1. INTRODUCTION

DESCRIPTION OF THE AREA

1.1 The land at Heysham Gateway is located in the South Heysham area, which is made up of predominantly industrial land, either active or derelict land, a range of open spaces some of which have been designated for their environmental value and the residential areas of Middleton. The allocation of the Heysham Gateway specifically includes a number of areas of development, or potential for regeneration at the following locations:

- The Port of Heysham;
- Heysham Nuclear Power Station;
- Lancaster West Business Park;
- Heysham Industrial Estate;
- Major Industrial Estate;
- Sites for Energy Infrastructure and Sub-Station;
- Middleton Wood Nature Reserve; and
- Middleton Towers (former Pontins Holiday Camp).

1.2 The allocation of the Heysham Gateway has no definitive boundaries, however the developable area within it are defined in the draft Strategic Policies and Land Allocations DPD and lie predominantly to the south of the Heysham Link Road and to the north and west of Middleton village.

1.3 The land contained within it is generally a flat coastal area lying between Morecambe Bay and the River Lune Estuary. The area has a strong industrial past which has been used for a range of heavy industries, including the petro-chemicals industry, which has left a strong need for regeneration and renewal.

RELATIONSHIP WITH SURROUNDING USES

1.4 To the west of the Heysham Gateway area is Morecambe Bay, which is a highly important area for wildlife, particular birds, and has European importance for its biodiversity.

1.5 To the south is Middleton village, which is considered to be a sustainable settlement under Policy DM4 of the Development Management DPD. This village has a number of housing allocations which could deliver modest growth in this location.

1.6 To the north is the settlement area of Heysham which is primarily a residential area. To the east is the Lune Estuary which is highly sensitive environmental area.

LAND OWNERSHIP

1.7 There are a range of ownerships in the Heysham Gateway area, these are both public and private. The Council have a strong understanding of land ownerships, particularly in locations which have been proposed for new or expansions of development. The Council will continue to review its understanding of land ownerships in this area which, where appropriate, will be reflected in future iterations of this brief.
2. HEYSHAM GATEWAY VISION

2.1 The Council have set out the following vision for the Heysham Gateway area, ‘A regenerated area which capitalises on investment in the Bay Gateway, the Port of Heysham and energy sector by bringing forward in a planned, co-ordinated manner high quality development sites which are suitable for economic growth whilst addressing existing infrastructure issues and enhancing the unique environment of South Heysham.’

POLICY FRAMEWORK

2.2 The Strategic Policies and Land Allocations DPD sets out Policy SG17 which relates to Heysham Gateway and sets out a strategic framework for future economic growth in the area, this policy is highlighted below.

Policy SG17: Heysham Gateway, South Heysham

The City Council seeks to deliver a regenerated area which capitalises on investment from the Bay Gateway Link Road, the Port of Heysham and the energy sector by bringing forward in a planned, co-ordinated manner high quality development sites suitable for key growth sectors whilst addressing existing infrastructure issues and enhancing the unique environment of the South Heysham area.

Any proposals should have due regard to the content of the forthcoming development strategy which is being prepared by the Council. The development strategy will set out a vision for this area and a range of targeted interventions which will assist in its delivery.

To achieve this vision the City Council will support proposals for employment uses (B1 Office, B2 General Industrial and B8 Storage and Distribution) which deliver effective regeneration and improvement to the area. Proposals in the Heysham Gateway area should address the following:

I. Development proposals should be complimentary the wider uses of the South Heysham area addressing amenity issues appropriately;
II. Proposals should seek to protect areas which have important biodiversity value, in particular Middleton Woods Local Nature Reserve, and where possible provide improvements to the reserve in terms of management, security and access;
III. Proposals will be sympathetic to their surroundings, particularly in the context of the Lune Estuary and Morecambe Bay;
IV. Sufficiently address the remediation of contaminated land and water in accordance with Policy DM29 of the Development Management DPD;
V. Proposals will have to address issues of drainage with Council supporting the preparation of a comprehensive drainage strategy for the wider gateway area; and
VI. Where possible to do so, development should seek to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency, this should include investigating opportunities to deliver district heating systems in the South Heysham area.

