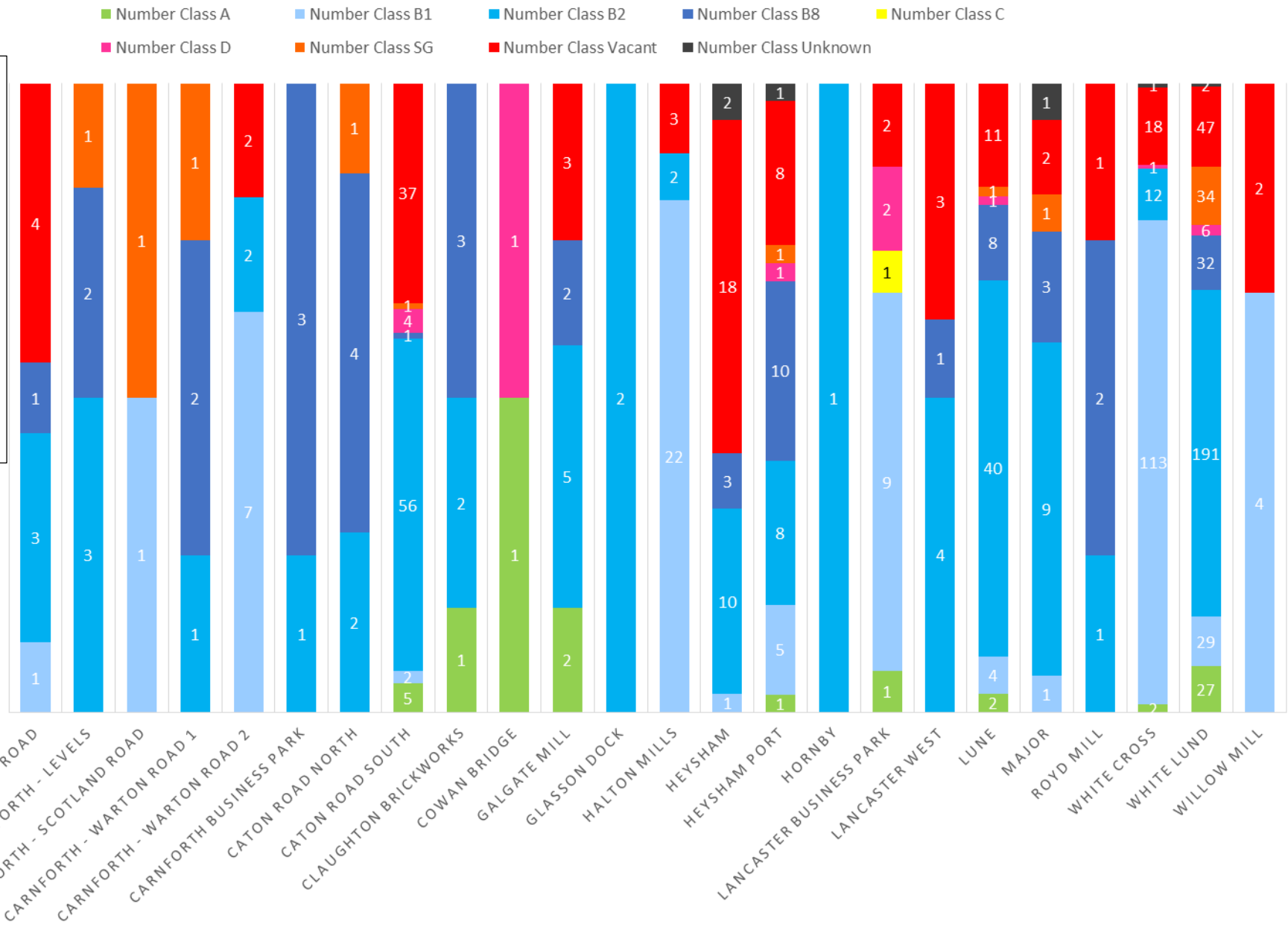


Figure 3: Graph of total site and building area for each employment area. Total area for both is divided by area occupied and area vacant. Smaller sites continue on Figure 4.

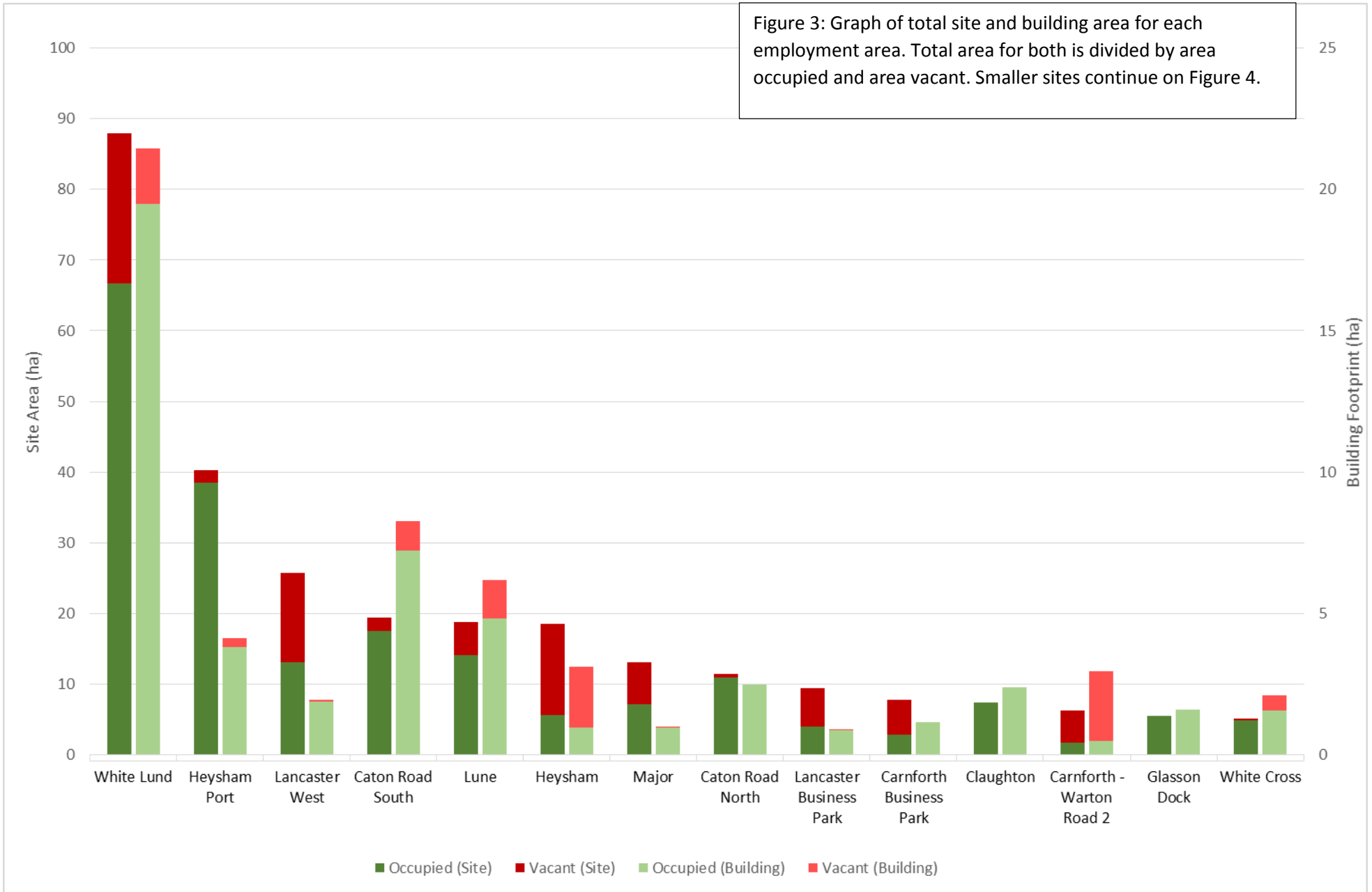
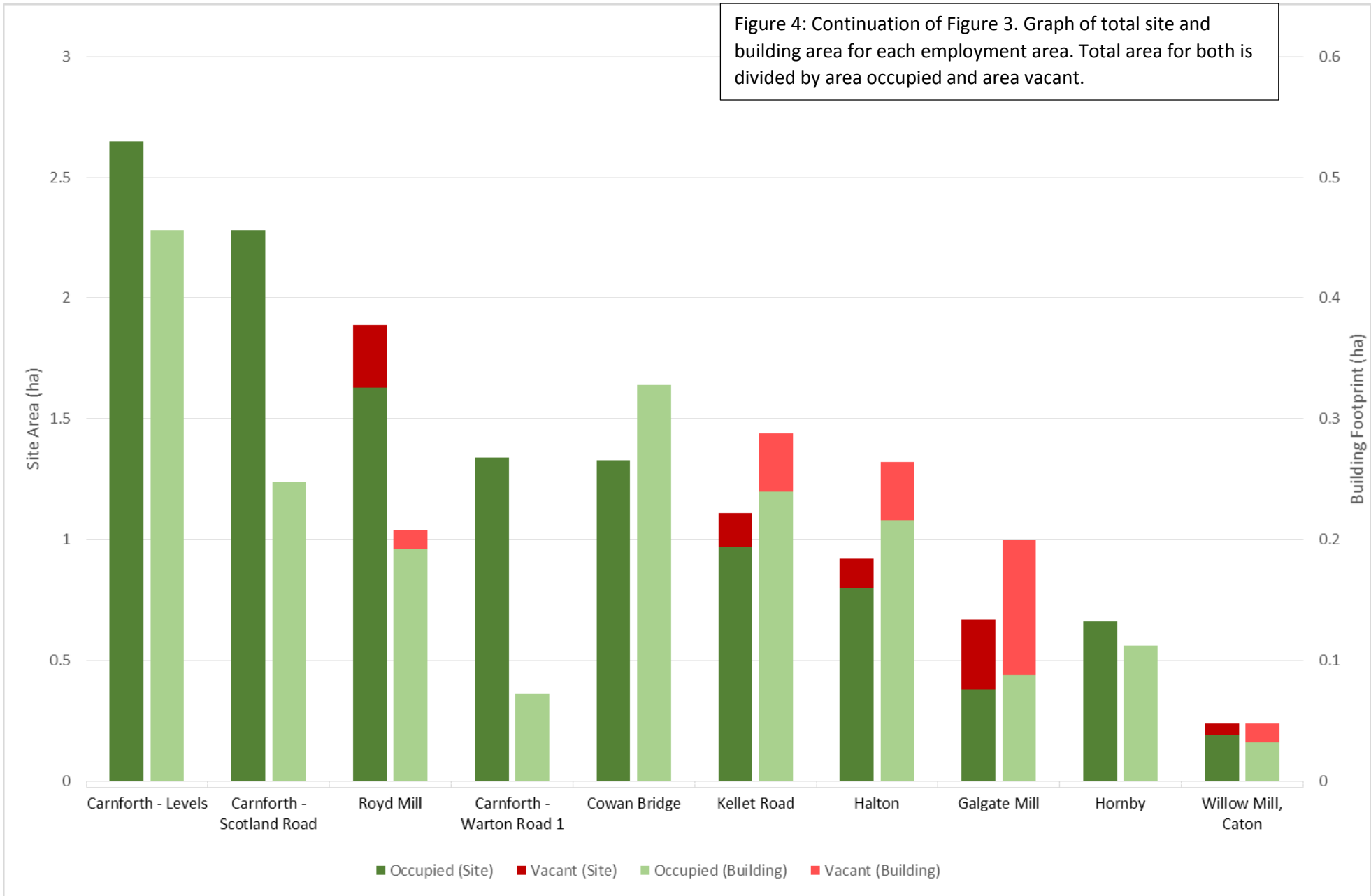


