

Employment Land Availability Study

Site Assessment Proforma

Site Information			
Site Ref.	CL005	Site Name	Cleator Mills
Area (ha)	9.88 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Cleator	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area	
Description of Site and Surrounding Area		<p>This is a large strategic site located to the north east of Cleator village with access provided off the A5086 (Trumpet Terrace) to the north and Mill Street to the south. The access via Mill Street is constrained and involves driving through a residential area. The south / east of the site comprises the former Kangol factory workshops, now disused. To the west of the main access road into the site is an undeveloped area of grass with a number of established trees currently in use as grazing for horses, beyond which lies a number of residential dwellings including those on Hawthorn Fields and Main Street, including the Ennerdale Country House Hotel which has large established gardens backing onto the site. The site is bounded to the east and south by the River Ehen beyond which lies agricultural fields. The topography of the site is predominantly flat with a slight uphill incline at the northern end of the site towards Trumpet Terrace. To the east of the access road is a warehouse building currently in use by B. A. F. Contracting & Servicing. To the south and east of this is an area of hardstanding currently in use as a temporary car park. A number of the original factory buildings have been (or are currently being) demolished. A small new temporary warehouse structure has been built in the south east of the site.</p>	
Landowner(s) (if known)		<p>New Gate Estates Ltd (Co. Regn. No. 06875945)</p> <p>Andrew Butler</p> <p>Leo Butler</p> <p>Harwood Real Estate Ltd</p>	
Current Site Occupiers			
B. A. F. Contracting & Servicing			
Site Suitability Appraisal			

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Is the site in an area of flood risk?	The site is primarily located in Flood Zones 2 and 3.
Would development of the site offer a poor level of amenity to neighbouring residents?	There are a number of residential properties and a hotel immediately adjacent to the western edge of the site. The impact of any future development on the amenity of these neighbouring uses would need to be considered.
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?	The site is located within the adopted Cleator settlement boundary but is directly adjacent to the Mid Ehen Valley landscape character area which runs to the east of the site. This area is defined in the Settlement Landscape Character Assessment as a rural river valley that acts as a landscape buffer between the settlements and Lakeland fells and foothills. In terms of sensitivity this landscape is described as a <i>“peaceful, pastoral atmosphere sensitive to large scale development”</i> . It also states that new development should <i>“preserve tranquillity of river valley as setting for surrounding settlements”</i> . Any future development of this site should take this assessment into consideration.
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The River Ehen SSSI runs immediately east of the site.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	The site lies within the river valley and is visible from a distance e.g. on the A5086 approach road from the north. The River Ehen valley to the east of the site is identified as a sensitive landscape character area. Whilst this is a brownfield site, and future development should be sensitively designed to avoid any harmful impacts on the landscape immediately surrounding the site.
Is the site well related and well connected to an existing settlement?	The site is situated on the northern edge of Cleator village and is within the adopted settlement boundary.
Would development of the site constitute an	No – the site is located within an adopted settlement boundary and has been previously developed.

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unacceptable intrusion into the open countryside?	
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	There are a number of trees dispersed within the area of land used for grazing in the north west of the site. The north western site boundary is also formed of a row of trees. A number of trees within the adjoining hotel grounds to the west of the site are subject to a Tree Preservation Order, however these lie outside the site boundary.
Can suitable access to the site be provided?	There is existing vehicular access to the site from Trumpet Terrace to the north and Mill Street to the south. The access via Mill Street is more constrained.
Does the site have good strategic connectivity and accessibility?	The site is located just off the A5086 which joins the A595 approximately 1.9 miles south of the site entrance on Trumpet Terrace.
Would development of the site have an unacceptable impact on the highway network?	The site is located just off the A5986 which appears to have good capacity. However, any future development on the site would need to be accompanied by appropriate highways and transport assessments.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	Church of St Mary (Grade II listed) is situated opposite the entrance to the site on Trumpet Terrace. The potential impact of any future development of this site upon this asset and its setting would need to be considered.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	The site is located in a sustainable location, close to the strategic road network and within an existing settlement boundary. Whilst this is a brownfield site its future redevelopment may impact upon the surrounding landscape character.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal,	No

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which depends on the site being developed for employment uses?	
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The western part of the site (currently in use as grazing land) is allocated as employment land in Policy EMP1 of the adopted Local Plan (2011-2028) (site ref. E8).</p> <p>The emerging Local Plan proposes to de-allocate the site and include it as part of a wider opportunity area (under Policy E5PO) including sites CL005, CL006, CL018 and CL007.</p>
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	No
Site Availability Appraisal	
Is the site already in active employment use?	Part of the site is in employment use by a contracting and servicing company but the site is mostly undeveloped
If yes, what are current occupancy rates on the site?	The site is partly occupied.
If the site is an existing employment site, is there any available developable space within the site?	Yes – there is a significant amount of developable space within the site
Is the site in multiple ownerships?	Yes
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	<p>Andrew and Leo (Barry) Butler confirm that their part of the site is available for employment development.</p> <p>Other landowners did not respond.</p>
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or	No

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existing tenancies?	
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	Prior to the Kangol factory being demolished, the site was previously in employment use for more than 10 years.
Has there been any recent development activity on site within the last 5 years?	Recent planning application on part of site owned by Harwood Real Estate Ltd. Information from Copeland Borough Council officers: Gleesons have submitted a planning application for housing (115 dwellings) on the northern section of the site (4/20/2472/0F1). Permission granted in 2014 (4/14/2192/0F1) for conversion of former mill to provide office accommodation (B1) and cafe/restaurant - permission lapsed. Regen team considering the option of converting the mill building to provide student accommodation to support the ISH.
Is the site being actively marketed as an employment site?	Yes – the site is being marketed by Walton Goodland as a mixed use development site with permission for B1 offices within the converted mill building and B2 and B8 industrial units of various sizes up to 70,000 sq ft. It is unclear from the desktop planning history search (see below) whether permission for this development is still extant.
Is the site owned by a developer or other agency known to undertake employment development?	Two of the site owners are real estate companies.
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	Yes, the site is in multiple ownership
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	Western part of the site (currently used for grazing): 4/93/0270/0 – Permission granted in July 1993 for expansion of industrial estate for use classes B1, B2 and B8 4/14/2190/0O1 – Outline permission granted in April 2016 for erection of 79 dwellings and associated infrastructure/landscaping 4/20/2472/0F1 – Application submitted in November 2020 for residential development of 115 dwellings (decision pending)

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	Eastern part of site including former Kangol factory: 4/99/0760/0 – Permission granted in May 2000 for all-weather leisure and retail visitor attraction
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	The site is primarily located in an area of flood risk. There are a number of listed buildings in close proximity to the site. The site is located immediately adjacent to a SSSI and an area of sensitive landscape character.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	This site is considered suitable for employment development, subject to potential impacts on the River Ehen SSSI, surrounding landscape character and nearby listed buildings being considered.
Availability	Part of the site is understood to be available for employment development. It appears that residential development is being pursued on the remaining part of the site.
Deliverability	The part of the site not being developed for housing is considered to be deliverable for employment use.
Recommendation	
Part of the site is allocated for employment use subject to sustainability appraisal and site selection criteria being met.	

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Site Photographs



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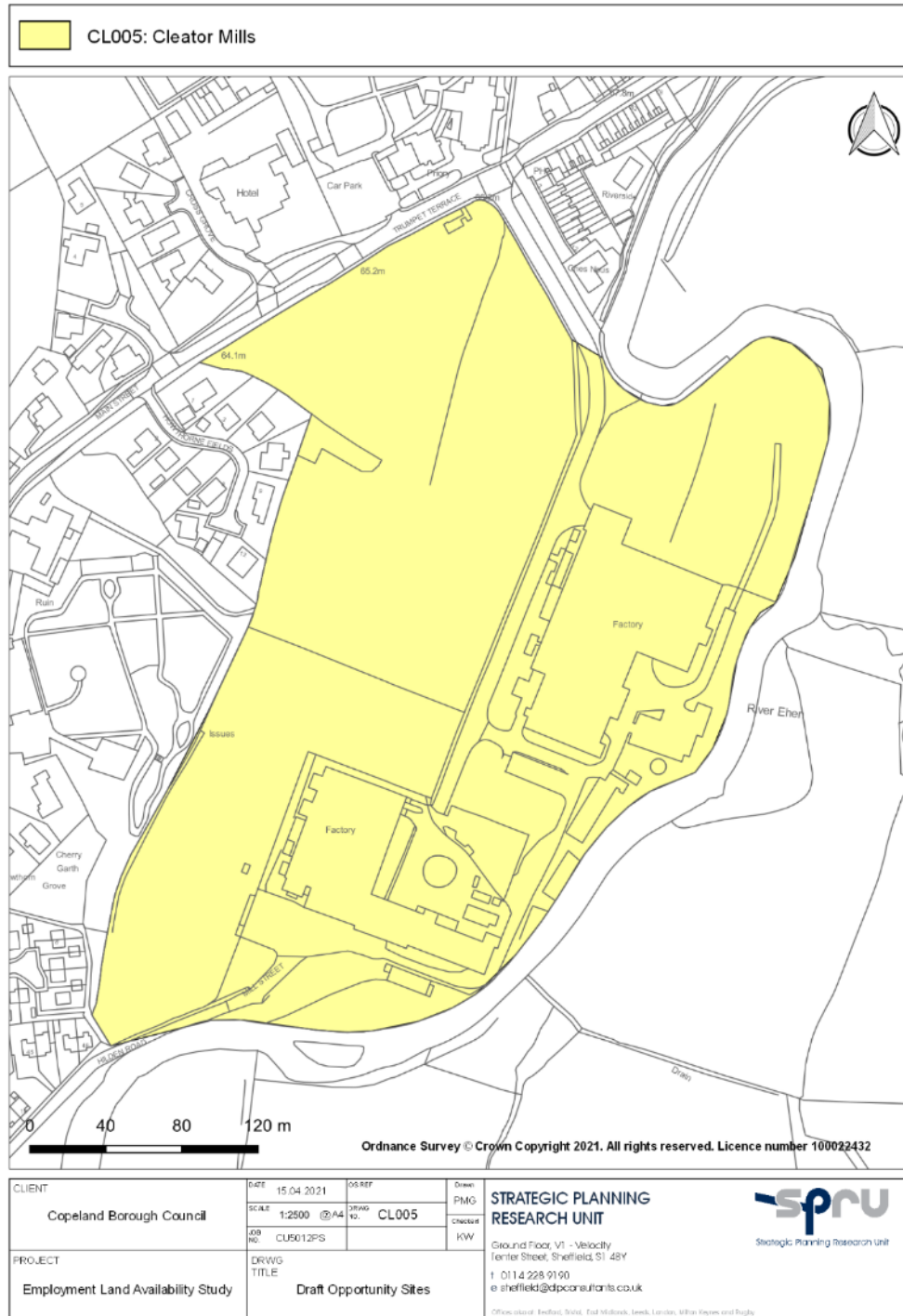


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Site Plan



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Site Information			
Site Ref.	EEOS1	Site Name	Land at Chapel Street
Area (ha)	0.83 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Egremont	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area This site comprises sites EG054 and EG064	
Description of Site and Surrounding Area		This site is situated in Egremont Town Centre, to the east of Main Street and the west of Egremont Bypass. The western half of the site currently operates as a public car park, with access provided off Chapel Street to the east and Ehen Court Road to the south. The eastern half of the site comprises an industrial unit / storage yard. The site is relatively constrained, being surrounded by built development on all sides. The topography of the site is flat. There are a number of small trees and grass verges within the site, but no significant areas of vegetation. The site provides access to the rear of properties to the west of the site which would likely need to be retained in any future development.	
Landowner(s) (if known)		Copeland Borough Council Mayson Bros (Former Council Depot)	
Current Site Occupiers			
Former Council Depot (eastern part of site) Public car park (western part of site)			
Site Suitability Appraisal			
Is the site in an area of flood risk?		No – the site is located in Flood Zone 1.	
Would development of the site offer a poor level of amenity to neighbouring residents?		There are a number of residential properties located south of the site, so any potential impact of future development on the amenity of these uses would need to be considered.	
Would development of the site have an adverse impact on important		No	

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landscape features identified in the Settlement Landscape Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	No
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the Egremont Settlement Boundary. The western half of the site (car park) is within the adopted Egremont Town Centre boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	The trees around the residential properties on Ehen Court Road immediately to the south of the site are subject to a Tree Preservation Order, however these trees lie outside the site boundary.
Can suitable access to the site be provided?	There is existing vehicular access to the site via Chapel Street to the north and Ehen Court Road to the south.
Does the site have good strategic connectivity and accessibility?	Yes – the A595 (Egremont Bypass) is located just north of the site via Main Street
Would development of	Main Street, which passes through the centre of Egremont, is very

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the site have an unacceptable impact on the highway network?	busy, therefore the impact of any potential future development upon the local town centre highway network would need to be considered.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	<p>There are a number of listed buildings located on Main Street a short distance from the site. However, none of these is visible from the site and development of this site is unlikely to directly impact the setting of these buildings.</p> <p>The site is located just outside Egremont Conservation Area, which incorporates Main Street to the west of the site. The potential impact of any future development upon the Conservation Area and its setting would need to be considered.</p>
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	The site is a brownfield site in a sustainable location, with good transport connections, partly located within Egremont Town Centre.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocated as an employment site (ref. EEOS1) in Policy EMP3 of the adopted Local Plan (2013-2028).</p> <p>The site is proposed as an Opportunity Site in draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	Development of this site would help to support the role of Egremont as a Key Service Centre and the economic vitality of the town centre.

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Site Availability Appraisal	
Is the site already in active employment use?	Part of the site (Former Council Depot) is currently in employment use.
If yes, what are current occupancy rates on the site?	The Former Council Depot is understood to be fully occupied.
If the site is an existing employment site, is there any available developable space within the site?	The existing car park area (western part of the site) could be a potential developable area.
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	The Council have confirmed that the western part of the site is available for development should the right scheme be brought forward and market value achieved. The eastern part of the site (former Council depot) is not confirmed as being available.
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	No
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	N/A
Has there been any recent development activity on site within the last 5 years?	No
Is the site being actively marketed as an employment site?	No – but Council have confirmed they will consider disposing of western part of the site for employment development should the right offer come along


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Is the site owned by a developer or other agency known to undertake employment development?	Yes (western part)
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	Yes – the site is in multiple ownerships
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	There is no relevant planning history associated with the site. There are no valid planning permissions for employment development on the site currently.
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	A main sewer runs across the site. The site is adjacent to Egremont Conservation Area. There are residential properties immediately south of the site.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Yes
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered suitable for employment use (Class E) subject to potential impacts on residential amenity and the nearby Conservation Area being considered.

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Availability	The western part of the site is understood to be currently available for development. The eastern part of the site (former Council depot) is not confirmed as being available.
Deliverability	The western part of the site is currently available and suitable for development, and therefore could likely be delivered within the Plan period.
Recommendation	
The western part of the site is allocated for employment use (Class E) subject to sustainability appraisal and site selection criteria being met.	

Site Photographs	
	
	

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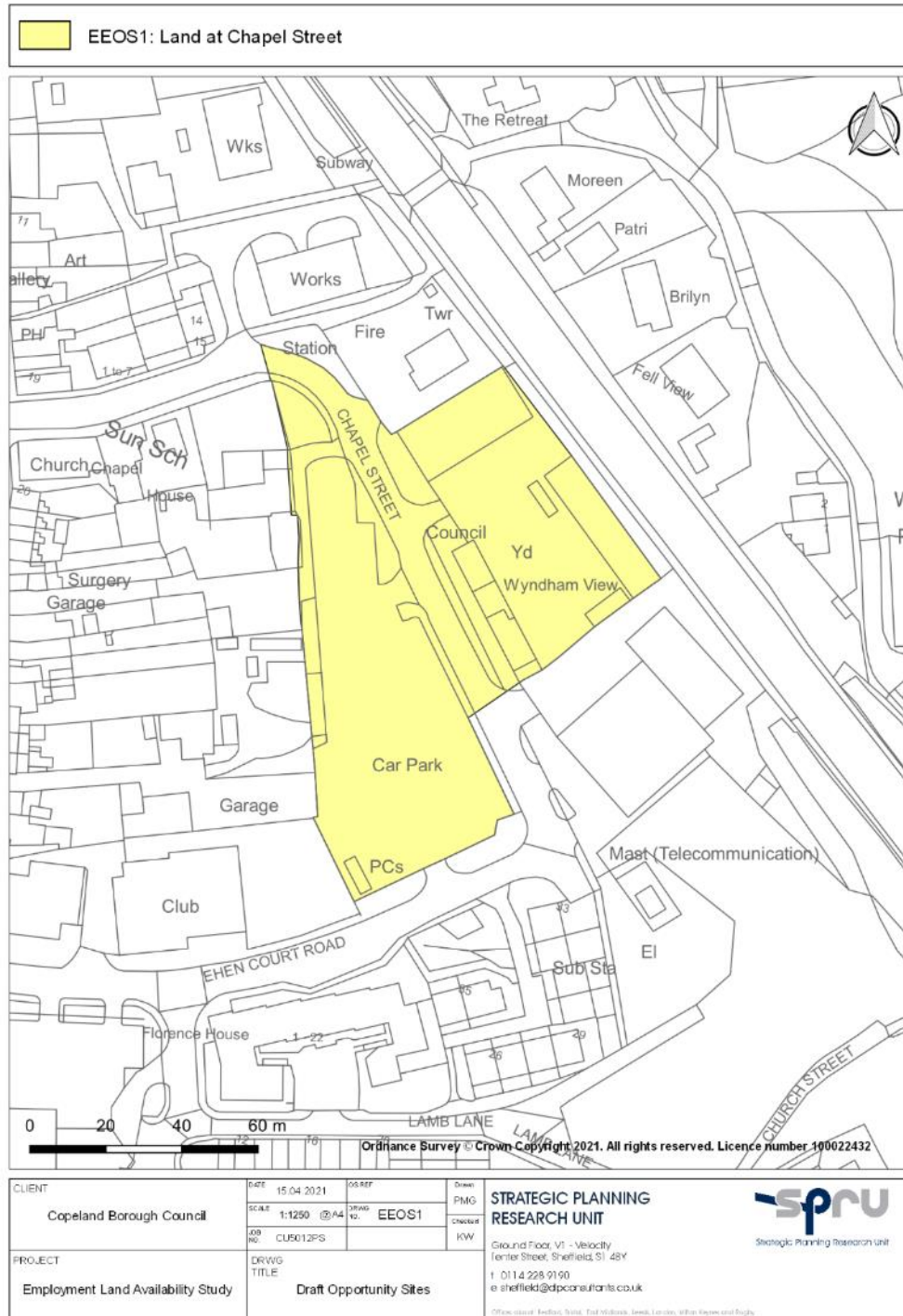


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Site Plan



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Site Information			
Site Ref.	EG054	Site Name	Chapel Street Car Park
Area (ha)	0.40 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Egremont	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area This site forms part of wider site EEOS1.	
Description of Site and Surrounding Area		This site is situated in Egremont Town Centre, to the east of Main Street and the west of Egremont Bypass and Church Street. The site currently operates as a public car park, with access provided off Chapel Street to the east and Ehen Court Road to the south. The land to the east is in use as industrial units / storage yard. The site is relatively constrained, being surrounded by built development on all sides. The topography of the site is flat. There are a number of small trees and grass verges within the site, but no significant areas of vegetation. The site provides access to the rear of properties to the west of the site which would likely need to be retained in any future development.	
Landowner(s) (if known)		Copeland Borough Council	
Current Site Occupiers			
Public car park			
Site Suitability Appraisal			
Is the site in an area of flood risk?		No – the site is located in Flood Zone 1.	
Would development of the site offer a poor level of amenity to neighbouring residents?		There are a number of residential properties located south of the site, so any potential impact of future development on the amenity of these uses would need to be considered.	
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape		No	

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Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	No
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the Egremont Settlement Boundary and within the adopted Egremont Town Centre boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	The trees around the residential properties on Ehen Court Road immediately to the south of the site are subject to a Tree Preservation Order, however these trees lie outside the site boundary.
Can suitable access to the site be provided?	There is existing vehicular access to the site via Chapel Street to the north and Ehen Court Road to the south.
Does the site have good strategic connectivity and accessibility?	Yes – the A595 (Egremont Bypass) is located just north of the site via Main Street
Would development of the site have an unacceptable impact on	Main Street, which passes through the centre of Egremont, is very busy, therefore the impact of any potential future development upon the local town centre highway network would need to be considered.

