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## Summary Report

for

### **Furness and West Cumbria Local Brownfield Strategy**

On behalf of

**Cumbria County Council  
Homes & Communities Agency  
Allerdale Borough Council  
Copeland Borough Council  
Barrow Borough Council  
West Lakes Renaissance**

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# 1 Introduction

1.1 Lambert Smith Hampton was commissioned in January 2009 by Cumbria County Council and the Homes and Communities Agency to assist Allerdale Borough Council, Copeland Borough Council, Barrow Borough Council and West Lakes Renaissance with the preparation of their Local Brownfield Strategy. Our assistance was required in two stages of the strategy preparation:

- Site Identification – Using the National Land Use Database (NLUD) as a starting point, we undertook a desk-based review of other relevant documentation and undertook site visits to identify any additional sites that should be included within the brownfield strategy
- Site Assessment – Following the shortlisting of sites by the client group, we visited each of the shortlisted sites across the three local authority areas before using site assessment proformas to make recommendations as to the most suitable use for each site from a market perspective.

1.2 The purpose of this Summary Report is to provide an overview of this site assessment, setting out the key findings for each site in terms of:

- Recommended final use
- Justification
- Estimated delivery timescale
- Key constraints.

1.3 The remainder of the report is set out as follows:

- **Section 2:** Provides an overview of sites and clusters within Allerdale
- **Section 3:** Provides an overview of sites and clusters within Copeland
- **Section 4:** Provides an overview of sites and clusters within Barrow
- **Section 5:** Provides an overview of sites that are outside the study area
- **Section 6:** Sets out our overall conclusions and recommendations

## 2 Allerdale

2.1 Allerdale Borough Council shortlisted a total of eight sites for inclusion within the Local Brownfield Strategy, they were located in Workington, Maryport and Silloth. There were two sites at Glasson Industrial Estate in Maryport that adjoin each other and these were assessed as one site making the total number of sites assessed, seven.

### Workington Cluster

2.2 There are two sites within Workington, they are:

- Former Workington Goods Yard
- Oldside, Workington

Former Workington Goods Yard	
Site Reference	90800009
Recommended Final Use	Employment
Justification	This site adjoins a successful industrial estate with very few vacancies; we would expect that there would be demand for an extension to this estate to provide some better quality employment space including a mix of industrial and office properties. We are also aware of plans for a transport interchange on the northern part of this site next to the railway station which would only add to this sites attractiveness
Estimated Delivery Timescale	6-10 years
Key Constraints	The key constraints on this site are viability, flood risk and conflicts with the railway. Gap funding would be required to prepare the site for development as the values in the area would not be sufficient to promote speculative development. Flood risk is also an issue with this site it could be overcome in the design of the buildings. Discussions with the railway operator would be required to overcome any constraints of developing next to an active railway.

2.3 This site is well located and has the potential in the medium term to provide a mixed employment development in what is a highly sustainable location. Should Cumbria County Council press ahead with proposals for a small transport interchange on the north of the site, it will improve the location and in all likelihood the quality of development proposed.

Oldside, Workington	
Site Reference	90800010
Recommended Final Use	Employment
Justification	The site lies close to Workington Docks and would provide a good extension should any further land be required or should the port expand, there may also be the potential to place some wind turbines on this coastal site. Other uses in this location would not be appropriate.
Estimated Delivery Timescale	16-20 years
Key Constraints	The future development of this site would be dependent on a variety of factors which could potentially have a major impact on the commercial viability of the site. These include, flooding, local property market, contamination and issues surrounding potential informal use. In our opinion the potential for the site to come forward is restricted in the short term. Whilst it could be a good site for employment uses, future demand is likely to be dependent on the expansion of the port of Workington, which is by no means certain.

- 2.4 The future of this site is in the main dependent on the success of Workington Port, the site provides an ideal location for an expansion of this facility. The site could provide land for some additional wind turbines although there has to be a doubt about this given that the surrounding area is already covered in wind turbines and there could be valid reasons why there are none on this site.

#### Maryport Cluster

- 2.5 There is only one site within the Maryport Cluster, land to the west of Glasson Industrial Estate.

Land West of Glasson Industrial Estate	
Site Reference	90800066
Recommended Final Use	Employment
Justification	This site would be an attractive location for a high quality industrial or office development. The site is located opposite an attractive and successful industrial area and money is being invested in infrastructure to improve access to the port area which will improve the sites prominence.
Estimated Delivery Timescale	11-15 years
Key Constraints	The main concern would be viability and it is likely that gap funding would be required to get this scheme off the ground. There are some available plots on the existing Glasson Industrial Estate that will be developed first so it is unlikely to be delivered for 11 to 15 years.

- 2.6 This part of Maryport is the main industrial area and the Glasson Industrial Estate is a good location. The site will be improved by the infrastructure works underway to improve access to the docks which will improve the prominence of the site. Whilst it is not one for the short term we do expect this site to become an attractive location for employment development and given its size it could deal with a range of requirements.

## Silloth Cluster

- 2.7 There are three sites within the Silloth cluster all located close to the town centre, they are:
- Land North of Silloth Docks
  - Former Fisons Factory
  - Land to North East of Holliday Crescent (adjacent to the former Fisons Factory)
- 2.8 Silloth is a small town to the north of the Allerdale Borough. There is little demand for employment space within the town due to its relative isolation and there are more attractive sites for this type of development in better locations close to the main trunk roads running west to east and the M6.
- 2.9 In terms of residential development, Silloth is an attractive town and tourism appears to be an important economic driver in the area. Based on this residential opportunities would attract developers, however, there are issues around what quantum of supply the local market would be able to absorb.

Land North Of Silloth Docks	
Site Reference	90800188
Recommended Final Use	D2: Assembly and Leisure
Justification	The site is currently in use for a mix of public open space and a leisure attraction. We believe that developers would be very unlikely to consider the site for commercial or residential development due to low values and the relative isolation of the town. In light of this, we believe that the most likely use for the site is the existing use, which would require some public funding in order to bring it up to a suitable standard.
Estimated Delivery Timescale	6-10 years
Key Constraints	The site is primarily constrained by its location and issues over values and viability of development. There are also issues with flooding, which could be overcome for recommended use.

Former Fisons Factory	
Site Reference	90800079
Recommended Final Use	C3: Dwellinghouses
Justification	The site provides an attractive residential development site and it is unlikely to attract interest for alternative uses. There may be some demand from the adjacent caravan park for expansion, however, this would be purely occupier demand led and is unlikely to be a use which would be market/developer led.
Estimated Delivery Timescale	11-15 years
Key Constraints	The site is constrained by a number of issues. These include; the quantum of development (too large for the surrounding area), access issues, land controlled by another developer, contamination associated with the site's former use and potential bio-diversity issues.

<b>Land to North East of Holliday Crescent (adjacent to the former Fisons Factory)</b>	
Site Reference	90800078
Recommended Final Use	C3: Dwellinghouses
Justification	The site lies in a good location on the main road into Silloth and is close to existing residential. It is unlikely to be viewed for employment/commercial uses as there is little demand within the area. As the landowner appears to have control over access to the Fisons Factory at the rear, we are of the opinion that this site will come first. The smaller size of the site would mean that its product could be absorbed by the market more easily.
Estimated Delivery Timescale	6-10 years
Key Constraints	There are issues over access, although these could be overcome. By constructing a new access road, which would have viability implications. There may also be contamination issues due to seepage from the adjacent Fisons Factory.

## 3 Copeland

- 3.1 Copeland Borough Council shortlisted a total of 26 sites for inclusion within the Local Brownfield Strategy, of which 17 are located in Whitehaven and 9 are situated elsewhere across the borough.

### Whitehaven

- 3.2 There are 8 clusters of sites within Whitehaven which, together, comprise of 16 sites. The clusters are as follows:

- Whitehaven Coast Cluster
- Pow Beck Cluster
- Ginns Cluster
- Preston Street Cluster
- Albion Street Cluster
- Quay Street Cluster
- Central Harbour Cluster
- Bransty Row Cluster.

- 3.3 There is also one additional site within the town which does not fall within a cluster – the former Methodist Church on the corner of Lowther Street and Scotch Street.

### Whitehaven Coast Cluster

- 3.4 The Whitehaven Coast Cluster is located to the south of Whitehaven town centre and to the west of the Kells, Woodhouse and Greenbank Housing Market Renewal area. It comprises of two sites:

- Rhodia Chemical Works (1)
- Rhodia Chemical Works (2).