Figure 4: Continuation of Figure 3. Graph of total site and building area for each employment area. Total area for both is divided by area occupied and area vacant.



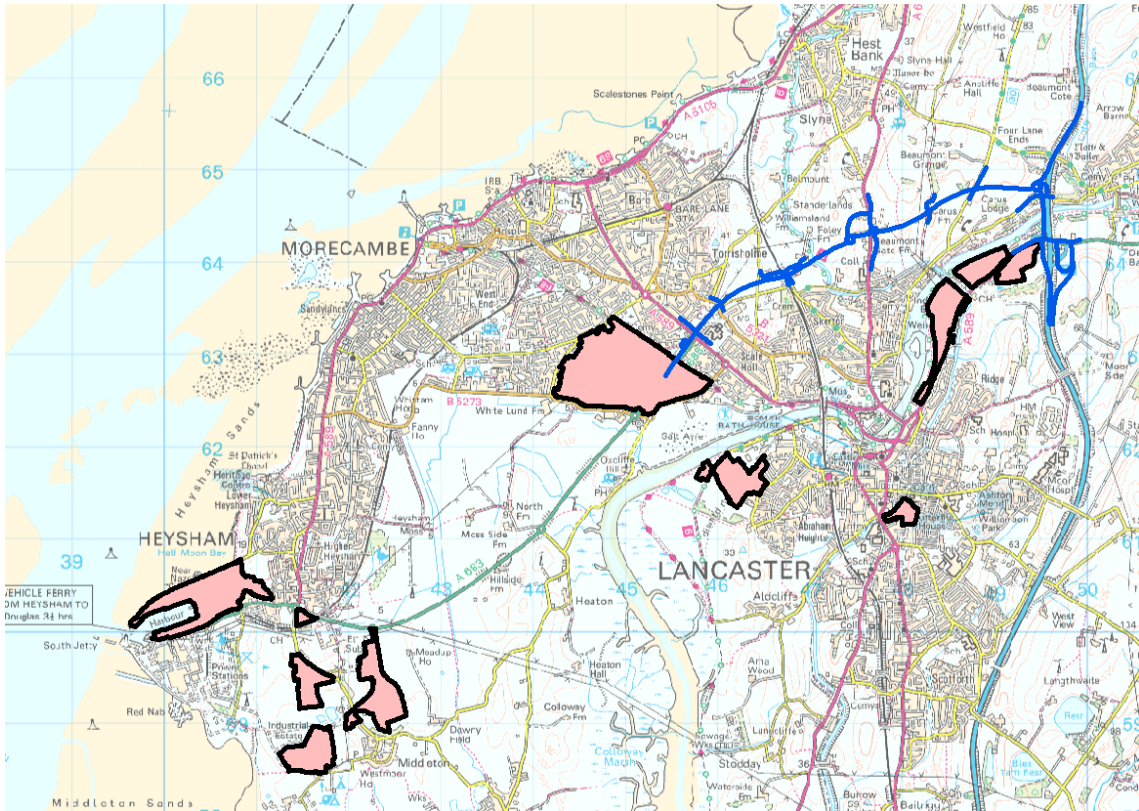


Figure 5: Heysham-M6 Link route shown in blue, with Lancaster and Heysham Employment sites shown in pink.

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### *Individual Site Details*

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#### White Lund

White Lund is the primary employment site within the Lancaster District. It covers an area of 100.23 ha, of which 87.91 ha is usable land. It occupies a region between Lancaster and Morecambe, surrounding the junction of the A589 and the A683. The 21.45 ha of buildings spread across the area show a high level of occupation with 19.49 ha of buildings occupied and only 1.96 ha of buildings vacant.

Overall the quality of the site improves progressively from west to east as shown in Figure 6, with the site character changing from crowded poorly maintained workshops to large well maintained warehouses, with low pollution and well maintained curtilage creating a more pleasant environment.

Site access is provided by an extensive road network linking to the M6. This route has issues with congestion and high traffic levels. The situation is hoped to be improved by the creation of the new Heysham-M6 Link, which will link this site directly to the M6 and Heysham Port avoiding residential areas. Road access is well maintained through the site although deteriorating along Whitegate, but businesses spill into the road on Northgate and Whitegate, narrowing access and causing congestion.

The site has widespread B2 usage ranging from large manufacturing buildings to small subdivided workshops. There are also a variety of sizes of B8 stores. The site is a major location for car retail showrooms. There are good condition, large well maintained showrooms for many major car manufacturers, as well as a number of open air lots selling cars second hand. The density of these businesses causes White Lund to be a major location for ancillary automotive businesses, such as M.O.T. centres and customisation workshops.

There is a concentration of A1 sites in the centre of the estate, primarily retail warehouses such as Screwfix or Topps Tiles. There are also a number of B1 office buildings, primarily in the east of the area, on Northgate and Newgate.

The west of the site is composed primarily of poor condition B2 workshops on Whitegate and Northgate, shown in Figure 7, with a high level of occupation. These workshops are buildings of varying size, age and condition, some of which are attached to each other. In addition to the multiple small businesses there are a few larger sites occupied by companies such as Stagecoach, Morecambe Metals and Volker Brooks. There is also a large site housing Lancaster City Council White Lund Depot. The Sui Generis car retailers in this region are mostly small lots selling second hand vehicles. The main building vacancies are in subdivisions of larger buildings such as those marketed at Maple Works of 540 m<sup>2</sup> [1] and 330 m<sup>2</sup> [1], and Whitegate Business Centre of 330 m<sup>2</sup> [1]. One of the Maple Works units is applying to be converted to a B2 car wash (15/00811/CU). There is also 626 m<sup>2</sup> of B1 office space available at Northgate Business Park [2]. There are two large individual building vacancies within this region in the former Focus warehouse on Westgate and the derelict building off Whitegate. There is a pending application for demolishing the former Focus and building a new A1 retail warehouse on the same site (15/01014/FUL).