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the highway network?	
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	<p>There are a number of listed buildings located on Main Street a short distance from the site. However, none of these is visible from the site and development of this site is unlikely to directly impact the setting of these buildings.</p> <p>The site is located just outside Egremont Conservation Area, which incorporates Main Street to the west of the site. The potential impact of any future development upon the Conservation Area and its setting would need to be considered.</p>
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	<p>The site is a brownfield site in a sustainable location, with good transport connections and located within Egremont Town Centre.</p>
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	<p>No</p>
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocated as an employment site (ref. EEOS1) in Policy EMP3 of the adopted Local Plan (2013-2028).</p> <p>The site is proposed as an Opportunity Site in draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	<p>Development of this site would help to support the role of Egremont as a Key Service Centre and the economic vitality of the town centre.</p>

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Site Availability Appraisal	
Is the site already in active employment use?	No
If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Yes - the Council have confirmed that the whole site is available for development should the right scheme be brought forward and market value achieved
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	No
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	No
Has there been any recent development activity on site within the last 5 years?	No
Is the site being actively marketed as an employment site?	No – but Council have confirmed they will consider disposing of the site for employment development should the right offer come along
Is the site owned by a	Yes

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developer or other agency known to undertake employment development?	
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	No
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	There is no relevant planning history associated with the site. There are no valid planning permissions for employment development on the site currently
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	A main sewer runs across the site. The site is adjacent to Egremont Conservation Area. There are residential properties immediately south of the site.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Yes
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered suitable for employment use (Class E) subject to potential impacts on residential amenity and the nearby Conservation Area being considered.
Availability	The site is understood to be currently available for development.

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Deliverability	The site is currently available and suitable for development, and therefore could likely be delivered within the Plan period.
Recommendation	
The site is allocated for employment use (Class E) subject to sustainability appraisal and site selection criteria being met.	

Site Photographs

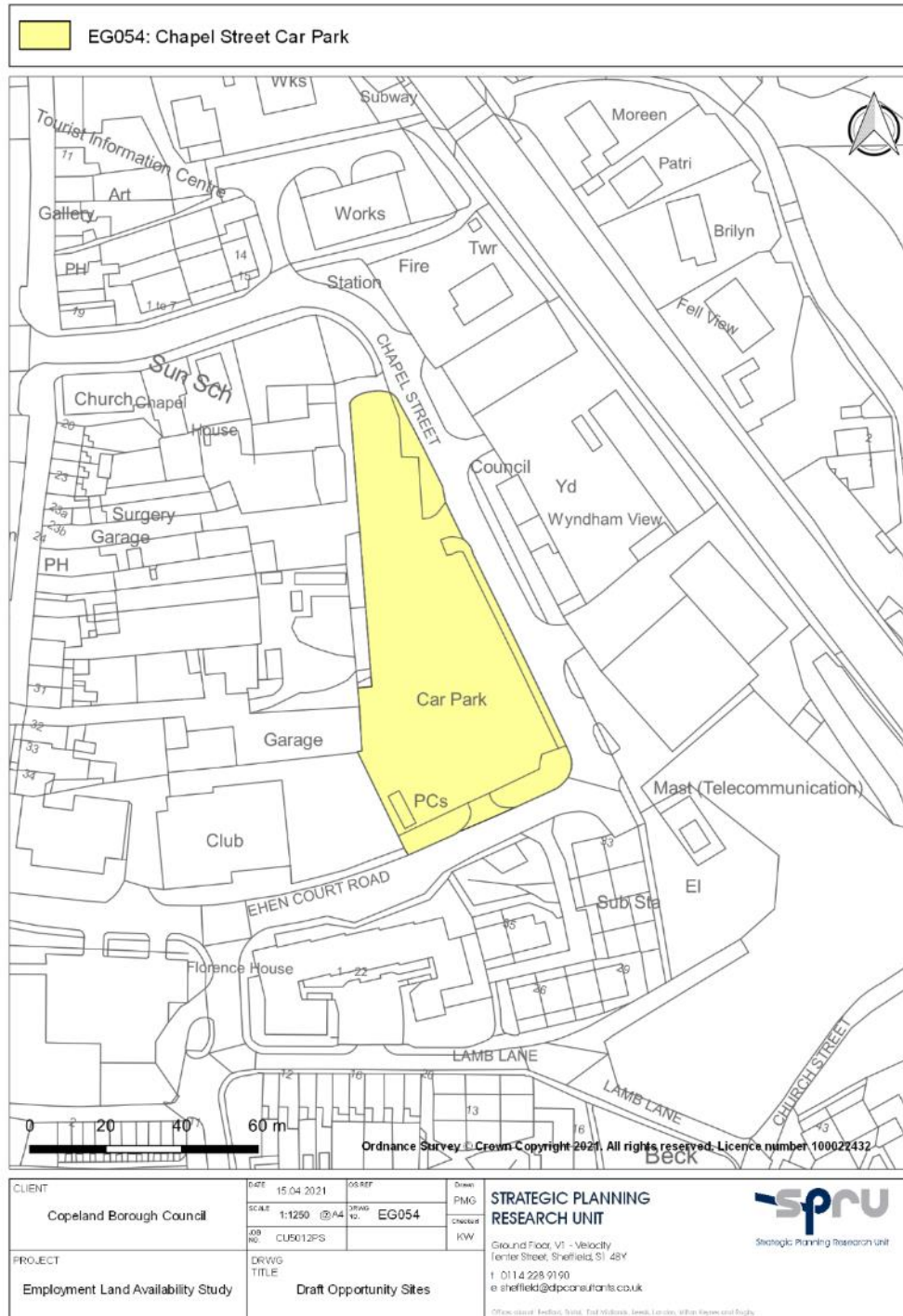


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Site Plan



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Site Information			
Site Ref.	EG064	Site Name	Former Council Depot, Chapel Street
Area (ha)	0.26 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Egremont	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area Forms part of wider site EEOS1.	
Description of Site and Surrounding Area		This site is situated in Egremont Town Centre, to the east of Church Street car park and the west of Egremont Bypass. The site is accessed off Chapel Street to the west. The site comprises an industrial unit / storage yard. The site is relatively constrained, being surrounded by built development on all sides. The topography of the site is flat. The site comprises a Former Council Depot.	
Landowner(s) (if known)		Mayson Bros	
Current Site Occupiers			
Former Council Depot			
Site Suitability Appraisal			
Is the site in an area of flood risk?		No – the site is located in Flood Zone 1.	
Would development of the site offer a poor level of amenity to neighbouring residents?		No	
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?		No	
Would development of the site have an adverse impact on any		The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.	

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designated sites or sites of environmental or ecological significance?	
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	No
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the Egremont Settlement Boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	There is existing vehicular access to the site via Chapel Street to the north and Ehen Court Road to the south.
Does the site have good strategic connectivity and accessibility?	Yes – the A595 (Egremont Bypass) is located just north of the site via Main Street
Would development of the site have an unacceptable impact on the highway network?	Main Street, which passes through the centre of Egremont, is very busy, therefore the impact of any potential future development upon the local town centre highway network would need to be considered.
Would development of the site have an unacceptable impact upon a heritage asset or	There are a number of listed buildings located on Main Street a short distance from the site. However, none of these is visible from the site and development of this site is unlikely to directly impact the setting

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its setting?	<p>of these buildings.</p> <p>The site is located just outside Egremont Conservation Area, which incorporates Main Street to the west of the site. The potential impact of any future development upon the Conservation Area and its setting would need to be considered.</p>
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	<p>The site is a brownfield site in a sustainable location, with good transport connections, partly located within Egremont Town Centre.</p>
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	<p>No</p>
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocated as an employment site (ref. EEOS1) in Policy EMP3 of the adopted Local Plan (2013-2028).</p> <p>The site is proposed as an Opportunity Site in draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	<p>Development of this site would help to support the role of Egremont as a Key Service Centre and the economic vitality of the town centre.</p>
Site Availability Appraisal	
Is the site already in active employment use?	<p>Yes</p>
If yes, what are current	<p>N/A</p>

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occupancy rates on the site?	
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	No
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	No
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	N/A
Has there been any recent development activity on site within the last 5 years?	No
Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	No
Is the site in multiple ownership/occupation,	No

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or owned by an organisation unlikely to bring it forward for employment development?	
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>There is no relevant planning history associated with the site.</p> <p>There are no valid planning permissions for employment development on the site currently.</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>A main sewer runs across the site.</p> <p>The site is adjacent to Egremont Conservation Area.</p> <p>There are residential properties immediately south of the site.</p>
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Yes
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered suitable for employment use subject to potential impacts on the nearby Conservation Area being considered.
Availability	The site is not confirmed as being available for development.
Deliverability	The site is suitable for development but is not confirmed as being available, and therefore deliverability within the Plan period is uncertain.
Recommendation	

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The site is not confirmed as being available, therefore should not be allocated for employment development.

Site Photographs

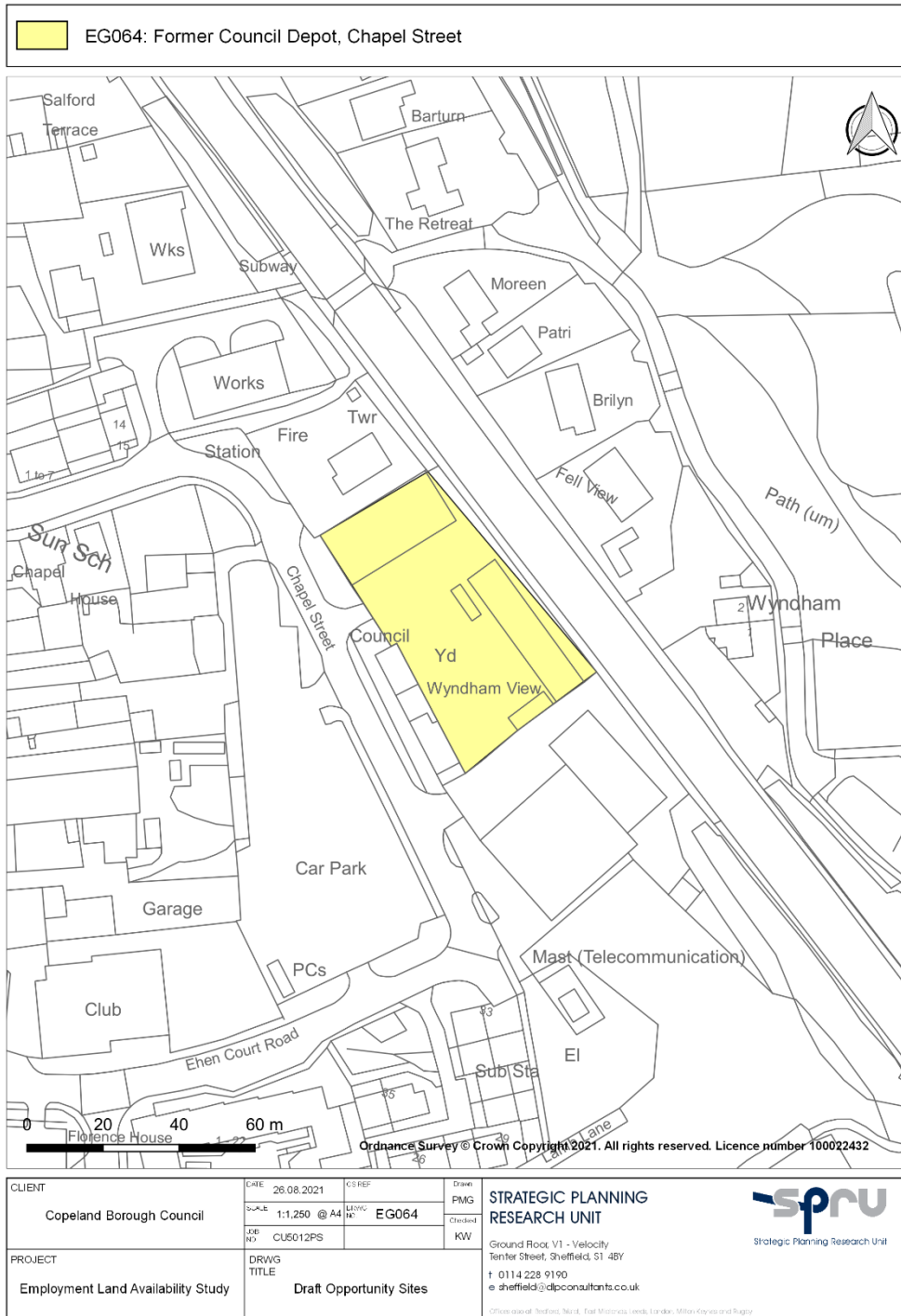


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Site Plan



Employment Land Availability Study

Site Assessment Proforma

Site Information			
Site Ref.	EG067	Site Name	Former Red Lion PH, Main Street
Area (ha)	0.02 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Egremont	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area	
Description of Site and Surrounding Area		This is a small, constrained site situated on Main Street in the centre of Egremont Town Centre opposite an area of public car parking. The site was previously in use as a public house (The Red Lion) and clothes shop. The pub and the adjoining buildings to the south (No.'s 4 and 5 Market Place) have since been demolished. The site is currently vacant and is fenced off from the high street. The site is situated within the main high street frontage and now forms a gap in a row of terraced properties.	
Landowner(s) (if known)		Unknown	
Current Site Occupiers			
N/A - Vacant			
Site Suitability Appraisal			
Is the site in an area of flood risk?		No – the site is located in Flood Zone 1.	
Would development of the site offer a poor level of amenity to neighbouring residents?		The site is in a busy town centre location, therefore potential to impact the amenity of surrounding uses is low.	
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?		No, the site is in a built-up urban area and is not in a sensitive landscape area.	
Would development of		The site is located in a SSSI Impact Risk Zone, however this is	

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Site Assessment Proforma

the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	The site is located within Egremont Town Centre Conservation Area, therefore any future development of the site will need to ensure it does not negatively impact on the character of the conservation area.
Is the site well related and well connected to an existing settlement?	Yes – the site is located in Egremont Town Centre
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	Pedestrian access to the site is gained off Main Street which fronts the site to the west. There is vehicular access to the rear (east) of site via Lamb Lane and Beck Green Car Park.
Does the site have good strategic connectivity and accessibility?	Yes – the A595 (Egremont Bypass) is located just north of the site via Main Street
Would development of the site have an unacceptable impact on the highway network?	Access to the site is constrained and there would be limited opportunity for on-site parking. The site is in a busy town centre location with on-street parking.

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Would development of the site have an unacceptable impact upon a heritage asset or its setting?	The site is located within Egremont Conservation Area. There are 10 listed buildings within 200 metres of the site, including Egremont Castle, which is Grade I listed and is also a Scheduled Ancient Monument (less than 100 metres to the south of the site). The closest listed buildings are 45 Main Street and the War Memorial, both of which are approximately 35 metres north-west and south-west of the site. The potential impact of any future development of this site upon these assets and their settings would need to be considered.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	N/A
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	The site forms part of the Council's wider ambition to regenerate derelict sites in the Borough.
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	The site is proposed as an Opportunity Site in draft Policy E5PO of the emerging Local Plan.
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	Development of this site could help to support the role of Egremont as a Key Service Centre and the economic vitality of the town centre.
Site Availability Appraisal	
Is the site already in	No – it is understood that prior to demolition, the Red Lion pub and

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Site Assessment Proforma

active employment use?	adjoining buildings had been vacant for a number of years.
If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	Unknown
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Unknown
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	N/A
Has there been any recent development activity on site within the last 5 years?	Demolition of the former Red Lion Pub took place in February 2020. Demolition of the adjoining buildings (No.'s 4 and 5 Market Place) took place at a later date.
Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment	Unknown

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development?	
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	Unknown
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	There is no recent planning history relating to the site. There are no valid planning permissions for employment or other developments at the site.
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	The site is located within Egremont Conservation Area. There are a number of statutory designated heritage assets in close proximity to the site, including Egremont Castle, which is Grade I listed and a Scheduled Ancient Monument. Vehicular access to the site is constrained and space for on-site parking is limited.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is likely to be suitable for town centre employment uses, such as those identified within Class E. Given the prominent Main Street location the site is unlikely to be suitable for B2/B8 uses. Any future development of the site would need to consider the potential impact of development upon the Conservation Area and other existing heritage assets.

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Availability	The availability of the site for employment uses is currently unknown.
Deliverability	The site is suitable for certain types of employment development (e.g. those allowed under Class E) and subject to confirmation of availability may be able to come forward during the plan period.
Recommendation	
Availability of the site is unknown, do not allocate for employment use.	

Site Photographs

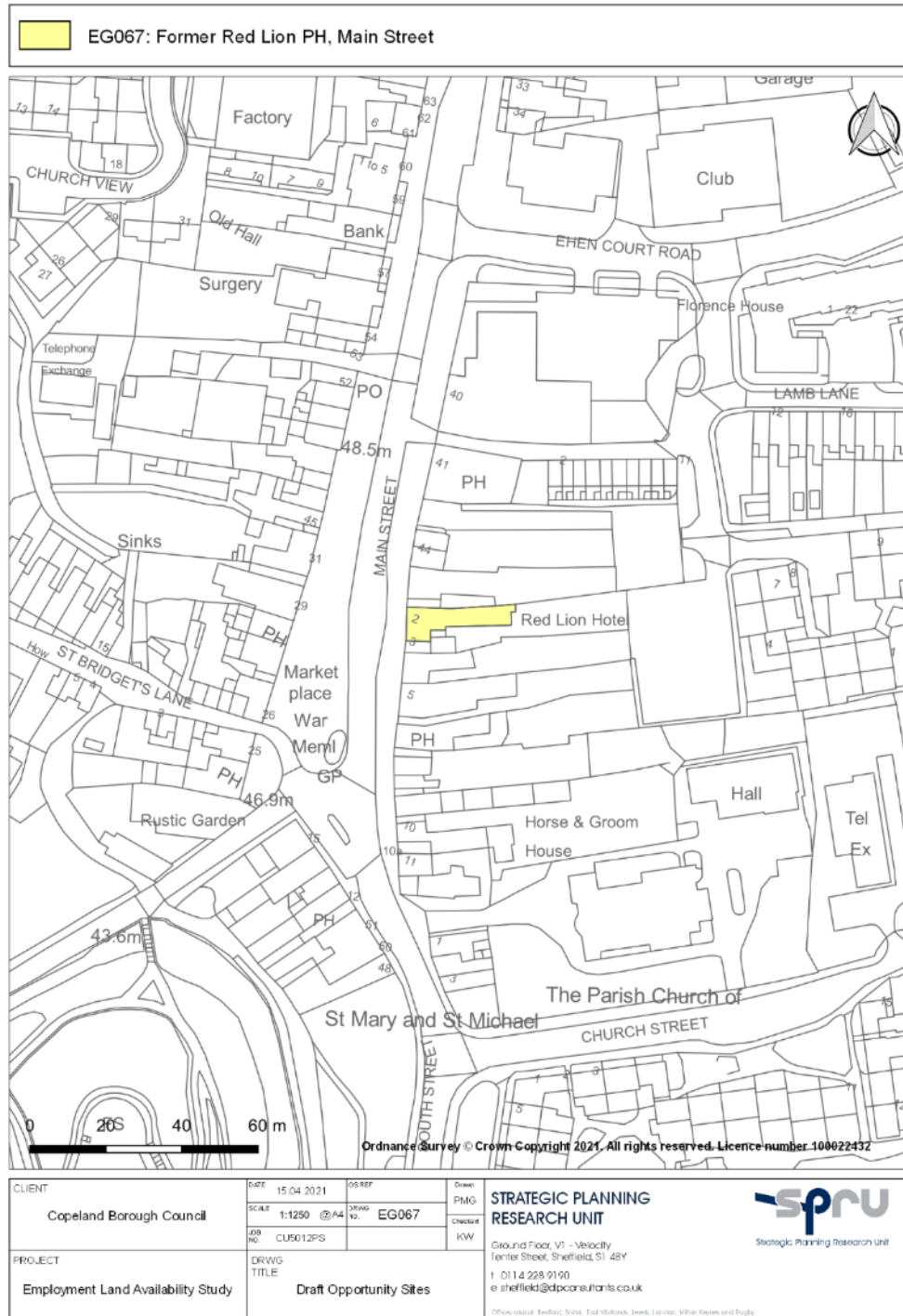


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Site Plan



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Site Assessment Proforma

Site Information					
Site Ref.	WEOS1	Site Name	Old Dawnfresh Factory Site		
Area (ha)	1.24 ha	Source	Draft Opportunity Sites and Areas		
Address / Location		Whitehaven			
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area			
Description of Site and Surrounding Area		The site is a brownfield site situated in the centre of Whitehaven town, to the north of the harbour, south of North Shore Car Park and west of Tesco supermarket and Whitehaven station. The eastern part of the site was previously in use as the Dawnfresh Factory which has since been demolished leaving an area of hardstanding with some scrub vegetation. The western part of the site is in use as Whitehaven Boatyard – only the eastern part of the site is considered to be available for development. The site is in a prominent location on the sea front. The topography of the site is flat although it is raised slightly above the level of the surrounding roads.			
Landowner(s) (if known)		Unknown (multiple)			
Current Site Occupiers					
Unit Ref.	Address	Occupier (or 'vacant')	Business Type	Use Class	Footprint
N/A	Western part of site	Whitehaven Boatyard	Boatyard / Storage	Sui Generis	Unknown
Site Suitability Appraisal					
Is the site in an area of flood risk?		The north-western corner of the site is in Flood Zones 2 and 3, however the majority of the site is in Flood Zone 1.			
Would development of the site offer a poor level of amenity to neighbouring residents?		No, there are no sensitive land uses close to the site.			
Would development of the site have an adverse impact on important		No – the site is in a built-up urban area close to Whitehaven Town Centre			

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landscape features identified in the Settlement Landscape Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No, however the site is adjacent to Whitehaven Harbour which is identified as an important Civic Space in the Open Space Assessment (2020).
Would development of the site be harmful to the character of the area?	No, as this is a disused site its development would likely enhance the character of the area.
Is the site well related and well connected to an existing settlement?	Yes – the site is situated in the centre of Whitehaven.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	Yes, there is an existing vehicular access point to the site off North Shore Road at the north eastern corner of the site.
Does the site have good strategic connectivity and accessibility?	Yes, the site is within 1 mile of the A595 which can be easily accessed via New Road. The site is also situated immediately adjacent to Whitehaven Railway Station.
Would development of	Vehicles would be able to access the site without passing through

Employment Land Availability Study

Site Assessment Proforma

the site have an unacceptable impact on the highway network?	the Town Centre, therefore the impact on the highway network is likely to be manageable.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	The closest listed buildings are North Wall & Old North Wall (enclosing North Harbour) which is situated 196m south west of the site and 35 Tangier Street which is located 174m south east of the site. The potential impact of any future development of this site upon these assets and their settings would need to be considered.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	This is a brownfield site in a highly accessible, sustainable location with minimal likely environmental impacts.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	Yes, the site forms part of the North Shore regeneration area. The eastern part of the site is 'Plot H' in BEC's North Shore masterplan.
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocated as an Employment Opportunity Site (WEOS1) in Policy EMP3 of the adopted Local Plan (2013-2028). The undeveloped (eastern) part of the site is proposed as an Opportunity Site in the emerging Local Plan (Policy E5PO). The site is located within the Developed Coast area in the adopted Local Plan.</p> <p>The Preferred Options Local Plan identifies an opportunity to 'expand Whitehaven town centre to allow for larger footprint developments'. The development of this site may also have potential to link in with the proposed North Shore Innovation Zone which would be a short walking distance away to the south.</p>
Is the site important in delivering other economic development objectives or the emerging spatial	The development of this site would help to achieve the objective of unlocking the potential of Whitehaven harbour.

