Expansion of Facilities at the Port of Heysham

18.31 To facilitate future growth of services at the Port of Heysham, which the Council recognise is of National, Regional and Local economic importance, the Local Plan has identified an area of land at the junction of the Bay Gateway and Imperial Road which is within the Heysham Gateway. This land has been identified specifically to facilitate Port related growth only via Policy SG14 of this DPD. Consequently the Council will not support proposals for general employment uses on this site which is not connect to wider benefits to growth at the Port of Heysham.

Heysham Gateway, South Heysham

18.32 The Heysham Gateway, South Heysham is a key area of regeneration within this Local Plan. There are a wider number of employment sites in the South Heysham area, which are in various states of use and are of varying quality. It is the intention of the Council to work with relevant stakeholders and land owners to improve the quality of the employment land / premises offer in this area to take advantage of the improved accessibility arising from the Bay Gateway and the close proximity of the Port of Heysham.

18.33 The regeneration of this area, set out in more detail in Policy SG15, has sought to identify three expansion areas at Lancaster West Business Park, Major Industrial Estate (Walkers Industrial Estate) and Heysham Industrial Estate. These expansions will create approximately 18 hectares of new general employment land that can be used for general employment uses.

18.34 Beyond the expansion of existing employment areas, the Council will promote the regeneration of existing employment areas to provide more modern, fit-for-purpose employment premises that are more adaptable for changes to the local economy.

Junction 33 Agri-Business Centre, South Galgate

18.35 The rural economy and agriculture still plays a major role in a district that is highly rural east of the M6. A key focus for the agricultural sector is the existing Lancaster Auction Mart on Wyresdale Road in East Lancaster. The existing Auction Mart site has been in this location for many, many years and suffers from poor accessibility and is in close proximity to residential properties in East Lancaster. Opportunities to relocate this use to a more sustainable and accessible site should be investigated.

18.36 To facilitate a relocation of the existing Lancaster Auction Mart at Wyresdale Road, the Council has identified a site at junction 33, South of Galgate, for development as an Agri-Business Centre. It is expected that whilst the site should be focused on the relocation of the Auction Mart it should also provide opportunities for a wider range of businesses that are based around and support the agricultural industry. Any other businesses on this site will therefore be ancillary to the Farmers Auction Mart. Further details on this allocation can be found in Policy EC3 of this DPD.

Junction 33 Agricultural Business Centre

18.37 The location of the existing Auction Mart site in the eastern area of Lancaster is seen to be highly constrained with very poor accessibility to the strategic road network. The facilities at the Auction Mart site are also considered to be outdated and its ongoing use in such close proximity to substantial areas of residential development is thought to be incompatible.
Policy EC3: Junction 33 Agri-Business Centre, South Galgate

The site has been allocated to meet a specific identified need for the relocation of the Lancaster Auction Mart and to support economic growth of rural land-based businesses.

The Council will support the development of this site for a new Agri-Business Centre subject to the inclusion of the relocated Auction Mart and on the consent of land-based businesses which are that is focused around the relocation of the existing Lancaster Auction Mart from its current base at Wyre Hall, Lancaster. Employment uses on this site must be ancillary to the agricultural nature of this allocation, seeking to facilitate the local agricultural economy within the district and wider region.

Any proposals for this site should be brought forward as part of a comprehensive masterplan that addresses all the issues contained in this policy and will be predicated on the expectation that a fundamental element of the proposal involves the relocation of the existing Auction Mart. The Council will not support proposals that result in piecemeal development of the site or that do not include a relocated Auction Mart.