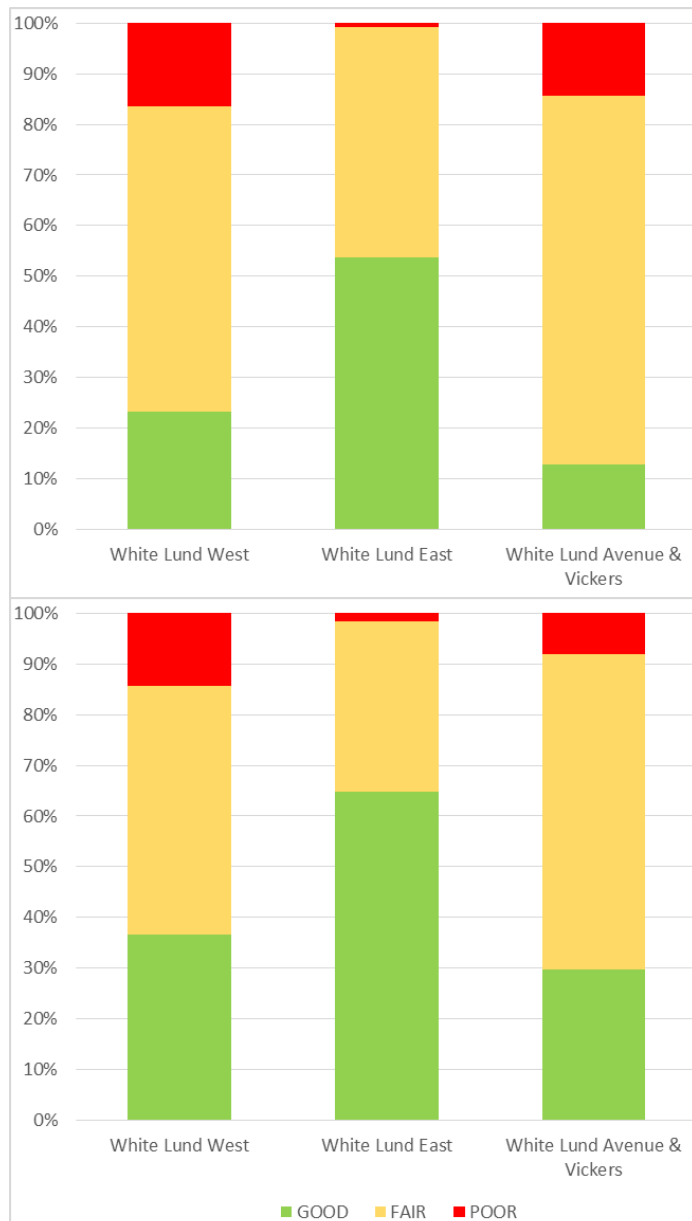


Figure 6: Comparison of site (top) and building (bottom) condition between the east and west sides of White Lund, and White Lund Avenue & Vickers Estate, which is in the South west corner of White Lund.

The main building vacancies are in subdivisions of larger buildings such as those marketed at Maple Works of 540 m<sup>2</sup> [1] and 330 m<sup>2</sup> [1], and Whitegate Business Centre of 330 m<sup>2</sup> [1]. One of the Maple Works units is applying to be converted to a B2 car wash (15/00811/CU). There is also 626 m<sup>2</sup> of B1 office space available at Northgate Business Park [2]. There are two large individual building vacancies within this region in the former Focus warehouse on Westgate and the derelict building off Whitegate. There is a pending application for demolishing the former Focus and building a new A1 retail warehouse on the same site (15/01014/FUL).

The east of the employment area includes many more recent developments with large buildings subdivided into equal units. Many of these subdivided buildings have one unit free, but the level of occupation is high for the area overall. In the south of the region are two very large subdivided warehouses, the former Reebok building seen in Figure 8 and Southgate Trade Park, both of which are in partial B2/B8 occupation with vacant units marketed. There is 1700 m<sup>2</sup> currently marketed at Southgate [3]. This region has a mixture of B1, B2 and A1 usage, the latter from retail



Figure 7: Whitegate, White Lune Industrial Estate.

warehouses. The B2 sites here are better maintained and create better environmental quality to their surroundings than those further west. There are also concentrations of car retailers at the junctions of Northgate and Middlegate, Middlegate and Southgate, Northgate and the A683 and along Ovangle Road. These are the retail and service outlets of the major automotive retailers (Arnold Clark Vauxhall, DSG Hyundai, David Hayton Peugeot etc.) and are well maintained with large good condition lots. Large B2/B8 warehouses are recent developments at the extreme east of the site, occupied by businesses such as BiG Storage and Design Plus Health & Beauty. There is some B1 office space occupied and some available at Northgate Business Centre and at the junction of Northgate and Ovangle Road. The latter is near the large Axa Insurance site, which has a small B1 office and a large underutilised concrete lot. The only vacant individual buildings are a large well maintained 3530 m<sup>2</sup> warehouse on Middlegate [4] and a 344 m<sup>2</sup> manufacturing unit and open shed on the corner of Eastgate and Middlegate [3].



Figure 8: Former Reebok building in the south of White Lund, at the junction of Southgate and Mellishaw Lane.

In the south west of White Lund are two individual sites encompassed by White Lund. The first of these is Whitefield Place and White Lund Avenue. Whitefield Place contains a series of fair condition buildings, generally subdivided into two or three units. These units show primarily B2 usage, with some D2 gymnasiums. Some of the units are vacant. A number of units on White Lund Avenue contains are of a lower environmental quality with limited access. The sites are primarily B2 workshop usage. White Lund Avenue terminates in a poor condition 0.7 ha grass plot, currently used as open air

storage for the materials for a car boot sale, which has not been developed as expected (10/00658/FUL).

The second site is Vickers Industrial Estate. This is gated by large sites occupied by Lancaster Volkswagen and Furniture Matters. There is also a large 1.32 ha multiple building site occupied by GVS Group UK. The rest of Vickers Industrial Estate contains a number of highly subdivided buildings in partial occupation with limited marketing, as well as a few open air storage sites. The large number of units in a small area make access difficult within the site, and cause some deterioration of overall site quality.

The main vacancies on White Lund are land plots of varying size spread throughout the employment area, shown in Figure 9. Overall there is 21.21 ha of vacant land. The plots are generally of a low environmental quality and would require clean-up before any redevelopment as they are brownfield sites. The largest of these sites is the 5.96 ha region north of Mellishaw Lane. This site has long term outline proposals for a mixed B1/B2/B8 site (00/01050/OUT), but there has been no development. This is next to a 2.97 ha region behind the Southgate Trade Park, which is speculatively earmarked for phase 2 of this development (07/01647/FUL). There is also a large 3.62 ha region in the centre of the employment area with no planned development, and 1.08 ha off Westgate with development permitted for a B2 site (14/00685/FUL), and extension of the B1 Bowker Ltd site (14/01233/FUL). Next to this is a small site applying to become a B2 car wash (15/00639/FUL). Additionally there are a few small plots; on the corner of White Lund Road and Mellishaw Lane, on White Lund Avenue, at the end of Whitegate and on Middlegate. Of these only the last has any development planned, with a permitted application for the erection of a concrete batching plant and storage (15/00130/FUL). Further expansion of the overall employment area could occur southwards. North and west expansion is inhibited by residential areas.

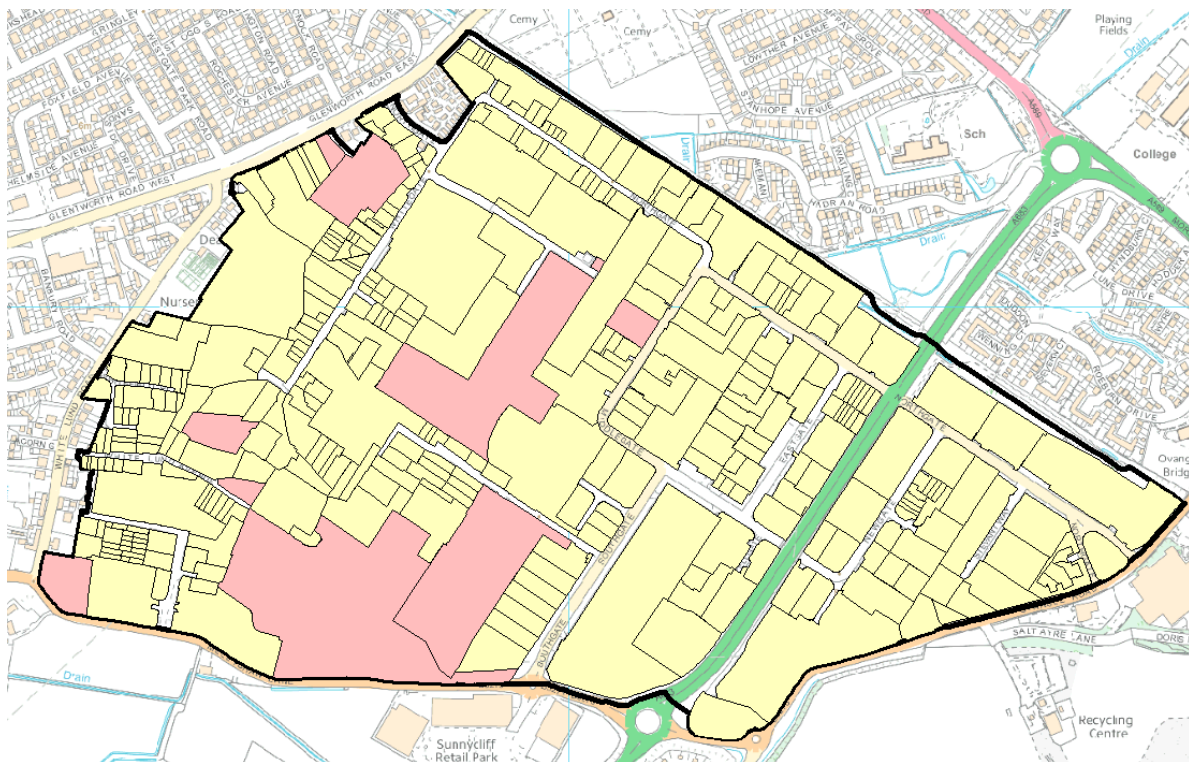


Figure 9: Main vacant undeveloped plots on White Lund Industrial Estate.