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strategy?	
Site Availability Appraisal	
Is the site already in active employment use?	Partly – the western part of the site is currently in active use as a boatyard
If yes, what are current occupancy rates on the site?	The western part of the site in active employment use is fully occupied.
If the site is an existing employment site, is there any available developable space within the site?	The eastern part of the site is developable space.
Is the site in multiple ownerships?	Yes
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	The eastern part of the site forms part of the BEC North Shore masterplan (Plot H) and is understood to be available for development.
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	No
Has there been any recent development activity on site within the last 5 years?	The eastern part of the site was in temporary use as a surface level car park between 2016 and 2020. This permission has now expired.
Is the site being actively marketed as an employment site?	Yes – the eastern part of the site forms part of the BEC North Shore masterplan

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Is the site owned by a developer or other agency known to undertake employment development?	Unknown
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	Yes – site known to be in multiple ownership
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>Most relevant and recent planning history for this site includes:</p> <p>4/16/2018/0F1 – Permission granted in March 2016 for change of use of vacant land to surface level car park (temporary use). Permission expired in March 2020. An application to extend the time period for this use (ref. 4/19/2199/0B1) was withdrawn in February 2020.</p> <p>4/03/0398/0 – Application for a boat building factory in the south western part of the site was approved in May 2003.</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>No significant barriers identified.</p> <p>There is a substation at the southern end of the site.</p>
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered suitable for employment development.

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Availability	The eastern part of the site is understood to be available for employment use.
Deliverability	The eastern part of the site is suitable for development and available, and therefore may be able to come forward during the plan period.
Recommendation	
The eastern part of the site is suitable and available and can be allocated for development subject to sustainability appraisal and site selection criteria being met.	

Site Photographs	
	
	

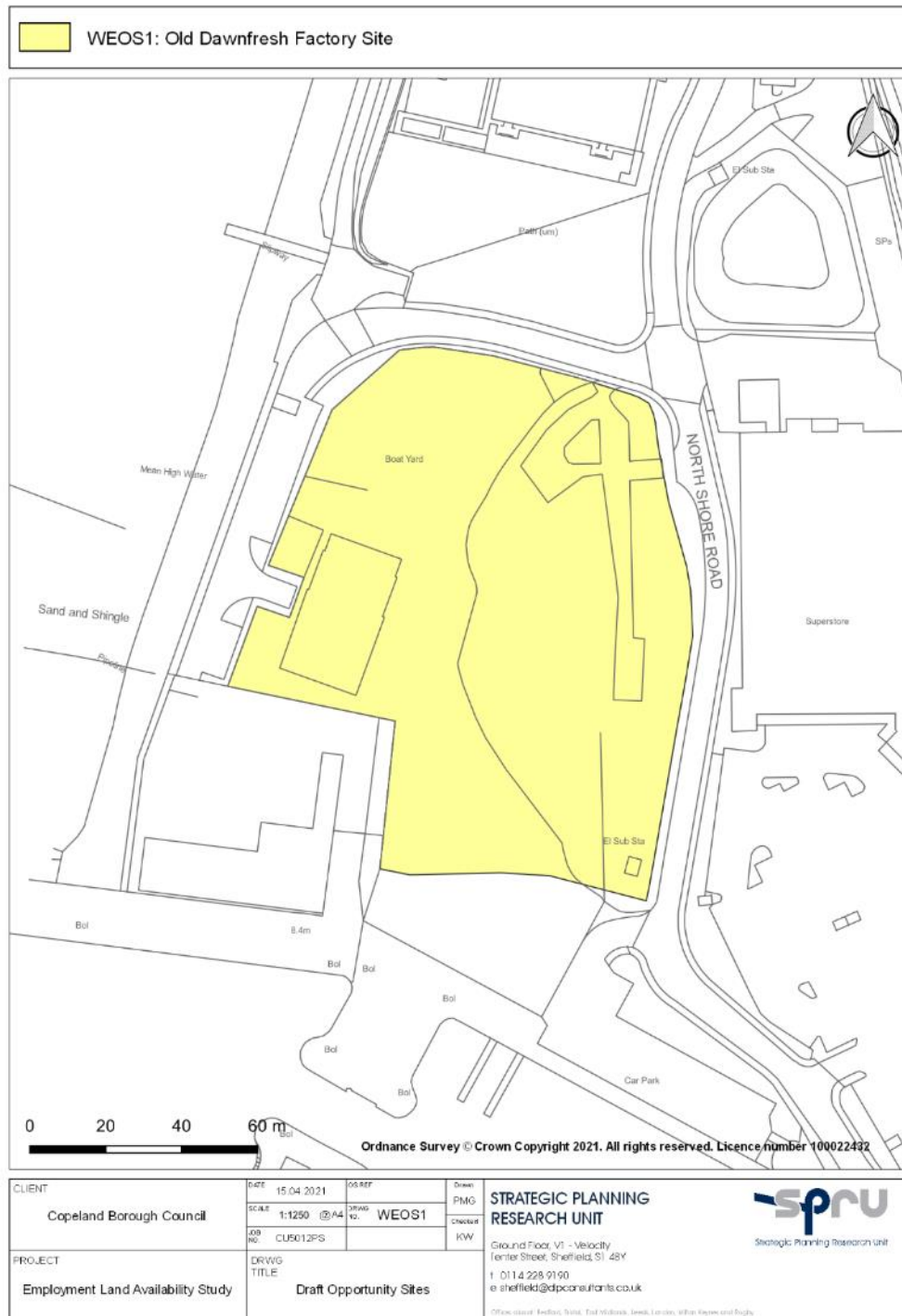
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Site Assessment Proforma

Site Plan



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Site Assessment Proforma

Site Information			
Site Ref.	WEOS2	Site Name	Jacksons Timber
Area (ha)	0.47 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Site	
Description of Site and Surrounding Area		The site is located off Howgill Street / Catherine Street, just outside Whitehaven Town Centre boundary. The site is in use as a timber yard owned by Jacksons Timber, including a number of office buildings and storage units. The topography of the site is flat. The site is bounded to the north and east by residential dwellings, to the south by other warehouse units and a Royal Mail Sorting Office and to the west by the B5345 (New Town). There is an area of staff/visitor parking in the eastern part of the site adjacent to Howgill Street.	
Landowner(s) (if known)		Partly owned by Copeland Borough Council, other landowners unknown	
Current Site Occupiers			
Jacksons Timber			
Site Suitability Appraisal			
Is the site in an area of flood risk?		The western and north eastern parts of the site are located within Flood Zone 2.	
Would development of the site offer a poor level of amenity to neighbouring residents?		There are a large number of residential properties in close proximity to the site, to the east and north. Whilst this site is currently in employment use, there is potential for intensification of use to negatively impact the amenity of neighbouring residential uses.	
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?		No, the site is in a built-up urban area and is not in a sensitive landscape area.	

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Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	No – the site is located within an existing built-up urban area, surrounded by a number of other industrial / employment uses.
Is the site well related and well connected to an existing settlement?	Yes – the site is located just south of the centre of Whitehaven.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	There is existing vehicular access to the site off Howgill Street / Catherine Street. However, some of these roads, Howgill Street in particular, are narrow and may be unsuitable for large HGVs.
Does the site have good strategic connectivity and accessibility?	The site is located less than 1 mile from the A595, which can be accessed via the B5345 which runs to the west of the site.
Would development of the site have an unacceptable impact on the highway network?	The site is located in a partly residential area, so the potential impact of increased vehicle movements or large HGVs using these streets would need to be considered. There is limited parking available within the site and there is restricted parking on surrounding streets,

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Site Assessment Proforma

	so this would also need to be a consideration in any future development of the site.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	<p>The area immediately east of the site entrance lies within the Whitehaven Town Centre Conservation Area, although the site itself falls outside the Conservation Area boundary.</p> <p>There are 39 listed buildings situated within 200 metres of the site, the closest of which is No.10 Howgill Street (Grade II listed) which lies immediately adjacent to the northern site boundary. Catherine Mill (Grade II* listed) is located 108 metres east of the site on Catherine Street. The potential impact of any future development of this site upon these assets and their settings would need to be considered.</p>
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	This is a brownfield site in a highly accessible, sustainable location with minimal likely environmental impacts, although freight access to the site is relatively constrained.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocation in Policy EMP3 of the adopted Local Plan (2013-2028) as an Employment Opportunity Site.</p> <p>The site is proposed to be allocated as an Opportunity Site within draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the emerging spatial	The development of this site could assist with achieving the draft Strategic Objective in the emerging Local Plan of providing modern, high-quality employment sites and premises within one of the Borough's key towns.

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strategy?	
Site Availability Appraisal	
Is the site already in active employment use?	Yes
If yes, what are current occupancy rates on the site?	The site is fully occupied and in use as Jacksons Timber yard, together with other uses
If the site is an existing employment site, is there any available developable space within the site?	There is currently no available developable space within the site, however, if available, the site could potentially be redeveloped for alternative employment uses.
Is the site in multiple ownerships?	Yes
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	The area of the site currently owned by the Council could be made available for redevelopment. Henry Boot is understood to have an option on other parts of the site to redevelop for office use but it is unknown how long for.
If no, when is the site likely to become available?	Unknown
Are there any known ransom strips or existing tenancies?	The parts of the site currently owned by the Council are occupied by TAVR and Girl Guides.
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	N/A – The site is already in employment use
Has there been any recent development activity on site within the last 5 years?	There has been no recent development activity on the site, however the site is understood to be under option to a national property developer, along with adjacent land, who intends to pursue a planning application for a new office development in the Town Centre to provide further space for Sellafield related office workers (see 2020 Preferred Options consultation response for site BI012 submitted on behalf of Jackson Timber Ltd).

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Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	No – although site understood to be under option to a national property developer
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	Ownership of the site is unknown
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	4/92/0297/0 – Permission granted in June 1992 for erection of 5 dwellings on the site of the garage / warehouse building in the south east corner of the site. This permission was not implemented. 4/94/0003/0 – Permission granted in February 1994 for the replacement of joiners shop and demolition of existing (relates to the garage / warehouse building in the south east corner of the site).
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	Access constraints on surrounding roads mean the site may be unsuitable for uses involving large HGVs. Potential for impacts on neighbouring residential uses and nearby heritage assets / Conservation Area.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A

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Appraisal Summary	
Suitability	The site is an existing employment site that is considered suitable for employment uses. Given the access constraints, the site is unlikely to be suitable for employment uses involving access by large HGVs.
Availability	The availability of the parts of the site not owned by the Council is currently unknown.
Deliverability	The site is suitable for development and subject to confirmation of availability may be able to come forward during the plan period.
Recommendation	
The site is not currently confirmed as being available therefore should not be allocated for employment use.	

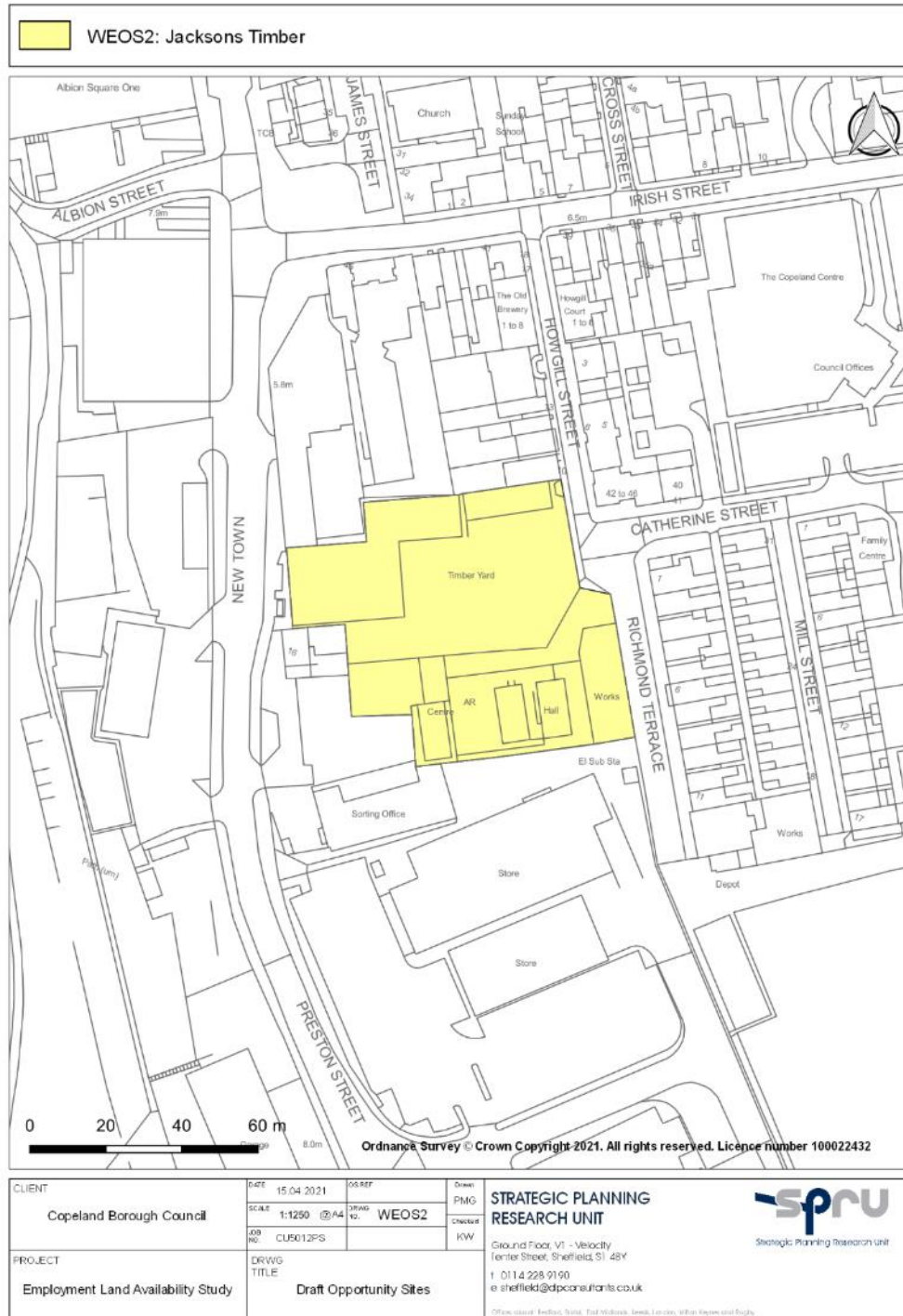
Site Photographs


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Site Plan



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Site Assessment Proforma

Site Information					
Site Ref.	WEOS3	Site Name	Preston St Garage		
Area (ha)	0.45 ha	Source	Draft Opportunity Sites and Areas		
Address / Location		Whitehaven			
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area			
Description of Site and Surrounding Area		<p>The site is an existing employment site located to the west of Preston Street (B5345) to the south of Whitehaven Town Centre. The site is currently occupied by a number of commercial and industrial uses, including car and motorbike garages, valeting and a veterinary practice located at the far south of the site. The units are varied in terms of their quality of construction and maintenance, suggesting they are in different ownerships. A number of the small warehouse units towards the south of the site appear to be in a state of disrepair. The site is narrow and the land rises steeply to the rear of the units (west of the site). Access to each of the units is obtained off Preston Street to the east. The site is predominantly surrounded by other employment / commercial uses, including a car wash to the north, an Asda supermarket to the south, and an Aldi supermarket and Home Bargains store to the east on the opposite side of Preston Street.</p>			
Landowner(s) (if known)		Unknown			
Current Site Occupiers					
Unit Ref.	Address	Occupier (or 'vacant')	Business Type	Use Class	Footprint
1	Preston Street Garages	Kwik Fit	Car garage		
2	Preston Street Garages	Enterprise Car Rental	Car rentals		
3	Preston Street Garages	Vanishing Act	Car valeting		

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4	Preston Street Garages	Dave Milling Motorcycles	Motorcycle garage		
5	Preston Street Garages	Haven Cycles	Bicycle shop / repairs		
6	Preston Street Garages	Unit may be vacant	N/A		
7	Preston Street Garages	West Lakeland Veterinary Group	Veterinary practice		
Site Suitability Appraisal					
Is the site in an area of flood risk?		No – The site is in Flood Zone 1			
Would development of the site offer a poor level of amenity to neighbouring residents?		No, there are no residential or other sensitive uses in close proximity to the site			
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?		No, the site is in a built-up urban area and is not in a sensitive landscape area.			
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?		The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.			
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?		No			

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Would development of the site be harmful to the character of the area?	No – the site is located within an existing built-up urban area, surrounded by a number of other industrial / employment uses.
Is the site well related and well connected to an existing settlement?	Yes – the site is located just south of the centre of Whitehaven.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No – there are a number of trees and other vegetation to the rear (west) of the site, but these lie outside the site boundary.
Can suitable access to the site be provided?	Yes, there is existing vehicular access to the units within the site off Preston Street to the east.
Does the site have good strategic connectivity and accessibility?	Yes, the site is situated on the B5345 which joins the A595 to the north and south of Whitehaven, however this would involve passing through the town centre to the north.
Would development of the site have an unacceptable impact on the highway network?	The impact of further developing this site upon traffic on the Town Centre highway network would need to be considered. However, given the existing uses on the site, the impact is likely to be manageable.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	There are 10 listed buildings located within 200 metres of the site (all Grade II listed). The closest one is 10 Howgill Street which is 127 metres from the site. The northern boundary of the site is approximately 50 metres south of the Whitehaven Town Centre Conservation Area boundary. The potential impact of any future development of this site upon these assets and their settings would need to be considered.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport)	This is a brownfield site in a highly accessible, sustainable location with minimal likely environmental impacts.

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and freight access, environmental impacts and brownfield/greenfield considerations)?	
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocation in Policy EMP3 of the adopted Local Plan (2013-2028) as an Employment Opportunity Site.</p> <p>The site is proposed to be allocated as an Opportunity Site within draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	The development of this site could assist with achieving the draft Strategic Objective in the emerging Local Plan of providing modern, high-quality employment sites and premises within one of the Borough's key towns.
Site Availability Appraisal	
Is the site already in active employment use?	Yes
If yes, what are current occupancy rates on the site?	The units on this site appear to be mostly fully occupied
If the site is an existing employment site, is there any available developable space within the site?	Some of the units in the southern part of the site (5 & 6) appear to be poorer quality and may offer potential for redevelopment, subject to availability. The units to the north appear to have been built more recently and are of better quality.
Is the site in multiple ownerships?	Unknown – although given the range of units on the site it is likely they are in multiple ownerships

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Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Unknown
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	It is likely the site has been in employment use for at least 10 years
Has there been any recent development activity on site within the last 5 years?	Demolition of an existing modular unit and erection of a new modular unit at Unit 1 was undertaken since 2018.
Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	Unknown
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	The site is likely to be in multiple ownerships
What is the planning history of the site? Is there a valid planning permission for employment	4/99/0490/0 – Unit 1 – Permission granted in September 1999 for use of land for outdoor car sales. 4/05/2815/0 – Unit 1 – Outline application withdrawn in January 2006 for 6 apartments and 3 retail/office units.