Rhodia Chemical Works, Whitehaven (1)	
Site Reference	92300168
Recommended Final Use	Informal Public Open Space (Residential to the east)
Justification	The site is losing its designation as employment land and large sites in locations such as this are no longer required. The sustainable regeneration of the site as a large area of formal and informal Public Open Space would give major benefits to the community living in Kells and the wider Whitehaven population. It would also give environmental benefits as habitats are created and biodiversity is enhanced. Storey Homes have acquired 60 acres on the eastern side of the site. The developer will also face a planning battle to get permission on the site and it is unlikely that there will be any delivery of residential property for at least 15 years.
Estimated Delivery Timescale	3 – 5 years
Key Constraints	<p>The site is contaminated and is a Part IIA site under the Environmental Protection Act 1990. The owners, Rhodia, do not have to remediate as there are no continuing pollutants only leachate, therefore they can sit on the site just maintaining security and the treatment/ pumping of the leachate. When they do remediate it has to be in accordance with the statement. Remediation is limited to a few smallish areas in the site as a whole. The spoil tips are under separate license, one is due to be formally closed/ may have closed, the other is problematic with leachate. As such, no development can take place until the owners are satisfied the risk of any legacy is transferred.</p> <p>Another constraint is the lack of utilities serving the site. When the plant was operational, services and utilities were provided on site and they were not reliant on mains services coming from outside. The market is another constraint to future development. This is an isolated site with a poor reputation and there is little, if any, market for hard end use. This is acknowledged by the LPA who will designate it as Open Space. The car parks that are part of the site acquired by Storey Homes are built on former slag heaps and are not strong enough to support foundations without additional work.</p>

Rhodia Chemical Works, Whitehaven (2)	
Site Reference	92300144
Recommended Final Use	Employment (Interim Public Open Space use)
Justification	The site is designated as employment land and the LPA is keen to retain this use. Whilst it is accepted that this is a difficult site for employment use there has been some interest in the past and there may be new opportunities coming out of the Energy Coast Masterplan. An interim use of the site as Public Open Space would provide benefits for the local population by providing a site for recreation and will remove an eyesore.
Estimated Delivery Timescale	10 – 15 years (3-5 yrs for open space use)
Key Constraints	The adjacent chemical works is contaminated and is designated as a Part IIA site under the Environmental Protection Act 1990. The utilities are unlikely to be suitable as the Rhodia plant supplied the power etc for these offices. The site has been acquired by a developer, who has submitted a residential application on the site. The council opposes this, but there may be an impasse on future commercial development.

- 3.5 Copeland Borough Council recently has recently re-identified the site, excluding the Hutbank and Ufex licensed waste disposal areas, as "a special site contaminated land" in terms of the Environmental Protection Act 1990, Part IIA (as amended) and the Contaminated Land

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(England) Regulations 2000 (letter of 10 May 2005 from the Council to the Company Secretary (Rhodia)). This determination has been made on the basis of potential pollutant linkages between contaminants in soil, leaching from the soil and migrating through soils, along the drainage system and through fractured strata to controlled waters. No potential significant risks to human health have been highlighted in the council's determination.

- 3.6 Rhodia do not have to remediate as there are no continuing pollutants only leachate, therefore they can sit on the site just maintaining security and the treatment/ pumping of the problem chemicals. When they do remediate it has to be in accordance with the statement. Remediation is limited to a few smallish areas in the site as a whole. The spoil tips are under separate license, one is due to be formally closed, the other is problematic with leachate.
- 3.7 Rhodia had agreed to dispose of the main site to the Land Restoration Trust, but this deal has not proceeded due to the Land Restoration Trust changing its status to a charitable trust.
- 3.8 We see the long term future of the site as returning to its natural state and being a mixture of formal and informal Public Open Space. The car parks area will eventually become an attractive housing site, making use of the spectacular views over the Irish Sea to the west and the Western Lakes to the east. Employment use may return to the office site to the north, as knowledge economy jobs are created through the Energy Coast Masterplan, though it may be that this site also returns to a soft end use.

#### **Pow Beck Cluster**

- 3.9 The Pow Beck Cluster is located in the Corkickle area to the south of Whitehaven town centre. It comprises of two sites:
- Pow Beck Yard (former contractors yard)
  - Pow Beck

<b>Pow Beck Yard, Whitehaven</b>	
Site Reference	92300189
Recommended Final Use	Residential development
Justification	It is our opinion that the mix of uses suggested in the earlier study are inappropriate. There are more attractive locations elsewhere in the town and its environs for commercial development. Town Houses are generally unpopular with developers and are not in keeping with the neighbouring areas. In the medium to long term we would recommend low rise suburban development on this site. As there have been previous issues with viability at the height of the market, we do not see this site coming forward development until the medium to long term. We would recommend that the use as informal open space is continued for the short to medium term.
Estimated Delivery Timescale	6 – 10 years
Key Constraints	There are many constraints. An overriding concern is the fragility of the market, even when we return to 'normal' conditions. It is a good residential site, but the values achievable are compromised by the additional work required to make it viable. The site will be contaminated from former uses, houses in the environs have collapsed due to unstable ground conditions, Japanese Knotweed is locally present and there are also flood risk concerns.

<b>Pow Beck, Whitehaven</b>	
Site Reference	92300012
Recommended Final Use	Residential development
Justification	It is our opinion that the mix of uses suggested in the earlier study are inappropriate. There are more attractive locations elsewhere in the town and its environs for commercial development. Town Houses are generally unpopular with developers and are not in keeping with the neighbouring areas. In the medium to long term we would recommend low rise suburban development on this site. As there have been previous issues with viability at the height of the market, we do not see this site coming forward development until the medium to long term. We would recommend that the use as informal open space is continued for the short to medium term. Public realm and landscaping improvements should be considered as an interim measure to improve the quality of the surroundings.
Estimated Delivery Timescale	6 – 10 years
Key Constraints	There are many constraints. An overriding concern is the fragility of the market, even when we return to 'normal' conditions. It is a good residential site, but the values achievable are compromised by the additional work required to make it viable. The site will be contaminated from former uses, houses in the environs have collapsed due to unstable ground conditions, Japanese Knotweed is locally present and there are also flood risk concerns. In addition to these factors, the former owner, Railtrack, has an clawback on the site for 50% of any uplift in value from future development.

- 3.10 The Pow Beck sites are attractive, sustainable residential development sites. We have not been instructed to carry out any financial feasibility work so our opinions are informed only from visual inspection and reading earlier studies carried out by consultants. We do not believe that the mixed use is appropriate as we do not believe this is a location for offices and whilst there are some town houses in the locale, they are unpopular with developers and there is a finite demand for them.

- 3.11 We believe that low rise suburban housing is appropriate for this site. We have suggested a timescale of 6 to 10 years for delivery.

#### Ginns Cluster

- 3.12 The Ginns Cluster is located to the south of the town centre and consists of 3 hectares of previously developed land occupying a triangular shaped site fronting Ginns and Coach Road. It comprises of the following sites:

- Former Abattoir, Ginns
- Former Council Depot, Ginns
- Contractors Yard, Ginns
- Former Cockpit, Ginns

Former Abattoir, Ginns	
Site Reference	92300014
Recommended Final Use	Retail led mixed use
Justification	The area is characterised by out of town retail uses with Netto, Aldi, Lidl, Iceland Focus DIY all present. Asda has previously submitted a planning application on the site and was granted planning permission. We would suggest that this is the most appropriate use on this site. The planning application was for a large unit that provided 50% food and 50% other goods. Although we understand that non-viability was cited as a reason for Asda pulling out of the site, it was a time of boardroom instability rather than a weak market. A retail capacity study produced in 2005 indicated that there was over capacity at Morrisons and Tesco with 40% overtrading and this indicated Whitehaven had the capacity for a large foodstore. Whilst the expansion of Tesco will absorb some of this, we believe that there is scope for further retail development.
Estimated Delivery Timescale	3 – 5 years
Key Constraints	There are utilities constraints to be overcome; the site has potential to have archaeological remains; there are market concerns over lack of demand and there is likely to be contamination from previous uses; there is Japanese Knotweed in the vicinity

<b>Former Council Depot, Ginns</b>	
Site Reference	92300087
Recommended Final Use	Retail led mixed use
Justification	The area is characterised by out of town retail uses with Netto, Aldi, Lidl, Iceland Focus DIY all present nearby. Asda has previously submitted a planning application on the site and was granted planning permission. We would suggest that this is the most appropriate use on this site. The planning application was for a large unit that provided 50% food and 50% other goods. Although we understand that non-viability was cited as a reason for Asda pulling out of the site, it was a time of boardroom instability rather than a weak market. A retail capacity study produced in 2005 indicated that there was over capacity at Morrisons and Tesco with 40% overtrading and this indicated Whitehaven had the capacity for a large foodstore. Whilst the expansion of Tesco will absorb some of this, we believe that there is scope for further retail development. There is scope to include the residential property in Back Ginns in the development site. There would be scope for the introduction of residential development fronting Coach Road and Ginns and this would further strengthen vitality and viability
Estimated Delivery Timescale	3 – 5 years
Key Constraints	There are utilities constraints to be overcome; the site has potential to have archaeological remains; there are market concerns over lack of demand and there is likely to be contamination from previous uses; there is Japanese Knotweed in the vicinity

<b>Contractors' Yard, Ginns</b>	
Site Reference	92300089
Recommended Final Use	Employment
Justification	The location of the site in the Flood Risk Zone 3a severely restricts any alternative use and small scale commercial development aimed at industries servicing the town centre will be an appropriate use. There will be concerns over viability of such development.
Estimated Delivery Timescale	3 – 5 Years
Key Constraints	There are utilities constraints to be overcome; the site has potential to have archaeological remains; there are market concerns over lack of demand and there is likely to be contamination from previous uses; there is Japanese Knotweed in the vicinity