Proposals for the development in the Heysham Gateway are should also accord to all relevant national and local planning policy.

1 http://www.lancaster.gov.uk/planning/planning-policy/about-the-local-plan
The Heysham Gateway has also included an area of land to the South of Heysham Moss which has been safeguarded for future use by National Grid as part of the North West Coast Connections Project, future proposals for in this area should pay due regard to Policy DM51 of the Development Management DPD.

**KEY OBJECTIVES**

2.3 The key objectives for Heysham Gateway are to capitalise on the demand generated from the completion of the Bay Gateway, growth at the Port of Heysham and the potential investment in the energy sector by:

1. Formalising a planning framework for the area to provide certainty to potential investors and other stakeholders.
2. Maximising the contribution that publicly owned land and assets can make to the regeneration of the area.
3. Identifying potential investment opportunities for the private and public sectors and securing public funding if required / available.
4. Optimising the potential for planning gain and community benefit projects in line with the overall vision for the area.

2.4 There are four main aspects of development in the Heysham Gateway which require attention; these are site development, presentation and image, environmental protection and infrastructure investment. These are addressed in more detail below.

**PRESENTATION AND IMAGE IMPROVEMENTS**

2.5 Previous uses on parcels of land in South Heysham, combined with some aspects of the current industrial uses, has created a low amenity built environment. The types of industrial activity and the levels of dereliction are not good for adjacent uses for holiday accommodation and residential areas, even through the siting of economic activities in this area brings jobs for location people. Therefore a key element of this Development Brief will be to set out the benefits of new development for the improvement of the visual amenity to the area, and targeted intervention on eyesores and poorly maintained land.

2.6 In the first instance, all new development will be required to meet high standards of amenity and presentation, secured if necessary through s106 agreements. On existing private sites, land-owners and occupiers will be encouraged to make improvements, backed up by grant assistance where availability including the use of the Community Benefits Fund operated on behalf of the DONG energy scheme at Walney Wind Farm. On Council and other publicly owned land, improvements will be prioritised and funded by contributions from planning agreements and supported by grant assistance where available.

2.7 Where there is no commitment to making agreed improvements, the Council will consider the use of Section 215 Untidy Land Notices which have been effective in improving the presentation of land and buildings elsewhere in the district.

2.8 Examples of what a better image of the Heysham Gateway area may look like include: tree planting, seating areas, safe open spaces, better road surfaces, paving, street-lighting or flower-beds, new or
better fencing or screening, improved entrances to industrial areas, advertisement and litter controls, public art or an ‘entrance’ feature along A683, investment in roads or road safety improvements (especially the completion of Imperial Road so that it joins Middleton Road) and safe cycle lanes.

**ENVIRONMENTAL PROTECTION IMPROVEMENTS**

2.9 The Heysham Gateway lies close to land protected by SPA, SAC and RAMSAR designations, on the sands into the Bay and along the mouth of the River Lune. Several sites with nature conservation qualities lies within South Heysham, protected as Sites of Special Scientific Interest and Biological Heritage Sites. Much of the protected land is managed as a Local Nature Reserve. These sites often adjoin industrial areas and some are associated with contamination and dereliction arising from previous industrial uses.

2.10 This Development Brief sets out to endorse the planning designations of the environmentally protected sites and facilitate practical measures for continuing to protect them, and for some small areas, to extend them. From the benefits of the developments described above, combined with any appropriate land management grants, the Council intends to direct funds towards capital and maintenance works and a long term maintenance agreements to manage the Middleton Wood Nature Reserve. This will include managing public access, rights of way and the enjoyment of the reserve and other open space areas in South Heysham. Specific capital measures will be subject to neighbourhood and landowner consultation but could include:

- The treatment of parcels of contaminated land and the treatment or removal of remnants from former industrial structures.
- Installation or replacement of boundary fencing, with a preference for using welded mesh style security fencing where robust boundary treatments are required, supplemented by planting suitable thorny species to deter unauthorised access and vandalism.
- Marking out and creating new footpaths to improve and manage public access, especially on land at Middleton Woods Local Nature Reserve. This work is to be accompanied by minor changes to the planting and habitat management of some areas.