Employment Land Availability Study

Site Assessment Proforma

development or for an alternative use?	<p>4/90/1151/0 – Unit 1 – Application for a showroom with associated offices, staff facilities and car park approved in January 1991.</p> <p>4/14/2255/0F1 – Unit 1 – Change of use to vehicle hire with modular building and canopied wash bay approved in August 2014.</p> <p>4/18/2281/0F1 – Unit 1 – Demolition of an existing modular unit and erection of a new modular unit approved in August 2018.</p> <p>4/00/0154/0 – Unit 2 – Permission granted in April 2000 for change of use to workshop and garage for the retail and repair of cars and motorcycles.</p> <p>4/02/1261/0 – Unit 2 – Permission granted in December 2002 for change of use from general retail to used car showroom.</p> <p>4/00/0154/0 – Unit 3 – Permission for change of use to workshop and garage for the retail and repair of cars and motorcycles approved April 2000.</p> <p>4/95/0851/0 – Unit 4/5 – Permission granted in January 1996 for erection of MOT bay.</p> <p>4/05/2768/0 – Unit 7 – Application withdrawn in November 2005 for two-storey extension to existing surgery.</p> <p>4/07/2119/0 – Unit 7 – Permission granted in April 2007 for change of use of first floor from staff accommodation to veterinary use.</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	None identified
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	This site is in existing employment use. There is potential for future redevelopment, particularly of the older units in the south of the

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	site. Therefore this part of the site may be suitable for allocation as an employment site, subject to availability.
Availability	The availability of the site is currently unknown.
Deliverability	The southernmost units in the site may come forward for redevelopment in the future but availability is currently unknown. The future development potential and likely deliverability of this site is uncertain.
Recommendation	
Availability of the site is unknown, do not allocate for employment use.	

Site Photographs

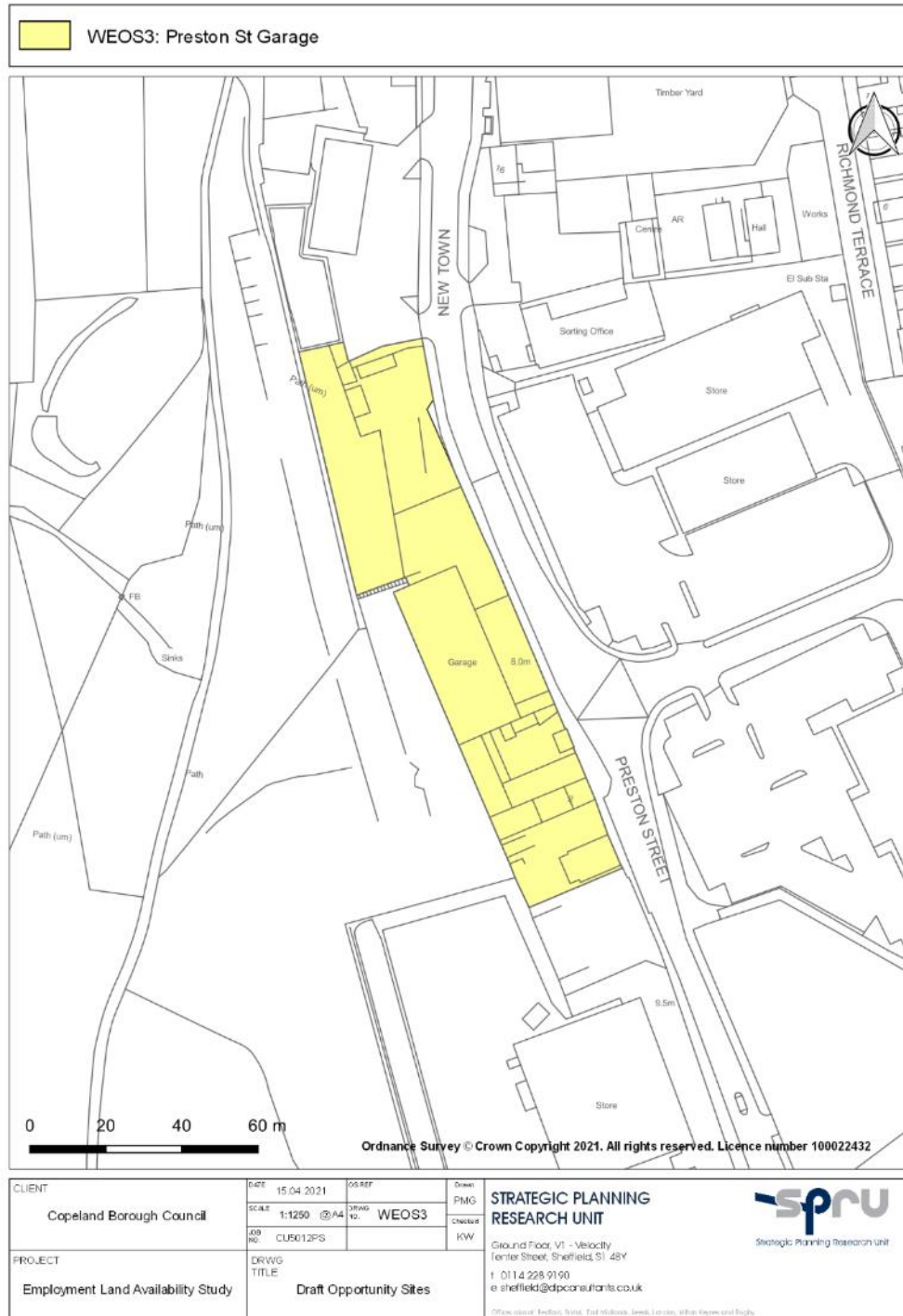


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Site Plan



Employment Land Availability Study

Site Assessment Proforma

Site Information			
Site Ref.	WEOS4	Site Name	BT Depot, Preston Street
Area (ha)	0.93 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area	
Description of Site and Surrounding Area		<p>The site is currently in use as a BT depot, including car parking in the north eastern part of the site fronting the B5345. There is a large two storey office building in the southern part of the site – the former telephone exchange – this is thought to be disused. In the north western part of the site is a warehouse building which appears to be derelict / unused. In the centre of the site is a Colliery Mission building (this falls outside the site boundary). The site is located to the south of Whitehaven Town Centre but within the adopted settlement boundary. The site is bordered to the north by an Asda supermarket, to the south by other industrial/employment uses, to the east by a temporary car park (site ref. WT021) and to the west by a row of established trees and other vegetation. The topography of the site is relatively flat but the land rises steeply beyond the western site boundary. There are two existing vehicular access points to the site is off the B5345 to the east.</p>	
Landowner(s) (if known)		BT PLC (co. Regn. No. 18000000)	
Current Site Occupiers			
BT PLC			
Site Suitability Appraisal			
Is the site in an area of flood risk?		No – the site is in Flood Zone 1	
Would development of the site offer a poor level of amenity to neighbouring residents?		No	
Would development of the site have an adverse		No	

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Site Assessment Proforma

impact on important landscape features identified in the Settlement Landscape Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	No
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the adopted Whitehaven Settlement Boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	There are a large number of trees located immediately west of the site, however these fall outside the site boundary.
Can suitable access to the site be provided?	Yes, there are two existing vehicular access points to the site is off the B5345 to the east.
Does the site have good strategic connectivity and accessibility?	The site is located approximately 1.5 miles west of the A595.

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Would development of the site have an unacceptable impact on the highway network?	The site is already in active employment use, therefore any future redevelopment of the site would be unlikely to have a significant impact on the highway network.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	No – there are no identified heritage assets located within 200 metres of the site.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	The site is located in a sustainable location, close to the centre of Whitehaven and good strategic road connections.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocated in Policy EMP3 of the adopted Local Plan (2013-2028) as an Employment Opportunity Site (ref. WEOS4).</p> <p>The site is proposed to be allocated as an Opportunity Site within draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	No

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Site Availability Appraisal	
Is the site already in active employment use?	Yes
If yes, what are current occupancy rates on the site?	Some parts of the site are disused but other parts of the site appear to be in active use.
If the site is an existing employment site, is there any available developable space within the site?	The disused parts of the site could be redeveloped, however access is gained via the parts of the site that are in active use, therefore it is likely that the whole site would need to be available before it could be redeveloped.
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Unknown – no response received
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	The site has been in active employment use for more than 10 years
Has there been any recent development activity on site within the last 5 years?	Planning permission was granted in January 2020 to demolish the derelict warehouse building in the north western part of the site. This permission had not been implemented at the time of this assessment.
Is the site being actively marketed as an employment site?	No
Is the site owned by a	No

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developer or other agency known to undertake employment development?	
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	The site is in single ownership but is not owned by a developer.
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>4/15/2335/0F1 – Application approved in September 2015 for demolition of the former BT depot building and erection of a new showroom and warehouse. This relates to land in the north western part of the site and was not implemented.</p> <p>4/19/2383/0F1 – An application was approved in January 2020 for the demolition of the existing derelict building in the north western part of the site and creation of a private car park. This permission has not yet been implemented.</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	No, subject to availability of the site being confirmed.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered suitable for employment use.
Availability	The availability of the site is currently unknown.

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Deliverability	The site is suitable for development and subject to confirmation of availability may be able to come forward during the plan period.
Recommendation	
The site is allocated for employment use subject to sustainability appraisal / site selection criteria and confirmation of availability.	

Site Photographs

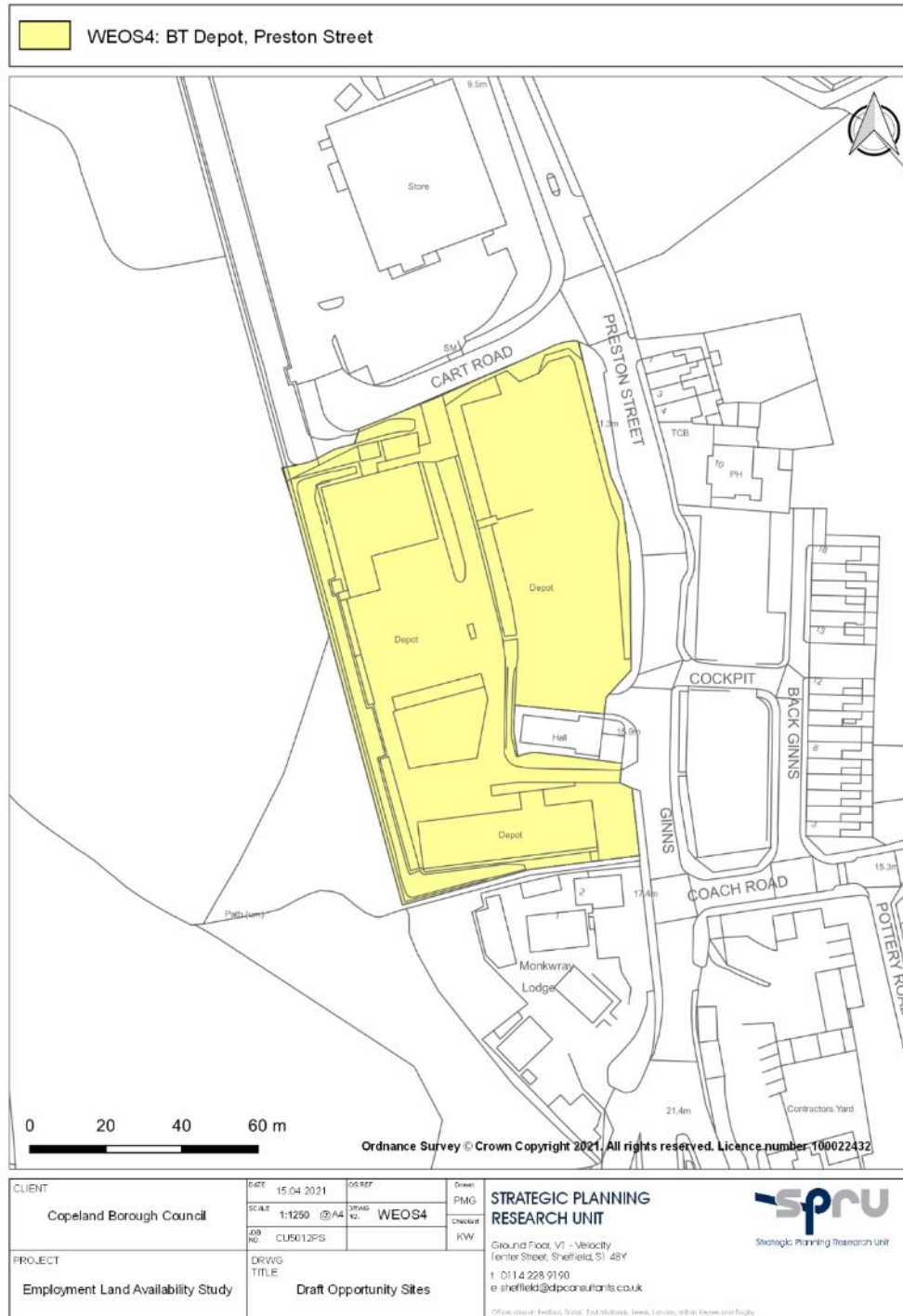


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Site Plan



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Site Assessment Proforma

Site Information			
Site Ref.	WEOS5	Site Name	Land at Ginns
Area (ha)	2.99 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area The site also comprises site WT021 (Cockpit)	
Description of Site and Surrounding Area		<p>This site is situated to the north of Coach Road and east of the B5345. The site lies the south of Whitehaven Town Centre but within the adopted settlement boundary. This site largely comprises vacant industrial / brownfield land, with areas of hardstanding from previously demolished buildings in the eastern parts of the site. The central parts of the site have become overgrown with scrub vegetation. The south western parts of the site are in residential use (row of terraced houses along Bentinck Row / Ellisons Place) with an area of car parking fronting the B5345 (site WT021). The site is bounded to the east by a footpath / cycleway with industrial uses beyond, to the west by the B5345, to the north by a car park and large retail unit (Home Bargains) and to the south by further industrial uses and rugby / football pitches. The topography of the site slopes uphill slightly from east to west. Existing vehicular access to the site is off Coach Road to the south and from Cockpit to the west.</p>	
Landowner(s) (if known)		<p>Copeland Borough Council (western part of the site)</p> <p>The eastern part of the site (approx. 1ha) appears to be owned by Maple Grove Developments Ltd.</p>	
Current Site Occupiers			
N/A			
Site Suitability Appraisal			
Is the site in an area of flood risk?		South-eastern parts of the site are in Flood Zone 2. The remainder of the site is in Flood Zone 1.	
Would development of the site offer a poor level of amenity to neighbouring residents?		There are residential properties located immediately west of this site. The amenity of these residents would need to be considered in any future development of the site.	

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Site Assessment Proforma

Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?	No
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	The redevelopment of the derelict parts of this site would likely be an improvement to the character of the area.
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the adopted Whitehaven Settlement Boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	Existing vehicular access to the site is off Coach Road to the south and from Cockpit to the west. There may also be potential for additional access to the site to be provided from the B5345 at the north-west of the site.

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Site Assessment Proforma

Does the site have good strategic connectivity and accessibility?	The site is located approximately 1 mile west of the A595.
Would development of the site have an unacceptable impact on the highway network?	The B5345 appears to have quite good capacity, however appropriate transport assessments would need to accompany any significant development on this site.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	There is a Grade II listed building (Church of St Begh) located 160 metres east of the site on Coach Road. The potential impact of any future development of this site upon this asset and its setting would need to be considered.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	The site is located in a sustainable location, close to the centre of Whitehaven and good strategic road connections, however it is also located adjacent to residential uses which may result in potential amenity impacts.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	The site allocated in Policy EMP3 of the adopted Local Plan (2013-2028) as an Employment Opportunity Site (ref. WEOS5). The site is proposed to be allocated as an Opportunity Site within draft Policy E5PO of the emerging Local Plan.
Is the site important in delivering other economic development objectives or the	No

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Site Assessment Proforma

emerging spatial strategy?	
Site Availability Appraisal	
Is the site already in active employment use?	No – site is currently vacant
If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	Part of the site (approx. 2.41 hectares) is understood to be available and developable for employment use. The remainder of the site (0.58 hectares) has been sold subject to contract for the development of a supermarket.
Is the site in multiple ownerships?	Yes – part of the site is owned by Copeland Borough Council. The remainder of the site has been sold to a developer for the development of a supermarket.
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Yes – remainder of the site not proposed for supermarket use and the adjacent car park remains 'surplus' and developable (approx. 2.41 hectares).
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	No
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	The site has previously been in employment use.
Has there been any recent development activity on site within the last 5 years?	No, apart from temporary car park uses. Although the eastern part of the site has been sold, no applications for the development of a supermarket had been submitted at the time of this assessment.
Is the site being actively marketed as an	No – although not actively marketing the Council will dispose of the

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employment site?	site for the right use if it achieves market value.
Is the site owned by a developer or other agency known to undertake employment development?	Yes
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	No
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>Eastern part of the site:</p> <p>4/14/2124/0F1 – Application approved in May 2014 for an extra care and dementia facility comprising 56 apartments and 4 bungalows.</p> <p>Southern part of the site:</p> <p>4/19/2120/0F1 – Application approved in June 2019 for a proposed car park.</p> <p>Northern part of site:</p> <p>4/17/2248/0F1 – Application approved in January 2018 for temporary car park (89 spaces), permission expires January 2022.</p> <p>South-western part of site:</p> <p>4/20/2082/0B1 – Application approved in June 2020 to vary condition 1 of planning permission 4/15/2446/0F1 to extend the time period for a further 5 years.</p> <p>4/15/2446/0F1 – Application approved in December 2015 for change of use of site to become a temporary car park comprising 74 spaces and 4 disabled spaces.</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>Areas of flood risk in the south-eastern parts of the site.</p> <p>The impact of any development on the amenity of neighbouring residential uses will need to be considered.</p>
Would employment development on this site be viable without public funding to resolve infrastructure or other	Yes

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on-site constraints?	
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered suitable for employment use, subject to considering potential impacts on amenity of neighbouring residential uses.
Availability	The remaining parts of the site that have not been sold are available for employment use.
Deliverability	The site is likely to be deliverable for employment use within the plan period, and may be deliverable within 5 years.
Recommendation	
The site is allocated for employment use subject to sustainability appraisal and site selection criteria.	

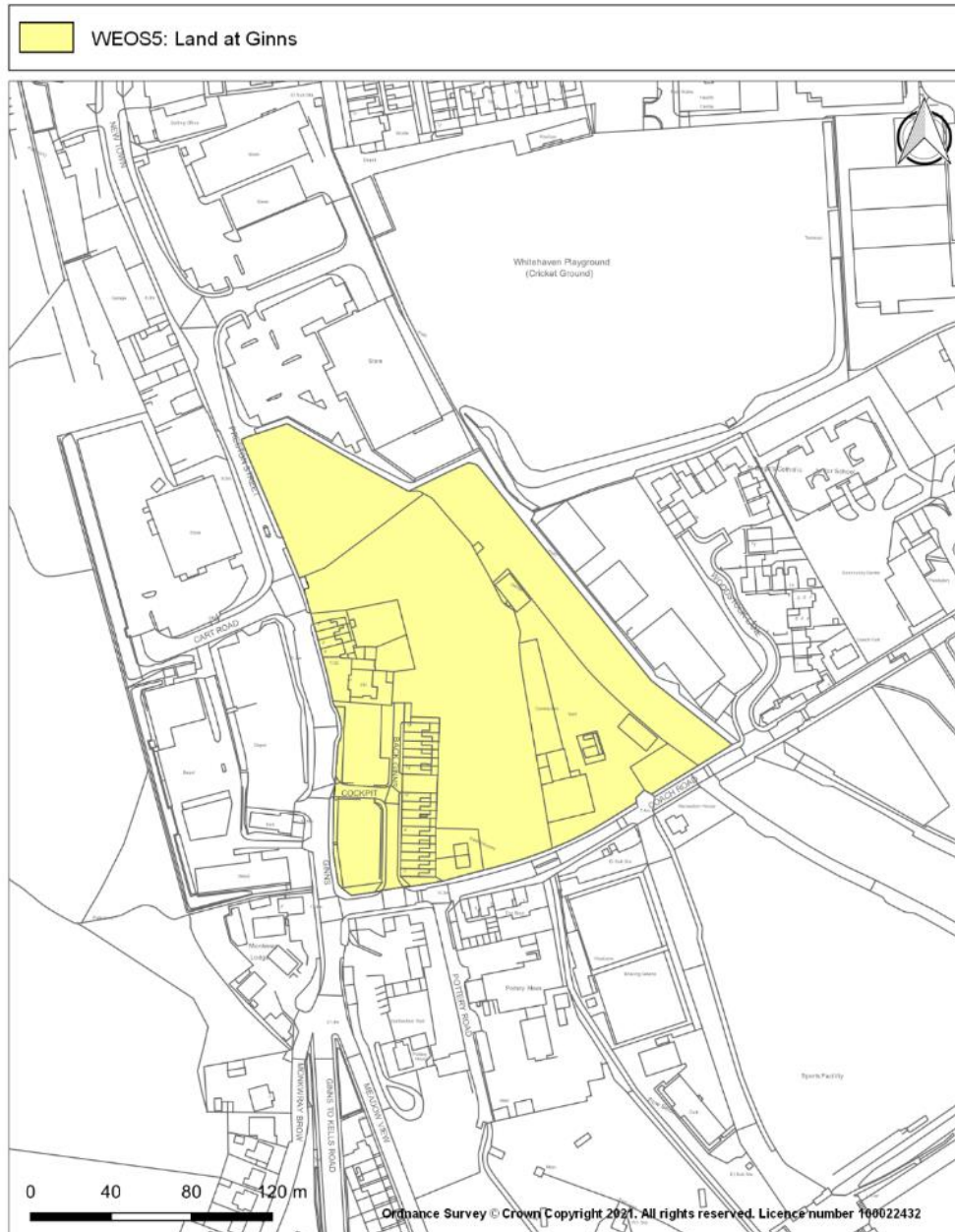
Site Photographs


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Employment Land Availability Study Site Assessment Proforma