Former Cockpit, Ginns	
Site Reference	92300090
Recommended Final Use	Retail led mixed use
Justification	The area is characterised by out of town retail uses with Netto, Aldi, Lidl, Iceland Focus DIY all present nearby. Asda has previously submitted a planning application on the site and was granted planning permission. A retail capacity study produced in 2005 indicated that there was over capacity at Morrisons and Tesco with 40% overtrading and this indicated Whitehaven had the capacity for a large foodstore. Whilst the expansion of Tesco will absorb some of this, we believe that there is scope for further retail development. There is scope to include the residential property in Back Ginns in the development site. There would be scope for the introduction of residential development fronting Coach Road and Ginns and this would further strengthen vitality and viability
Estimated Delivery Timescale	3 – 5 years
Key Constraints	The site is in Flood Risk Zone 3a which precludes residential and retail development. There are utilities constraints to be overcome; the site has potential to have archaeological remains; there are market concerns over lack of demand and there is likely to be contamination from previous uses; there is Japanese Knotweed in the vicinity

- 3.13 The Ginns Cluster has been the subject of previous interest from Asda. After this deal collapsed, due to non viability, a feasibility study was commissioned to look at an alternative mixed use scheme. This scheme suggested a mixed use scheme of a smaller retail units, apartments and employment space. As a retail capacity study has found that the current stores are over trading, we would recommend that a supermarket user is the most attractive solution for the site. Lessons from elsewhere tell us that the values generated by such a user can lever in additional regeneration benefits in the form of public open space, improved public realm and can help cross subsidise employment space in the area at risk of flooding. Sustainability credentials will be enhanced by the close location of retail, residential, employment and leisure uses.

#### **Preston Street Cluster**

- 3.14 The Preston Street Cluster is located to the south of Whitehaven town centre on the B5435 which leads to St. Bees. It comprises of two sites:
- Former Fitness Centre
  - Preston Street Garage.

Former Fitness Centre, Preston Street, Whitehaven	
Site Reference	92300169
Recommended Final Use	Retail warehousing
Justification	Being located in a small but established area of retail warehousing with a prominent position in an edge of town location, this site is most likely to attract small scale retail warehousing in due course
Estimated Delivery Timescale	6-10 years
Key Constraints	Whilst the site does not benefit from a trunk road location, it is in a small but established area of retail warehousing. The site's allocation as an employment opportunity site is a potential policy constraint. No other particular constraints have been identified in relation to this site

Preston Street Garage, Whitehaven	
Site Reference	92300173
Recommended Final Use	Retail warehousing
Justification	Being located in a small but established area of retail warehousing with a prominent position in an edge of town location, this site is most likely to attract small scale retail warehousing in due course
Estimated Delivery Timescale	6-10 years
Key Constraints	Whilst the site does not benefit from a trunk road location, it is in a small but established area of retail warehousing. It is a long thin site which could constrain its future use, although it does benefit from an extensive frontage. The site's allocation as an employment opportunity site is a potential policy constraint. We would also question why the identified site includes the veterinary practice which is accommodated in a modern building.

- 3.15 The Preston Street Cluster is located within a small but established area of edge of town retail warehousing which includes Focus DIY and Netto and, given its prominent position, is likely to attract further retail warehousing in due course. We would not recommend that the existing uses are actively removed or relocated from the sites, as there are some viable uses currently accommodated here, but it is our view that retail warehousing is the most likely end use should further vacancies arise or developer interest be attracted.

#### **Albion Street Cluster**

- 3.16 The Albion Street Cluster is located at the southern gateway into Whitehaven town centre. It comprises of two sites:
- Albion Street/Rosemary Lane
  - Albion Street South.

<b>Albion Street/Rosemary Lane, Whitehaven</b>	
Site Reference	92300106
Recommended Final Use	Commercial (offices)
Justification	The site is the best location for office development in the town centre. It is a prominent site on one of the main streets in the town centre. There is not an established business district in the town, but a development at this location could generate future development opportunities in this quarter. The development of an office scheme in this location will have additional regeneration benefits. The vitality and viability of this part the town will be enhanced through the presence of an additional 400 workers in the town. This will generate a need for food and drink operators in the town and may help to support additional town centre living opportunities. The end user will also generate additional demand for hotel accommodation.
Estimated Delivery Timescale	1 – 2 years
Key Constraints	There are many constraints on the site, including the appetite of the market for office development, land assembly and whether it can be acquired without the need for CPO; there are highways and access matters to be resolved; the site will need to be remediated and there are concerns over the load bearing capacity. It is considered that none of these barriers are insurmountable and that development can proceed.

<b>Albion Street South, Whitehaven</b>	
Site Reference	92300214
Recommended Final Use	Commercial (offices)
Justification	The site is the best location for office development in the town centre. It is a prominent site on one of the main streets in the town centre. There is not an established business district in the town, but a development at this location could generate future development opportunities in this quarter. The development of an office scheme in this location will have additional regeneration benefits. The vitality and viability of this part the town will be enhanced through the presence of an additional 400 workers in the town. This will generate a need for food and drink operators in the town and may help to support additional town centre living opportunities. The end user will also generate additional demand for hotel accommodation.
Estimated Delivery Timescale	1 – 2 years
Key Constraints	There are many constraints on the site, including the appetite of the market for office development, land assembly and whether it can be acquired without the need for CPO; there are highways and access matters to be resolved; the site will need to be remediated and there are concerns over the load bearing capacity.

- 3.17 Although the Whitehaven economy is not large or diverse enough to sustain a Central Business District, if a special user can be identified, then there is a need for office development in the town centre. Albion Street is in a high profile location in the heart of the town and is the best location to develop new, quality office space in Whitehaven.



### Quay Street Cluster

3.18 The Quay Street Cluster is located within the harbour area of the town centres. It comprises of two sites:

- Quay Street Car Park
- Bardywell Lane.

Quay Street Car Park, Whitehaven	
Site Reference	92300069
Recommended Final Use	Hotel
Justification	With its attractive harbour location, neighbouring leisure uses and proximity to the town centre, this site would be suitable for a hotel development.
Estimated Delivery Timescale	10 - 15 years
Key Constraints	We understand that Copeland BC has spoken to a potential hotel operator and that there is a significant financial gap and that this is the key reason why development has not yet come forward. According to a viability report undertaken in relation to another harbour-side site (the Park Nightclub site), one of the key difficulties being encountered in advancing a quality hotel scheme for Whitehaven is the lack of an identified operator for the site. This is because the operator (and specifically its trading expectations) directly influences all aspects of hotel development including its development economics. The trading prospects for a hotel in Whitehaven are, however, largely unproven. The overall conclusion from that report is that the development of a new full service hotel in Whitehaven will not be viable in the short term and that the short to medium term prospects of a private sector developer being able to address a hotel viability gap through the inclusion of supporting/enabling development in a scheme are negligible. Furthermore, the level of required public sector funding is likely to raise concerns in respect of value for money and potentially state aid legislation. We also understand that the site is currently owned by the Harbourside Commissioners who generate an income from its use as a car park – this may make site acquisition costly.

Bardywell Lane, Whitehaven	
Site Reference	92300209
Recommended Final Use	Residential
Justification	We understand that there is already market interest in this site for residential. The site has planning permission for residential and was sold to its current owner by Copeland BC for this use.
Estimated Delivery Timescale	6 -10 years
Key Constraints	The site is located within a conservation area, although we understand that conservation area consent has been granted to clear the derelict buildings. The northern tip of the site is also situated within a high probability floodplain zone, which could limit the developable area of the site.

3.19 The Quay Street Cluster is situated in the harbour area and should be considered alongside the sites of the Central Harbour Cluster (see below). There are already examples of successful residential development in this wider area, with further development currently underway. Whilst the current market downturn means that residential development is unlikely to take place in the short term, we believe that this is still the most realistic end use for many of these harbour-side sites. Having said that, we believe that there may be scope for one harbour-side hotel in this area, possibly on the Quay Street car park site, but further market research and viability work will be required in order to fully understand market potential and public sector assistance will almost certainly be required.

### Central Harbour Cluster

3.20 The Central Harbour Cluster is located within the harbour area of the town centres. It comprises of two sites:

- Mark House
- Park Nightclub.

Mark House, Whitehaven	
Site Reference	92300085
Recommended Final Use	Residential
Justification	This is an attractive site which has frontages to both Strand Street and the harbour, which has itself been the subject of significant environmental enhancement over recent years. There have been a number of attractive residential developments/conversions in the harbour area which appear to have been successful. Magnus Homes have plans to develop the site for residential and it is being marketed as such.
Estimated Delivery Timescale	3-5 years
Key Constraints	The majority of the site is within a high probability floodplain zone and the remainder is within a medium probability floodplain zone, which will impact on the potential for residential at ground floor level. The site is also situated within a conservation area.

Park Nightclub, Whitehaven	
Site Reference	92300187
Recommended Final Use	Residential
Justification	This is an attractive site which has frontages to both Strand Street and the harbour, which has itself been the subject of significant environmental enhancement over recent years. There have been a number of attractive residential developments/conversions in the harbour area which appear to have been successful. Magnus Homes have plans to develop the site for residential and it is being marketed as such.
Estimated Delivery Timescale	6 - 10 years
Key Constraints	The majority of the site is within a high probability floodplain zone and the remainder is within a medium probability floodplain zone, which will impact on the potential for residential at ground floor level. There are also heritage issues as the site is also situated within a conservation area and the existing building is of architectural interest.