2.11 Specific operational measures will include:

- Making a formal declaration of a Local Nature Reserve at Middleton Wood and securing long-term funding to manage the land for public access and the protection of its nature conservation significances.
- A management regime which cares for the significant habitat and species, allows and manages public access, in which all features are maintained in safe condition for all users.

**INFRASTRUCTURE-LED INVESTMENTS AND IMPROVEMENTS**

2.12 The Council support the development of new infrastructure at the potential Heysham 3 nuclear power station and at the Port of Heysham. These sites are addressed by Policies SG16 and SG18 of the Strategic Policies and Land Allocations DPD. This policy statement sets out to compliment the investment of infrastructure at the power station and the port, together with related wind, solar and gap powered investment opportunities in the area. The development sites, image improvements and investment in the environmental open spaces are designed to provide business premises for

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supply chain operators, new homes for the workforce and a pleasant environment to live and work in.

2.13 In order to improve the accessibility and quality of the environment in South Heysham, it will be necessary to invest in highways and other traffic measures. The highest priority is the completion of Imperial Road to form a new junction with Middleton Road. There are opportunities to provide safe cycling routes at Trumacar Lane, Rothesay Road, Money Close Lane, Compression Road / Main Road, Imperial Road and off-road between the A683 / Imperial Road roundabout and Mossgate. In addition, small scale improvements to the local environment could be made, subject to neighbourhood consultation, to improve road and footpath surfaces, street lighting and introduce road safety measures.

2.14 An important area requiring infrastructure investment is to minimise flood risk. The Heysham Gateway area is coastal and low lying, surrounded by land which is at risk of flooding. The Council is the lease authority for the Shoreline Management Plan (SMP) for Morecambe Bay, which includes coastal land covered by this Development Brief by sub-cell 11c of the SMP. The main purpose of the SMP is to understand coastal processes, predict change and plan for the most appropriate interventions, including coastal defence. The Council will continue to investigate along with relevant stakeholders whether future coastal flood defences are required in the Heysham Gateway area.

2.15 The discharge of most of the existing and future surface water in South Heysham follows a single channel which runs north / south through the area before draining into the River Lune at Ladies Bridge. This includes existing pipework which runs from land north of Major Industrial Estate to a pumping station close to the Water Treatment Works.

2.16 This Development Brief advocates future investment into an integrated drainage plan for the Heysham Gateway area which is currently in draft form and subject to more detailed costing and prioritisation works. This drainage plan is designed to improve the surface water drainage of the area (including the use of reed beds), remove contaminants from the water courses and the pipework, restricting the rate of which enters the pipework and to re-connect the pipe to the watercourse. It includes scope for agreeing future maintenance of the infrastructure, including its adoption where appropriate. A key aspect of the proposed revisions is the control of flood risk, but additional benefits will include cleaner water discharge into the River Lune and potential improvements to some micro-habitats with the Local Nature Reserve and other open land.

2.17 The Heysham Gateway area cannot be developed fully and effectively without investment in its coastal and drainage infrastructure. Implementation of the drainage plan will help to maximise the scope for redevelopment and regeneration, reduce the risk of flooding elsewhere and beneficially affect the local biodiversity.

3. DEVELOPMENT PROPOSALS

3.1 A review of the Heysham Gateway area reveals a complex mix of existing land uses, including a range of established businesses and residential areas, as well as areas of open land (some of which has public access). Through regular dialogue with developers and land owners the Council has maintained an up-to-date understanding of the main development activity and aspirations in the

Gateway area. Existing business development focuses on energy, port / transportation / logistics and waste management, the key sites to deliver this are summarised below.