Site Plan

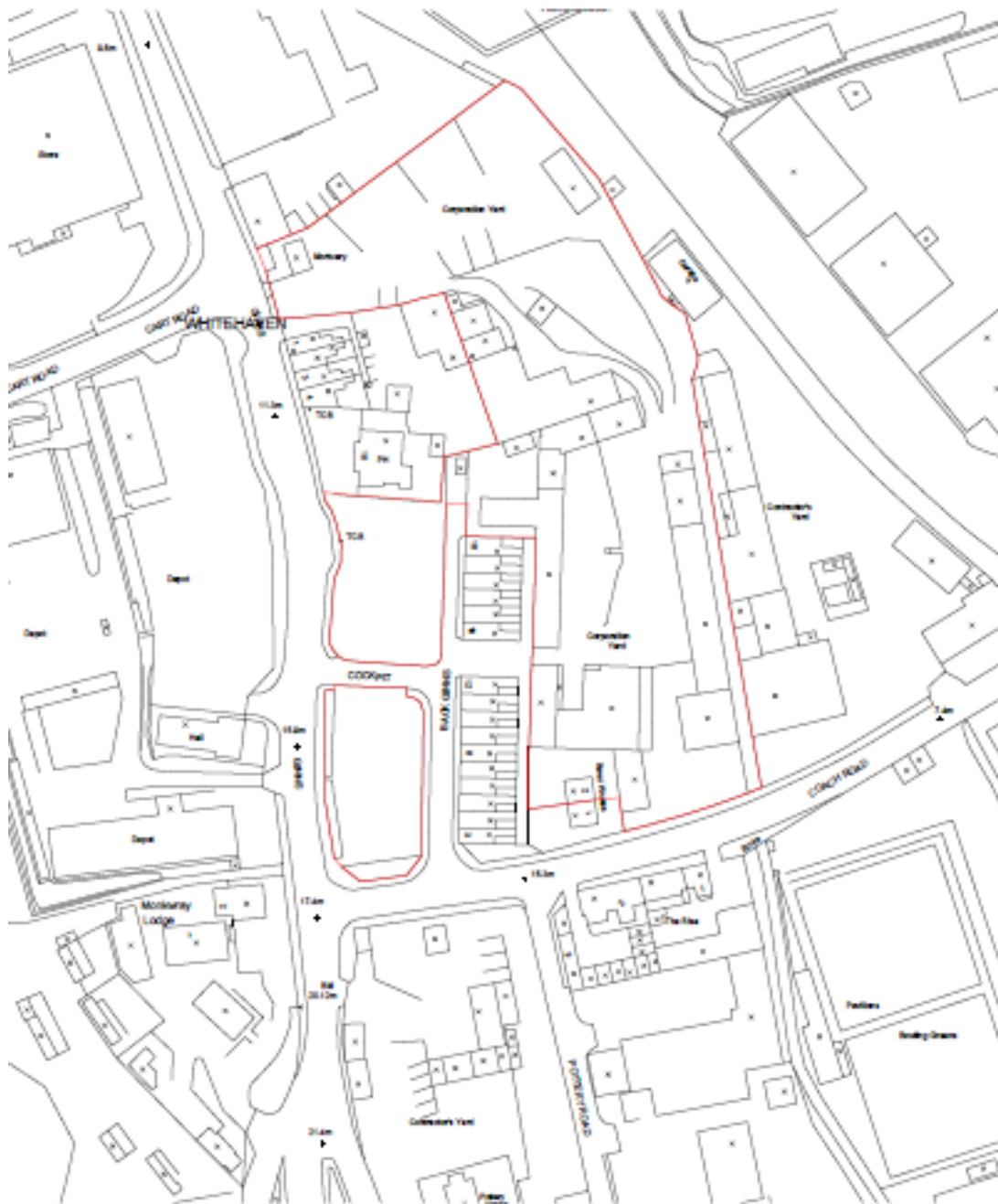


CLIENT Copeland Borough Council	DATE 15/04/2021	OS REF	Drawn PMG	STRATEGIC PLANNING RESEARCH UNIT  Strategic Planning Research Unit Ground Floor, V1 - Velocity 1, Carter Street, Sheffield, S1 4SY t 0114 228 9190 e sheffield@dpcconsultants.co.uk <small>Offices also at: Bedford, Bristol, East Midlands, Leeds, London, Milton Keynes and Rugby</small>
	SCALE 1:2500 @A4	DRAWG NO. WEOS5	Checked KW	
	JOB NO. CU5012PS			
PROJECT Employment Land Availability Study	DRAWG TITLE Draft Opportunity Sites			

Employment Land Availability Study

Site Assessment Proforma

Site Plan (Copeland Borough Council)



Ginns Depot, Coach Rd (1:1250)



Contracts and Property Dept.
The Copeland Centre, Catherine Street,
Whitehaven, Cumbria CA28 7SJ

Scale @ A4 1:1250	Designed by N/A	Drawn by JW	Checked by SV	Revision REV: 1	Date 20/06/2013
Project No. GDCR - JW					
Drawing No. GDCR - JW - 001					

Employment Land Availability Study

Site Assessment Proforma

Site Information					
Site Ref.	WEOS6	Site Name	Land at Coach Road		
Area (ha)	0.63 ha	Source	Draft Opportunity Sites and Areas		
Address / Location		Whitehaven			
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area			
Description of Site and Surrounding Area		<p>The site is located to the south of Whitehaven Town Centre within the adopted settlement boundary. The site has been partially developed and comprises a large warehouse and small building in use as a fitness studio to the south. The northern part of the site is a derelict brownfield site containing areas of hardstanding and piles of bricks / rubble together with a number of portacabins. This northern part of the site is currently fenced off. The site is accessed off Coach Road to the south via a new access road, Woodstock Lane, which also serves a new residential development located immediately to the east. The site is bounded to the west by a footpath (disused railway line) with derelict brownfield land beyond. The site is bounded to the south by Coach Road and greenfield land beyond. The topography of the site is relatively flat.</p>			
Landowner(s) (if known)		Maple Grove Developments Ltd (co. reg. no. 1577201)			
Current Site Occupiers					
Unit Ref.	Address	Occupier (or 'vacant')	Business Type	Use Class	Footprint
1	Coach Road	ABGO Fitness	Gym	D2	
2	Coach Road	Unknown	Doors / windows / timber workshop	B2 / B8	
Site Suitability Appraisal					
Is the site in an area of flood risk?		The western parts of the site are in Flood Zone 2. The majority of the site is in Flood Zone 1.			
Would development of		There are residential properties located immediately east of this site.			

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the site offer a poor level of amenity to neighbouring residents?	The amenity of these residents would need to be considered in any future development of the site.
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?	No
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	The development of the derelict parts in the north of this site would likely be an improvement to the character of the area.
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the adopted Whitehaven Settlement Boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	There are a number trees to the east of the site but these lie outside the site boundary.
Can suitable access to	Yes – there is existing vehicular access off Coach Road via

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Site Assessment Proforma

the site be provided?	Woodstock Lane. Coach Road is narrow in places with traffic calming measures in place.
Does the site have good strategic connectivity and accessibility?	The site is located 0.7 miles west of the A595, however access is via residential streets.
Would development of the site have an unacceptable impact on the highway network?	The impact of additional vehicle movements on the surrounding highways network, including Coach Road, would need to be considered if future development was proposed on this site.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	There is a Grade II listed building (Church of St Begh) located 120 metres east of the site on Coach Road. The potential impact of any future development of this site upon this asset and its setting would need to be considered.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	The site is located in a sustainable location, close to the centre of Whitehaven and good strategic road connections, however it is also located adjacent to residential uses which may result in potential amenity impacts.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	The site allocated in Policy EMP3 of the adopted Local Plan (2013-2028) as an Employment Opportunity Site (ref. WEOS6). The site is proposed to be allocated as an Opportunity Site within draft Policy E5PO of the emerging Local Plan.
Is the site important in delivering other	No

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economic development objectives or the emerging spatial strategy?	
Site Availability Appraisal	
Is the site already in active employment use?	Yes
If yes, what are current occupancy rates on the site?	The developed parts of the site appear to be fully occupied
If the site is an existing employment site, is there any available developable space within the site?	Yes, there is an area of undeveloped brownfield land to the rear of the existing warehouse unit that may be suitable for development, subject to availability.
Is the site in multiple ownerships?	Maple Grove Developments Ltd
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Unknown
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	The site is likely to have been in employment use for at least 10 years
Has there been any recent development activity on site within the last 5 years?	Demolition of two buildings in northern part of site (former Jewson Ltd. Timber Yard).

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Site Assessment Proforma

Is the site being actively marketed as an employment site?	No evidence found that the site is being currently marketed.
Is the site owned by a developer or other agency known to undertake employment development?	Yes
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	There are multiple occupiers at the site. The site is understood to be in single ownership.
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	4/17/2102/0F1 – Prior notification approved in April 2017 for proposed demolition of two buildings in the northern part of the site (former Jewson Ltd Timber Yard). 4/17/2083/0F1 – Permission granted in April 2017 for change of use of old storage building (A1) to crossfit gym (D2) in southern part of the site.
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	Potential for impact on amenity of new residential uses immediately east of the site. Access along Coach Road may be slightly constrained for large HGVs. Car parking provision within the site would need to be considered as there is limited on-street parking on surrounding roads.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A

Employment Land Availability Study Site Assessment Proforma

Appraisal Summary	
Suitability	The site is considered suitable for employment use, subject to considering potential impacts on amenity of neighbouring residential uses.
Availability	Availability of the site for employment development is unknown.
Deliverability	The site is suitable for development and subject to confirmation of availability may be able to come forward during the plan period.
Recommendation	
The site is allocated for employment use subject to sustainability appraisal / site selection criteria and confirmation of availability.	

Site Photographs	
	
	

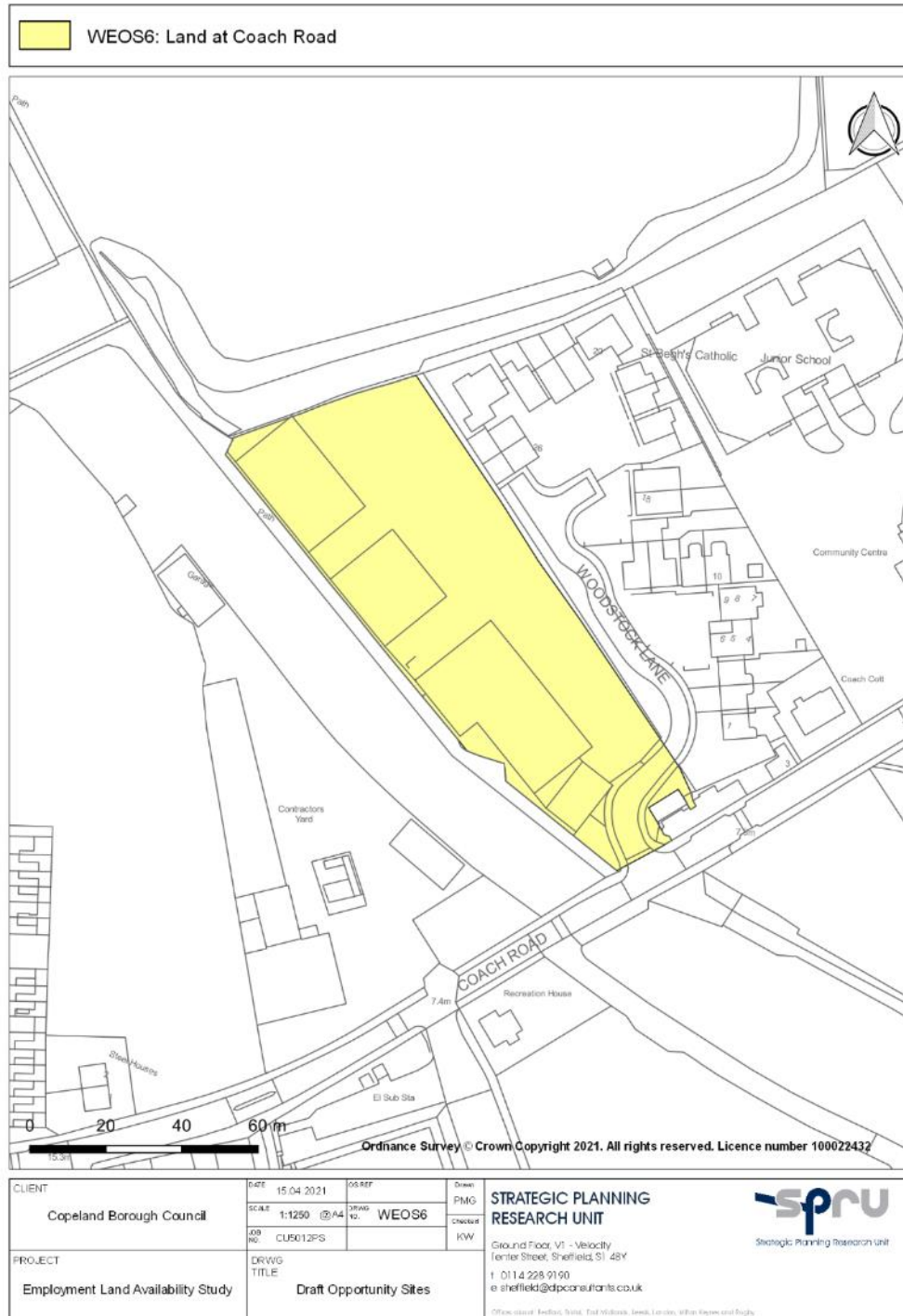
Employment Land Availability Study Site Assessment Proforma



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Employment Land Availability Study Site Assessment Proforma

Site Plan



Employment Land Availability Study

Site Assessment Proforma

Site Information			
Site Ref.	WP005	Site Name	Meadow View, Coach Road
Area (ha)	5.70 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area This site forms the northern part of the wider Pow Beck site ref. WT020.	
Description of Site and Surrounding Area		This is a greenfield site located to the east of the B5345 to the south of Whitehaven Town Centre. The site is bordered to the south by a disused railway line and has vehicular access via Pottery Road to the north. There are a number of existing occupied industrial units to the north of the site. A number of small industrial units and one residential dwelling also run to the west of the site. The topography of the site slopes downhill from west to east. There is a large radio mast within the site at the end of Pottery Road. The site is bounded to the east by Whitehaven Rugby League Football Club and Whitehaven Social Centre Miners' Club.	
Landowner(s) (if known)		Unknown – land not registered	
Current Site Occupiers			
N/A			
Site Suitability Appraisal			
Is the site in an area of flood risk?		The south eastern parts of the site are in Flood Zones 2 and 3.	
Would development of the site offer a poor level of amenity to neighbouring residents?		The site is primarily located in an industrial area, although there are some residential properties to the west of the site whose amenity would need to be considered if this area of the site is developed.	
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape		Whilst the site is greenfield land it is primarily surrounded by the built form of Whitehaven urban area (the site is located within the adopted Whitehaven Settlement Boundary) and does not extend into open countryside. The landscape in this area is not thought to be sensitive and is not identified as such in the Settlement Landscape Character Assessment.	

Employment Land Availability Study

Site Assessment Proforma

Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	No
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the adopted Whitehaven Settlement Boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	There are a number of small trees / hedgerows within the site.
Can suitable access to the site be provided?	Access to the site is via Pottery Road where access is relatively constrained. It may be possible for additional access points to the site to be created off the B5345, subject to the Highway Authority's approval. The Pow Beck Valley Development Brief SPD identifies a potential new spine road providing vehicular access to the northern part of the site by linking Coach Road to Low Road/Meadow Road.
Does the site have good strategic connectivity and accessibility?	Yes, the site connects with the A595 via the B5345 and Mirehouse Road to the south of Whitehaven.

Employment Land Availability Study

Site Assessment Proforma

Would development of the site have an unacceptable impact on the highway network?	The surrounding road network, in particular the B5345, appear to have quite high network capacity. Access via large vehicles may need to be routed from the south rather than through the Town Centre to the north where roads are more constrained. Given the large size of this site any future development would need to be accompanied by appropriate transport assessments.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	There are no listed buildings within 200 metres of the site boundary. The site lies outside the Whitehaven Town Centre Conservation Area. Potential impacts on heritage assets are therefore likely to be limited.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	The site is in a sustainable location with good links to the strategic highway network. The site is located within a built-up urban area.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	Yes – the site forms part of the Pow Beck Valley Development Area
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is part of a wider allocation in Policy EMP3 of the adopted Local Plan (2013-2028) as an Employment Opportunity Site (ref. EOS2).</p> <p>The site forms part of the Pow Beck Valley Development Brief SPD which was adopted in 2007.</p> <p>The site is proposed to be allocated as an Opportunity Site within draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the	No

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Site Assessment Proforma

emerging spatial strategy?	
Site Availability Appraisal	
Is the site already in active employment use?	No
If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	Unknown – the site is likely to be in multiple ownerships. The Pow Beck Valley Development Brief SPD states that the site ('Zone 4' in the SPD) <i>"presents the greatest site assembly challenge due to the large amount and complex nature of the site ownerships"</i> .
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Unknown
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	Yes – the site forms part of the Pow Beck Valley Development Brief SPD which was adopted in 2007.
Has there been any recent development activity on site within the last 5 years?	No



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Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	Unknown
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	Unknown
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	There is no planning history associated with this site
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>There are understood to be sewers and water mains running through the site.</p> <p>The land is not registered.</p> <p>Large radio masts and areas of flood risk. Topography of the site may also be a barrier to development.</p> <p>Multiple land ownerships may also present a barrier to any form of comprehensive redevelopment of this site.</p>
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A

Employment Land Availability Study Site Assessment Proforma

Appraisal Summary	
Suitability	The site is considered suitable for employment use, subject to constraints relating to flood risk and access arrangements (in the northern part of the site) being overcome. The existing radio masts would also likely need to be relocated if this part of the site is to be redeveloped.
Availability	The availability of the site is unknown. The site is thought to be under multiple ownerships.
Deliverability	The site has been identified for employment use for a number of years and has failed to be delivered. The future deliverability of this site is therefore uncertain.
Recommendation	
Availability of the site is unknown, do not allocate for employment use.	