3.21 The Central Harbour Cluster is situated in the harbour area and should be considered alongside the sites of the Quay Street Cluster (see above). There are already examples of successful residential development in this wider area, with further development currently underway. Whilst the current market downturn means that residential development is unlikely to take place in the short term, we believe that this is still the most realistic end use for many of these harbour-side sites. As discussed earlier, we believe that there may be scope for one harbour-side hotel in this area, but further market research and viability work will be required in order to fully understand market potential and public sector assistance will almost certainly be required. Whilst we have suggested the Quay Street site (above) for hotel development, either of the Central Harbour Cluster sites could potentially be suitable alternatives.

#### Bransty Row Cluster

3.22 The Bransty Row Cluster is located at the northern gateway into Whitehaven town centre. It comprises of two sites:

- Bus Station
- Bus Depot
- Former Bus Depot.

Bus Station, Whitehaven	
Site Reference	92300153
Recommended Final Use	Residential Development (with rest of the cluster as one scheme)
Justification	The site benefits from an attractive position overlooking the harbour to its western side and will be attractive to residential developers, ideally with non-residential uses such as retail or leisure at ground floor level fronting Bransty Row and the harbour. There are other examples of successful and attractive residential development along the harbour and Magnus Homes are currently on site with further development in this part of the town. This is an important gateway site into Whitehaven town centre from the north and securing a high quality use on this site will have a positive impact on the town centre approach and also on the harbourside. There is unlikely to be a market for employment uses in this town centre location unless high quality commercial offices, but we believe Albion Street is a better location for this use. We believe that the most appropriate use for the site in market terms is a residential led mixed use development with active ground floor frontages. The housing target for Copeland is nearly 300 units per annum. In 2007 only 100 units came forward, in 2008 it was 45 and these shortfalls will need to be addressed.
Estimated Delivery Timescale	3 – 5 years
Key Constraints	A landowner sitting on the site has been a key constraint on this site. As outline planning permission has been granted for a residential scheme, it is hoped that the site can now be developed as apartments and parking as market confidence returns. There is a risk of contamination as the site was previously a bus station. A further market risk is that there may not be any interest in commercial uses and flexibility should be incorporated into the design.

<b>Bus Depot, Whitehaven</b>	
Site Reference	92300030
Recommended Final Use	Residential Development (with rest of the cluster as one scheme)
Justification	The site benefits from an attractive position overlooking the harbour to its western side and in our opinion will be attractive to residential developers, ideally with non-residential uses such as retail or leisure at ground floor level on both the harbour side and the Bransty Row side. There are other examples of successful and attractive residential development along the harbour and Magnus Homes are currently on site with further development in this part of the town. This is an important gateway site into Whitehaven town centre from the north and securing a high quality use on this site will have a positive impact on the town centre approach and also on the harbourside. A possible use for the site would be for a hotel but there are, in our opinion, better sites elsewhere that would be more suited to a hotel development that are further away from Tesco. There is unlikely to be a market for employment uses in this town centre location unless high quality commercial offices, but we believe Albion Street is a better location for this use. We believe that the most appropriate use for the site in market terms is a residential led mixed use development with active ground floor frontages.
Estimated Delivery Timescale	3 – 5 years
Key Constraints	A landowner sitting on the site has been a key constraint on this site. As outline planning permission has been granted for a residential scheme, it is hoped that the site can now be developed as apartments and parking as market confidence returns. There is a risk of contamination as the site was previously a bus station. A further market risk is that there may not be any interest in commercial uses and flexibility should be incorporated into the design.

<b>Former Bus Depot, Whitehaven</b>	
Site Reference	92300140
Recommended Final Use	Residential Development (with rest of the cluster as one scheme)
Justification	The site needs to be considered in the context of the three sites in the Bransty Cluster. It is the least attractive of the three sites and the proposal for car park use is a sensible one. In this important area of the town. We feel that the market can sustain this and other proposed residential schemes around the harbour. The housing target for Copeland is nearly 300 units per annum. In 2007 only 100 units came forward, in 2008 it was 45 and these shortfalls will need to be addressed. Other elements of the town centre regeneration programme will also attract new residents into the area.
Estimated Delivery Timescale	3 – 5 Years
Key Constraints	A landowner sitting on the site has been a key constraint on this site. As outline planning permission has been granted for a residential scheme, it is hoped that the site can now be developed as apartments and parking as market confidence returns. There is a risk of contamination as the site was previously a bus station.

- 3.23 This is another key brownfield site in Whitehaven and its future development is important to the future of the town. We believe that the council has recently granted outline planning permission on a residential scheme and we believe that this is the most appropriate development use for this cluster. The design of the development as a whole will be very

important as the Bransty Cluster is at a key gateway location into the town. The height and massing of the scheme should be appropriate for the urban form. We understand that residents' parking is an intrinsic part of the scheme. The relocation of the Tesco towards the front of its site will have an additional benefit as it will help create an active frontage and the combination of the two will considerably add to the vitality and viability of this part of the town centre.

### Individual Sites

- 3.24 There is just one site within Whitehaven which is not considered to be part of a cluster and this is the Methodist Church which is located on the corner of Lowther Street and Scotch Street.

Methodist Church, Whitehaven	
Site Reference	92300207
Recommended Final Use	Leisure
Justification	Former churches are most commonly converted into either residential, leisure or community uses or into specialist facilities such as climbing walls. However, the lack of car parking associated with this site may restrict its usefulness and therefore market attractiveness. We would suggest that the most likely future use in market terms would be for leisure, such as a restaurant, bar or nightclub. Given Whitehaven's peripheral location, it is unlikely to be an attractive proposition for mainstream operators, but may appeal to a local entrepreneur. As such, it is very difficult to assess the timescale in which development could be achieved.
Estimated Delivery Timescale	10-15 years
Key Constraints	The building is Grade 2 listed which will make development much more difficult in terms of identifying a future use and in terms of associated development costs. There may also be issues associated with the access and egress of large volumes of customers associated with bar/nightclub use, given its location on a busy junction.

### Elsewhere

- 3.25 There are 2 clusters of sites throughout the remainder of Copeland (outside of Whitehaven) which, together, comprise of 5 sites. The clusters are as follows:

- Cleator/Cleator Moor Cluster
- Frizington Cluster.

- 3.26 There are also four additional sites which do not fall within a cluster – the Former Sekers Factory in Hensingham, the Car Park in Egremont, Greengarth Business Park and the Former Wellbank Camp in Bootle.

### Cleator/Cleator Moor Cluster

3.27 The Cleator/Cleator Moor Cluster comprises of three sites:

- Former Kangol Factory, Cleator
- Former Methodist Church, Cleator Moor
- Ehenside School, Cleator Moor.

Former Kangol Factory, Cleator	
Site Reference	92300200
Recommended Final Use	Public Open Space
Justification	There is unlikely to be demand from developers for industrial development on this site - the area has declined over recent years as an employment location with the closure of the Kangol factory and there are other more suitable employment sites, such as Leconfield Industrial Estate and Phoenix Enterprise Centre, in nearby settlements that would be more attractive to both developers and occupiers. The site would, in our opinion, be more attractive to residential developers given its rural settlement location and riverside setting. There is however the flood risk issue, which is likely to be a deal breaker. The council would support a conversion of the historic buildings into apartments, with parking at surface level. It would need enabling development to make this work financially. It is unlikely that permission planning permission will be forthcoming for any new development and we would therefore recommend that the site goes to a soft end use, perhaps to link in with the leisure opportunity allocated across the river.
Estimated Delivery Timescale	1 – 2 years
Key Constraints	The site is in a Flood Risk Zone 3 and this will preclude residential development from taking place at ground floor level. The council is amenable to a conversion of the factory into apartments with ground level parking, but there is not enough value in the market to make this financially viable without enabling development, which will not be allowed due to the flood risk. Flood defences could be introduced by a developer, but low values will not make it viable and the Environment Agency may well object anyway as flood risk may simply transfer the risk further up stream

Former Methodist Church, Cleator Moor	
Site Reference	92300128
Recommended Final Use	Residential
Justification	The site is located on the main road into Cleator Moor and within what is very much a residential area. Whilst it is likely to be too small and in too peripheral a location to attract interest from a regional or national housebuilder, it has attracted development interest from a local housebuilder and will be converted to residential use when the owner is ready.
Estimated Delivery Timescale	3-5 years
Key Constraints	Cleator Moor is a deprived area and this part of the town reflects that. The existing building is derelict and, as conversion is unlikely to be viable, clearance and redevelopment is most likely. The main constraint to development is that it is currently owned by a local landowner who has been 'sitting' on the site for some time without progressing the development opportunity.

Ehenside School, Cleator Moor	
Site Reference	92300221
Recommended Final Use	Residential
Justification	This is a large site in a predominantly residential area of Cleator Moor. In market terms, it is most suitable for residential uses. Whilst it does suffer from a lack of main road frontage and profile, which can be a disincentive for developers, it does have access from the B5295 via Towerson Street and from the A5086 via Roper Street providing it with an opportunity to create some development visibility (such as marketing flags). An alternative use for the site could be conversion of the existing buildings into managed workspace, however this part of the market is already catered for in Cleator Moor through the Phoenix Enterprise Centre. There is little demand for other employment uses in Cleator Moor as evidenced by the unpopular Leconfield Industrial Estate.
Estimated Delivery Timescale	6 - 10 years
Key Constraints	Development of the former school playing fields is likely to be resisted by local residents and this would reduce the developable area of the site.

