

Barton Willmore on behalf of SCPI Consulting Ltd
Examination into the Lancaster District Local Plan
Matter 4
Representation ID: 167

Matter 4 – Economic Development

1. This Hearing Statement has been prepared on behalf of SCPI Consulting Ltd. This Statement responds to selected questions set out within Matter 4 of the Inspector's *Matters, Issues and Question*.
2. The following responses should be read in conjunction with our representations submitted to the Local Plan for Lancaster District (2011-2031), dated March 2018. We have also expressed a desire to attend the Examination Hearing Sessions in relation to this Matter.

Main Issue: Whether the Council's strategy for accommodating economic development is sound?

a) Would the approach of Policies SP4, EC1, EC2, EC3, EC5, DOS4, DOS5, DOS9 and DM14 provide flexibility and choice for employment land within the District in line with the Employment Land Review?

Employment Land Requirement & Distribution

3. From the outset, our Client does not consider the economic development strategy to be sound in the context of paragraph 182 of the 2012 NPPF.
4. The proposed employment land requirement set out in Policies SP5 and EC2 is unjustified in the context of the recommendations set out in Employment Land Review (ELR) **(EM_Elr_02)**. The economic development strategy is, therefore, ineffective in meeting employment needs of the whole District and cannot be deemed to be positively prepared in accordance with paragraphs 80 and 81 of the 2012 NPPF.
5. The ELR was prepared by Turley in July 2014 with the final report published in January 2015. The ELR seeks to review the existing employment land portfolio, identify future employment requirements and set out a strategy for how such requirements will be delivered.
6. Table 5.17 of the ELR sets out the estimated employment land requirements for Lancaster District for the period 2011 – 2031. The Table states that **at least 49.5 hectares** of land **(the baseline Experian scenario)** is likely to be needed over the Plan period to cater for future business growth and economic development needs in Lancaster. However, when

including the needs implied by the strategic projects the Council and Lancashire Local Enterprise Partnership are advancing, this figure should be revised upwards to **53.3 hectares (project based scenario)**.

7. To that end, we reiterate our previous concerns that, despite the two figures not aligning, both the proposed employment land requirement of **48.9 hectares** set out in Policy SP5 and the proposed requirement of **46.2 hectares** set out in Policy EC2 are lower than both the recommended employment growth scenarios set out in the ELR.
8. The Council has identified economic growth as one of its top corporate priorities and the Local Plan strategy seeks to deliver a *"thriving local economy that fosters investment and growth and supports opportunities to deliver the economic potential of the district"*. These aspirations are reflected in the Spatial Vision, Strategic Objective 1 and Policy SP4 which all aim to support economic growth within the District to provide a range of important businesses and organisations that provide a strong economic base in terms of job creation and investment.
9. Policies SP5 and EC2 seek to identify new employment allocations to assist in the delivery of economic growth. The proposed allocations in Policies SP5 and EC2 reflect the key projects set out within the ELR and in Policy SP4. However, the total amount of land allocated does not align with the recommendations set out in the ELR (project-based scenario) for meeting this growth. In fact, it does not even meet the minimum need (baseline Experian scenario).
10. The Council has not provided any sound justification or evidence for reducing the overall employment land requirement. Progressing a strategy that does not meet the minimum need will adversely impact on the effectiveness of the economic strategy for the District.
11. Furthermore, the Council has not sought to distribute the employment land requirement in the context of the settlement hierarchy. Rather Policies SP4, SP5 and EC2 seek to focus all the growth to the south and east of the District. This does not align with strategy set out in Policies SP2, SP3 and SP6 which also promotes growth in Carnforth.
12. As such, Policies SP5 and EC2 do not provide flexibility and choice in the supply to ensure the overall strategy is achieved. **The Council should be seeking to allocate 53.3 hectares of land as a minimum in Policies SP5 and EC2 in line with recommendations set out in the ELR. This will require the allocation of additional sites within the District.**

Office Provision (Use Class B1a/b)