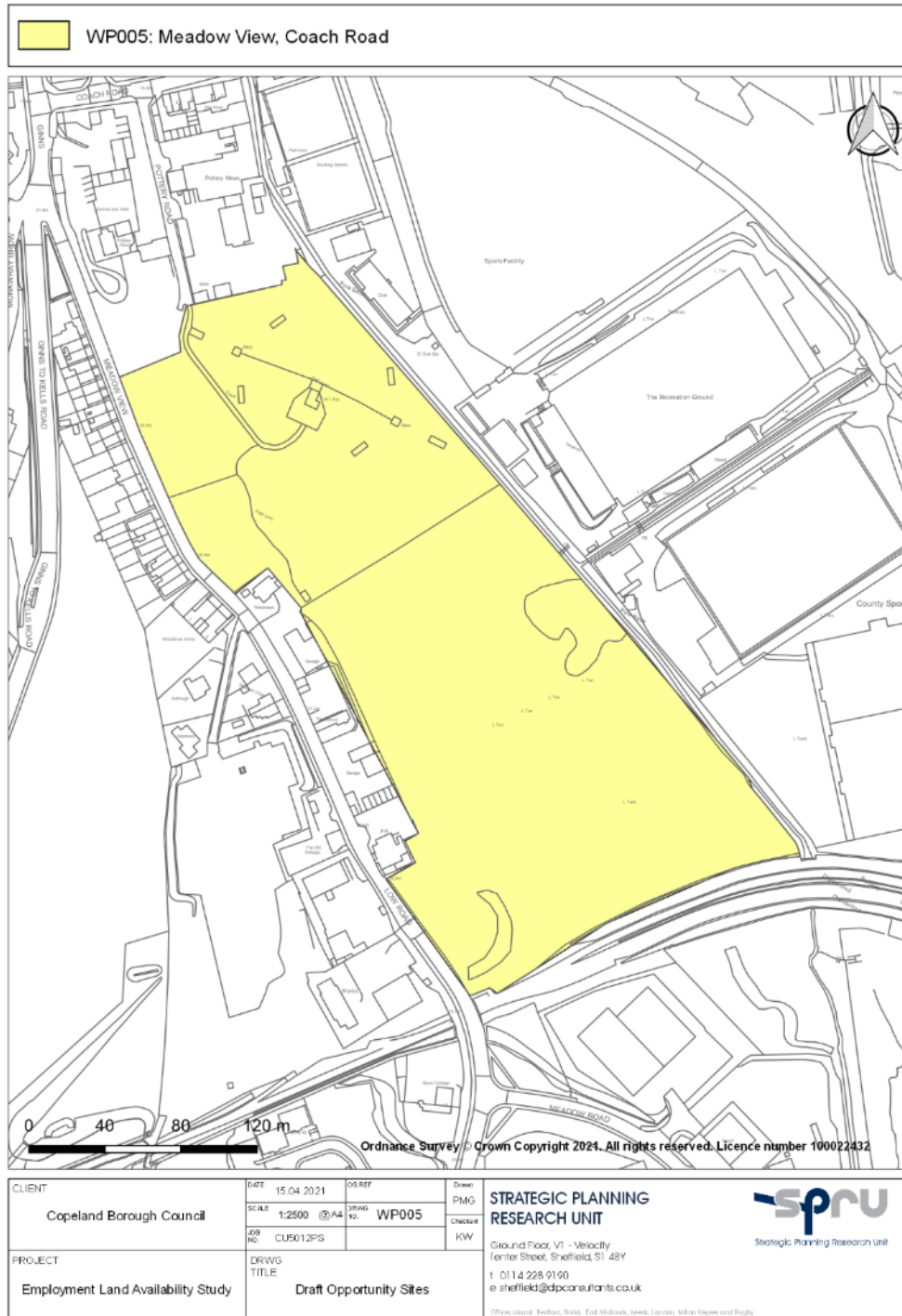
Site Photographs
 

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Site Plan



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Site Assessment Proforma

Site Information			
Site Ref.	WT019	Site Name	Marlborough Street
Area (ha)	0.08 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area	
Description of Site and Surrounding Area		<p>The site is situated on the corner of Marlborough Street and Strand Street in Whitehaven Town Centre. The eastern part of the site is currently in use as a car park whilst the existing two storey building in the western part of the site appears to be in use as a workshop / offices. The site overlooks Whitehaven Harbour to the west and is bounded to the north by a 4-storey residential apartment building (appears to be fairly newly constructed), to the east by Strand Street (commercial buildings / cafes) and to the south by Marlborough Street (Admiral House, currently in use as residential apartments, and The Vagabond Public House). The topography of the site is flat. Vehicular access to the site is off Marlborough Street to the south.</p>	
Landowner(s) (if known)		High Grange Developments Ltd (Co. Regn. No. 3773587)	
Current Site Occupiers			
Car parking and offices/workshops (occupiers unknown)			
Site Suitability Appraisal			
Is the site in an area of flood risk?		The southern, western and eastern edges of the site are in Flood Zone 2. The majority of the site is in Flood Zone 1.	
Would development of the site offer a poor level of amenity to neighbouring residents?		The site is located within the built-up urban area of Whitehaven Town Centre. There are residential properties adjacent to the site to the west and north – the potential impact on these uses would need to be taken into consideration in any future proposed development of the site.	
Would development of the site have an adverse impact on important landscape features identified in the		No, the site is in a built-up urban area and is not in a sensitive landscape area.	

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Site Assessment Proforma

Settlement Landscape Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No, however the site is adjacent to Whitehaven Harbour which is identified as an important Civic Space in the Open Space Assessment (2020).
Would development of the site be harmful to the character of the area?	No, however the site is located within Whitehaven Town Centre Conservation Area so any future development of the site would need to take this into consideration.
Is the site well related and well connected to an existing settlement?	Yes – the site is situated in the centre of Whitehaven.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	There is existing vehicular access to the site off Marlborough Street to the south
Does the site have good strategic connectivity and accessibility?	The site is within 1 mile of the A595, however access requires passing through the Town Centre. The site is situated an 8 minute walk from Whitehaven Railway Station to the north.
Would development of the site have an unacceptable impact on	The site is located in the town centre and therefore its development may have an impact on town centre traffic.

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Site Assessment Proforma

the highway network?	
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	<p>The site is located within the Whitehaven Town Centre Conservation Area.</p> <p>There are 60 listed buildings situated within 200m of the site, the closest of which are 39-42 Lowther Street, 38 Lowther Street and 37 Lowther Street (all Grade II listed) located immediately north of the site, and No.1 Marlborough Street (Grade II listed) located to the south west of the site. The potential impact of any proposed development on these heritage assets and their settings would need to be considered.</p>
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	<p>This is a brownfield site in a highly accessible, sustainable location with minimal likely environmental impacts.</p>
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is located within the defined Whitehaven Town Centre boundary (in the adopted Local Plan). The site is proposed as an Opportunity Site in the emerging Local Plan (Policy E5PO).</p> <p>The Preferred Options Local Plan identifies an opportunity to 'expand Whitehaven town centre to allow for larger footprint developments'. The development of this site may also have potential to link in with the proposed North Shore Innovation Zone which would be a short walking distance away to the north of the site. There would also be the opportunity to support linkages between the town centre and harbourside through considered development of this site, including enhanced pedestrian linkages etc.</p>
Is the site important in delivering other	No

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economic development objectives or the emerging spatial strategy?	
Site Availability Appraisal	
Is the site already in active employment use?	Yes – the western part of the site is in active employment use (offices/workshop)
If yes, what are current occupancy rates on the site?	The site appears to be fully occupied
If the site is an existing employment site, is there any available developable space within the site?	The eastern part of the site, currently in use as a car park, could be further developed, although parking to serve any new development would need to be considered.
Is the site in multiple ownerships?	No – the site is in single ownership
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Unknown – no response has been received from landowner
If no, when is the site likely to become available?	Unknown
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	N/A
Has there been any recent development activity on site within the last 5 years?	No

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Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	The landowner is a residential developer
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	No
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>4/98/0266/0 – Outline application on the whole of the site for retail, restaurant/residential development with associated car parking was approved in May 1998</p> <p>4/98/0524/0 – Application for change of use from storage to retail of electrical and electronic equipment was approved in August 1998.</p> <p>4/99/0379/0 – An application in the western part of the site (quayside) for the erection of 4no. flats and 2no. retail/office units was approved in July 2000.</p> <p>4/03/1033/0 – An application for conversion of public house (The Whitehouse – now demolished and in use as car park) was approved in October 2003.</p> <p>4/05/2431/0 – Outline application for retail / residential development on the existing car park area was submitted in June 2005 but later withdrawn.</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>The site is located within the Whitehaven Town Centre Conservation Area and in close proximity to a number of listed buildings.</p> <p>Parts of the site are located within Flood Zone 2.</p>
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown

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If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered to be suitable for employment development subject to the sensitivity of surrounding residential uses and the setting of nearby heritage assets being appropriately considered in any future development proposals. The site is unlikely to be suitable for large scale industrial / warehouse uses but may be suitable for offices or small scale workshops (Class E).
Availability	The availability of the site is currently unknown.
Deliverability	The site is suitable for development (Class E) and subject to confirmation of availability may be able to come forward during the plan period.
Recommendation	
Availability of the site is unknown, do not allocate for employment use.	

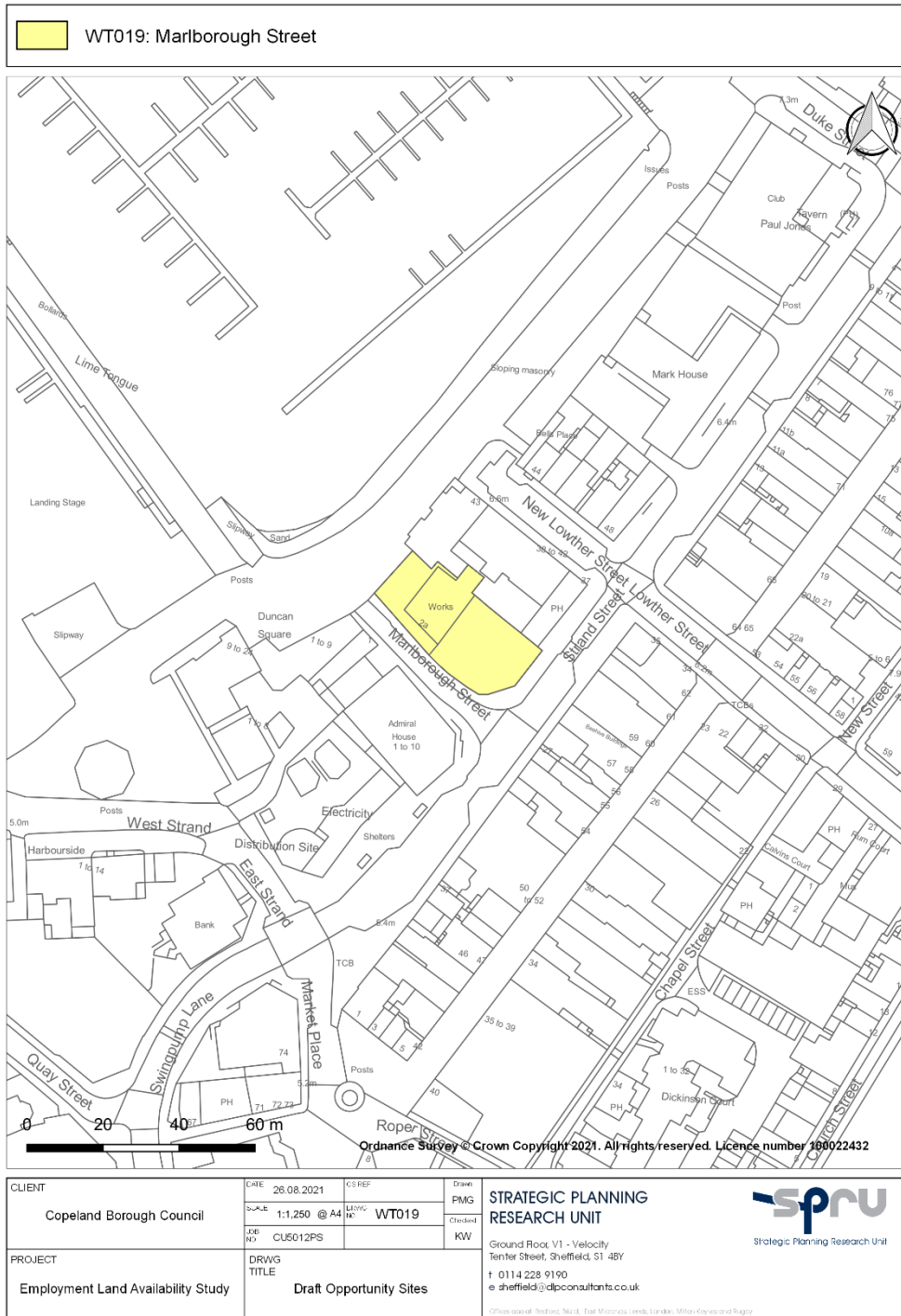
Site Photographs


Employment Land Availability Study Site Assessment Proforma



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Site Plan



Employment Land Availability Study

Site Assessment Proforma

Site Information					
Site Ref.	WT020	Site Name	Pow Beck		
Area (ha)	12.02 ha	Source	Draft Opportunity Sites and Areas		
Address / Location		Whitehaven			
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area The northern part of the site is also part of site WP005.			
Description of Site and Surrounding Area		<p>This is a long, partially developed site that runs to the east of the B5345 and Meadow Road from Coach Road which forms the northern boundary of the site, to Uldale Road in the south. The site is dissected in the middle by a disused railway line. The land to the north of the railway line (site WP005) is largely undeveloped greenfield land which has vehicular access via Pottery Road to the north. There are a number of existing occupied industrial units in the northern part of the site. A number of small industrial units and one residential dwelling also run along the western edge of this northern half of the site. The topography in this northern part of the site slopes downhill from west to east. There is a large radio mast within the site at the end of Pottery Road. This part of the site is bounded to the east by Whitehaven Rugby League Football Club and to the west by a number of residential properties.</p> <p>The southern part of the site is divided into several units, most of which are in industrial / employment use, all accessed off Meadow Road to the west. Other uses in this stretch of the site include a private nursery and Whitehaven Garden Centre. There is one vacant plot where a building has been demolished, and the southernmost part of this site is vegetated. This part of the site is bounded to the west by a cemetery and to the east by undeveloped greenfield land. Pow Beck and Snebra Beck run to the east of the site.</p>			
Landowner(s) (if known)		Unknown – land pending first registration (CU321608). Part of the site is owned by Copeland Borough Council.			
Current Site Occupiers					
Unit Ref.	Address	Occupier (or 'vacant')	Business Type	Use Class	Footprint
1	Meadow Road	Howdens	Builders' merchant	B2 / B8	

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2	Meadow Road	TMS Motor Spares / Downton Travel	Car garage / coach company	B2 / B8	
3	Meadow Road	Morris Leslie Plant Hire	Plant hire	B2 / B8	
4	Meadow Road	Private nursery	Nursery / day care	D2	
5	Meadow Road	Tony's Servicing & Repairs	Car garage	B2 / B8	
6	Meadow Road	Focus Scaffolding	Scaffolding company	B2 / B8	
7	Meadow Road	Vacant	N/A	N/A	
8	Meadow Road	Meadow Road Tyres & Servicing	Car garage	B2 / B8	
9	Meadow Road	Whitehaven Garden Centre	Garden centre	E	

Site Suitability Appraisal

Is the site in an area of flood risk?	Some of the southern parts of the site are in Flood Zone 2 and the south eastern parts of the northern part of the site are in Flood Zones 2 and 3.
Would development of the site offer a poor level of amenity to neighbouring residents?	The site is primarily located in an industrial area, although there are some residential properties to the west of the northern part of the site whose amenity would need to be considered if this area of the site is developed.
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?	Whilst parts of the site are greenfield land they are primarily surrounded by the built form of Whitehaven urban area (the site is located within the adopted Whitehaven Settlement Boundary) and do not extend into open countryside. The landscape in this area is not thought to be sensitive and is not identified as such in the Settlement Landscape Character Assessment.

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Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	No
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the adopted Whitehaven Settlement Boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	There are some established trees in the southernmost part of the site.
Can suitable access to the site be provided?	There is existing vehicular access to each of the units located on Meadow Road. Access to the northern part of the site is via Pottery Road where access is relatively constrained. It may be possible for additional access points to the northern part of the site to be created off the B5345, subject to the Highway Authority's approval. The Pow Beck Valley Development Brief SPD identifies a potential new spine road providing vehicular access to the northern part of the site by linking Coach Road to Low Road/Meadow Road.
Does the site have good strategic connectivity and accessibility?	Yes, the site connects with the A595 via the B5345 and Mirehouse Road to the south of Whitehaven.

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Would development of the site have an unacceptable impact on the highway network?	The surrounding road network, in particular the B5345, appear to have quite high network capacity. Access via large vehicles may need to be routed from the south rather than through the Town Centre to the north where roads are more constrained. Given the large size of this site any future development would need to be accompanied by appropriate transport assessments.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	There are no listed buildings within 200 metres of the site boundary. The site lies outside the Whitehaven Town Centre Conservation Area. Potential impacts on heritage assets are therefore likely to be limited.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	The site is in a sustainable location with good links to the strategic highway network. The site is located within a built-up urban area.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	Yes – the site forms part of the Pow Beck Valley Development Area
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocation in Policy EMP3 of the adopted Local Plan (2013-2028) as an Employment Opportunity Site (ref. EOS2).</p> <p>The northern part of the site forms part of the Pow Beck Valley Development Brief SPD which was adopted in 2007.</p> <p>The site is proposed to be allocated as an Opportunity Site within draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the emerging spatial	No

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strategy?	
Site Availability Appraisal	
Is the site already in active employment use?	Partly
If yes, what are current occupancy rates on the site?	Of the part of the site that is currently in employment use vacancy rates are low (one vacant plot identified).
If the site is an existing employment site, is there any available developable space within the site?	There is one vacant plot identified as available for development. Further development on undeveloped parts of the site may also be possible.
Is the site in multiple ownerships?	Unknown – the site is likely to be in multiple ownerships. The Pow Beck Valley Development Brief SPD states that the northern part of the site ('Zone 4' in the SPD) <i>"presents the greatest site assembly challenge due to the large amount and complex nature of the site ownerships"</i> .
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	The Council-owned part of the site is available for employment use. The availability of other parts of the site are unknown
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	Yes – the northern part of the site forms part of the Pow Beck Valley Development Brief SPD which was adopted in 2007.
Has there been any recent development activity on site within the last 5 years?	Other than minor developments / changes of use of the existing industrial and commercial units within the site there has been no other significant development activity within the site.

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Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	Yes - part of the site is owned by the Council (approx..4.5ha). Owners of other parts of the site are unknown.
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	Unknown
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>Various minor applications relating to the existing industrial uses at the northern end of the site (Pottery Road) and the units off Meadow Road have been approved in recent years.</p> <p>No applications for the wider redevelopment of the Pow Beck site have been submitted.</p> <p>4/06/9022/0 – An application for the development of a new community fire station and divisional headquarters on undeveloped land to the south of the site off Meadow Road (south of the garden centre) was approved in May 2007 although this was not implemented.</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>Large radio masts and areas of flood risk located in northern part of the site. Topography of the northern part of the site may also be a barrier to development.</p> <p>Multiple land ownerships may also present a barrier to any form of comprehensive redevelopment of this site.</p>
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment	N/A

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development viable?	
Appraisal Summary	
Suitability	The site is considered suitable for employment use, subject to constraints relating to flood risk and access arrangements (in the northern part of the site) being overcome. The existing radio masts would also likely need to be relocated if this part of the site is to be redeveloped.
Availability	The availability of the parts of the site not owned by the Council is unknown. The site is thought to be under multiple ownerships.
Deliverability	The site has been identified for employment use for a number of years and has failed to be delivered. The future deliverability of this site is therefore uncertain.
Recommendation	
The parts of the site owned by the Council and confirmed as being available (approx.. 4.5ha) can be allocated for employment use subject to sustainability criteria and site selection criteria being met.	

Site Photographs
 

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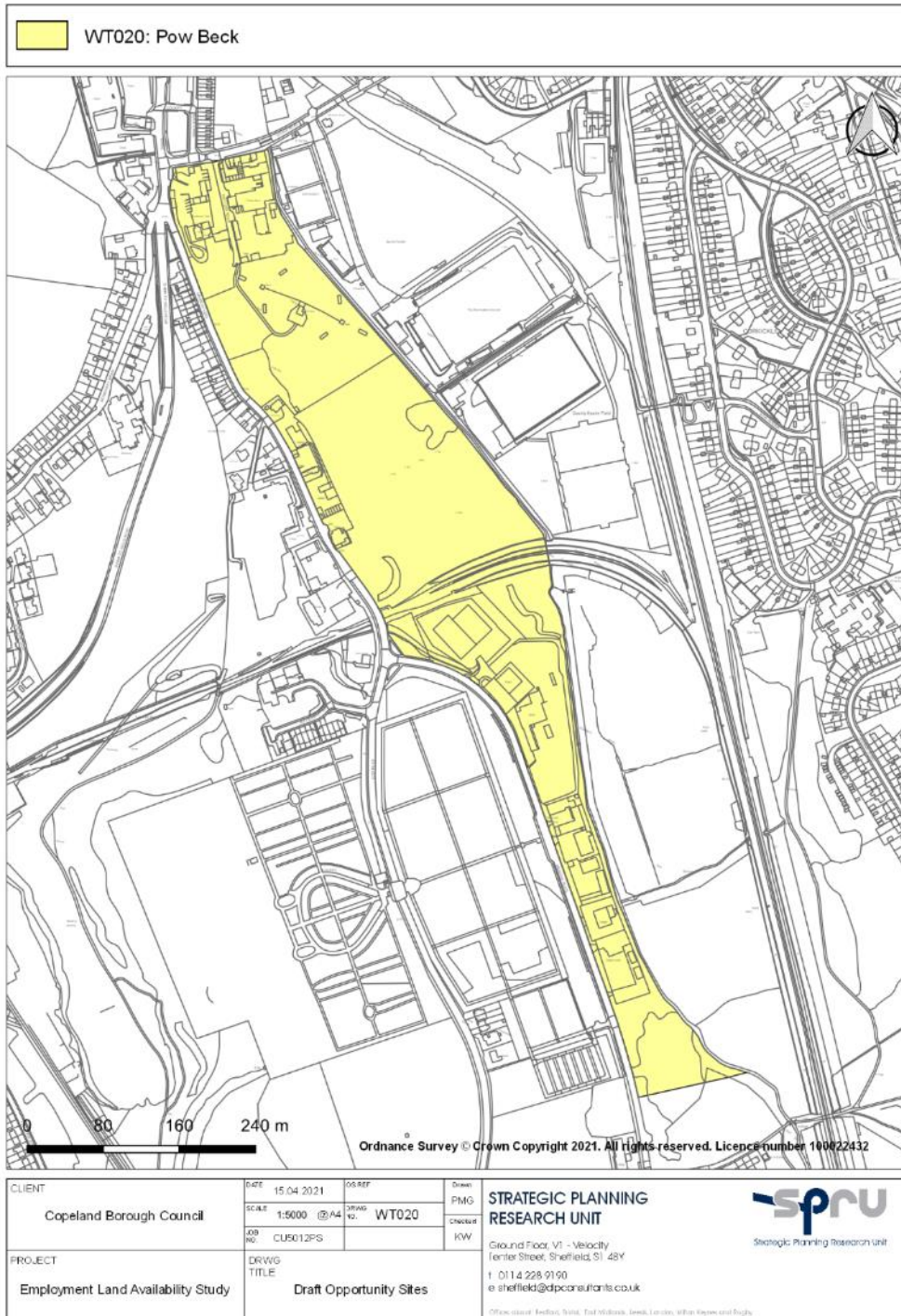


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Site Plan



Employment Land Availability Study

Site Assessment Proforma

Site Information			
Site Ref.	WT021	Site Name	Cockpit
Area (ha)	0.24 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area This site forms part of larger site WEOS5 (Land at Ginns)	
Description of Site and Surrounding Area		This is a brownfield site located to the east of the B5345 to the south of Whitehaven Town Centre. The site is currently in temporary use as car park with extant permission until 2025. The site surface is tarmacked and bordered by bollards and low wooden fencing, with some grass verges separating it from the road to the west. The topography of the site slopes slightly uphill from east to west towards the B5345. The site is bounded to the west by the B5345 with existing employment uses (BT depot) beyond, to the south by Coach Road with industrial uses beyond, and to the north and east by residential dwellings with the larger Ginn's development site (ref. WEOS5) beyond. Access to the site is via Cockpit which passes through the centre of the site.	
Landowner(s) (if known)		Copeland Borough Council	
Current Site Occupiers			
None – vacant site currently in use as temporary car park			
Site Suitability Appraisal			
Is the site in an area of flood risk?		No	
Would development of the site offer a poor level of amenity to neighbouring residents?		There are residential properties located immediately north and east of this site. The amenity of these residents would need to be considered in any future development of the site.	
Would development of the site have an adverse impact on important landscape features identified in the		No	

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Site Assessment Proforma

Settlement Landscape Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No
Would development of the site be harmful to the character of the area?	No
Is the site well related and well connected to an existing settlement?	Yes, the site is located within the adopted Whitehaven Settlement Boundary.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	Existing vehicular access to the site is off the B5345 via Cockpit which passes through the centre of the site.
Does the site have good strategic connectivity and accessibility?	The site is located approximately 1.5 miles west of the A595.
Would development of the site have an unacceptable impact on	The B5345 appears to have quite good capacity, however appropriate transport assessments would need to accompany any

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Site Assessment Proforma

the highway network?	significant development on this site.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	No – there are no identified heritage assets located within 200 metres of the site.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	The site is located in a sustainable location, close to the centre of Whitehaven and good strategic road connections, however it is also located adjacent to residential uses which may result in potential amenity impacts.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site forms part of the larger site allocated in Policy EMP3 of the adopted Local Plan (2013-2028) as an Employment Opportunity Site (ref. WEOS5).</p> <p>The site is proposed to be allocated as an Opportunity Site within draft Policy E5PO of the emerging Local Plan.</p>
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	No
Site Availability Appraisal	
Is the site already in active employment use?	No – site in temporary use as car park.