### Frizington Cluster

3.28 The Frizington Cluster comprises of three sites:

- Former Council Chambers
- Anchor Inn.

Former Council Chambers, Frizington	
Site Reference	92300203
Recommended Final Use	Residential
Justification	The site is currently being marketed for residential development and has planning permission for 4 apartments.
Estimated Delivery Timescale	6 - 10 years
Key Constraints	Whilst we would agree that residential is the most suitable use for the site in market terms, we would question whether the values achievable in this location would be sufficient to cover the costs of conversion. Clearance and redevelopment is unlikely to be acceptable locally given its status as a local landmark with historic interest (although it is neither listed nor in a conservation area).

<b>Anchor Inn, Frizington</b>	
Site Reference	92300204
Recommended Final Use	Residential
Justification	We believe that residential is the most appropriate and deliverable use for the site in market terms. Given its small size and relatively isolated location, the site is unlikely to be attractive to mainstream housebuilders, but may be of interest to a local housebuilder. Development is unlikely to take place in the short term given the current economic conditions and we would therefore consider this to be a medium term site at best. However, the costs associated with demolishing the existing building could put off developer interest particularly if development values are low. The site's main constraint is the apparent unwillingness of the current local landowner to pursue its development (it has been vacant for a number of years). The public sector may wish to consider intervention (for example buying the site and then selling on to a housing developer) in order to instigate its development.
Estimated Delivery Timescale	6-10 years
Key Constraints	The key constraint may be the current landowner's willingness to pursue development

- 3.29 These are both small scale sites which, although located in close proximity to each other, are unlikely to have a significant impact on the development potential of each other.

#### Individual Sites

- 3.30 Outside of Whitehaven, there are three further sites which are not considered to be part of clusters:

- Former Sekers Factory, Hensingham
- Car Park, Egremont
- Haverigg Tannery, Haverigg

<b>Former Sekers Factory, Hensingham</b>	
Site Reference	92300197
Recommended Final Use	Residential
Justification	This site is most suitable for residential development in market terms. Although there are employment uses nearby, particularly to the north east of the site, this is a predominantly suburban area. We understand that Barratts are keen to develop the site for housing, although their planning application was withdrawn and has not yet been re-submitted. The topography of the site potentially adds to its attractiveness for residential development. It is unlikely that a developer would be interested in the site for employment development unless for a particular requirement and there are, in our view, more attractive employment sites (such as Lillyhall) available elsewhere.
Estimated Delivery Timescale	3-5 years
Key Constraints	We are not aware of any particular constraints in relation to this site other than the need to clear existing buildings, which is already underway.



<b>Car Park, Egremont</b>	
Site Reference	92300156
Recommended Final Use	Retail
Justification	<p>The site is currently allocated for industrial uses but we believe that this may not be the most appropriate use of the site given its town centre/edge of town location. The Bridge End Industrial Estate, situated to the south of the town centre, is a preferable employment location given its closer proximity to the A595 and therefore Sellafield (which is the key driver of employment demand in this area). Similarly, there is unlikely to be demand for office development given the proximity of sites such as Westlakes which are better able to meet Sellafield related demand and the Phoenix Enterprise Centre which is established and satisfies more local demand. The site is located within and on the edge of the existing town centre boundary with a frontage to the A595, the main north-south trunk road serving West Cumbria. It is a suitable site for a small supermarket and is ideally positioned for such a use. Furthermore, Egremont currently has very limited supermarket provision (it being limited to a small Co-op store on the high street).</p>
Estimated Delivery Timescale	3-5 years
Key Constraints	<p>The site is currently allocated as an Employment Opportunity Site which could be a constraint if retail is proposed. The site, which is used as a car park, is understood to have been closed recently due to subsidence. There had been some concern that this may have been the result of underground mine shafts, but this is no longer thought to be the case. The reason for the subsidence remains unclear but is currently being investigated.</p>

<b>Haverigg Tannery, Haverigg</b>	
Site Reference	92300150
Recommended Final Use	B1/B2/B8: General Industrial
Justification	<p>The site already has a number of local occupiers and consists of low quality buildings which have been partly converted for these uses. These buildings provide cheap space for businesses that might otherwise struggle to pay higher rents associated with new build, these low rents are also reflective of the sites relatively poor location. We believe that the market would not consider the estate for redevelopment for the foreseeable future. Residential development may be an option; however, the costs of developing for this use in order to mitigate the issues of remediation, land ownership and flooding are unlikely to be supported by likely end sales values. In our opinion the estate is likely to be left as it is over the next 10-15 years, with perhaps piecemeal development by individual companies. After this period and depending on future demand within the market it may come forward for either improved employment development or potentially residential providing values have risen to a level which would support new development.</p>
Estimated Delivery Timescale	16-20 years
Key Constraints	<p>The main constraints with regard to redevelopment of the site are contamination, location and property values. All of these would prevent the site coming forward. In addition to this it is already in use by a range of companies and it is unlikely that the owner/developer would see any benefit in investing in the estate whilst it can still be used.</p>

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3.31 We were asked, as part of the study, to provide an opinion on whether the Haverigg Tannery site or a site on Devonshire Road was more appropriate for public sector investment. In our opinion, the Haverigg Tannery site is isolated and is not suitable for public sector investment. It is already in use by a range of companies and provides an important piece within the supply chain for small companies that require cheap accommodation. Devonshire Road is in a better location and adjoins an established industrial estate which is in relatively good condition. In our opinion, of the two sites, the Devonshire Road site would be more suitable for public sector investment.

## 4 Barrow

- 4.1 Barrow Borough Council shortlisted a total of 14 sites for inclusion within the Local Brownfield Strategy. The majority of these sites were spread across three clusters, Abbey Road Cluster, Marina Village Gateway Cluster, Civic Waterfront Cluster. Two stand alone sites were also included in Dalton and on the edge of Barrow itself.

### Abbey Road Cluster

- 4.2 This cluster consisted of seven separate sites, all of which were located close to each other on Abbey Road and Ramsden Square. They are located on the western edge of the town centre, close to the railway station and both Abbey Road and Ramsden Square comprise a key gateway into the town centre from the west.

- 4.3 The cluster consisted of the following sites:

- Former Legends Nightclub, Ramsden Square;
- Former Nat West Bank, Ramsden Square;
- Former Renault Garage, Dalkeith Street;
- Former House of Lords Club, Abbey Road;
- Former Hewden Hire Unit, Abbey Road;
- 74 Abbey Road,
- Former Dixons Bakery, Abbey Road.

Former Legends Nightclub, Ramsden Square	
Site Reference	91099010
Recommended Final Use	A2: Financial and Professional Services/B1: Offices
Justification	The area immediately surrounding the site has a number of chartered accountants and solicitors in similar buildings. The site is an attractive building in a prominent location and coupled with similar types of businesses in the area. Based on this, we are of the opinion that a developer would view this site as a commercial development opportunity, primarily for offices.
Estimated Delivery Timescale	6-10 years
Key Constraints	We would view the timing of the building coming forward as over the medium term, as there are a number of other development opportunities within the surrounding area and we do not feel that this building will come forward first. This is due to a number of reasons, including the fact that the building is listed and has been marketed previously without being brought forward. In addition its previous use would suggest that there would be extensive refurbishment work to be undertaken, with its associated costs (exacerbated by the building's listed status).

<b>Former Nat West Bank, Ramsden Square</b>	
Site Reference	91099011
Recommended Final Use	B1: Business
Justification	The site lies close to the former Legends Nightclub and the small cluster of A2 services located around that side of Ramsden Square. Bearing in mind its recent use as offices, we are of the opinion that a developer would view the site for commercial uses, primarily offices. It is unlikely that the cost of converting the building in line with its listed status would be viable for other uses such as residential - particularly bearing in mind the large scale residential development proposed at Barrow Port and current residential values. We feel that the building could come forward in the short to medium term as it occupies a strong location and conversion/refurbishment costs are lower than they would be for other properties in the area (as it was used until relatively recently for offices). The building also benefits from car parking, which other similar properties in the area do not.
Estimated Delivery Timescale	3-5 years
Key Constraints	Key constraints to the delivery of the building are the local property market and the cost of refurbishing a listed building, which would raise the cost of development, without a corresponding rise in the potential rental income.

<b>Former Renault Car Showroom, Dalkeith Street</b>	
Site Reference	91099012
Recommended Final Use	C3: Dwellinghouses
Justification	The site lies in a relatively backland location, with no frontage to a main road. In our view, the market would bring the site forward for residential, however, this is likely to be a long term view and is reflected within our estimate for delivery. In the short term, it is likely that the site will remain as it is and would perhaps be used for retail/showroom.
Estimated Delivery Timescale	11-15 years
Key Constraints	An issue for the length of delivery is the amount of residential development which will be taking place at Barrow Port/Marina Village. Issues around remediation of the site (we have been informed that it was previously a petrol filling station) are likely to mean that development costs would be high and as such it will require values in the area to rise before it would be viable for redevelopment.