3.2 **Heysham Power Station** is operated by EDF. The two nuclear power stations are due to be commissioned in 2019 and 2023 (unless the operators obtain new licences to continue power generation beyond that time). The decommissioning process will have economic impacts on the local workforce, particularly in terms of the changing skills that would be required. EDF continue to have an option to seek consent for a third nuclear reactor on the site but has yet to commit to the project. Land has been safeguarded in the local plan, via Policy SG18 of the Strategic Policies and Land Allocations DPD.

3.3 **Port of Heysham** is operated by Peel Ports. The port expects to become more attractive to hauliers moving goods between England and Ireland following the opening of the Bay Gateway. It is also one of the ports which is under consideration for an expansion in operations and management capabilities to service the off shore wind farms in the Irish Sea. These changes may increase demand for businesses to re-locate close to or within the port site. Peel Ports has permitted development rights for port related activities on operational land under Part 17, Class B of the General Permitted Development Order (GDPO) 1995.

3.4 **National Grid** is responsible for transmitting power generated at the nuclear power stations and the off shore wind farms to homes and businesses throughout the country. It operates sub-stations and power line infrastructure in South Heysham. National Grid will be building a new sub-station to the north-west of the A683 / Imperial Road roundabout, which will be capable of connecting with new routes as part of the North West Coast Connections project.

3.5 **DONG Energy** is a major investor in offshore wind farms in the Irish Sea. There is now infrastructure in South Heysham which allows three of DONG’s off shore windfarms in the Irish Sea to connect to the new sub-station at Middleton Road. Further sub-station infrastructure has been developed on land to the north-east of the A683 / Imperial Road roundabout.

3.6 **Lancaster West Business Park** is predominantly in public ownership of the City and County Council’s and provides opportunity for greenfield employment development for a range of economic uses. It is located in a strategic position alongside the link road between the M6 and the Port of Heysham however infrastructure improvements will be necessary to improve traffic access within the site, particularly via the completion the Imperial Road link into Middleton Road.

3.7 **Heysham Business Park** is owned by Celtech Estates Limited, although the freehold is currently being marketed. The estate comprises of some 280,000sq ft. of low quality industrial accommodation, including waste and recycling industries and several vacant sites. It would benefit substantially from a programme of investment to improve its quality and make it more attractive to the market and potential occupiers.

3.8 **Morecambe Waste Water Treatment Works** is operated by United Utilities (UU) and is situated immediately to the north-west of Heysham Business Park. UU is investigated the need to increase the capacity of the treatment works to enable compliance with the revised bathing water directive.

3.9 **Major Industrial Estate** is in multiple ownership, with the largest portion being operated by Solvent Resource Management Limited. It is an established estate characterised by a mix of lower grade
premises providing small workshops space together with some large modern infill for local occupiers. The estate would provide access to one of the development sites identified in Section 6 of this Development Brief.

3.10 Beyond these existing sites, there is scope to bring forward further land in the Heysham Gateway area to development the skills and employment opportunities in existing business sectors, and provide opportunities for new development. These are described in more detail within Sections 4 to 6 of this Development Brief.

4. PORT OF HEYSHAM

4.1 The Port of Heysham is a significant economic driver within the District, it provides regular ferry services across the Irish Sea to ports in Northern Ireland, the Republic of Ireland and the Isle of Man. These include both freight and passenger services. The Port also acts as a basis for other off-shore operations which take place in the Irish Sea, this includes a range of energy services in relation to off-shore renewable.

4.2 Whilst the Port is considered to be a significant employer in its own right, it also has strong supply-chain links, for instance with haulage companies, which generate significant job numbers and economic investment within the district.

Policy SG16: Port of Heysham Expansion

The Council recognises the benefits that are brought to the local economy through the Port of Heysham and the Port related facilities that surround it. Through the local plan the Council will seek to support the widening of facilities at the Port to encourage future growth and expansion. To facilitate such growth the Council will support the expansion of the Port, to incorporate land at the Port of Heysham Industrial Estate, provided that the following criteria are met.