13. Section 7 of the ELR draws together the forecasts of future employment land to compare actual levels of available land with anticipated requirement to determine whether there is a need for more provision of employment space, or surpluses of it. The assessment is split into two sectors - office (Use Class B1a/b) and industrial (Use Class B1c/B2/B8).
14. Table 7.4 of the ELR concludes that there is a need for an additional 7.3ha of land to meet the needs for office accommodation in the District over the Plan period. This is in addition to existing employment sites and those recommended for de-allocation in Section 6 of the ELR. The Council has adjusted their existing employment land portfolio (Policy EC1) to reflect the conclusions of the ELR. However, based on the above, 7.3ha of additional land suitable for office development still needs to be identified.
15. To meet this need, the ELR recommends at paragraph 7.33 that the Council should consider allocating additional greenfield, and potentially Green Belt land for B1 Office Use. This would improve the current choice of sites to meet general employment needs, whilst also addressing any demand arising over the Plan period which cannot be accommodated on existing greenfield allocations at Lancaster Business Park or the proposed Lancaster University Innovation Campus.
16. As set out above, Policy EC2 seeks to identify a range of new employment sites within the District. The policy is worded to support Use Classes B1, B2 and B8 on each of the allocated sites. However, our Client is concerned that the proposed allocations do not cater for the identified need for office accommodation and will not provide enough flexibility and choice in the supply across the District.
17. The Heysham Gateway (SG15), Port of Heysham (SG14) allocations are both brownfield sites that are of poor quality and not attractive or conducive to B1 office and R&D occupiers. The Junction 33 Agri-Business Centre (EC3) site is restricted to agricultural businesses uses and seeks to relocate an existing business. The Lancaster University Innovation Park (SG2) is a historic employment allocation and forms part of the Council's existing supply. This site cannot be considered as additional land as part of the emerging supply and cannot be relied upon to meet future office needs.
18. The only site identified in Policy EC2 that has the potential to provide office space is Lancaster North Business Park (SG9) which the policy confirms is 2ha in size. Whilst the allocation of this site aligns with the ELR's recommendations to allocate a site to the north of Lancaster (paragraph 7.43), this site alone would not meet the identified need for an additional 7.3ha of land for office accommodation. Policy EC2, therefore, does not align with the ELR in this regard.

19. We note Policy SG1 seeks to explore opportunities for employment and economic growth at the Bailrigg Garden Village site. However, the wording of the Policy is heavily focused on the delivery of housing rather than employment and there is no indication of the extent of land proposed to be delivered on this site for employment uses. Furthermore, employment growth at Bailrigg would be focused around the Lancaster University Health Innovation Campus, which is an existing employment site. This would mean almost all the required office growth would be met in a single location limiting the choice of sites across the District.
20. Overall, the Council has appeared to ignore the recommendation of the ELR that identifies a need for 7.3ha of additional office development. In line with the recommendations set out in the ELR (paragraph 7.33) the Council, therefore, need to allocate additional sites in Policy EC2 to improve the choice of sites across the District, whilst addressing the demand arising over the Plan period.
21. The sites should be outside of Lancaster and in accordance with the recommendations of the ELR this need is best met on sites within close proximity to the M6, a trend that has already been demonstrated through recent development at Lancaster Business Park (paragraph 7.40).

Industrial Provision (Use Class B1c/B2/B8)

22. Turning to the provision of industrial land, Table 7.4 of the ELR confirms in quantitative terms the existing supply of land provides a surplus of 2.7ha – 5.7ha. The range includes the additional allowance of 3-6 hectares for replacement of losses at Lune Industrial Estate.
23. However, the ELR recognises that the existing supply is largely poor-quality brownfield land which requires investment and regeneration to bring it back to modern standards. The process of regenerating these sites is likely to be slow, therefore, the qualitative evidence (paragraph 7.26) of the ELR suggests there is still a need to identify additional industrial land in the **main settlements** of Lancaster, Heysham, **Carnforth** and Morecambe to meet provide flexibility in the supply to ensure demand is met.
24. Policy EC2 seeks to allocate 7.5ha of additional land at the Port of Heysham (SG14) and 18ha of additional land at the Heysham Gateway (SG15). This is in addition to the 2ha of land allocated for office development at North Lancaster Business Park (SG9) and the potential for growth at Bailrigg Garden Village focused around the Lancaster University Innovation Park (SG2).