## Heysham Port

The designated employment area for Heysham Port occupies 46.2 ha, of which 40.19 ha is usable land. This is mostly occupied, with 38.53 ha of occupied land and only 1.67 ha of vacant land.

The 1.67 ha of vacant land is split between three sites. The first of these is a 0.61 ha plot of made ground at the corner of Penrod Way and Smithy Lane which appears undeveloped. The plot is marketed as a storage lot which has been recently flattened (11/00528/FUL). The total of 0.32 ha of vacant floor space is divided between the remaining two sites. The site in the north of the employment area contains a poorly maintained 1000 m<sup>2</sup> warehouse. The central site contains a building subdivided into six small units, which are all unoccupied and largely unmarketed.

The dominant land user is Peel Ports – Heysham Port Ltd, whose main site is largely open air truck storage with facilities associated to the port itself. This business occupies around 24 ha of the total site. The dominant land users are B8 haulage companies such as O'Reilly Transport, shown in Figure 10. These sites have small building footprints with large open air storage. There is also some B2 usage and B1 usage in the well maintained offices on the North Quay of the Port and at the end of Penrod Way. There is also a D1 training facility for Lancaster Training Services and a very small A3 café.



Figure 10: Open air truck storage at Heysham Port.

Most of the sites are well maintained, although pollution is heavy due to the high traffic levels. Access is provided via the port which has its own railway link. Road access to the rest of the District and beyond is currently being improved by the creation of the Heysham-M6 Link, which will alleviate traffic issues through the district by streamlining traffic flow to and from the port. Roads around the site are kept well maintained as they are in constant use.

Possible expansion of the site is heavily limited as it shares a peninsula with the Heysham Nuclear Power Station, which halts expansion north, south and west. Expansion east is limited by residential areas on the fringe of Heysham, and by nature reserves to the south-east. In order to expand the port works to increase capacity, the port can only expand into the area currently occupied by other businesses, which would first have to be relocated elsewhere. This would be difficult to sell to the haulage companies, which are optimally placed. Indeed there is current work developing the Altham site to increase operational floor area and rationalise HGV and car parking capacity (14/01236/FUL). There is the possibility of development in the poorly maintained helipad site in the north of the area, which is currently making very limited use of a 1.5 ha area.

## Royd Mill

This is a small 2.13 ha site, with 1.89 ha of usable land. The triangular site is bounded by the A683 to the north, the Middleton Road to the west and a railway to the south. This provides reasonable road transport links, which will be improved upon completion of the Heysham-M6 Link. Access is very good to the port. However, these transit routes make any expansion of the existing site difficult.

There are four plots, three of which are occupied for a total of 1.63 ha and one of which is vacant, covering 0.26 ha. Two of the plots are owned by HMT shipping which uses the sites for B8 storage, and the other occupied plot is in B2 use by Alan Dick Engineering. The occupied buildings are generally in a fair state of repair, after prolonged use, except the new warehouse in the easternmost plot. There is only one warehouse built when the original application (10/01219/FUL) included two buildings, so there may be further development on this site in the near future. There is 0.24 ha of occupied floor space in total across the area.

The single vacant plot of 0.26 ha, formerly Daly's Caravans, is in a fair state, although the two buildings are derelict. Together, they provide around 200 m<sup>2</sup> of floor space. The site is accessed by its own access track from the Middleton Road, which is in a moderate state of repair.

### Major Industrial Estate

This is a 13.58 ha site to the south of Heysham on Middleton Road next to Heysham Golf Club, of which 13.11 ha is usable land. There are two distinct parts of the site, large plots in the west and small units in Walkers Industrial Estate next to the road. Across the employment area there is 7.16 ha of occupied land and 5.95 ha of vacant land. Most of the vacant land is undeveloped lots, with only 200 m<sup>2</sup> of the total 0.97 ha of floor space created on site unoccupied.

The main site user is Tradebe Heysham Solvent Recycling, who occupy a 4.83 ha site containing a number of buildings giving 0.48 ha of total floor space. This is an intensive B2 site, occupying all of the employment area west of the dividing road. The other large plot user is Butler Developments NW Ltd in a 0.92 ha B2 site which is of a low environmental quality.

There are two separate vacant lots on the site. The smaller of these is 0.88 ha which is of low quality and available to let by the Landwood Group for storage. The site has a permitted application (15/00199/FUL) for the creation of a B2/B8 freight depot with associated buildings and parking by Surefreight. The second plot was created as a result of ad hoc usage extending the designated employment area southwards. It occupies a poorly defined roughly 5 ha region. Although the ad hoc usage has now ceased the site has a low environmental quality with limited access and no buildings present. 0.433 ha of this at the end of the industrial estate road has planning permission for a 47.5 mw gas fired power station (14/01117/FUL). The area is bounded to the south by Middleton Nature Reserve and to the west by Heysham Golf Course, making expansion difficult. However, existing vacant sites have a suitable location for businesses displaced from the Heysham Port area.

Walkers Industrial Estate comprises a number of small workshops with primarily B2 usage. There are a couple of units which appear vacant, but most of the site is in use. Overall access is limited due to the present businesses encroaching into the access route. This site also includes a petrol station, the Broadgate Garage. All buildings in this estate would benefit from improvement.

### Heysham Industrial Estate

This is a 19.47 ha site of a low environmental quality of which 18.5 ha is usable land. Buildings across the site would benefit from improvement and regeneration. The main site occupier, Hancocks Contractors Ltd, is an intensive B2 user who has spread throughout the site, shown in Figure 11, causing a general decline in the site condition. This is reflected in the fact that 12.87 ha of the site are vacant, with only 5.62 ha in use. Unlike other sites, much of the vacant land has been developed, leaving around 2.14 ha of buildings vacant, with only 0.96 ha in use. There is also an absence of recent development on the site.

In addition to Hancocks there are a small number of other B2 and B8 businesses occupying sites spread throughout the area. These include Mulgrew Haulage, Ecos and Alan Dick Engineering, which contribute to a low environmental quality on the site. Hancocks has spread to use much of the land through the site for waste dumping, and now occupies a series of disconnected plots throughout.

In addition to the high level of vacancy of created units there is designated land inside the north, east and west boundaries of the employment area which has not been developed and is not in a good condition. These three regions cover an area of around 6.3 ha. Development is unlikely due to the high vacancy level of existing development. Access to Middleton Road is good, but declines rapidly further within the area, as access routes become poorly maintained, but highly used by heavy vehicles.



The position of the site would make it ideal for the relocation of displaced businesses from Heysham Port. However, the current condition needs to be improved significant in order to attract new investment. Alternatively, the site could be used to relocate other intensive industrial uses from elsewhere the district, to concentrate the environmental impacts. There is interest from United Utilities in expanding their waste water treatment works from the north-west border further into the site.

### Lancaster West

This site occupies 28.41 ha north of the village of Middleton, of which 25.66 ha is usable land. Much of the designated employment area has yet to be developed, leaving 12.54 ha of vacant land, while 13.12 ha is occupied. The developed sites generally have low building density, with 1.93 ha of total building area across the site, of which 1.88 ha is occupied.

The site is split into two sections. Access to the southern section is off Middleton Road, while access to the northern section is from a designated junction off the A683.

The northern section is primarily occupied by the Middleton Waste Transfer Station. This B2 site is in a fair state, but has not been used to its full potential, with much of the site land lying undeveloped. The remaining land in the north, on the western side of Imperial Road, is largely undeveloped low quality scrub land covering an area of 10.3 ha.

The south of the site contains 3 B2 and 1 B8 business, occupied by Gilberts Foods, Roll-tec Safety/Fuel Proof, Island Timber and GG Exports. These businesses occupy fairly well maintained sites and buildings, causing fair pollution. There are three small units which are vacant, two on the entry road into the estate, and one on the opposite side of Middleton Road, neighbouring GG Exports. These are all around 150 m<sup>2</sup> single storey fairly well maintained buildings, which are marketed to rent [4]. That neighbouring GG Exports was created as a convenience store which appears to have had little occupation since creation (10/00194/FUL).