I. That the existing businesses which occupy the Port of Heysham Industrial Estate are found appropriate and suitable accommodation at a location appropriate to their business needs; and

II. That the proposed uses are ancillary to the operation of the wider port facility at Heysham.

The Council will support the diversification of uses on the Port site, supporting the Port in becoming a base for providing assistance to energy projects, particularly off-shore renewable energy projects.

In considering proposals the feasibility of introducing or connecting to district heating systems should be investigated.

Future proposals will need to demonstrate that no European designated sites would be adversely affected by development either alone or in combination with other proposals, as per the requirements of Policy EN9 of this DPD.

4.7 Dialogue with Peel Ports (the owners of the Port) suggest that they will be considering opportunities to increase services from the Port within the plan period. Indeed significant investment has already
taken place in the Port to facilitate further services in the future. In order to achieve this and maximise efficiency there is a need for further capacity to be provided to the Port.

4.8 However, there are significant challenges in achieving increased capacity due to the proximity of the Port to surrounding uses. To the South is Heysham Nuclear Power Station, to the east and North is the Port of Heysham Industrial Estate. Given the sensitivities surrounding nuclear power and safeguarding land for its operations, decommissioning and potential future expansion, growth of the Port to the south is not a viable or realistic option.

4.9 As a result opportunities for growth at the Port must be established through expansion into land currently used for employment purposes at the Port of Heysham Industrial Estate. The estate is a well located area for businesses relating to coastal operations and the Port, as a result the estate is well occupied and vacancy levels are low.

4.10 Whilst the Council support the investigation of expansion into this area, any future expansion must be undertaken in a positive and collaborative manner with the existing businesses on the estate. This will require businesses to be de-canted to suitable alternative locations within the immediate vicinity (to available areas within Heysham Gateway) to ensure these businesses are protected.

4.11 The Council have prepared Policy SG16 to support the principles of expansion at the Port of Heysham, recognising its economic importance to the district. However, the Council will expect positive and proactive discussions to take place between Peel Ports and the businesses of the Port of Heysham Industrial Estate to ensure that the economic value (in terms of investment and jobs) is protected and opportunities to de-cant businesses to reasonable, suitable and appropriate locations and premises are offered.

4.12 The City Council will continue dialogue with all stakeholders and the Port to explore opportunities with any updates being reflected in future iterations of this brief.

5. LANCASTER WEST BUSINESS PARK

5.1 The land identified at Lancaster West Business Park is under predominantly public sector ownership through Lancaster City Council and Lancashire County Council and is allocated under Policy EC1 of the Strategic Policies and Land Allocations DPD4. It total approximately 28 hectares remains available for development in the business park. The land has a historic allocation for employment and economic purposes within the adopted and emerging local plan. Parts of the area are also identified as being suitable for large scale built waste management facilities, incling inert waste recycling, via the County Council’s Minerals and Waste Local Plan. It is identified for ongoing employment purposes via Policy EC1 of the Strategic Policies and Land Allocations DPD.

5.2 Lancaster West Business Park is the site which has the most obvious potential to improve the gateway to South Heysham for all traffic using the Bay Gateway to access the M6 and the Port of Heysham. It is a highly visible site and prominently located and so any development in this area will have the potential to improve the local built environment. The majority of the land is level or gently sloping and currently used for the purposes of rough grazing. Land adjoin the site to the south at

4 http://www.lancaster.gov.uk/planning/planning-policy/about-the-local-plan
Middleton Business Park is also in business / industrial use and is also partly used for waste management purposes.

5.3 Known constraints on the site include the presence of four large disused kerosene storage tanks which are embedded into the ground to the west of Imperial Road. Land between the tanks and Imperial Road has been used historically as a tipping site in the 1980 for inert waste in connection with the construction of the A683. Finally, the site is bordered at various points by Local Nature Reserves, the Middleton Marsh Biological Heritage Site (BHS) and land which is highlighted to be in flood risks zones 2 and 3, and a small area of land close to the A683 roundabout is within a Minerals Safeguarded Area.