25. Whilst our Client has no objection to the allocation of these sites, the Council is effectively seeking to focus all the proposed employment growth (both office and industrial sectors) to the south and west of the District. The ELR confirms much of the existing supply of employment land is already concentrated in this location. Looking specifically at industrial land, Heysham and to a lesser extent in the Morecambe/White Lund area have a good existing supply. Outside of these areas (i.e. in Carnforth), paragraph 7.34 of the ELR confirms the land supply position is more constrained.
26. Our Client has previously raised concerns regarding the geographical distribution of employment allocations and the potential for this to restrict the delivery of sustainable economic growth in the north of the District. The Council's Matter 4 Hearing Statement **(LCC7.4.0)** confirms the Council has considered opportunities for further growth in Carnforth, but they consider growth would be better located in the main urban areas close to existing economic drivers, close to the resident workforce and new housing growth (i.e. Lancaster, Morecambe and Heysham).
27. This approach does not align with the development strategy set out in Policies SP2 and SP3 which seeks to concentrate housing and economic development towards the main urban areas of Lancaster, Morecambe, Heysham **and Carnforth**. In addition, this approach would not align with the housing strategy set out in Policy SP6 which seeks to deliver 700 new dwellings in Carnforth over the Plan period. Not delivering new employment development in Carnforth has the potential to result in unsustainable patterns of growth, with residents needing to travel to the south of the District for employment.
28. Rather than allocate any new sites in Policy EC2, the Council is reliant on existing employment sites allocated in Policy EC1 to deliver their development strategy for Carnforth. This includes 7.8ha at Carnforth Business Park (EC1.1), 1.5ha at Carnforth Levels (EC1.2), 5.7ha at Scotland Road (EC1.3), 1.2ha at Warton Road (EC1.4) and 1.8ha at Kellet Road Employment Area. The Council has also included the TDG Depot Site within their overall calculation of employment land, despite it not being an employment allocation in Policy EC1.
29. In justifying their position, Paragraph 4A.7 of the Council's Matter 4 Hearing Statement **(LCC7.4.0)** states the expansion of the iron works and railways in Carnforth is a legacy which has left the town with a wide range of employment sites close to the railway and along the A6 corridor. The Council consider the existing employment allocations in the town, which amount to in the region of 23ha, provides sufficient employment opportunities for a town of Carnforth's size and role. The quantitative and qualitative arguments mean future growth is better located elsewhere.

30. Looking at the Council's evidence relating to the availability of employment land in Carnforth, Table 6.3 of the ELR confirms the residual land supply available over the Plan period in Carnforth is 10ha (adjusted to remove 1.9ha from the Millhead site). This includes available land at Carnforth Business Park, the TDG Depot Site which was largely vacant in 2014/15 when the ELR was published and to a lesser degree small available unit at Kellet Road Industrial Estate.
31. **Appendix 1** of this Hearing Statement provides an up-to-date assessment of the suitability, availability and deliverability of the existing employment sites in Carnforth and their ability to deliver employment development in the future. The findings of this assessment can be summarised as follows:
- The Kellet Road, Scotland Road, Warton Road (development to the west) and Carnforth Levels employment areas are all fully occupied with no land available to expand.
 - The TDG Depot site is now 70% occupied and there is only circa. 0.5ha of land available on the site to deliver new employment growth.
 - Following the grant of planning permission for two separate developments for Use Class B1 and B8 at Carnforth Business Park, only 1.14ha of employment land is now available in Carnforth. However, this is not currently available to the open market.
32. Our assessment confirms the employment market in Carnforth is buoyant and occupancy rates are high with a very limited amount of employment land available to accommodate additional employment development. This is evident from the significant improvement in the occupancy of vacant units at the TDG Depot site and the recent approval of employment related applications.
33. In addition to the increase in occupancy levels, by granting planning permission for the Porsche car showroom on our Client's land at Junction 35 of the M6 (ref. 17/01133/FUL), the Council has accepted that there were no alternative sites within the existing urban area that could accommodate new employment development. We continue to receive expressions of interest for a range of potential occupiers, all of whom cite a lack of suitable alternative sites as a reason for interest. Evidently, there is a high demand for new employment land in Carnforth, particularly in the distribution sector.
34. The improvements to the occupancy rates since the ELR was published in 2015 has consequently reduced the residual amount of employment land that is available in Carnforth from 10ha to circa. 1.64ha. The majority of which is located at Carnforth

Business Park. As set out at Appendix 1, this site is within the control of The Plymouth Brethren and is not currently available to the open market.

35. Beyond this site, the only available sites suitable for economic development will be brownfield regeneration opportunities in and around Carnforth Town Centre. However, the ELR acknowledges that such sites will not be suitable for large scale B8 development. This further demonstrates that the opportunities to deliver new employment opportunities in Carnforth are constrained and the Council cannot rely on existing employment sites to meet the demand and need for employment land.