In the south of the site there is a 1.8 ha vacant site which has had planning granted for a biomass renewable energy plant (07/00135/FUL), which was subsequently extended (10/00135/FUL), but no development has occurred. There is limited potential for the extension of the employment area overall into the surrounding area, since the western edge is bounded by a biological heritage site. The first priority would be to occupy the existing site extent. Again the site could be used for businesses dislocated from Heysham Port.

#### Lune Industrial Estate

This is a lower quality area with a variety of businesses and derelict sites located on the south bank of the River Lune on the western fringe of the city of Lancaster. The site occupies 20.88 ha of which 18.78 ha is usable land. The majority of the businesses present are B2 uses, ranging from large multiple warehouse plots to small subdivision workshops.

Many of the larger buildings through the site are subdivided, often resulting in sections of buildings being vacant. This results in a total of 4.73 ha of vacant land, and 1.35 ha of vacant floor space across the site. The main vacancies are in the poor condition derelict multi-storey warehouses in the north and west of the site. However, the site still has a high occupancy level overall, with 14.05 ha (75%) of land and 4.81 ha (78%) of floor space in use. The main vacant undeveloped plot is of a low environmental quality 1 ha site in the centre of the industrial estate, which suffers from limited access and limited maintenance. This site was earmarked for further small units (07/00195/REM), but this development never occurred, possibly because the existing small units are not fully occupied, suggesting a limited market. The vacant sites are not being marketed extensively, or renovated.

The main occupant of the site is Supa Skips, who occupy a succession of buildings through the centre of the estate, as well as using a poor quality 0.76 ha plot on the west of the site on an ad hoc basis for skip storage. They are also the possible occupant of the derelict warehouse and surroundings in the north of the site. Most of their buildings are of a low quality and the site has a low environmental quality. Other major users are Spandex and Metamark/Vuflex, both of whom occupy large well maintained warehouses for B2/B8 usage. Most of the other occupants are small B2 workshops or B8 storage units related to the construction or motor vehicle maintenance industries. There is some retail on the south-eastern fringe of the area, and a D2 gymnasium in a subdivision of one building in the middle of the estate.

The site can be accessed either from New Quay Road to the north or Willow Lane to the south. Neither of these are major thoroughfares and both must pass through residential areas to reach larger roads. Access throughout the site is limited with badly maintained tracks to many businesses and even the main route through the estate in a very poor condition.

Much of the site is in need of renovation, although there are a small number of newly developed units, particularly on the Metamark/Vuflex site. To the north of the area is a large ongoing residential development comprising 403 units and associated developments (10/00660/FUL). Therefore residential areas prevent site extension north, south or east. It may be that the site is restricting extension of the local residential areas, since the surrounding areas have been progressively altered from industrial to residential use. The ongoing condition of the estate may have a detrimental impact on its surroundings. The proximity of a large number of dwellings, and limited accessibility, making it inadvisable to attract further heavy industry to the site, and it may be preferable that some of the higher pollution heavy industry already on site be encouraged to leave.

### White Cross

This is a concentrated 5.75 ha site with 5.14 ha of usable land located in the heart of Lancaster. The site splits into rough west and east halves based on site style, with the primary access road acting as the dividing line.

In the east of the site there are large B2/B8 warehouses. Major occupants include Flexible Medical Packaging, White Cross Rubber Products Ltd and Gazelle Book Services Ltd. Two of the warehouse buildings are possibly not in use. The first of these is a 1900 m<sup>2</sup> warehouse in moderate condition in the extreme south of the site. The second is a difficult to access multi storey large run down 600 m<sup>2</sup> workshop in the south-east of the site. Both appear unoccupied, although they are not marketed and may be used primarily as storage by nearby businesses. Between them these two buildings encompass most of the vacant area on site so, if they are actually occupied, the site has near 100% occupancy.

The western side of the site is predominantly B1 usage with large 3 or 4 storey office buildings. Some of these are occupied by a single business, such as The Adult College Lancaster, Forsberg Services Ltd, BBC Radio Lancashire and Lancashire County Council Social Services. The other buildings, such as Alston House and Cameron House, include a large number of businesses in single offices ranging in size from 12 m<sup>2</sup> to 230 m<sup>2</sup>. There are 125 such offices spread between the 5 office buildings, or which 10-20 are vacant and marketed by Lancashire County Council. The County Council provided data on building floor area after completion of the surveying which is summarised in Table 5. Information did not include occupancy, so the status of the large warehouses is still unknown. As of 20/08/2015, 707 m<sup>2</sup> of B1 space and 119 m<sup>2</sup> of B2 space is available [6].

Building	Area (m <sup>2</sup> )	Building	Area (m <sup>2</sup> )
The Barracks (B1)	782	Harpers Mill (B2)	1,848
The Chapel (B1)	433	Hightown (B2)	9,935
Storey House (B1)	2,447	Crosslands (B2)	2,668
Sharpes Mill (B2)	631	Crosslands 2 (B2)	177
The Gatehouse (B1)	906	Mill 14 (B1)	3,716
Alston House (B1)	1,711	Fraser House (B1)	1,068
Cameron House (B1)	2,039	Richmond House (B1)	373
		<b>Total</b>	<b>28,734</b>

**Table 5:** White Cross Building Floor Area provided by Lancashire County Council

There are also a series of B1 businesses in the waterview offices with two class A restaurants and a class D2 gymnasium in the lowest level of one of the buildings. All of the offices are well maintained, and create little environmental impact. Individual businesses are difficult to locate and most operate largely online. Access is available by road, but the shared car parking appears to be almost completely occupied.

The area is entirely surrounded by residential developments and the River Lune, making site expansion impossible. Although much of the site is covered by common use car parking, this land could not be used for further units as it is all in constant use to service the large number of businesses in the office buildings.

### Caton Road

There are two employment sites located on Caton Road, Lancaster Business Park and Caton Road Employment Area. The latter of these is divided into two areas within the local plan, which are generally considered separately. The boundary between the two sites is the Lancaster Canal aqueduct, which divides Caton Road Employment Area into Caton Road North and Caton Road South. Lansil Industrial Estate and Lake Enterprise Park are mapped separately due to the large number of small businesses in a small area, compared to the large extent of the employment area as a whole. In the Local Plan, and in this document, they are both considered part of Caton Road South.

### Lancaster Business Park

This is a modern development, near the junction of Caton Road with the M6. Most of the developed land contains multi-storey B1 offices with car parking. Additionally there is a class C Premier Inn with adjoining class A3 Brewers Fayre restaurant, and a D2 3-1-5 gym and D1 Total Tots Nursery.

As seen in Figure 12, the buildings are recent developments in good condition, which are producing little pollution. The access routes have been created with the development and are well maintained.

4 ha of the 9.41 ha available have been developed for offices and facilities, leaving 5.41 ha of undeveloped land, shown in Figure 13. This is allocated for employment and is in good condition, meaning it will likely be used for further office developments as the need arises. The 5.41 ha undeveloped is divided into three regions. The largest of these is on the opposite side of the created access road to the existing buildings, with entry points already created. Some car parking in this region is being used as overflow by the existing businesses. The remaining undeveloped land is in the extreme



Figure 12: Style of current developments at Lancaster Business Park.

west of the site beyond the health club and nursery, and at the site entrance. There is no active development within the site, although some of the buildings appear recently finished.

Of the 8 created office buildings, 6 are currently in use, each by one or two businesses. The remaining two office buildings are recent developments in very good condition, of 297 m<sup>2</sup> and 148 m<sup>2</sup> [5] and are likely to become occupied in the near future. This means that only 0.05 ha of the total created 0.90 ha of floor space remains unused, although the buildings are generally two to three storey, and each floor is let individually. This means that total floor space for the site will be around double the calculated floor space of 0.90 ha.