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Site Assessment Proforma

If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Yes – should a viable scheme be forthcoming and market value for the site achieved
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	No
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	No
Has there been any recent development activity on site within the last 5 years?	No, other than current temporary use as car park.
Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	Yes

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Site Assessment Proforma

Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	No – site is in single ownership
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	4/20/2082/0B1 – Application approved in June 2020 to vary condition 1 of planning permission 4/15/2446/0F1 to extend the time period for a further 5 years. 4/15/2446/0F1 – Application approved in December 2015 for change of use of site to become a temporary car park comprising 74 spaces and 4 disabled spaces.
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	The impact of any development on the amenity of neighbouring residential uses will need to be considered. The site is relatively small in size so potential uses may be limited unless it is delivered as part of the wider strategic development of site WEOS5.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Yes
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered suitable for employment use, subject to considering potential impacts on amenity of neighbouring residential uses.
Availability	The site is understood to be available for employment use.
Deliverability	The site is likely to be deliverable for employment use within the plan period, and may be deliverable within 5 years.

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Recommendation

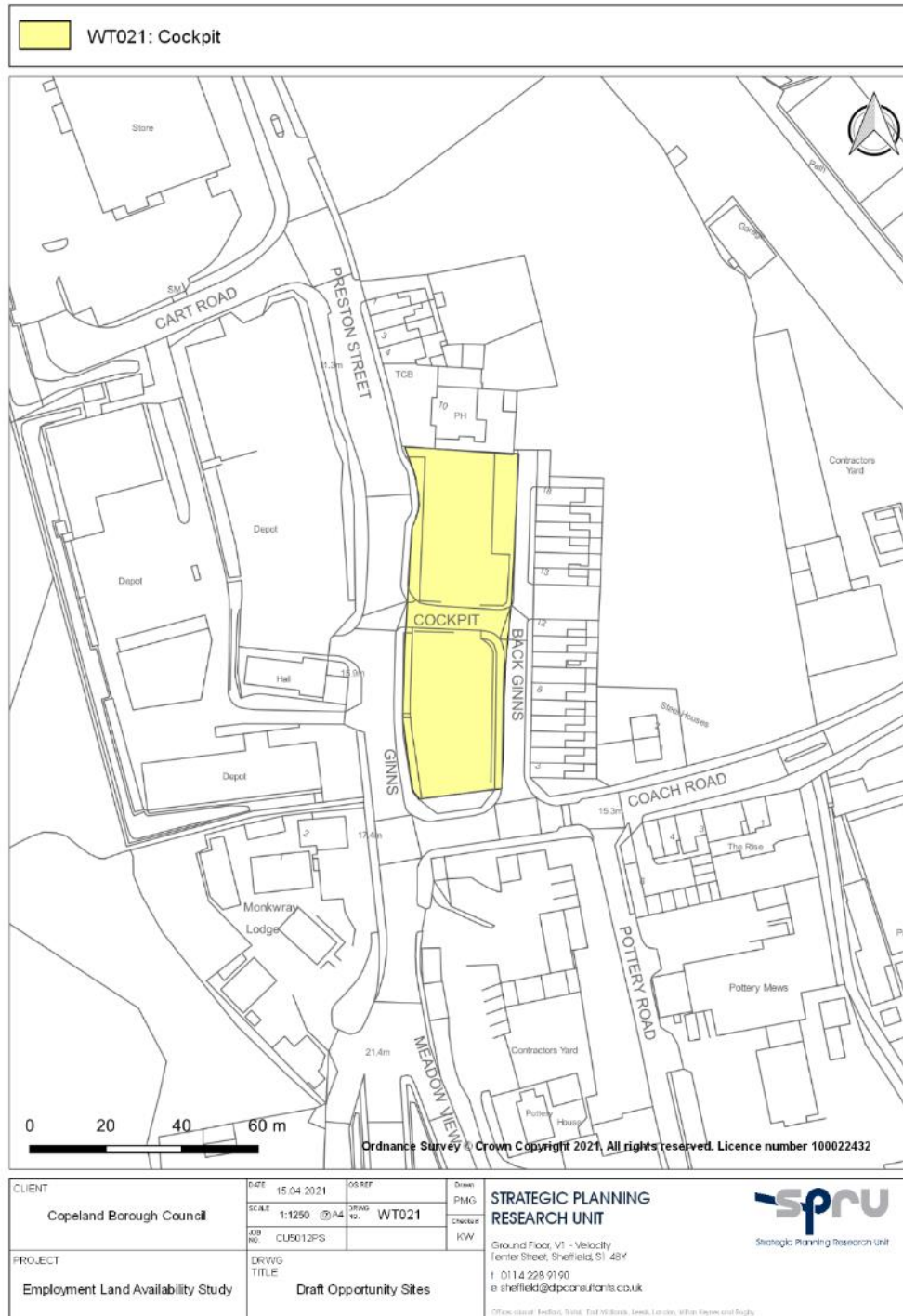
The site is allocated for employment use subject to sustainability appraisal and site selection criteria.

Site Photographs



Employment Land Availability Study Site Assessment Proforma

Site Plan



Employment Land Availability Study

Site Assessment Proforma

Site Information			
Site Ref.	WT030	Site Name	Quay Street Car Park (North)
Area (ha)	0.15 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area	
Description of Site and Surrounding Area		The site is currently in use as car park (together with site WTC1 to the west) and is situated at the south-western corner of Whitehaven harbour, close to the town centre. The site itself is relatively flat with a slight downhill slope towards the northern site boundary. The north of the site faces the rear entrances of buildings on West Strand, including a café (Zest Harbourside) and pub (The Waterfront), beyond which lies Whitehaven harbour. The south east of the site is bounded by Swingpump Lane and to the south west is Quay Street and Quay Street Car Park South (site WTC1).	
Landowner(s) (if known)		Harbour Commissioners	
Current Site Occupiers			
N/A – Public car park			
Site Suitability Appraisal			
Is the site in an area of flood risk?		The majority of the site lies in Flood Zone 2. The south western part of the site is in Flood Zone 1.	
Would development of the site offer a poor level of amenity to neighbouring residents?		There are not thought to be any residential uses immediately adjacent to the site. There are office uses in the Old Custom House to the north, which would need to be considered, and there may be rear accesses to the pub and café which may need to be retained.	
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?		No – the site is in an urban location which is currently built-up. The site lies within the Town Centre boundary.	

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Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No, however the site is adjacent to Whitehaven Harbour which is identified as an important Civic Space in the Open Space Assessment (2020).
Would development of the site be harmful to the character of the area?	The potential impact of any proposed development on the character of Whitehaven Harbour would need to be considered. The site is also located in the Whitehaven Town Centre Conservation Area.
Is the site well related and well connected to an existing settlement?	Yes – the site is situated in the centre of Whitehaven.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No – there are two small trees to the south east of the site, but these lie outside the site boundary.
Can suitable access to the site be provided?	Yes – the site has existing access off Quay Street.
Does the site have good strategic connectivity and accessibility?	The site is located within a 5 minutes' drive (1 mile) of the A595, however access involves passing directly through the town centre which may not be suitable for large HGVs, therefore the types of employment uses that are suitable on this site would need to be considered.
Would development of the site have an unacceptable impact on	The site is located in the town centre and therefore its development may have an impact on town centre traffic.

Employment Land Availability Study

Site Assessment Proforma

the highway network?	
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	<p>The site is located within 200m of a Scheduled Monument (Duke Pit Fan House) and 24 listed buildings, the closest of which are No.13 West Strand, 1 Hamilton Lane, Dobson & Musgrave Warehouse and Old Custom House, all of which are located immediately north of the site and their rear elevations back onto the site. The potential impact of any proposed development on these heritage assets and their settings would need to be considered.</p> <p>The site is located within the Whitehaven Town Centre Conservation Area.</p>
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	<p>This is a brownfield site in a highly accessible, sustainable location with minimal likely environmental impacts.</p>
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is located within the defined Whitehaven Town Centre boundary (in the adopted Local Plan). The site is proposed as an Opportunity Site in the emerging Local Plan (Policy E5PO).</p> <p>The Preferred Options Local Plan identifies an opportunity to 'expand Whitehaven town centre to allow for larger footprint developments'. The development of this site may also have potential to link in with the proposed North Shore Innovation Zone which would be a short walking distance away. There would also be the opportunity to support linkages between the town centre and harbourside through considered development of this site, including enhanced pedestrian linkages etc.</p>
Is the site important in delivering other	No

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economic development objectives or the emerging spatial strategy?	
Site Availability Appraisal	
Is the site already in active employment use?	No
If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Unknown – landowner did not respond to letter
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	No
Has there been any recent development activity on site within the last 5 years?	No

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Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	No
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	The site is in single ownership, however it is not owned by a developer.
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	There is no relevant planning history at this site.
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	The site is located within the Whitehaven Town Centre Conservation Area and forms the setting for several listed buildings. The majority of the site is within Flood Zone 2.
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A

Employment Land Availability Study Site Assessment Proforma

Appraisal Summary	
Suitability	The site is considered to be suitable for employment development subject to the sensitivity of surrounding residential uses and the setting of nearby heritage assets being appropriately considered in any future development proposals. Access and car parking would also need to be considered. The site is unlikely to be suitable for large scale industrial / warehouse uses but may be suitable for offices or small scale workshops (Class E).
Availability	The availability of the site is currently unknown.
Deliverability	The site is suitable for employment development (Class E) and subject to confirmation of availability may be able to come forward during the plan period.
Recommendation	
Availability of the site is unknown, do not allocate for employment use.	

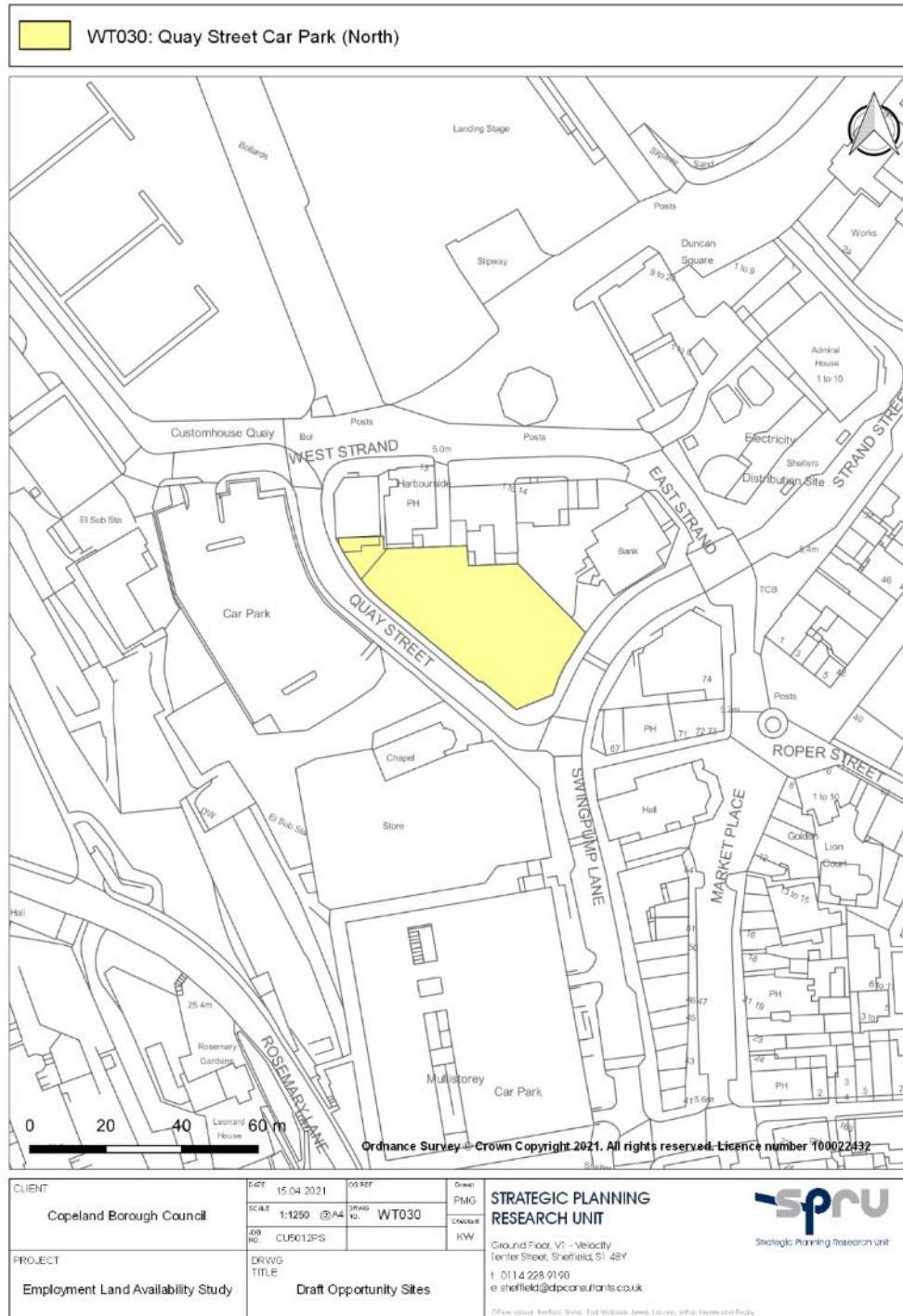
Site Photographs
 

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Site Plan



Employment Land Availability Study

Site Assessment Proforma

Site Information			
Site Ref.	WTC1	Site Name	Quay Street Car Park (South)
Area (ha)	0.35 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area	
Description of Site and Surrounding Area		<p>The site is currently in use as a public car park (together with site WT030 to the east) and is situated at the south-western corner of Whitehaven harbour, close to the town centre. The western part of the site also comprises a relatively new 5-storey residential apartment building (Bardywell Heights) and West Strand Wastewater Pumping Station (United Utilities) located to the north of the apartment building. The site itself is relatively flat with a slight downhill slope towards the harbour. The land rises steeply beyond the western site boundary, to the rear of Bardywell Heights. To the north of the site lies Whitehaven harbour, to the east is Quay Street and Quay Street Car Park North (site WT030) and to the south is a retail unit (Argos) and small chapel.</p>	
Landowner(s) (if known)		Harbour Commissioners	
Current Site Occupiers			
N/A – Public car park			
Site Suitability Appraisal			
Is the site in an area of flood risk?		The northern part of the site is situated in Flood Zones 2 and 3 (including the residential block and pumping station). The majority of the area in use as a car park lies in Flood Zone 1.	
Would development of the site offer a poor level of amenity to neighbouring residents?		There is an existing residential building within the northern part of the site, which may be impacted if the remainder of the site is developed for employment use.	
Would development of the site have an adverse impact on important landscape features		No – the site is in an urban location which is currently built-up. The site lies within the Town Centre boundary.	

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Site Assessment Proforma

identified in the Settlement Landscape Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No, however the site is adjacent to Whitehaven Harbour which is identified as an important Civic Space in the Open Space Assessment (2020).
Would development of the site be harmful to the character of the area?	The potential impact of any proposed development on the character of Whitehaven Harbour would need to be considered. The site is also located in the Whitehaven Town Centre Conservation Area.
Is the site well related and well connected to an existing settlement?	Yes – the site is situated in the centre of Whitehaven.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No – there are a couple of small trees to the north of the site, by the site entrance, but these lie outside the site boundary.
Can suitable access to the site be provided?	Yes – the site has existing access off West Strand (via Quay Street).
Does the site have good strategic connectivity and accessibility?	The site is located within a 5 minutes' drive (1 mile) of the A595, however access involves passing directly through the town centre which may not be suitable for large HGVs.
Would development of	The site is located in the town centre and therefore its development

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Site Assessment Proforma

the site have an unacceptable impact on the highway network?	may have an impact on town centre traffic.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	<p>The site is located within 200m of a Scheduled Monument (Duke Pit Fan House) and 8 listed buildings, the closest of which is 13 West Strand situated 30 metres east of the site. The potential impact of any proposed development on these heritage assets and their settings would need to be considered.</p> <p>The site is located within the Whitehaven Town Centre Conservation Area.</p>
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	This is a brownfield site in a highly accessible, sustainable location with minimal likely environmental impacts.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	No
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocated as a Town Centre Opportunity Site (WTC1) in the adopted Local Plan (2013-2028). The site is proposed as an Opportunity Site in the emerging Local Plan (Policy E5PO). The site is located within the defined Whitehaven Town Centre boundary (in the adopted Local Plan).</p> <p>The Preferred Options Local Plan identifies an opportunity to 'expand Whitehaven town centre to allow for larger footprint developments'. The development of this site may also have potential to link in with the proposed North Shore Innovation Zone which would be a short walking distance away. There would also be the opportunity to support linkages between the town centre and harbourside through considered development of this site, including enhanced pedestrian linkages etc.</p>

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Is the site important in delivering other economic development objectives or the emerging spatial strategy?	No
Site Availability Appraisal	
Is the site already in active employment use?	No
If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Unknown – landowner did not respond to letter
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Unknown
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	No
Has there been any recent development activity on site within	A five storey residential block (12 apartments) has been developed in the north-western part of the site (since 2014).

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the last 5 years?	
Is the site being actively marketed as an employment site?	No
Is the site owned by a developer or other agency known to undertake employment development?	No
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	The site is in single ownership, however it is not owned by a developer.
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>Area of existing car park:</p> <p>4/89/0549/0 – Permission granted in July 1989 for a 101 space single level car park.</p> <p>4/98/0267/0 – Outline permission granted in May 1998 for residential development of 27 units on Quay Street Car Park. This scheme was not implemented.</p> <p>North-west part of site:</p> <p>4/08/2214/0 – Permission granted in July 2008 for demolition of 2 dilapidated houses and erection of 12 apartments over 4 floors with ground floor retail/restaurant/café. Application to extend time limit for this permission by a further 3 years was granted in May 2011, ref. 4/11/2159/OF1.</p> <p>4/14/2369/OF1 – Permission granted in November 2014 for 14 apartments with car parking on ground floor (revised scheme for previously approved application 4/11/2159/OF1).</p> <p>Immediately south of site WTC1, outline permission was granted in January 2020 for the demolition of the existing building to facilitate the development of a 5 storey office.</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>The site is located within the Whitehaven Town Centre Conservation Area and forms the setting for several listed buildings.</p> <p>The northern parts of the site are within Flood Zones 2 and 3.</p> <p>A sewer crosses the site.</p>

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Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Unknown
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered to be suitable for employment development subject to the sensitivity of surrounding residential uses and the setting of nearby heritage assets being appropriately considered in any future development proposals. Access and car parking would also need to be considered. The site is unlikely to be suitable for large scale industrial / warehouse uses but may be suitable for offices or small scale workshops (Class E).
Availability	The availability of the site is currently unknown.
Deliverability	The site is suitable for employment development (Class E) and subject to confirmation of availability may be able to come forward during the plan period.
Recommendation	
Availability of the site is unknown, do not allocate for employment use.	