Conclusions

36. Overall, Policy EC2 ignores the recommendations of the ELR by not meeting the needs of the office sector and the proposed employment allocations for both the office and industrial sector, which are focussed around Lancaster and Heysham, do not provide a flexible and balanced portfolio of sites across the District to deliver economic growth.
37. The ELR confirms the south and west of the District already benefits from a strong supply of employment land, particularly in the industrial sector, and this provision has been enhanced through the allocation of additional sites in Policy EC2. Whilst our Client does not object to the allocation of these sites, the absence of any new allocations in the north of the District would restrict growth in this location and this would not align with the Council's vision and strategy set out in Policies SP2, SP3 and SP6 which promotes Carnforth as a location for growth.
38. In line with the recommendations set out in the ELR the Council need to allocate additional greenfield sites in Policy EC2 to improve the choice of sites across the District for prospective investors, whilst addressing the demand arising over the Plan period.
39. In terms of meeting the need for office accommodation, paragraph 7.40 the ELR confirms this need is best met on sites within close proximity to the M6, a trend that has already been demonstrated through recent development at Lancaster Business Park. For industrial uses, paragraph 7.46 of the ELR states, given the attractiveness of Carnforth Business Park in market terms, the allocation of additional greenfield land close to Junction 35 of the M6 would potentially serve to improve the choice of sites in the north of the District.
40. As set out in our previous representations, our Client's land is strategically located at Junction 35 of the M6, making it attractive to potential occupiers. The site is suitable, available and deliverable to meet the demands for both office and industrial development in line with the ELR's recommendations. The site benefits from its proximity to an existing large resident workforce in Carnforth and will support sustainable economic growth

resulting from the proposed housing at Lundsfield Quarry and Windermere Road (Policy SP6).

41. The allocation of this site would also align with the Council's development strategy by supporting the future economic growth of Carnforth. The site should, therefore, be allocated for employment use under Policy EC2 to provide an appropriate geographic distribution of employment land across the District.

b) Is monitoring adequate and what steps will be taken if sites do not come forward?

42. Paragraph 25.1 of the Part One Local Plan states a separate Monitoring Framework will be prepared for the District which will set out how the implementation of policies within the Local Plan will be monitored. What is not clear is what the intended "Monitoring Framework" will comprise. The Council has produced a Background Paper which seeks to establish the Local Plan Monitoring Framework (**SD_021**). To ensure it is implemented throughout the lifetime of the Plan, the Monitoring Framework should be explicitly set out in Section 25 of the Part One Local Plan rather than a separate standalone document.

Questions c), d), e), f) and g)

43. Our Client has no comments to make in response to these questions.

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Appendix 1: Assessment of Carnforth Employment Sites

Context

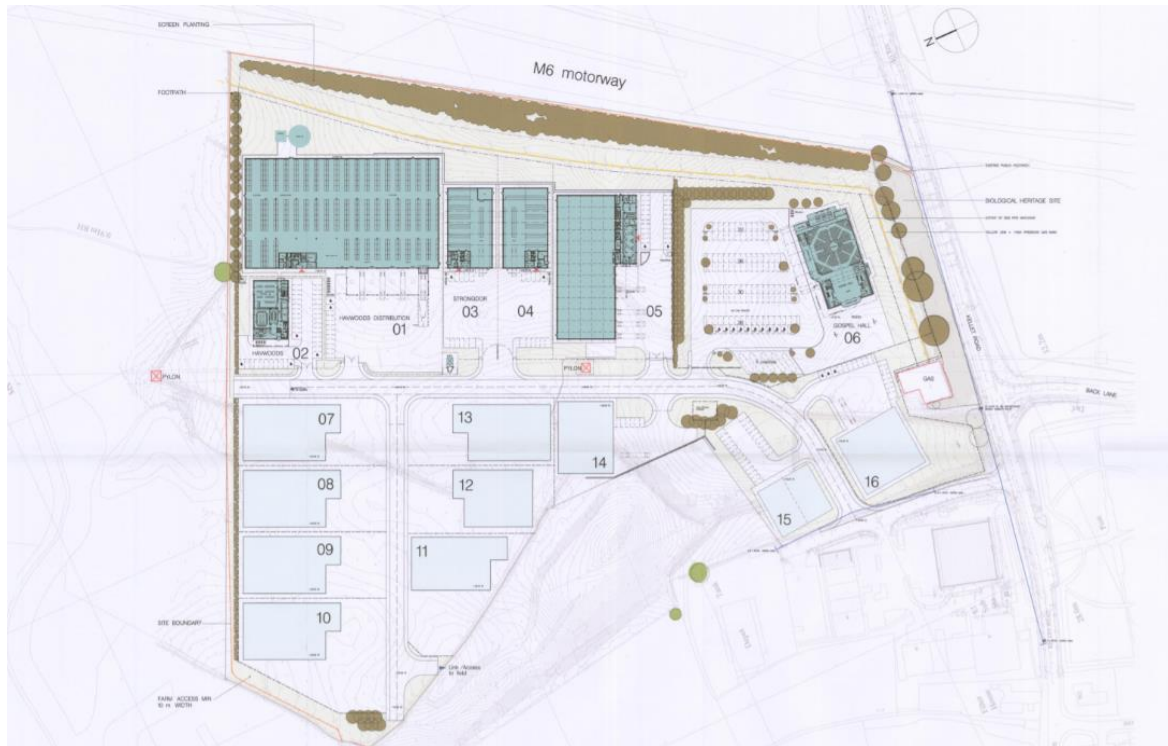
1. The Council's "*Review of the Employment Land Position for Lancaster District*" (the 'Employment Land Review') was prepared by Turley in July 2014 and published in January 2015. The document presents a quantitative and qualitative assessment of the existing stock of employment land across the District. This includes the following seven existing employment sites in Carnforth, all of which are allocations in the Lancaster District Local Plan (2004):
 1. Carnforth Business Park (Ref CAR01);
 2. Kellet Road Employment Area (Ref: CAR02);
 3. Scotland Road (Ref: CAR03);
 4. Millhead, Warton Road (Ref: CAR04);
 5. Carnforth Levels, Scotland Road (Ref: CAR05);
 6. Warton Road Employment Area (Ref: CAR06); and
 7. Lodge Quarry (Ref: CAR07).
2. The purpose of this Note is to provide an up-to-date assessment of the suitability, availability and deliverability of the seven sites in Carnforth and consider their ability to deliver the Council's proposed economic growth aspirations over the Plan period. This Note should be read alongside our Matter 4 Hearing Statement.
3. We have visited each of the seven employment sites on two separate occasions on 10th April 2017 and on the 26th February 2019. Our assessment of each site is provided below:

Site 1: Carnforth Business Park

4. Carnforth Business Park is located on the eastern edge of Carnforth, to the north of Kellet Road, between the M6 motorway and Kellet Road Industrial Estate. The site has a total area of 8.25ha and is located outside of the main urban area, circa.1.2km from the Town Centre.
5. From the outset, our Client does not dispute that this site is suitable for employment development. The remaining serviced land presents an immediate opportunity for development and the site should retain its status as an existing employment site within the Site Policies and Land Allocations DPD. Notwithstanding this, our Client still has serious concerns regarding the availability of this site to the open market.

6. Carnforth Business Park is an allocation inherited from the Lancaster Local Plan (2004). The existing units were developed as a result of a hybrid planning permission granted in 2010 (ref. 10/01022/HYB). The approved and delivered (in part) Masterplan for the site is included at Figure 1 below. This permission followed a previous outline consent granted in October 2006 for Use Classes B1, B2 and B8 (ref. 05/00734/OUT).

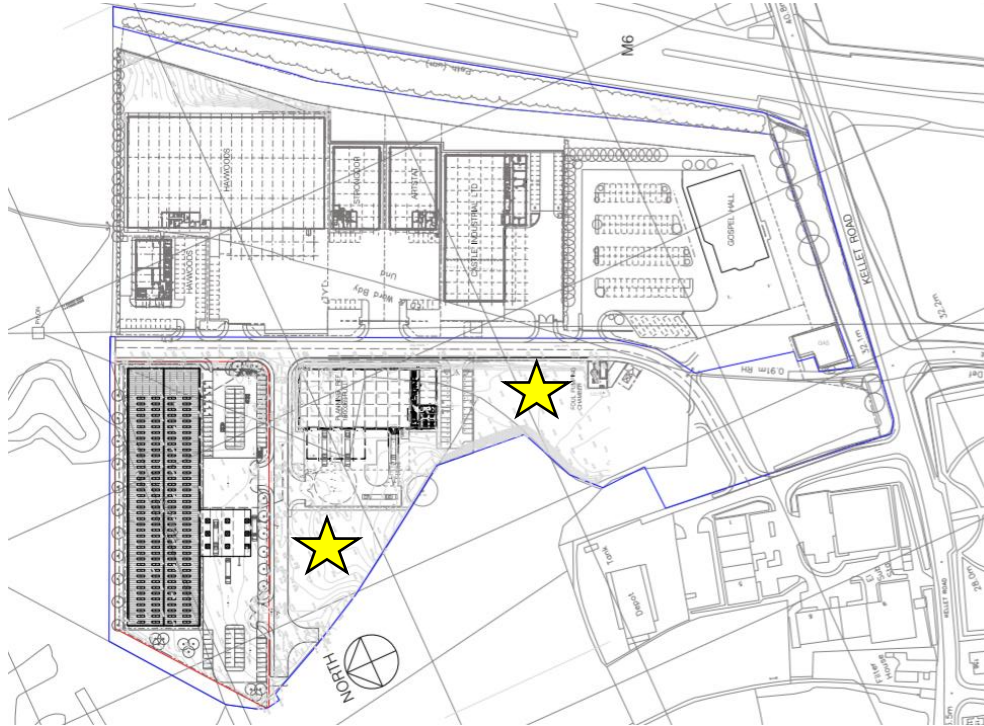
Figure 1: Approved Masterplan (ref. 10/01022/HYB)