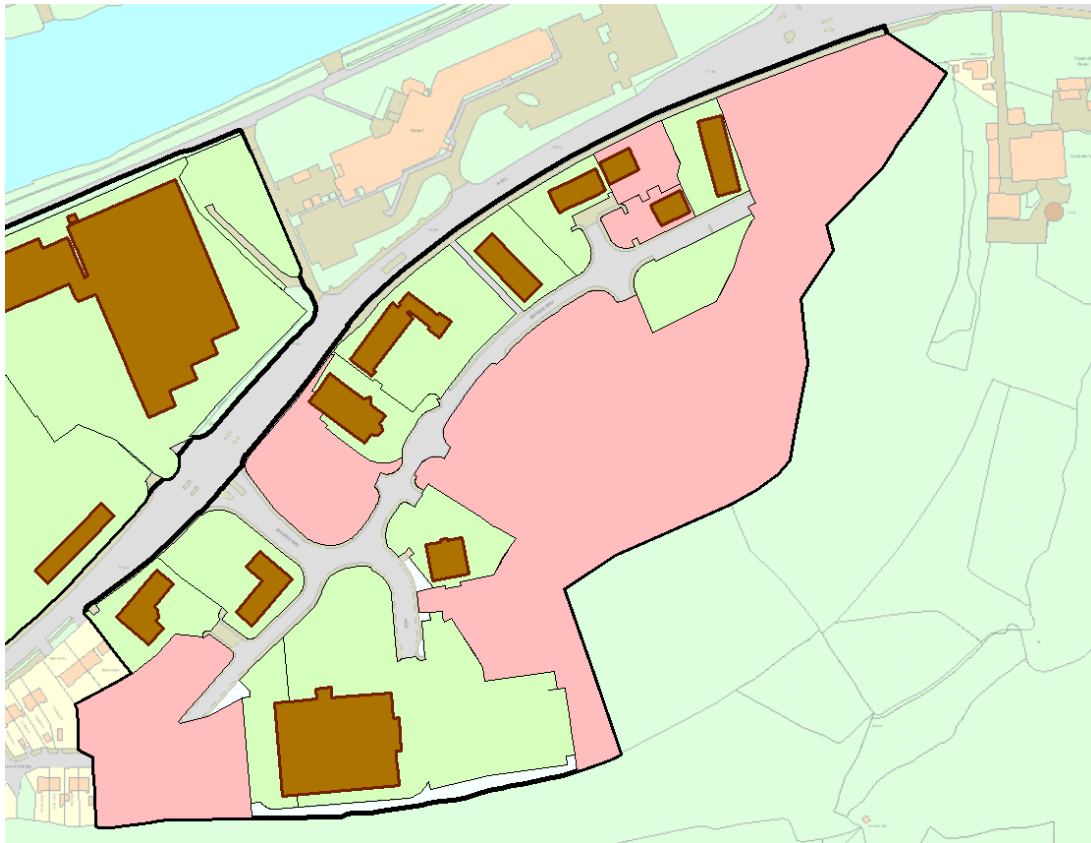


Figure 13: Plan of Lancaster Business Park showing vacant land in red. The two developed unoccupied buildings are shown in the north of the site.

### Caton Road North

This is the section of the employment area between the Lancaster Canal aqueduct and the M6 junction, on the northern side of Caton Road. It excludes the Holiday Inn and its surroundings, which is outside the boundaries of the defined employment area. It is 11.85 ha in size, of which 11.35 ha is usable.

Of the 11.35 ha of usable land, only 0.44 ha is currently not in use. This corresponds to the currently vacant plot in the south west corner of the site. This site has a permitted application (14/00775/FUL) for the creation of a fast food takeaway which, if created, would lead to full occupancy of all available land on the site. Although the remaining land is all occupied, much of the area is only used for open air storage related to the haulage businesses present (Kidds, Dennison, S J Bargh, M Woodhouse). All 2.47 ha of existing building is in use, primarily for storage. The buildings are generally in a moderate state of repair, although the more recent developments in the S J Bargh site are well maintained. There

is little opportunity to extend the site as it is bounded by other developments, the River Lune and the Lancaster Canal.

The site is split between seven businesses, most of which occupy relatively large sites. Most of the area is B8 usage owned by haulage firms (Kidds, Dennison, S J Bargh, M Woodhouse), making use of the nearby M6 link. These sites involve large warehouse buildings and an expanse of paved lot used for truck storage. This style of usage leads to moderate pollution from the site, due to the large number of trucks entering and exiting the site. The access roads are good enough to allow the passage of haulage vehicles, but access becomes more difficult as you move away from Caton Road into the site. The Dennison site in the centre of the area is under current development associated with the erection of a new industrial building (14/00191/FUL). In the extreme north of the area is a site used by national grid as part of the energy infrastructure. Next to this is a large Northern Tissue Group B2 factory site. The final occupation is Sui Generis Hertz car hire, with a small lot just off Caton Road.

### Caton Road South

The site extends alongside Caton Road from the Lancaster Canal aqueduct to the Kingsway Retail Park within Lancaster, bounded to the west by the River Lune. Of the 22.64 ha site, 19.41 ha of land is usable for development. 17.54 ha of this is occupied, and 1.87 ha is vacant. 8.26 ha of the usable area contains buildings, of which 7.21 ha is occupied and 1.05 ha is vacant. Most of the vacancies are small subdivisions of larger buildings in the Lansil Industrial Estate, such as Figure 12, and Lake Enterprise Park. Although some of the existing vacant sites could be renovated to make them more attractive to potential businesses, there is little room for new development on the site as it is bounded by the River Lune to the west and residential development to the east. This is reflected in the lack of current development.

The northern end of the site is dominated by a number of B2 sites with large factory buildings for the Northern Tissue Group, Northwood Tissue and Carrs Billington. These sites are in fair condition, and are pollution intensive disrupting the local environment. These are serviced by the Lansil Way access road, allowing easy access for the large trucks involved. These businesses are screened from the main Caton Road by two two storey, well maintained B1 office buildings housing Premier Line and Diamond Resorts International. The latter also occupies a large car park on the other side of Caton road. Most of this area is occupied, with some warehouse subdivisions to let, and an inaccessible derelict site in the extreme west.



Figure 14: Vacant marketed high warehouse buildings in Lansil Industrial Estate, off Caton Road.



At the Lansil Way junction is the Lansil Industrial Estate. This has a high degree of vacancy compared to its surroundings, with 21 of the 38 possible units appearing vacant. This includes the main poorly maintained tall warehouse units, although some subdivisions attached to this building are occupied. The main large warehouse units (units 2 & 31) shown in Figure 14 are marketed to let [1], but most of the remaining unoccupied land is not marketed. The occupied units are primarily B2 use, with Apparelmaster occupying 10 units near the site entrance. The site is in a lesser condition compared to the rest of Caton Road, as shown in Figure 15.

Between Lansil Industrial Estate and the Lake Enterprise Park are a number of B2 businesses, with a large 3.77 ha site belonging to Standfast & Barracks Fabric Printing. They appear to occupy most of the poorly maintained 2.60 ha brick buildings along this section of Caton Road, with a retail outlet at the northern end with parking on the opposite side of Caton Road. There are also a small cluster of rough B2 workshops. Additionally in this region is a Shell petrol station and the Army Recruitment Centre at the south, both of which are much better maintained.

The Lake Enterprise Park comprises 5 buildings subdivided into 32 small business units. Most of the units are B2 workshops or A1 retail. There are also 8 units which are apparently vacant, although some of these may be used for B8 storage purposes, and were inactive at the time of the survey. This means at most 0.07 ha of the total 0.37 ha building area of the Enterprise Park is vacant. Vacancy appears to increase moving away from the site entrance. The site is in a moderate condition, shown in Figure 15, with little pollution.



Figure 15: Comparison of the site (top) and building (above) condition of Lansil Industrial Estate and Lake Enterprise Park with Caton Road Industrial Estate as a whole.

Caton Road provides the main access artery for most of the businesses within the site, linking to the M6 motorway nearby. This road suffers from high vehicle levels which may be relieved once development of the Heysham-M6 Link Road is completed. Access becomes more complicated as you move away from Caton Road, particularly within the Lansil Industrial Estate. The River Lune Cycle Path provides alternative pedestrian access to much of the site.

### Carnforth

There are a number of sites spread through Carnforth located on the eastern (Kellet Road, Carnforth Business Park) and northern (Warton Road, Scotland Road, Levels) fringes of the town.

#### Kellet Road Industrial Estate

This development comprises two blocks of workshops and two larger industrial units. The total site area is 1.51 ha, of which 1.12 ha is usable. The two larger units are both occupied, one by B2 English Hardwood and one by B8 Tufnells Parcels Express. One block is subdivided into two units, both of which are occupied, one B2 and one B1. The other block is subdivided into 5 units, of which only one is occupied, by a B2 M.O.T. centre. The vacant units are not marketed. Since the larger units are occupied, total occupied site area is 0.97 ha and total vacant site area is only 0.14 ha. Similarly, 0.30 ha of the total 0.36 ha floor space created is occupied.

The site is in a relatively good condition overall and the buildings are well maintained. There is some limited pollution due to the nature of the businesses. Access is provided by a well maintained road which links to Kellet Road, providing fast access to the M6 junction. The site cannot extend west or south due to Carnforth High School and a cemetery. These developments prevent heavy industry from locating here. The site joins Carnforth Business Park to the east, which has been the focus for new development in the area.

#### Carnforth Business Park

This is a very new development in an 8.42 ha site on the eastern edge of Carnforth. The site is still in development, resulting in 4.97 ha of the usable 7.72 ha being vacant undeveloped land. The site plan (10/01022/HYB) in progress includes 1096 m<sup>2</sup> B1, 11251 m<sup>2</sup> B8 and 1348 m<sup>2</sup> D1 use. The B8 has been created so far, as shown in Figure 16.