5.4 The land at Lancaster West Business Park has a direct access pint from the A683 / Imperial Road roundabout and could easily be developed with service roads, parking and business units for a range of employment purposes.

5.5 The prominence of this land supports the principle of promoting and developing it for high-value business users, linked with supply chain activities for the port or power industries and the universities. Development of this land must facilitate the completion of Imperial Road with the creation and completion of a new junction from Imperial Road onto Middleton Road.

5.6 The Council will continue to look at opportunities for expansion of the Lancaster West Business Park during the course of 2017 and look at opportunities for expansion to the west and to the south. Any further expansions of the employment area will be set out in future iterations of the local plan and within this brief.

6. MAJOR INDUSTRIAL ESTATE

6.1 The land identified at Major Industrial Estate is owned by private and public sector (Lancaster City Council) and is identified as being suitable for business and employment development via Policy EC1 of the Strategic Policies and Land Allocations DPD⁵. A significant area of this estate is used for a range of heavy industries however a 5 hectare are to the south of the estate remains available for development.

6.2 The available land is currently a vacant undulating site which has been partially reclaimed from its former use as an oil refinery. The land offers potential uses for a range of business and employment opportunities, including the potential expansion or re-location of businesses from elsewhere in the local area. Access and services could be taken from the existing internal road network on the Major Industrial Estate or from Main Avenue to the south across land owned by the Council.

6.3 The main constraints on the remaining available land are environmental, with much of the land having been tipped following earlier uses associated with the oil refinery. In addition, three sides of the site are bordered by the Middleton Former Refinery Biological Heritage Site designation and two of those include the boundary to Middleton Local Nature Reserve.

6.4 This land could be developed in a variety of ways, along with the other vacant units on the already developed areas of the Major Industrial Estate. The site could provide overspill for further expansion

⁵ http://www.lancaster.gov.uk/planning/planning-policy/about-the-local-plan
of haulage businesses or logistic related activities connected with the Port of Heysham. A wider area of land, including some of the Middleton Wood Local Nature Reserve, has been the subject of a feasibility study for the installation of solar panels.

7. **HEYSHAM NUCLEAR POWER STATION**

7.1 Heysham Nuclear Power Station is a significant employer since its development in the 1970s. The two reactors which are sited in the facility are coming to the end of their active life, with a number of applications already made to extend operations. It is expected that de-commissioning on the reactors will begin at some point beyond 2030.

7.2 The Government have identified the site at Heysham as a potential location for the future construction of a new nuclear reactor which is identified within National Energy Infrastructure Statements⁶. Whilst this only represents a potential future location (and any likely construction would be beyond this plan period) it is a requirement for the local planning authority to safeguard land for such a potential.

7.3 Whilst the issues of de-commissioning and the potential construction of nuclear new build will be dealt with at a national level (due to its strategic importance), the Council have drafted Policy SG18 which sets out the Council’s position on both topics.

7.4 The principles of such an approach set out clarity over any such response from the Council on these matters should future applications be submitted as part of the Nationally Strategic Infrastructure Projects (NSIP)⁷.

**Policy SG18: Heysham Nuclear Power Station**

*Managing Nuclear New Build*

The Council will support the construction of a new nuclear power station on the nominated site at Heysham Nuclear Power Station provided that the following matters are adequately addressed:

I. It has been demonstrated that the development proposals sufficiently mitigates for the inevitable environmental affects;

II. It has been demonstrated that the proposal has adequately accounted for and mitigated against where necessary the combined local impacts of a new build power station and the decommissioning on the nuclear site at the same time;

III. Future proposals will need to demonstrate that no European designated sites would be adversely affected by development either alone or in combination with other proposal;

IV. Opportunities for education and learning as part of any future development are promoted;

V. That opportunities for district heating is investigated which utilises the excess heat produced from the site and the opportunities that this provides for the wider community;


⁷ [https://infrastructure.planninginspectorate.gov.uk/](https://infrastructure.planninginspectorate.gov.uk/)
VI. Opportunities to encourage sustainable transport uses are encouraged which should be clearly set out within a properly monitored and managed Travel Plan; and

VII. That surrounding uses and occupiers are not adversely impacted on as a result of the development proposals.

Through the local development plan the Council will seek to safeguard and protect the nominated site and its surroundings for the proposed Heysham 3 Nuclear Reactor from inappropriate development which would constrain the future development of the facility.