7. The six plots constructed under permission ref. 10/01022/HYB are currently occupied by a mix of Use Classes B2 and B8 and a Gospel Hall Church (Use Class D1) (plot 6). The employment units are occupied by Strongdor (plot 3), Havwoods Distribution (plots 1 and 2), Artistat (plot 4) and Castle Industrial Supplies (plot 5). We understand that all these businesses are run by the Plymouth Brethren Christian Church.
8. The hybrid planning permission included outline consent for Use Classes B1, B2, B8 and D1 for the remaining plots 7-16. Although an extension of time was agreed with the Council, no subsequent reserved matters applications were submitted in pursuit of this permission, and it has since expired.
9. Table 3.7 of the Employment Land Review confirms that as of July 2014, the remaining allocated plots at Carnforth Business Park provided the equivalent of 3.14 hectares of available employment land. Since this was published, planning permission has been granted for two separate Use Class B1 and B8 developments (ref. 18/00269/FUL and 18/01144/FUL). The location of the two developments is shown on Figure 2 below. Based on the information submitted with each application, the two proposed developments have a combined site area

of 2ha. This subsequently reduces the available employment land at Carnforth Business Park by 1.14ha. The remaining available land is indicated with stars in Figure 2.

Figure 2: Proposed B1 and B8 Developments



10. The smaller of the two units is proposed to be used by HFS (Hygienic Flooring Solutions) to store and distribute vinyl flooring in the UK and Europe and the larger unit would be used by Strongdor who will transfer from their existing plot to this new larger site. The applicant for both applications was Strong Developments Limited, a company associated with the Plymouth Brethren Christian Church who operate all the other units at the Business Park.
11. The approval of these two planning permissions heightens our Clients previous concerns regarding the availability of the remaining plots to the wider market and reaffirms our view that the landowners (The Plymouth Brethren) only allow followers of their faith to occupy plots on the site.
12. The Employment Land Review further confirms that there are uncertainties regarding the availability of this site because it has not been actively marketed. There is no new evidence to suggest that this position has changed in the intervening period. There are no boards or agent details at the site and there are no brochures or information available online to suggest the remaining plots are available to the open market.
13. Our Client has also written directly to The Plymouth Brethren on 29th June 2017 seeking confirmation that the land was still available. A response was not forthcoming. Since then,

Eckersley Property, The Plymouth Brethren's land agent, confirmed in an email (dated 2nd May 2018) to a potential occupier (who has expressed an interest in our Clients land) that:

"My client has just reverted back to me to advise that at this present time there are no land or building opportunities available or surplus at present on the Carnforth Business Park that we are able to discuss. Should the circumstances change in the foreseeable future then I will revert to you as a matter of course."

A copy of this email is included as part of this Appendix for reference. The name of the potential occupier has been redacted for confidentiality reasons.

14. This correspondence adds further weight to our concerns regarding the availability of land at Carnforth Business Park and supports our assumption that the land is not available to the open market. Furthermore, following consultation on the Publication Draft Site Policies and Land Allocations DPD, the Council removed the site as an allocation and now seeks to protect it as an existing employment site. This reflects our concerns regarding its availability and its ability to deliver economic growth in the future.

Site 2: Kellet Road Industrial Estate

15. Kellet Road Industrial Estate is located to the west of Carnforth Business Park and was the first phase of employment development at Kellet Road offering a range of general and light industrial uses for smaller SME's. The site sits outside the main urban area of Carnforth, circa.1km from the Town Centre.
16. The development comprises two blocks of workshops and two larger industrial units with no available land for new development. The total site area is 1.51ha.

Figure 3: Kellet Road Industrial Estate



17. As shown in Figure 3 above, the two larger units are both occupied, one by English Hardwood (Use Class B1) and one by Tufnells Parcels Express (Use Class B8). One of the two block is subdivided into two units, both of which are occupied, one in B2 Use Class and one B1 Use Class. The other block is subdivided into 5 units, 3 of which are occupied by Carnforth Service and M.O.T. Centre. The remain 2 units appear to be in use as "lock up" storage facilities.
18. The site is currently fully occupied and is contained on all sides by existing development with no land available to expand. Even if units became available this location is only suitable to meet the needs of local SME businesses and do not offer the opportunity for businesses to expand.
19. Whilst our Client does not object to the site retaining its status as an allocated employment site, it is a historic allocation from the Lancaster District Local Plan (2004) and there is no land or units available to accommodate any future employment growth in Carnforth.