In bringing forward development proposals for the site the Council will expect the following issues to be addressed:

I. That the proposed access arrangements to the site are addressed to the satisfaction of the Lancaster County Council, particularly in relation to car parking, highway safety and highway capacity;

II. The submission of a suitable and appropriate landscaping plan that seeks to minimise the landscape impacts of the site on the surrounding area and mitigates any impact on neighbouring residential properties, Galgate Marina and the setting of Lancaster Canal. This should include the provision of appropriate levels of natural screening;

III. The submission of a detailed design statement that recognises the gateway location of this site off Junction 33 of the M6. The design of the buildings and associated landscaping should be sympathetic to the locality and provide a well-designed environment for visitors and workers;

IV. There shall be no net loss in value of the adjacent Lancaster Canal Biological Heritage Site (BHS) and with evidence of how the BHS will be protected and enhanced shall be submitted. The Council will expect development proposals to deliver positive benefits to biodiversity through the restoration, enhancement and creation of semi-natural habitats within and through the site to maintain, restore and create function ecological networks;

V-VI. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council’s Heritage impact Assessment for the site;

V-VII. The submission of a comprehensive drainage plan which set out how surface water will be managed on the site. The Council will not support drainage schemes which are demonstrated to have a detrimental impact on the adjacent Lancaster Canal. Proposals should have due regard to the Surface Water Drainage Hierarchy which is set out in Policy DM34 of the DM DPD;

VII. Proposals through the design and construction should seek to address and mitigate against flood risk on the site. Proposals will be expected to be accompanied by a Flood Risk Assessment that addresses the issues of flooding and mitigation to the satisfaction of the Environment Agency and the Lead Local Flood Authority (Lancashire County Council);
18.38 As a consequence, the opportunity to move the existing site to a more suitable and accessible location is supported by the Council and land adjacent to junction 33, south of Galgate has been identified for its relocation. The proposed site will provide direct access to junction 33 of the M6 both to the north and south and reduce the level of HGV movements travelling through the city centre and residential areas.

18.39 The new facility will not only provide a relocation of the existing Auction Mart site, it will also permit the development of new employment facilities in the south of the district. The allocation will permit the development of range of B1, B2 and B8 employment uses on the site. Employment uses on the site must be connected to rural businesses and the agricultural industry and be ancillary to the primary role of the site as the new Auction Mart.

18.40 Proposals for the site should be brought forward through a comprehensive masterplan for the site which sets out how the whole allocation will be brought forward - either through its full development or by a phased approach. The Council will not support any planning application that results in the piecemeal development of the site. Any masterplan should seek the creation of a new Auction Mart as part of the first phase of development.

18.41 Access to the site will be taken from Preston / Lancaster Road (A6) and any masterplan should satisfactorily address a wide range of transport implications including provision of safe access into and out of the site, sufficient and appropriate vehicle parking on-site and address any highway capacity matters.

18.42 The site is in a greenfield location on the south edge of Galgate. Whilst the site is well shielded from the wider landscape to the south and east, the land is more prominent to the north and west. It will be essential that any masterplan includes a detailed landscaping plan that sets out how any visual impacts will be mitigated through the provision of natural features such as bunding and the creation of natural buffers using trees and vegetation.

18.43 The site is located adjacent to the Lancaster Canal, which is identified as a Biological Heritage Site (BHS). The Council will expect any proposals for this site to take account its relationship with the adjacent BHS and ensure that there are no detrimental impacts on its value.

White Lund Employment Area

18.44 White Lund Employment area is the largest allocated employment site within the district.
<table>
<thead>
<tr>
<th>FILE ID</th>
<th>POLICY</th>
<th>STATUS</th>
<th>TITLE</th>
<th>EFFECTIVE</th>
<th>EFFECTIVE</th>
<th>APPLICABLE TO</th>
<th>EXPIRATION</th>
<th>RATING</th>
<th>DATE</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07A180C</td>
<td>Policy 517</td>
<td>W</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Notes:**
- The table above contains a list of policies with various statuses and dates.
- The columns include Policy ID, Status, Title, Effective Date, Applicable To, Expiration Date, Rating, and Date.
- The table is structured to provide a clear overview of the policies and their details.
- Further information or context is not available in the provided text.