The Council does not anticipate that the construction and operational phases of this proposal will take place within this plan period. However, should there be a significant acceleration in progress of the nuclear new build the Council recognise this may necessitate a review of the local development plan, particularly in relation to the impact on housing need within the district.

**Safeguarding Existing Nuclear Facilities**
The Council will have regard to the safeguarding of existing facilities at Heysham Power Station from inappropriate development, in line with Government Policy. The Council will consult with and take into account the advice of the Office of Nuclear Regulation (ONR) in determining relevant planning applications.

7.5 The Council will continue dialogue with key stakeholders over this approach and will provide updates within future iterations of this brief where necessary.

8. **ELECTRICITY INFRASTRUCTURE**

8.1 The Heysham Gateway area has seen a significant increase in the range of electricity transmission equipment, with significant number of new sub-stations being created alongside the A683 Heysham By-Pass. These facilities have been constructed to connect the off-shore wind farms in the Irish Sea with the National Grid Corridor which passes to the east of the gateway area following the route of the M6.

8.2 Recent constructions have include new facilities for DONG Energy on Middleton Road and new facilities for the National Grid to the South of the A683. Further expansion plans are expected on land to the north of the By-Pass route as part of the North West Coast Connections Scheme.

8.3 The Council will retain an active role as a consultee in the Coast Connections Project and seek to ensure that the impacts of new infrastructure (and its construction) mitigates impacts on local residents and businesses.

9. **MIDDLETON TOWERS**

9.1 The site at Middleton Towers is a privately owned area of approximately 16 hectares which forms the major part of the former Pontins Holiday Camp which closed in 1994. It is a serviced and clear site, allocated as a Development Opportunity Site under Policy DOS8 of the Strategic Policy and Land Allocations DPD.
9.2 The site has an outline planning consent for residential development (a retirement village) which has in part been implemented with a number of residential properties completed and now occupied. Due to financial difficulties the development of the site for a retirement village has now stalled and remains uncomplete with significant areas of the site remaining vacant.

9.3 The adjoining uses to the site includes the Ocean Edge Caravan Park, the Heysham Waste Water Treatment Works, Heysham Industrial Estate and lies adjacent to Morecambe Bay.

9.4 Known constraints includes land to the east of the site which lies within Flood Zone 2 and 3. A slightly smaller area of this part of the site is situated within the Carr Lane Meadows Biological Heritage Site. This part of the site is also crossed by the Shell Heysham-Stanlow ethylene pipeline.

Policy DOS8: Land at Middleton Towers, Middleton

The Council will support regeneration proposals for residential, employment and tourism-led development at this former holiday camp. In considering regeneration proposals the Council would support the implementation of the existing planning consents for the delivery of a residential development on the site.

Where it is demonstrated that this original proposal is not viable, the Council will consider alternative proposals for the site. In considering any proposals the Council will expect the following issues to be addressed:

I. That the proposed use(s) are compatible with the existing specialist residential uses which have already been constructed on site;
II. The proposal seeks to enhance its levels of connectivity and accessibility to nearby urban areas. This should be achieved via improvements to public transport services and improvements to the highway, cycling and pedestrian networks;
III. The proposal does demonstrates that it does not have a detrimental impact, either alone or in combination with other proposals within the local development plan, on European designated sites (as defined by Policy EN9 of this DPD); and
IV. The proposal does not have a detrimental visual impact on the landscape value of Morecambe Bay; and
V. The protection of the setting of the Listed building and its viability as a leisure facility.