Site 3: Scotland Road

20. This site is 2.95ha in size and sits within the urban area of Carnforth located between Scotland Road and the railway line, 300m to the north of the Town Centre.
21. The southern part of the site is occupied by a Mitsubishi dealership and car repair centre, Boots and Aldi. Border Aggregates, a stone quarrying business, sits within the western part of the site and the northern part of the site is occupied by caravan related businesses including Callendar Caravans and Lake Coasts and Dale Leisure. Photographs of the site are included at Figure 4 below.

Figure 4: Scotland Road Employment Site





22. Like Kellet Road Industrial Estate, this employment site continues to be fully occupied by well-established local businesses. There is no surplus land within the site to accommodate additional development and the site is contained by existing development and the railway line on all sides with no potential to expand beyond its existing boundaries.

Site 4: Millhead, Warton Road

23. The Millhead site is located to the north of Carnforth within the existing urban area. The site comprises 2.2ha of land and is largely vacant with some automotive uses including a scrap metal yard on the periphery. A biological heritage site lies to the north and the river Keer forms the southern boundary as a result the site suffers from flood risk issues.

Figure 5: Millhead



24. The Employment Land Review confirms the site has little market appeal for continued employment use except for the remaining occupiers on site or local SME's for automotive uses. The residential character of the surrounding area means the sites viability for future employment use is questionable.

25. The site does not benefit from good accessibility to the highway network and it is the least accessible employment site in Carnforth. The narrow access via Warton Road/Mill Lane also makes the site unsuitable to heavy traffic associated with employment development. Furthermore, the site is not being actively marketed by an agent or the landowner and there are no marketing details, brochures or contact details on the internet that would suggest the site is available and for purchase.
26. The Employment Land Review concludes that the site is not attractive for future employment use and recommends that the site should not be protected for future economic development uses. Consequently, the Council has removed the site as an allocation in the Site Policies and Land Allocations DPD and identified it as a “development opportunity site” (Policy DOS10). The relevant policy seeks to improve the sites environmental value and recreational offer and supports enabling development to facilitate this improvement.
27. The supporting text to the Policy acknowledges at paragraph 22.57 that the Council does not expect this site to be re-used for economic purposes in the future. It goes on to state that there are issues with redeveloping the site because it suffers significantly from potential flood risk. As such, this removes 2.2ha of employment land from the Council’s employment land portfolio in Carnforth.

Site 5: Carnforth Levels, Scotland Road

28. The site is located to the north of Carnforth and occupies both sides of Scotland Road (A6) to the north of the railway bridge. As shown in Figure 6 below, the western part of Scotland Road is utilised as a depot for circa. 50 coaches and includes a small office building associated with Travellers Choice Coaches. The eastern part of the site is occupied by two local SME businesses – Roof Rite (reclamation yard) and Ashlea Landscapes (landscaping business).

Figure 6: Carnforth Levels



29. This employment site continues to be fully occupied by well-established local businesses. Whilst our Client does not object to the site retaining its status as an allocated employment site, there is no surplus land within the site to accommodate additional development. Opportunities to support future economic growth at the site are, therefore, limited.

Site 6: Warton Road Employment Area

30. The site is located to the north of Carnforth Town Centre and sits within the existing urban area. Whilst the site benefits from its proximity to the M6 and A6, access to the site is via the Town Centre – an area which suffers from congestion issues and is a designated Air Quality Management Area.

Figure 7: Bridge Industrial Estate



31. The site is divided by Warton Road and the eastern part of the site is sub-divided into three separate employment sites – Bridge Industrial Estate, Keer Park and Ironworks House. The Bridge Industrial Estate is located to the north of the site and as shown in Figure 7 above includes Briscoe Constructions office and builder's yard. This part of the site is fully occupied.
32. To the south of Bridge Industrial Estate is Keer Park. The Warton Road frontage is occupied by GA Thursby (freight transport haulier). The Employment Land Review states the former TDG distribution depot site is vacant. However, since then the occupancy of the site has improved, and it is now 70% occupied. As shown in Figure 8 below, occupiers include Kidds Transport (haulage company), DPD Parcel Logistics (warehousing and distribution) and KN Group (infrastructure providers).
33. A planning application has recently been submitted for three blocks of seven light industrial units (Use Class B1) along the southern boundary of Keer Park (ref. 18/01642/FUL). The application is currently pending a decision. Should planning permission be granted for this

development the available land would be reduced further to the land in the north east corner to circa. 0.5ha.