There are four businesses occupying the 2.75 ha of land which has been developed. These businesses are Strongdor, Havwoods, Abacus Resources and Castle Industrial Supplies Ltd. They are a mixture of B2 and B8 uses delivered from large well maintained warehouses, located in clearly defined sites in very good condition. Between the four businesses there is a total of 1.15 ha of building area. Access is provided by a wide new road, which links to Kellet Road and the M6 nearby.

There are no buildings developed on the vacant sites, although the roads have already been created. The vacant land is divided by the main access road, and that south of the division is currently under development. This section of the development is the D1 Gospel Hall church designed to be 1348 m<sup>2</sup> in size with associated car parking (13/01161/VCN). Further development is planned for the other vacant area, but this is still in the preliminary design stages (10/01022/HYB). This area is not marketed, and no detailed plans have been submitted since the initial proposal. The site is greenfield as are its surroundings, and the ongoing developments will be finished before the site is considered to be extended.

## Warton Road

There are two sites on Warton Road between Carnforth and Millhead, on either side of the road.

The first site is a fully occupied 1.47 ha site with 1.34 ha of usable land, located on the west side of Warton Road. The site fills the available area between Warton Road and three branches of the railway, making expansion impossible. There are four businesses on site. These are B8 WCF Fuels North West, B8 Natural Stone Supplies, B2 Network Rail and Sui Generis Kirkby Lonsdale Coach Hire. The sites are primarily open air storage kept in fair condition

with smaller good to fair condition offices resulting in only 900 m<sup>2</sup> of building space. High traffic flows result in the site access road being in moderate condition and can generate congestion at peak times. The site is elevated and screened from its surroundings by trees, and does not have a detrimental effect on the local environment, which is primarily railway works.

The second Warton Road site on the east of the road is a 6.35 ha site of which 6.26 ha is usable. Unlike the first Warton Road site there is large vacancy with the exit of TDG from the site. Only 1.61 ha is being used, while 4.65 ha is vacant. The site occupies land between railway lines and Warton Road so cannot expand. These provide good transport links, although internal navigation through the site is less well defined.

There is warehouse occupancy by B2 users G & A Thursby and Colin Briscoe Construction Ltd. The other occupancy is a variety of B1 users within the Ironworks House building. The main Ironworks House building is in fair condition, but other buildings sharing the site are in poor condition requiring repair before use.

The vacancy is in three areas. The former TDG site shown in Figure 17 comprises a number of derelict warehouses and offices in a lesser condition site, some of which is used by Yellow Rose Coaches for ad hoc storage. The 18,971 m<sup>2</sup> of buildings on site are marketed as storage, with the site possibly divided between multiple users. The second vacancy is an 878 m<sup>2</sup> warehouse and adjoining land within Bridgeside Industrial Park at the north of the area [7]. The final vacancy is within Ironworks House, with offices available between 12 m<sup>2</sup> to 169 m<sup>2</sup> [8]. Overall there is 2.53 ha of floor space, of which 2.07 ha is vacant and only 0.47 ha is occupied.



Figure 16: New development at Carnforth Business Park, with a B1 office attached to a large B8 warehouse.

The site has been considered as a Development Opportunity Site within emerging local development plan. The TDG site has been valued at £237,000 [7].

#### Scotland Road

The employment site running between Scotland Road and the railway line has been decreased with the redesignation of areas on the southern edge of the site occupied by Booths and Aldi as retail. The remaining site is sandwiched between this retail and Lake Coast and Dale Leisure. This leaves a 2.30 ha site with 2.28 ha of usable land, which is fully occupied. There is 0.31 ha of occupied floor space. Expansion is only possible on the greenfield sites to the east, which are more likely to be used for residential development.

This site is occupied by two businesses. The primary occupant is the B2/B8 usage of Border Aggregates, with a Sui Generis occupation by Norjac Mitsubishi with a car showroom fronting the road. Both sites are in fair condition, producing limited pollution. Access is provided by Scotland Road, but this thoroughfare cannot handle high traffic levels southbound into Carnforth.

#### Levels

This site occupies 2.93 ha on both sides of Scotland Road, north of the railway bridge. Of this 2.65 ha is usable land, which is all in use. The primary usage is B2 or B8. The main users are Ashlea Landscapes and Roof Rite Ltd. The Ashlea site also includes some B1 office space. The section of the employment area to the west of Scotland Road is occupied by Travellers Choice Coaches, a Sui Generis use, which is expanding northwards by using the nearby fields for car parking (15/00848/CU). Further expansion of the site would have to be into the neighbouring greenfield areas. However, the absence of nearby residential areas would allow any class of business to be located here. The sites are in poor condition due to a large number of materials being stored in a disorganised fashion. Access is via Scotland Road to the M6, allowing movement of large volumes of traffic from the unknown distribution centre and Travellers Choice.

#### Rural Employment Sites



Figure 17: Two views of the former TDG site between Warton Road and the railway, Carnforth.

There are seven rural employment sites spread through the Lancaster District. These are generally much smaller in size than the primary employment sites, housing a few businesses on each site. Due to their village setting there is little heavy industry on these sites. Many of the sites are in full occupation with little room for further expansion.

### Halton Mills

This site is a new development on Forge Lane and Mill Lane, Halton, which has been created as part of the development in this area. This site has been refined by the reclassification of two western exclaves of the site which now have residential usage. It now occupies 0.96 ha of which 0.92 ha are usable. The site is primarily B1 usage with some light B2 use.

There are four separate buildings on site, giving a total floor space of 0.33 ha. One building is solely occupied by Connect 2 Cleanrooms, with another part occupied by Like Technologies with the remainder of the building vacant and marketed to let. The third B1 office is occupied by a number of social enterprises and artistic businesses which appears to be almost entirely occupied. Most of the businesses within the building are run by a single person. There is also a narrow building in B2 use to the east of the site.

The site is in good condition and the buildings are recent developments, although access is limited with narrow rural roads. This limits possible businesses to B1 or light B2 usage, as appropriate for the rural village setting. The surrounding area is still in development, although current work is focussed on residential units rather than the creation of additional industrial units.

### Willow Mill, Caton

This is a 0.24 ha site comprising two buildings, a partially occupied 3 storey B1 office, shown in Figure 18, and a vacant derelict 2 storey building. The overall footprint of both buildings is around 500 m<sup>2</sup>. The main office is occupied by ETSOS, Ed-IT Solutions, Lune & Fylde Farmers Ltd and Mason & Gillibrand Architects. There are vacant marketed offices between 59-89 m<sup>2</sup> within the main building [3]. The 3 storey office is a well maintained grade II listed building with the overall site in good condition within a rural setting. Access is limited and there is no room for the site to expand, suggesting only B1 usage is possible for the foreseeable future. The remainder of the site provides car parking for all businesses on site.

The derelict building is the former youth club building. There is an application (14/00964/CU) for change of use from a B1 office to a funeral directors (A1) and a 2-bed flat (C3). However the building and site is in poor condition, requiring extensive renovation before use.

### Claughton Brickworks



Figure 18: The main B1 office building at Willow Mill, Caton.

This site occupies 7.36 ha on the A683 between Caton and Hornby. The entire site is occupied, with the main occupant being Hanson Building Products, who occupy 4.47 ha of land and 1.3 ha of buildings. This site includes the lower end of the transport heritage Aerial Ropeway. The site is in B2/B8 use. Other occupants of the employment area are B2 SWS UK, B8 S J Bargh, Palletforce and Sousvidetools.com. There is also A1 retail in the centre of the area, the WCF Country & Garden Centre. Overall there are 2.39 ha of buildings on site, which are primarily warehouses in good condition.

The site is screened from the A683 by foliage, but is generally fairly well maintained. The A683 is an access link to the M6, but requires travel through rural areas on narrow winding roads. The site is largely isolated from the local rural residential areas, except for small terraces of houses on the opposite side of the road at the south end of the site, and to the north of the site. Expansion would have to occur into surrounding greenfield areas, and the site is within the Forest of Bowland AONB. The main brickworks was shut in 2009 then reopened in 2014, meaning the business is highly dependent on continued demand from the construction industry.

#### Hornby Industrial Estate

The 0.66 ha site with 0.14 ha of buildings is entirely occupied by Intaglio Engraving. The site has B2 usage with three well maintained workshops in a good condition yard. The site produces little pollution and has limited impact on its rural surroundings. Access is provided by a narrow road from the A683, meaning high traffic flow or large vehicles accessing the site would be unsuitable. The site could possibly expand into greenfield areas to the east or south, again in the Forest of Bowland AONB. Instead of extending the site it is more likely to change if the sole occupier left, to be replaced by another similar business.