Any proposals for this site should have due regard to the close proximity of Heysham Nuclear Power Station (as defined by Policy SG18 of this DPD) in relation to its continued operation and potential future expansion.

Any development proposals for the site should also have due regard to all relevant policies contained within the local development plan and, in particular the Development Management DPD.

9.5 The private owners of the site (Glory Hole Limited) wish to develop their land for residential-led uses. The potential for this site is to bring forward new residential development and to improve local services and transport links. This could be achieved by supporting public transport or by providing a secondary road access into the site which broadly follows a route along Compression Road.
9.6 Land to the east of the land identified at Middleton Towers, along with the ownership of Glory Hole Limited, could be adapted to improve drainage and surface water attenuation. This land is also suitable for adding into the land which has been designated as the Middleton Wood Local Nature Reserve. To the west, the predicted rates of coastal erosion as indicated in the Shoreline Management Plan (2009) requires that any new development should be set back at least 50 metres from the mean high water mark.

10. **MIDDLETON WOODS**

10.1 The land identified as Middleton Woods Nature Reserve is part of the former ICI Petro-Chemicals site which was vacated in the late 1970s / early 1980s. Since that time the land remained vacant and the environmental value of the site has increase, now providing a valuable habitat to a range of protected species.

10.2 This area has now been protected for its environmental value and is an important environmental and recreational space within the South Heysham area, with significant portions of the site open for public access.

10.3 The Council will continue to protect and support improvements to the site which seek to boost further its recreation and environment value.

11. **FURTHER INFORMATION AND WORK REQUIRED**

11.1 The finalised Development Briefs will be an important and necessary tool for the preparation of a masterplan and future planning applications for the Heysham Gateway area. The brief allows for the elaboration of points set in Policy SG17 and other site-specific policies in the draft Strategic Policies and Land Allocations DPD\(^8\).

11.2 The role of the finalised Development Brief is to provide certainty. It provides certainty to the landowner and developer over the requirements that the new development will be expected to deliver. It provides certainty to other stakeholders (for example infrastructure providers) that key issues will be dealt with in a comprehensive and satisfactory manner. It also provides certainty to local residents over how development will be delivered and how the impacts of development will be addressed, whether these be potential impacts on local amenity or to local infrastructure provision.

11.3 It is important to note the draft nature of this Development Brief. This document seeks to address some of the issues and concerns of stakeholders and local people over how development will be delivered via Heysham Gateway. However, given the draft nature of the local plan the preparation of the Development Brief will be iterative and will be informed by further engagement, dialogue and evidence gathering as the plan progresses.

11.4 During the course of 2017 the Council will continue to update evidence on flooding, highways, open space, ecology and local centre provision to shape and inform the future iterations of this Development Brief. Furthermore the Council will continue to engage with stakeholders and

infrastructure providers to ensure the requirements for new and improved infrastructure is clearly set out.

11.5 To ensure that matters of infrastructure are comprehensively dealt with, the Council have begun the preparation of an Infrastructure Delivery Plan\(^9\) (IDP) which will set out the necessary, important and desirable infrastructure projects that should be delivered through the course of the plan period. The IDP sets out information on specific projects, the timescale for delivery, the delivery organisations and the potential sources of funding.

11.6 The IDP will continue to be refined before a final version will be published to accompany the final version of the local plan (and this Development Brief). The final version of the IDP will also include anticipated costs of infrastructure projects identified (projected costs will be secured from the relevant infrastructure providers).

11.7 It is anticipated that these Development Briefs will be a key element of implementing the strategic growth policies contained in the local plan (i.e. the Strategic Policies and Land Allocations DPD). The Council will continue the preparation of the Development Briefs into 2017 for Bailrigg Garden Village, East Lancaster, North Lancaster and South Carnforth. Due to the special nature of Grab Lane, and its setting to Williamson Park and Ashton Memorial, a Development Brief will also be prepared for this area.