Figure 8: Keer Park



34. Ironwork House is located on the southern part of the site. This includes several small office suites for start up businesses. The units are all fully occupied by local businesses included Forest Solicitors, Creative Doors, Living Spaces, Jabba Talk Telecoms and Scott Wilson Bodywork and Accident Repairs. Photographs of this part of the site are included at Figure 9 below.

Figure 9: Ironwork House



35. As shown in Figure 10 below, to the west of Warton Road, the site is occupied by G.I. Sharpe & Sons Natural Stone Suppliers and WCF Fuels. The land to the south is occupied by Network Rail. There is no vacant units or land on this part of the site to accommodate any future employment growth. This part of the site is proposed to be retained as a protected employment site in the emerging Local Plan.

Figure 10: Development to the west of Warton Road



36. Overall, most of the Warton Road Employment Area is occupied including the previously vacant TDG Depot site. The increase in occupancy levels on this site would suggest there is a rising demand for employment land in Carnforth. This increase also means the only available land for development is to the rear of Keer Park along the eastern boundary of the Site and a small number of units at Keer Park. This reduces the available land to circa. 0.5ha.
37. It is noted that Policy DOS9 of the emerging Site Policies and Land Allocations DPD identifies the Former TDG Depot site as a 'development opportunity site' and supports the regeneration of the site for a mixture of uses including employment, commercial, residential

and recreational uses. However, this site is already in employment use and will not deliver additional employment land if it regenerated, rather the overall amount of employment land on the site will be reduced with only office development being supported (see paragraph 22.52 of the Part One Local Plan). In addition, its removal from the Council's employment land portfolio means it cannot be relied up to deliver employment needs in Carnforth.

Site 7: Lodge Quarry

38. Lodge Quarry is 2.6ha in size and located to the west of the A6 and to the south of Carnforth Town Centre. The site is located within the urban area of Carnforth. However, it is not well related to other employment areas.
39. As shown in Figure 11 below, the site is occupied by a Tesco superstore and a machinery sales and service yard. The site is fully occupied and there is no surplus land within the site to accommodate additional development. The site is contained on all sides by existing development and offers no potential to expand beyond its existing boundary. Opportunities to support future economic growth at the site are limited.

Figure 11: Lodge Quarry



40. The Employment Land Review states at paragraph 6.146 that given the sites appeal for retail and residential development, should large parts of the site become vacant and unsuitable in the future, the Council may wish to reconsider its allocation and adopt this change through any subsequent review of the Local Plan. Consequently, the site is no longer a protected employment site in the emerging Site Policies and Land Allocations DPD.

Summary

41. The Kellet Road, Scotland Road, Warton Road (development to the west) and Carnforth Levels employment sites are all fully occupied with no land available to expand.

42. The TDG depot site remain in employment use, the site is now 70% occupied and there are limited units and land available to accommodate additional employment development.
43. Following the grant of planning permission for two separate developments for Use Class B1 and B8 at Carnforth Business Park, there is only 1.14ha of available employment land in Carnforth. However, this is not currently available to the open market.
44. In the absence of alternative suitable and available sites within the settlement boundary, if the Council are to achieve their ambitions to deliver sustainable housing and economic growth in the town there is a need to identify additional employment land in Carnforth.

From:
Sent: 29 May 2018 10:32
To:
Subject: FW: Carnforth Business Park

Hi Brendan,

As requested, please see below the email from Andy Taylorson at Eckersley re Carnforth Business Park.

Kind regards,
Emily

From: Andrew Taylorson [<mailto:at@eckersleyproperty.co.uk>]
Sent: 02 May 2018 17:07
To:
Cc:
Subject: RE: Carnforth Business Park

Dear Emily

Thank you for your email.

My client has just reverted back to me to advise that at this present time there are no land or building opportunities available or surplus at present on the Carnforth Business Park that we are able to discuss. Should the circumstances change in the foreseeable future then I will revert to you as a matter of course.

Kind regards.

Andy

Andrew Taylorson

E | at@eckersleyproperty.co.uk



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From:

Sent: 19 April 2018 10:25

To: Andrew Taylorson

Cc:

Subject: Carnforth Business Park

Hi Andrew,

Please refer to the above.

Joe would like to get a discussion underway again and explore potential next steps – can you please let me know availability for a meeting next week, either in Carnforth or here in Halton?

Kind regards,

Emily