<b>Former House of Lords Club, Abbey Road</b>	
Site Reference	91099013
Recommended Final Use	A3: Restaurants and Café
Justification	The site lies in a prominent position on the edge of Barrow centre. Predominant surrounding uses are leisure, residential and some offices. Part of the building appears to still be in use for leisure, linked to the adjacent continental bar. In our opinion the most likely future use for the site is for leisure/food uses. It is unlikely that a developer would look at the site for offices or residential as viability would be questionable
Estimated Delivery Timescale	6-10 years
Key Constraints	Key constraints comprise of the local property market and viability issues surrounding the refurbishment of a listed building.

<b>Former Hewden Hire, Abbey Road</b>	
Site Reference	91099014
Recommended Final Use	C3: Dwellinghouses
Justification	Bearing in mind the site's location and the amount of potential sites for commercial development within the immediate area (which are better located), we believe that a developer would view this site for residential, with a small retail element to the ground floor.
Estimated Delivery Timescale	11-15 years
Key Constraints	Key issues include the current property market and the amount of residential development proposed at marina village, we feel that this would be over the medium-long term. A developer might also consider trying to assemble the site and incorporating the wellbeing clinic next door to make a larger site which might postpone delivery.

<b>74 Abbey Road</b>	
Site Reference	91099015
Recommended Final Use	C3: Dwellinghouses
Justification	A current planning permission for residential suggests that this is the route originally intended for the property, although it has not sold despite being marketed as both a commercial and residential opportunity. In our opinion residential is the most likely use as there are more attractive commercial options elsewhere.
Estimated Delivery Timescale	11-15 years
Key Constraints	Key constraints to the delivery of the site revolve around viability – in particular the cost of refurbishing/converting the building which is unlikely to be recouped through potential end sales values. This is exacerbated by the scale of proposed development at marina village and various other commercial opportunities elsewhere.

<b>Former Dixons Bakery, Abbey Road</b>	
Site Reference	91099016
Recommended Final Use	B1: Offices / A2: Financial and Professional Services
Justification	In our opinion, the market would most likely view this site as an office development. It would not appeal to residential developers as it is quite small and unlikely to yield the values required for its conversion. The previous use is unlikely to be continued as it has been vacant for some time and not come forward and also there are other opportunities within the town centre which have better locations and would be preferred by occupiers.
Estimated Delivery Timescale	16-20 years
Key Constraints	In our opinion, this building is only likely to come forward for redevelopment/refurbishment in the long term as there are a number of more attractive opportunities within the immediate and wider area which are currently available. The primary issue preventing this building coming forward earlier is the current property market and availability of stock.

- 4.4 The primary challenge in bringing sites forward within the Abbey Road Cluster is the current property market and viability of development. Many of the buildings within the cluster are attractive and in a more buoyant market area, with greater demand, it is likely that they would have come forward over the past 4-5 years. With the current turmoil in the property market nationally, it is unlikely that many of the sites would be delivered within the short term.

4.5 Delivery timescales for some of the sites are significant, partly because we feel that certain sites within the cluster are likely to come forward first, primarily the Nat West on Ramsden Square, which would satisfy significant demand within the area due to its size. Issues with supply in the market are exacerbated by the large scale, public sector led redevelopment and regeneration proposals which surround the Barrow Port area. These sites are likely to absorb a significant amount of local demand.

#### Civic Waterfront Cluster

4.6 The Civic Waterfront Cluster is located on the southern edge of Barrow Town Centre and stretches from Lawson Street to the rear of the Town Hall, to the waterfront at Devonshire Dock. A large proportion of the cluster is currently in the ownership of BAE.

4.7 The cluster consists of the following sites:

- Premises at Lawson Street; and
- The BAE site at Cornmill Crossing.

Premises at Lawson Street	
Site Reference	91099001
Recommended Final Use	Offices
Justification	This site looks out onto the town hall and there is a need to improve its appearance. The building currently occupied by the probation service fits into this area where the others appear out of place. A scheme of small new office buildings, potentially managed workspace would be successful in this location
Estimated Delivery Timescale	6-10 years
Key Constraints	There are very few uses that would be feasible on the site, it is not suited to retail or industrial development and too small for any large scale mixed use scheme. Any office scheme would require some gap funding as the rental levels in Barrow are not economical for this type of small scale office development. However given the site's location surrounded by Civic functions it is ideally placed to cater for demand from businesses looking to locate in close proximity to these civic buildings. The design of the scheme would also need to be sympathetic to its conservation area location.

BAE Site Cornmill Crossing	
Site Reference	91000076
Recommended Final Use	Hotel
Justification	We would expect a mixed use hotel led development including leisure facilities such as bars, restaurants and potentially a small Casino. This would compete with the proposed Hotel at Barrow Port, although it is our view that this site is better located for hotel operators because of its main road frontage, proximity to the town centre and proximity to the docks. It is our view that a hotel led scheme would be attractive to the market
Estimated Delivery Timescale	3-5 years
Key Constraints	The site is unsuitable for residential due to its proximity to the active dock and the area already has a significant amount of out of town retail warehouses. The key constraints for hotel development would be contamination and load bearing conditions on the site and the compatibility of the use with the neighbouring uses.

- 4.8 The key challenge for the Civic Waterfront Cluster will be ensuring that the development of both sites is sympathetic to the conservation area and in particular the town hall. The development of the BAE site will happen sooner than that of Lawson and we would expect this site to be popular with hotel operators. It is therefore important that when the Lawson Street site comes forward scheme is designed in a way to create better links between the town hall and the BAE site. It is our opinion that this cluster could be developed with or without the proposals for Barrow Port and whilst a hotel on this site may force a change of plan for the hotel site on Barrow Port it should not compete with the majority of the proposals.

#### Marina Village Gateway Cluster

- 4.9 The Marina Village Gateway Cluster lies on the eastern edge of the town centre and runs from the roundabout with Duke Street/Dalton Road down to the Strand. The area will be a key gateway into the proposed Marina Village development.
- 4.10 The Cluster consists of the following sites:
- Dalton Road Triangle;
  - Alfred Barrow School Premises; and
  - Former Petrol Filling Station, The Strand.

<b>Dalton Road Triangle</b>	
Site Reference	91000078
Recommended Final Use	Offices
Justification	It is difficult with this site to pick one predominant use as it is suitable for a range of uses and in reality some of the existing uses such as the church, public house and light industrial uses in the arches could all remain on the site. The area is on the edge of the Municipal core and we envisage demand for small scale office development including a small element of residential development on the school car park
Estimated Delivery Timescale	11-15 years
Key Constraints	There are a number of constraints on this site not least that parts of the site are still occupied and performing well. There is a listed building on the site, it is in fragmented ownership and would require site assembly and possibly remediation in parts. It is imperative on this site that a comprehensive approach is taken rather than allowing piecemeal development.

<b>Alfred Barrow School Premises</b>	
Site Reference	91000077
Recommended Final Use	Residential
Justification	The school adjoins a residential area and the conversion of the old school building would require cross funding, whilst this is unlikely in the current market the site is well located and a residential development could help fund this in the medium term.
Estimated Delivery Timescale	3-5 years
Key Constraints	The main constraint on this site is the listed former school building which would need to be maintained. This means that viability becomes a key issue and the only use that could feasibly fund the re-use of the school building would be residential development.

<b>Former Petrol Filling Station, The Strand</b>	
Site Reference	91099006
Recommended Final Use	Outdoor Amenity and Open Space
Justification	The site has planning permission for residential but there is significant competition not least from the Alfred Barrow School and the Port Development. This site has not been developed during the property boom and given the competition which will come from the Alfred Barrow school and the Port development we do not envisage demand. This is a key gateway site so open space and public art would be a beneficial use of this piece of land
Estimated Delivery Timescale	6-10 Years
Key Constraints	This site is too small to offer anything significantly different to the other sites in the locality. There is no demand for any other use of the site in the current climate but the site has also not been developed despite having residential planning permission at the height of the property boom. The key constraint in developing the site for open space would be the site owners intentions and aspirations and the remediation that would be required before the site could be used as amenity space.

- 4.11 The Marina Gateway Cluster is one of the most important areas of Barrow given all the proposals for Barrow Port. We do not envisage that this cluster would compete with the proposals at Barrow Port but that the Alfred Barrow School site and Former Petrol Filling Station site would complement these proposals by providing a different residential offer and a



key gateway landmark. The Dalton Triangle site would follow on from the development of the other sites in the cluster and provide a mixed use office led development. This would need a comprehensive plan that would consider the Barrow Port and Alfred Barrow school developments to ensure that it helps to create better links with the Civic Quarter and town centre.

#### Land at Crooklands Brow, Dalton-in-Furness

- 4.12 The site at Crooklands Brow is allocated within the local plan for residential development and has previously had permission for residential development on part of the site. Previous uses are not certain, therefore it is not known what level of contamination exists on the site. The location of the site is good; lying on the edge of the Dalton urban area on Ulverston Road, leading directly to the A590 to Ulverston.