#### Cowan Bridge

This is a 1.33 ha designated employment site located in the Cowan Bridge hamlet on the A65 between Kirkby Lonsdale and Ingleton. Despite being a designated employment area the site has no industrial units, with the dominant occupant being A1 usage for the clothing outlet Tulchan, with a small building within the site having D2 usage by Cowan Bridge Youth Club. Between the two bodies there is full occupancy of the site, with 0.41 ha of buildings. Most of the rest of the site is staff and public car parking. The warehouse units could have possible B2 usage with a different occupier in future. The site is kept in good condition, although the buildings are relatively old in fair condition. There is no imminent development and the site is unlikely to expand as it is not currently in industrial use. The site has moderate access via the A65, but is isolated from major national transport routes. This makes the site most viable for a business operating in the local area.

#### Galgate Mill

This is a 0.66 ha site with a variety of uses. The main 5 storey grade II listed mill building in Figure 19 is now currently vacant and would benefit from regeneration. This contributes to an overall 0.29 ha of vacant site area, of which 0.14 ha is vacant building footprint. Some smaller units are informally marketed to let, but the main building is separately owned and the owner wishes to convert the mill building into C3 student accommodation, with a D1 museum and A3 café. The planning application for change of use of the mill was refused (14/00989/CU) whilst the application for listed building consent was the subject of a split decision (part-approved, part-refused - 15/00271/LB). Both applications are now the subject of a planning appeal, due to be heard in autumn 2015.

There is a mix of usage by the occupants of the smaller units, with B2 workshops, an A1 retail warehouse and an A3 café. These businesses occupy the units around the periphery of the main building, and most of the yard on the east of the site. Overall around 0.38 ha of site and 0.11 ha of building is occupied. The waste land at the rear of the site has a pending application for use as a manege (15/00986/VCN).

Access to the site is via Chapel Lane, which is a narrow street through residential areas, not suitable for large vehicles or high traffic levels. This restricts the number and type of businesses which could operate from the site. Overall the site would benefit from appropriate regeneration proposals which generates investment to reach full occupation. The site would be difficult to expand as it is largely surrounded by residential areas.



Figure 19: Galgate Mill building.

#### Glasson Dock

This 5.41 ha site is split between two businesses, Glasson Grain Ltd who occupy the warehouses in the west of the site, and the Lancaster Port Commission, who occupy the port works on both sides of the inlet. The headland to the north of the employment area is owned by Glasson Estates, who rent it to a local yacht club. The area is fully occupied by these two businesses, both of whom are mixed B2/B8 usage.

The site and 1.60 ha of occupied buildings are in a fair state of repair, causing fair pollution. Access to the site is primarily waterborne using the River Lune. Road access is well maintained, although the site is distal from national road networks and other transport links. Site expansion is limited by the River Lune and docks. The vacant land around the headland to the west is within an SSSI and a conservation area, as well as heavily at risk of flooding.

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## *Future Work*

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This work should be continued by repeated surveying of the employment sites on a regular basis to ensure that the data regarding businesses is kept up to date. The suggested interval is a major repeat survey every 3 years. Many developments are in progress, so known developments should be added when they are created. Repetition of the surveying will improve the data accuracy and clear up some of the unknown businesses. Future surveys on the same scale should be faster as it is a case of updating the existing data, rather than creating it from scratch. The Heysham-M6 Link is expected to have a big impact on employment areas across the region, and further study is recommended after its completion.

The work could be expanded by linking to job data to provide numbers for persons employed at each site and by each business. This would give a more detailed picture of the occupancy and type of work dominant at each employment site, and demand throughout the District as a whole.

The work could also be improved with more accurate building data. The current building data is derived from measurement of the polygons within ArcMap, which may not be entirely accurate. This also provides a simple estimate of area based upon outside dimensions. A more accurate measurement would use internal dimensions and provide usable floor space for each business. This would then provide more useful building data overall. A simpler estimate could originate from a correction of known areas against those measured, but this is difficult for industrial buildings which are heavily subdivided. Better building data would also include more information based upon the number of floors of each building, which would give a more accurate picture of total floor space, particularly in White Cross.



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## Conclusions

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The conclusions of this report are as follows:

- Overall, there is 289.29 ha of usable designated employment land in the Lancaster District.
- This land contains a total of 61.9 ha of buildings.
- 211.81 ha of the employment land is occupied, and 77.5 ha (26.8%) is vacant.
- Most of the vacant land is undeveloped, as 52.05 ha of the employment land buildings are occupied and only 9.86 ha (15.9%) are vacant.
- B2 use dominates most employment areas.
- B8 usage dominates the employment areas with strong transport links, Heysham Port, Carnforth Business Park, Caton Road North & Royd Mill.
- B1 usage dominates sites at Lancaster Business Park and White Cross.
- Rural employment sites are predominantly B1 and light B2 usage suitable for their surroundings. Claughton Brickworks and Glasson Dock have heavier usage due to their more isolated settings away from residential areas.
- Most sites retain fair building and site condition. Heysham industrial estate and Major industrial estate are the only developments in predominantly poor condition.
- Most site access is by road. The M6 is the main national link. As such, the development of the Heysham-M6 link will have a large impact on sites throughout the district, particularly White Lund and those in Heysham.

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## References

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This is a list of alternate data sources used for building areas.

- 1) Richard P. Taylor <http://www.rptaylor.co.uk/>
- 2) Peill & Co. <http://www.peill.com/>
- 3) Fisher Wrathall <http://www.fisherwrathall.co.uk/>
- 4) Private let, sign on site.
- 5) Stratos PDI <http://www.stratospdi.com/properties.html>
- 6) Lancashire County Council <http://www.lancashire.gov.uk/whitecross/>
- 7) GRM Property [www.grmproperty.com/wp-content/uploads/2013/08/keer\\_park-pdf.pdf](http://www.grmproperty.com/wp-content/uploads/2013/08/keer_park-pdf.pdf)
- 8) Irvine Taylor [http://www.irvinetaylor.co.uk/commercial\\_offices.htm](http://www.irvinetaylor.co.uk/commercial_offices.htm)

## Appendices

Table of calculated land areas	Land Area (ha)			
	Employment Area	Total	In Use	Vacant
White Lund	87.91	66.7	21.21	24.13%
Heysham Port	40.19	38.53	1.67	4.16%
Lancaster West	25.66	13.12	12.54	48.87%
Caton Road South	19.41	17.54	1.87	9.63%
Lune	18.78	14.05	4.73	25.19%
Heysham	18.49	5.62	12.87	69.61%
Major	13.11	7.16	5.95	45.39%
Caton Road North	11.35	10.92	0.44	3.88%
Lancaster Business Park	9.41	4	5.41	57.49%
Carnforth Business Park	7.72	2.75	4.97	64.38%
Cloughton	7.36	7.36	0	0.00%
Carnforth - Warton Road 2	6.26	1.61	4.65	74.28%
Glasson Dock	5.41	5.41	0	0.00%
White Cross	5.14	4.81	0.33	6.42%
Carnforth - Levels	2.65	2.65	0	0.00%
Carnforth - Scotland Road	2.28	2.28	0	0.00%
Royd Mill	1.89	1.63	0.26	13.76%
Carnforth - Warton Road 1	1.34	1.34	0	0.00%
Cowan Bridge	1.33	1.33	0	0.00%
Kellet Road	1.12	0.97	0.14	12.50%
Halton	0.92	0.8	0.12	13.04%
Hornby	0.66	0.66	0	0.00%
Galgate Mill	0.66	0.38	0.29	43.94%
Willow Mill, Caton	0.24	0.19	0.05	20.83%
<b>Total</b>	<b>289.29</b>	<b>211.81</b>	<b>77.5</b>	

Table of calculated building areas	Building Area (ha)			
	Employment Area	Total	In Use	Vacant
White Lund	21.45	19.49	1.96	9.14%
Caton Road South	8.26	7.21	1.05	12.71%
Lune	6.16	4.81	1.35	21.92%
Heysham Port	4.11	3.79	0.32	7.79%
Heysham	3.11	0.96	2.14	68.81%
Carnforth - Warton Road 2	2.53	0.47	2.07	81.82%
Caton Road North	2.47	2.47	0	0.00%
Cloughton	2.39	2.39	0	0.00%
White Cross	2.1	1.55	0.55	26.19%
Lancaster West	1.93	1.88	0.05	2.59%
Glasson Dock	1.6	1.6	0	0.00%
Carnforth Business Park	1.15	1.15	0	0.00%
Major	0.97	0.95	0.02	2.06%
Lancaster Business Park	0.9	0.85	0.05	5.56%
Carnforth - Levels	0.57	0.57	0	0.00%
Cowan Bridge	0.41	0.41	0	0.00%
Kellet Road	0.36	0.3	0.06	16.67%
Halton	0.33	0.27	0.06	18.18%
Carnforth - Scotland Road	0.31	0.31	0	0.00%
Royd Mill	0.26	0.24	0.02	7.69%
Galgate Mill	0.25	0.11	0.14	56.00%
Hornby	0.14	0.14	0	0.00%
Carnforth - Warton Road 1	0.09	0.09	0	0.00%
Willow Mill, Caton	0.05	0.04	0.02	40.00%
<b>Total</b>	<b>61.9</b>	<b>52.05</b>	<b>9.86</b>	