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Site Photographs

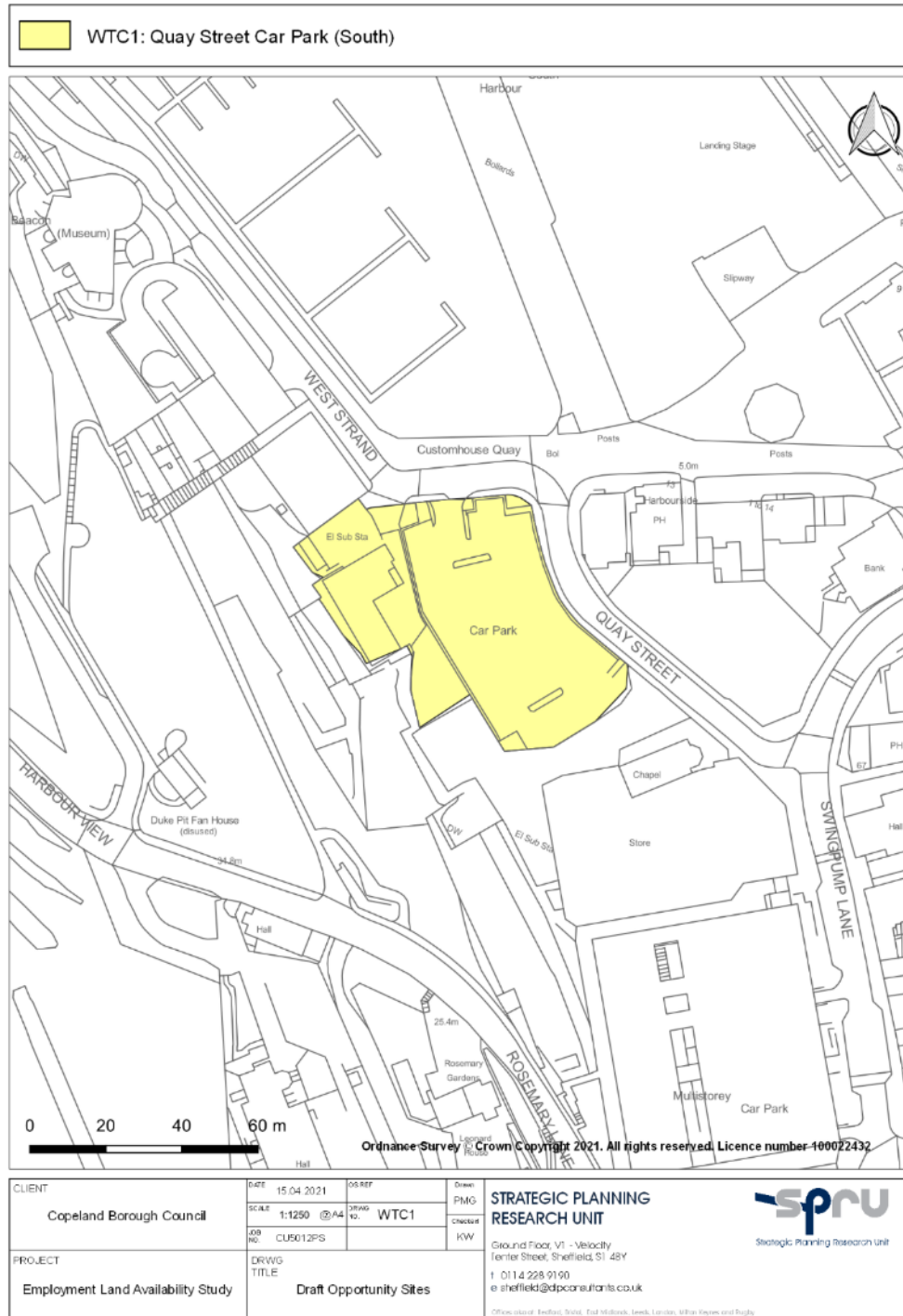


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Employment Land Availability Study Site Assessment Proforma

Site Plan



Employment Land Availability Study

Site Assessment Proforma

Site Information			
Site Ref.	WTC2 (WT013)	Site Name	Former Mark House
Area (ha)	0.25 ha (0.16ha)	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area Site comprises WTC2 (0.25 ha) and WT013 (0.16 ha, forming southern part of site).	
Description of Site and Surrounding Area		<p>Site currently in use as a temporary surface car park, accessed off Strand Street to the east of the site. The original buildings on the site have been demolished, with the exception of the original façade fronting Duke Street which has been retained. The site is bounded by temporary fencing. The former John Paul Jones public house (now closed) is located at the north eastern corner of the site, outside the site boundary. The site is bordered to the west by Whitehaven Harbour, to the east by buildings fronting Strand Street (mostly pubs and cafes, some vacant), to the north by buildings fronting Duke Street (including Pears House which includes residential uses on the upper floors), and to the south by buildings on New Lowther Street (including residential, office and restaurant uses). The topography of the site is flat. A number of trees line the harbour path to the west of the site and Strand Street to the east but these are located outside the site boundary.</p>	
Landowner(s) (if known)		BEC	
Current Site Occupiers			
Temporary surface car parking			
Site Suitability Appraisal			
Is the site in an area of flood risk?		No – the site is in Flood Zone 1	
Would development of the site offer a poor level of amenity to neighbouring residents?		The site is in a built-up town centre location, primarily surrounded by café, restaurant and office uses. There are some residential properties nearby so any potential impact upon these uses would need to be considered.	

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Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape Character Assessment?	No, the site is in a built-up urban area and is not in a sensitive landscape area. The site is currently derelict and its redevelopment would enhance the character of the surrounding environment.
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No, however the site is adjacent to Whitehaven Harbour which is identified as an important Civic Space in the Open Space Assessment (2020).
Would development of the site be harmful to the character of the area?	No, as this is a derelict site its development would likely enhance the character of the area.
Is the site well related and well connected to an existing settlement?	Yes – the site is situated in the centre of Whitehaven.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	There is existing vehicular access to the site off Strand Street to the east.
Does the site have good	The site is within 1 mile of the A595, however access requires

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strategic connectivity and accessibility?	passing through the Town Centre, including a number of one way streets. The site is situated a short walk from Whitehaven Railway Station to the north.
Would development of the site have an unacceptable impact on the highway network?	The site is located in the town centre and therefore its development may have an impact on town centre traffic.
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	The site is located within 200m of 30 listed buildings, including the Globe Hotel (Grade II listed), which is situated immediately east of the site on the corner of Strand Street and Duke Street, and 44-47 Lowther Street (Grade II listed) and Strand House (Grade II listed) which are located on New Lowther Street immediately south of the site. The site is also located within the Whitehaven Town Centre Conservation Area. The potential impact of any future development of this site upon these assets and their settings would need to be considered.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	This is a brownfield site in a highly accessible, sustainable location with minimal likely environmental impacts.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	Yes, the site forms part of the North Shore regeneration area
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	The site is allocated as a Town Centre Opportunity Site (ref. WTC2) in the adopted Local Plan (2013-2028). The site is located within the designated Whitehaven Town Centre boundary. The site is proposed to be allocated as an Opportunity Site within emerging Policy E5PO.
Is the site important in	The development of this site would help to achieve the objective of

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Site Assessment Proforma

delivering other economic development objectives or the emerging spatial strategy?	unlocking the potential of Whitehaven harbour.
Site Availability Appraisal	
Is the site already in active employment use?	No – site currently in use as a temporary car park
If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Yes – various development opportunities are being explored
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	Yes – short-term lease for car parking, but landowner has advised this can be terminated with minimum notice if required
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	No
Has there been any recent development activity on site within the last 5 years?	Former Mark House has been demolished. The site is currently in use as temporary car park. No other recent development activity on the site.

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Is the site being actively marketed as an employment site?	Yes – various development opportunities are being explored
Is the site owned by a developer or other agency known to undertake employment development?	Yes
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	No – site in single ownership
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>4/11/2373/0F1 – Permission granted in November 2011 for demolition and part retention of existing building and redevelopment of site to provide 43 dwellings and commercial units.</p> <p>4/15/2526/0F1 – Permission granted in March 2016 for demolition and use of site as temporary car park.</p> <p>4/17/2152/0G1 – Permission granted in May 2017 to vary condition 1 of planning permission ref. 4/15/2526/0F1 to extend the time period for the demolition of the Mark House building.</p> <p>4/19/2309/0B1 – Permission granted in October 2019 to vary condition 1 of planning permission ref. 4/17/2152/0G1 to permit continuation of use of temporary car park.</p> <p>TA/2021/423 – Application submitted on 19th April 2021 to vary condition 1 of planning permission 4/19/2309/0B1– decision pending</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>Existing public house at north eastern corner of site may constrain comprehensive redevelopment of the site if retained.</p> <p>Access to the site through the Town Centre is not straightforward and parking would need to be considered (whether on- or off-site).</p>
Would employment development on this site be viable without public funding to resolve infrastructure or other on-site constraints?	Landowner has confirmed that the viability of employment development is unknown at present.

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If no, is there any public funding committed (or likely to be provided) to make employment development viable?	N/A
Appraisal Summary	
Suitability	The site is considered suitable for employment development (Class E).
Availability	The landowner has confirmed that the site is available for employment development.
Deliverability	The site is available now and has a good prospect of development within 5 years and is therefore considered to be deliverable.
Recommendation	
The site is allocated for employment use (Class E) subject to sustainability appraisal and site selection criteria.	

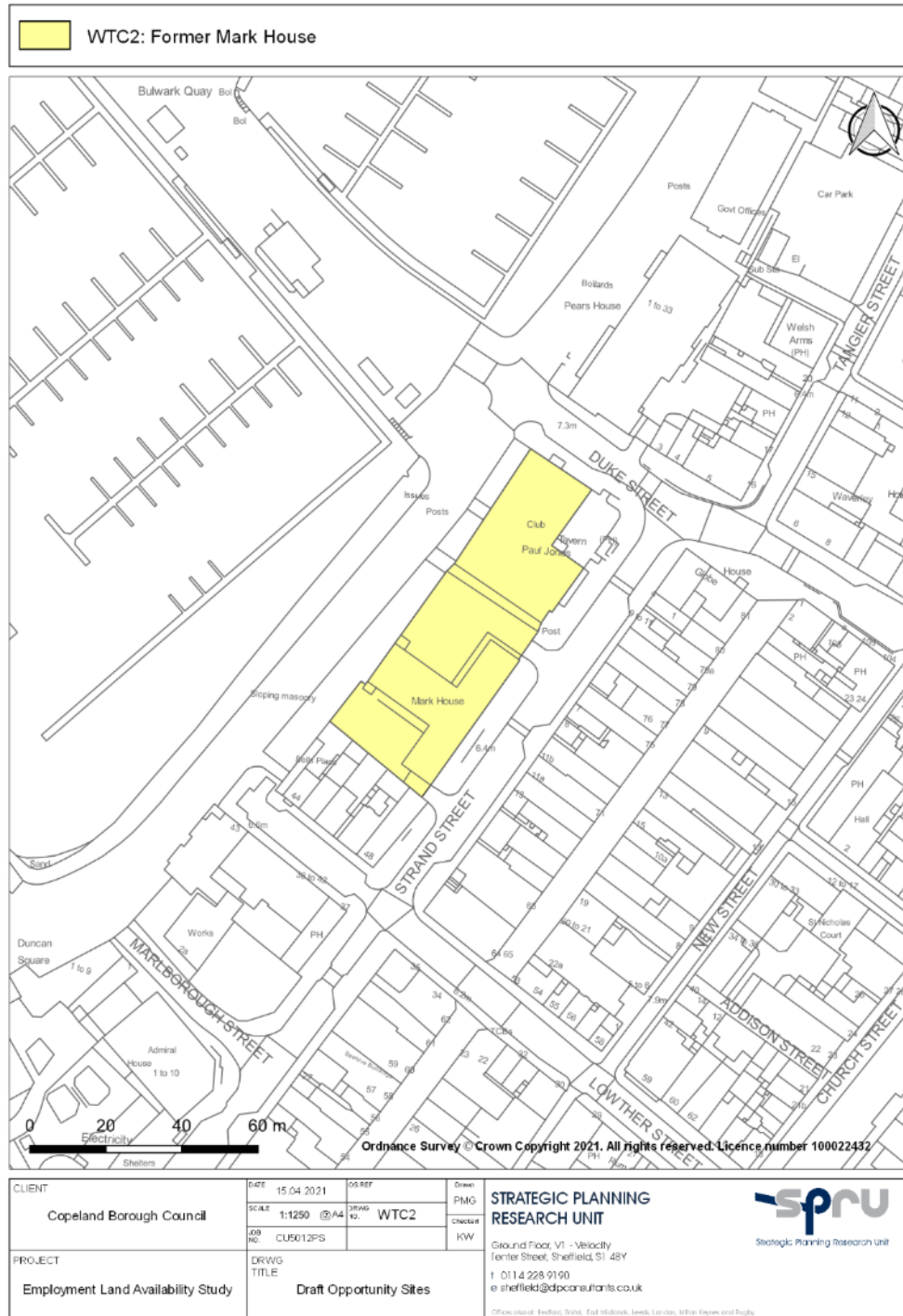
Site Photographs


Employment Land Availability Study Site Assessment Proforma



Employment Land Availability Study Site Assessment Proforma

Site Plan



Employment Land Availability Study Site Assessment Proforma

<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> WT013: Former Mark House </div>	
<p>Ordnance Survey © Crown Copyright 2021. All rights reserved. Licence number 100022432</p>	
CLIENT Copeland Borough Council	DATE 15.04.2021 SCALE 1:1250 OS REF WT013 DRN CU5012PS DRWG TITLE Draft Opportunity Sites
PROJECT Employment Land Availability Study	Drawn PMG Checked KW STRATEGIC PLANNING RESEARCH UNIT Ground Floor, V1 - Velocity Center Street, Sheffield, S1 4BY T: 0114 228 9190 e: sheffield@dpcconsultants.co.uk <small>Offices also at: Bedford, Solihull, East Midlands, Leeds, London, Milton Keynes and Rugby</small>

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Site Assessment Proforma

Site Information			
Site Ref.	WTC4	Site Name	Former Bus Depot and Garage
Area (ha)	0.18 ha	Source	Draft Opportunity Sites and Areas
Address / Location		Whitehaven	
Local Plan Preferred Options Employment Site Type (if relevant)		Opportunity Area Also comprises site WT027.	
Description of Site and Surrounding Area		<p>The site is the former bus depot and garage, situated at the northern end of Whitehaven Harbour, to the north west of the Town Centre. The original buildings have been demolished and the site is currently an area of hardstanding with a brick wall along the western and northern site boundaries. The other two boundaries have temporary fencing. The topography of the site is flat and surrounding land uses include pubs and restaurants on Bransty Row to the east and Tangier Street to the south, a Tesco car park to the north and a row of trees with Whitehaven Harbourside beyond to the west. There are two temporary portacabin buildings currently positioned within the site – a 'Consultation Hub' and a site office.</p>	
Landowner(s) (if known)		BEC	
Current Site Occupiers			
N/A			
Site Suitability Appraisal			
Is the site in an area of flood risk?		No – the site is in Flood Zone 1	
Would development of the site offer a poor level of amenity to neighbouring residents?		No, the site is in a built-up town centre location surrounded by retail and leisure uses.	
Would development of the site have an adverse impact on important landscape features identified in the Settlement Landscape		No, the site is in a built-up urban area and is not in a sensitive landscape area. The site is currently derelict and its redevelopment would enhance the character of the surrounding environment.	

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Site Assessment Proforma

Character Assessment?	
Would development of the site have an adverse impact on any designated sites or sites of environmental or ecological significance?	The site is located in a SSSI Impact Risk Zone, however this is unlikely to be affected unless the site is developed for uses that result in air pollution, combustion processes or landfill.
Is the site recognised as an important open space in terms of value and/or quality in the emerging Local Plan or Open Space Assessment?	No, however the site is adjacent to Whitehaven Harbour which is identified as an important Civic Space in the Open Space Assessment (2020).
Would development of the site be harmful to the character of the area?	No, as this is a disused site its development would likely enhance the character of the area.
Is the site well related and well connected to an existing settlement?	Yes – the site is situated in the centre of Whitehaven.
Would development of the site constitute an unacceptable intrusion into the open countryside?	No
Is the site heavily wooded, within an area of ancient woodland or does it contain trees protected by Tree Preservation Order?	No
Can suitable access to the site be provided?	Vehicular access could be provided via Tangier Street to the south of the site.
Does the site have good strategic connectivity and accessibility?	Yes, the site is within 1 mile of the A595 which can be easily accessed via New Road. The site is also situated just to the south of Whitehaven Railway Station.
Would development of the site have an unacceptable impact on	Vehicles would likely be able to access the site without passing through the Town Centre, therefore the impact on the highway network is likely to be manageable.

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Site Assessment Proforma

the highway network?	
Would development of the site have an unacceptable impact upon a heritage asset or its setting?	The site is located within 200m of 13 listed buildings, including 35 Tangier Street (Grade II) listed, which is situated immediately south of the site. The site is also located within the Whitehaven Town Centre Conservation Area. The potential impact of any future development of this site upon these assets and their settings would need to be considered.
Would the site be allocated today for development, measured against present sustainability criteria (e.g. public transport and freight access, environmental impacts and brownfield/greenfield considerations)?	This is a brownfield site in a highly accessible, sustainable location with minimal likely environmental impacts.
Strategic Planning Considerations	
Is the site part of a comprehensive or long-term development or regeneration proposal, which depends on the site being developed for employment uses?	Yes, the site forms part of the North Shore regeneration area / Innovation Zone.
Are there any other policy considerations, such as emerging strategic objectives or spatial vision, of relevance to the site?	<p>The site is allocated as a Town Centre Opportunity Site (ref. WTC4) in the adopted Local Plan (2013-2028). The site is located within the designated Whitehaven Town Centre boundary.</p> <p>Part of the site is currently proposed to house the 'Buzz Station' – a space for business start-ups and networking. The undeveloped area of the site, currently in temporary use as a storage compound, is proposed to be allocated as an Opportunity Site within emerging Policy E5PO.</p>
Is the site important in delivering other economic development objectives or the emerging spatial strategy?	The development of this site would help to achieve the objective of unlocking the potential of Whitehaven harbour.
Site Availability Appraisal	

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Is the site already in active employment use?	No
If yes, what are current occupancy rates on the site?	N/A
If the site is an existing employment site, is there any available developable space within the site?	N/A
Is the site in multiple ownerships?	No
Has the landowner(s) indicated their intention to develop or sell the site for economic use?	Yes – various development opportunities currently being considered
If no, when is the site likely to become available?	N/A
Are there any known ransom strips or existing tenancies?	No
Site Deliverability Appraisal	
Has the site been formally identified for employment for at least 10 years?	No
Has there been any recent development activity on site within the last 5 years?	Demolition of bus depot has taken place. The area is being used as a storage area for the Buzz Station works.
Is the site being actively marketed as an employment site?	Yes – various development opportunities currently being considered
Is the site owned by a developer or other agency known to	Yes

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undertake employment development?	
Is the site in multiple ownership/occupation, or owned by an organisation unlikely to bring it forward for employment development?	No – site is in single ownership
What is the planning history of the site? Is there a valid planning permission for employment development or for an alternative use?	<p>No valid planning permissions for employment development on the site.</p> <p>4/98/0394/0 – Outline application for residential development – granted June 1998</p> <p>4/98/0268/0 – Outline application for new office development – permission granted May 1998</p> <p>4/03/0476/0 – Proposed office development – permission granted November 2003</p> <p>4/09/2119/0 – Outline permission for demolition of former bus depot and creation of 62 residential apartments, and A1, A3 and A4 floorspace – granted August 2009</p> <p>4/16/2241/001 – Outline application for erection of hotel development for 150 bedrooms and off-site car parking – withdrawn April 2017</p> <p>4/16/2240/001 – Application for redevelopment of former bus station and associated bus station offices for residential – decided 05/07/2017.</p> <p>4/19/2293/0F1 – Application for demolition of remaining wall structure and erection of a multi-level Class C1 hotel with ancillary restaurant – withdrawn November 2019</p>
Are there any barriers to development coming forward e.g. access, infrastructure requirements, neighbouring uses?	<p>The site is relatively small and therefore parking provision for any future proposed uses would need to be considered.</p> <p>The potential impact of future proposed development on identified heritage assets, including 35 Tangier Street (to the south of the site) and the Town Centre Conservation Area would need to be considered.</p>
Would employment development on this site be viable without public funding to resolve infrastructure or other	Unknown

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on-site constraints?	
If no, is there any public funding committed (or likely to be provided) to make employment development viable?	Unknown
Appraisal Summary	
Suitability	The site is considered suitable for employment development (Class E).
Availability	The landowner has confirmed that the site is available for employment development.
Deliverability	The site is available now and has a good prospect of development within 5 years and is therefore considered to be deliverable.
Recommendation	
The site is allocated for employment use (Class E) subject to sustainability appraisal and site selection criteria.	

Site Photographs


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Site Plan