Land at Crooklands Brow, Dalton-in-Furness	
Site Reference	91000038
Recommended Final Use	C3: Dwellinghouses
Justification	Site lies in an attractive location on the edge of the urban settlement, with good links to the local trunk road network. There is a steep bank to the north of the site down towards the railway line. The site also slopes steeply downwards to the west. The site has previously had a residential permission; however, despite the buoyancy of the residential property market in recent years has not come forward.
Estimated Delivery Timescale	16-20 years
Key Constraints	Possible constraints for the delivery of the site include contamination and topographical issues. It is unclear why the site has not come forward previously, however, it may be that the landowners aspirations of value are an issue and the requirement for a more comprehensive scheme to be developed on the site.

#### Former Golf Driving Range, Barrow

- 4.13 This site is a stand alone site and is not within a cluster.

Former Golf Driving Range, Barrow	
Site Reference	91000061
Recommended Final Use	Outdoor amenity and open space
Justification	The site should be cleared and returned to the public as informal recreation space. The site is severely contaminated and we do not consider that there would be any developer interest in the site for any other use.
Estimated Delivery Timescale	
Key Constraints	The site is not well enough located to justify any public sector intervention and this would be required as given the levels of contamination associated with a landfill, no form of development would be viable. The main constraint to turning the site into public open space would be the site owners expectations and also the Local Authorities reluctance to take on the liabilities associated with the landfill site.

- 4.14 There is no simple answer with this site, the first requirement should be the demolition of the buildings but how the Council go about acquiring the site and its liabilities remains a difficult scenario and one that this study cannot answer.

## 5 Other Sites

### Lake District National Park

5.1 As part of the study, we looked at three sites which lie within the Lake District National Park, but are also within the Copeland Allerdale Boroughs. These sites are:

- Greengarth Business Park – Copeland BC;
- Wellbank Camp, Bootle – Copeland BC; and
- Former Cumberland Pencil Factory, Keswick – Allerdale BC.

Greengarth Business Park	
Site Reference	n/a
Recommended Final Use	Employment
Justification	The site is unlikely to attract market interest for development because of its isolated position. Whilst it is located only 5 miles to the south of Sellafield, there are more established and accessible sites to the north of Sellafield (such as Westlakes, Lillyhall and Bridge End) that are more likely to attract development interest and where there is land available. In the absence of more suitable uses for the site, however, our recommendation is that the site remains in its currently established business use but that it should not be a priority for public sector intervention.
Estimated Delivery Timescale	11-15 years
Key Constraints	The site's key constraints are its isolated position in a rural area and, therefore, its difficult market conditions.

Wellbank Camp, Bootle	
Site Reference	n/a
Recommended Final Use	Holiday camp
Justification	The site is in a rural Lake District location and, whilst we do not believe it has any potential for employment development, it is our view that it could provide accommodation for walkers and school trips throughout the year. It is ideally located to provide safe accommodation and whilst this use would require some investment, it should be possible to use the existing buildings and maybe also to provide a community hall for the use of local people. One of the buildings on the site appears to be in use and there is no reason why this could not continue subject to its compatibility with the proposed use.
Estimated Delivery Timescale	1-2 years
Key Constraints	We are not aware of any major constraints.

<b>Former Cumberland Pencil Factory, Keswick</b>	
Site Reference	None Given
Recommended Final Use	Residential
Justification	Primarily from a market perspective, we are of the opinion that the site would be viewed as a residential site. Keswick is a highly sought after area and the values which can be achieved by residential development make it the most attractive proposition.
Estimated Delivery Timescale	3-5 years
Key Constraints	There are several key constraints to the delivery of the site for residential uses. Primarily these focus around the allocation of the site for employment uses. We understand that the LDNPA wish to see the site developed for these uses and would vigorously oppose any other type of development. In these circumstances, the site may not get delivered for residential. The site also lies in a high risk flood zone; the expense of mitigating this might make residential development unviable.

- 5.2 The delivery of the Pencil Factory site is likely to be complicated. Whilst we are of the opinion that the site would come forward quickly for residential development, the issues over planning and flooding might be a 'dealbreakers' in its delivery. Delivery for employment uses, whilst supported by the LDNPA, would be opposed by the landowner, who has made clear their intention to seek higher value uses. Bearing in mind this current stalemate it is difficult to see how these issues can be overcome unless there is some form of compromise on both sides.

## South Lakeland District Council

- 5.3 We have also considered one site within South Lakeland District given its size and regional importance and the potential competition it could provide to sites in Barrow.

GSK Site, Ulverston	
Site Reference	n/a
Recommended Final Use	Industry and Business
Justification	The site adjoins the remaining GSK site and whilst this remains operational it is difficult to envisage anything other than industrial use. Should the whole site close subject to a comprehensive remediation strategy there could be the potential for a mixed use scheme with some employment and some residential but given the sites size it is unlikely that demand would exist for the whole site.
Estimated Delivery Timescale	6-10 Years
Key Constraints	This is a very large site with numerous issues. We envisage that the only demand that would exist for the site would be for some local employment uses and due to the scale of the site we would recommend that the remainder of the site is turned into informal recreation space. It adjoins the operational GSK facility, it is severely contaminated and it has major accessibility issues because of the height restrictions on major routes to the site. These access concerns mean that the site would not appeal for any sort of large scale employment development requiring HGV access. The contamination concerns apply to any development on this site although clearly there would be greater requirements if residential development was proposed. There is an identified shortage of employment land in the area and this site is well placed to accommodate this shortage but given the access issues this can only be for local employers. Whilst the existing facility at GSK is still operational there would not be any demand other than for industrial users although this will require funding to remediate the site and also to provide gap funding for the developers as the rental levels in this area would make a speculative scheme unviable.

- 5.4 The GSK site which has been considered is just part of a much larger facility. If the whole site were to close clearly there would be a different scenario and a comprehensive approach would be required. The whole site is of such a scale that it is unlikely that demand would exist for the whole site and as such a large parcel of land is likely to be turned into open space. We do not consider that any future development on either the smaller parcel of land or the whole site would be of such a large scale that would threaten any of the proposals in Barrow.

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## 6 Conclusions and Recommendations

### Allerdale

#### Former Workington Goods Yard

- 6.1 This site is well located and has the potential in the medium term to provide a mixed employment development in what is a highly sustainable location. Should Cumbria County Council press ahead with proposals for a small transport interchange on the north of the site, it will improve the location and in all likelihood the quality of development proposed.
- 6.2 If the interchange comes forward, we would recommend that it is masterplanned and that this and adjoining sites are incorporated into the study area.

#### Oldside, Workington

- 6.3 The future of this site is in the main dependent on the success of Workington Port, the site provides an ideal location for an expansion of this facility. The site could provide land for some additional wind turbines although there has to be a doubt about this given that the surrounding area is already covered in wind turbines and there could be valid reasons why there are none on this site.

#### Land to the west of Glasson Industrial Estate

- 6.4 This part of Maryport is the main industrial area and the Glasson Industrial Estate is a good location. The site will be improved by the infrastructure works underway to improve access to the docks which will improve the prominence of the site. Whilst it is not one for the short term we do expect this site to become an attractive location for employment development and given its size it could deal with a range of requirements.
- 6.5 This could be the subject of future feasibility work in the medium term.

#### Land North of Silloth Docks

- 6.6 The site is currently in use for a mix of public open space and a leisure attraction. We believe that developers would be very unlikely to consider the site for commercial or residential development due to low values and the relative isolation of the town. In light of this, we believe that the most likely use for the site is the existing use, which would require some public funding in order to bring it up to a suitable standard.

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### **Former Fisons Factory**

- 6.7 The site provides an attractive residential development site and it is unlikely to attract interest for alternative uses. There may be some demand from the adjacent caravan park for expansion, however, this would be purely occupier demand led and is unlikely to be a use which would be market/developer led.

### **Land to North East of Holliday Crescent (adjacent to the former Fisons Factory)**

- 6.8 The site lies in a good location on the main road into Silloth and is close to existing residential. It is unlikely to be viewed for employment/commercial uses as there is little demand within the area. As the landowner appears to have control over access to the Fisons Factory at the rear, we are of the opinion that this site will come first. The smaller size of the site would mean that its product could be absorbed by the market more easily.

## **Copeland**

### **Rhodia Chemical Works**

- 6.9 Copeland Borough Council recently has recently re-identified the site, excluding the Hutbank and Ufex licensed waste disposal areas, as "a special site contaminated land" in terms of the Environmental Protection Act 1990, Part IIa (as amended) and the Contaminated Land (England) Regulations 2000 (letter of 10 May 2005 from the Council to the Company Secretary (Rhodia)). This determination has been made on the basis of potential pollutant linkages between contaminants in soil, leaching from the soil and migrating through soils, along the drainage system and through fractured strata to controlled waters. No potential significant risks to human health have been highlighted in the council's determination.
- 6.10 Rhodia do not have to remediate as there are no continuing pollutants only leachate, therefore they can sit on the site just maintaining security and the treatment/ pumping of the problem chemicals. When they do remediate it has to be in accordance with the statement. Remediation is limited to a few smallish areas in the site as a whole. The spoil tips are under separate license, one is due to be formally closed, the other is problematic with leachate.
- 6.11 Rhodia had agreed to dispose of the main site to the Land Restoration Trust, but this deal has not proceeded due to the Land Restoration Trust changing its status to a charitable trust.
- 6.12 We see the long term future of the site as returning to its natural state and being a mixture of formal and informal Public Open Space. The car parks area will eventually become an

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attractive housing site, making use of the spectacular views over the Irish Sea to the west and the Western Lakes to the east. Employment use may return to the office site to the north, as knowledge economy jobs are created through the Energy Coast Masterplan, though it may be that this site also returns to a soft end use.

#### **Pow Beck Cluster**

- 6.13 The Pow Beck sites are attractive, sustainable residential development sites. We have not been instructed to carry out any financial feasibility work so our opinions are informed only from visual inspection and reading earlier studies carried out by consultants. We do not believe that the mixed use is appropriate as we do not believe this is a location for offices and whilst there are some town houses in the locale, they are unpopular with developers and there is a finite demand for them. We believe that low rise suburban housing is appropriate for this site. We have suggested a timescale of 6 to 10 years for delivery.
- 6.14 We would recommend market testing of this site to a limited number of residential developers as the market starts to recover in the next twelve to eighteen months. We would recommend that Storey Homes are one of these, as we understand they are considering opportunities again.

#### **Ginns Cluster**

- 6.15 The Ginns Cluster has been the subject of previous interest from Asda. After this deal collapsed, due to non viability, a feasibility study was commissioned to look at an alternative mixed use scheme. This scheme suggested a mixed use scheme of a smaller retail units, apartments and employment space. As a retail capacity study has found that the current stores are over trading, we would recommend that a supermarket user is the most attractive solution for the site. Lessons from elsewhere tell us that the values generated by such a user can lever in additional regeneration benefits in the form of public open space, improved public realm and can help cross subsidise employment space in the area at risk of flooding. Sustainability credentials will be enhanced by the close location of retail, residential, employment and leisure uses.
- 6.16 The site should be immediately market tested with developers and foodstore operators. Such users are even more highly prized in the current market and indicators suggest that there is still capacity in Whitehaven. Sainsbury's and Booths should be included in this list.



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### **Preston Street Cluster**

- 6.17 The Preston Street Cluster is located within a small but established area of edge of town retail warehousing which includes Focus DIY and Netto and, given its prominent position, is likely to attract further retail warehousing in due course. We would not recommend that the existing uses are actively removed or relocated from the sites, as there are some viable uses currently accommodated here, but it is our view that retail warehousing is the most likely end use should further vacancies arise or developer interest be attracted.

### **Albion Street Cluster**

- 6.18 Although the Whitehaven economy is not large or diverse enough to sustain a Central Business District, if a special user can be identified, then there is a need for office development in the town centre. Albion Street is in a high profile location in the heart of the town and is the best location to develop new, quality office space in Whitehaven.

### **Quay Street Cluster**

- 6.19 The Quay Street Cluster is situated in the harbour area and should be considered alongside the sites of the Central Harbour Cluster (see below). There are already examples of successful residential development in this wider area, with further development currently underway. Whilst the current market downturn means that residential development is unlikely to take place in the short term, we believe that this is still the most realistic end use for many of these harbour-side sites. Having said that, we believe that there may be scope for one harbour-side hotel in this area, possibly on the Quay Street car park site, but further market research and viability work will be required in order to fully understand market potential and public sector assistance will almost certainly be required.
- 6.20 When the Albion Square tenants have been successfully signed up, a market testing exercise should be undertaken. This will assess whether the new operator has the potential to deliver business trade to a hotel. It will also gauge the success of current tourism initiatives in attracting people to West Cumbria.

### **Central Harbour Cluster**

- 6.21 The Central Harbour Cluster is situated in the harbour area and should be considered alongside the sites of the Quay Street Cluster (see above). There are already examples of successful residential development in this wider area, with further development currently underway. Whilst the current market downturn means that residential development is unlikely

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to take place in the short term, we believe that this is still the most realistic end use for many of these harbour-side sites. As discussed earlier, we believe that there may be scope for one harbour-side hotel in this area, but further market research and viability work will be required in order to fully understand market potential and public sector assistance will almost certainly be required. Whilst we have suggested the Quay Street site (above) for hotel development, either of the Central Harbour Cluster sites could potentially be suitable alternatives.

#### **Bransty Row Cluster**

- 6.22 This is another key brownfield site in Whitehaven and its future development is important to the future of the town. We believe that the council has recently granted outline planning permission on a residential scheme and we believe that this is the most appropriate development use for this cluster. The design of the development as a whole will be very important as the Bransty Cluster is at a key gateway location into the town. The height and massing of the scheme should be appropriate for the urban form. We understand that residents' parking is an intrinsic part of the scheme. The relocation of the Tesco towards the front of its site will have an additional benefit as it will help create an active frontage and the combination of the two will considerably add to the vitality and viability of this part of the town centre.

#### **Methodist Church which is located on the corner of Lowther Street and Scotch Street**

- 6.23 Former churches are most commonly converted into either residential, leisure or community uses or into specialist facilities such as climbing walls. However, the lack of car parking associated with this site may restrict its usefulness and therefore market attractiveness. We would suggest that the most likely future use in market terms would be for leisure, such as a restaurant, bar or nightclub. Given Whitehaven's peripheral location, it is unlikely to be an attractive proposition for mainstream operators, but may appeal to a local entrepreneur. As such, it is very difficult to assess the timescale in which development could be achieved.

#### **Cleator/Cleator Moor Cluster**

- 6.24 The Cleator/Cleator Moor Cluster comprises of three sites:
- *Former Kangol Factory, Cleator* would need enabling development to make this work financially. Due to the threat of flooding, it is unlikely that permission planning permission will be forthcoming for any new development and we would therefore recommend that the site goes to a soft end use, perhaps to link in with the leisure opportunity allocated across the river.

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- *Former Methodist Church, Cleator Moor* - The main constraint to development is that it is currently owned by a local landowner who has been 'sitting' on the site for some time without progressing the development opportunity. We would recommend that the council works with the landowner to try and progress matters more quickly, so that this eyesore site can give regeneration benefit to this part of Cleator Moor
  - *Ehenside School, Cleator Moor*. This is a large site in a predominantly residential area of Cleator Moor. In market terms, it is most suitable for residential uses. Whilst it does suffer from a lack of main road frontage and profile, which can be a disincentive for developers, it does have access from the B5295 via Towerson Street and from the A5086 via Roper Street providing it with an opportunity to create some development visibility (such as marketing flags).

#### Frizington Cluster

- *Former Council Chambers* -The site is currently being marketed for residential development and has planning permission for 4 apartments. The council should work in partnership with any future owner to help bring this important building back to use.
- *Anchor Inn* - The site's main constraint is the apparent unwillingness of the current local landowner to pursue its development (it has been vacant for a number of years). The public sector may wish to consider intervention (for example buying the site and then selling on to a housing developer) in order to instigate its development.

#### Individual Sites

##### *Former Sekers Factory, Hensingham*

- 6.25 This site is most suitable for residential development in market terms. Although there are employment uses nearby, particularly to the north east of the site, this is a predominantly suburban area. We understand that Barratts are keen to develop the site for housing, although their planning application was withdrawn and has not yet been re-submitted.

##### *Car Park, Egremont*

- 6.26 It is a suitable site for a small supermarket and is ideally positioned for such a use. Furthermore, Egremont currently has very limited supermarket provision (it being limited to a small Co-op store on the high street).

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*Haverigg Tannery, Haverigg*

- 6.27 The site already has a number of local occupiers and consists of low quality buildings which have been partly converted for these uses. These buildings provide cheap space for businesses that might otherwise struggle to pay higher rents associated with new build, these low rents are also reflective of the sites relatively poor location. We believe that the market would not consider the estate for redevelopment for the foreseeable future. Residential development may be an option; however, the costs of developing for this use in order to mitigate the issues of remediation, land ownership and flooding are unlikely to be supported by likely end sales values. In our opinion the estate is likely to be left as it is over the next 10-15 years, with perhaps piecemeal development by individual companies.

## **Barrow**

### **Abbey Road Cluster**

- 6.28 The primary challenge in bringing sites forward within the Abbey Road Cluster is the current property market and viability of development. Many of the buildings within the cluster are attractive and in a more buoyant market area, with greater demand, it is likely that they would have come forward over the past 4-5 years. With the current turmoil in the property market nationally, it is unlikely that many of the sites would be delivered within the short term.
- 6.29 Delivery timescales for some of the sites are significant, partly because we feel that certain sites within the cluster are likely to come forward first, primarily the Nat West on Ramsden Square, which would satisfy significant demand within the area due to its size. Issues with supply in the market are exacerbated by the large scale, public sector led redevelopment and regeneration proposals which surround the Barrow Port area. These sites are likely to absorb a significant amount of local demand.

### **Civic Waterfront Cluster**

- 6.30 The key challenge for the Civic Waterfront Cluster will be ensuring that the development of both sites is sympathetic to the conservation area and in particular the town hall. The development of the BAE site will happen sooner than that of Lawson and we would expect this site to be popular with hotel operators. It is therefore important that when the Lawson Street site comes forward scheme is designed in a way to create better links between the town hall and the BAE site. It is our opinion that this cluster could be developed with or without the proposals for Barrow Port and whilst a hotel on this site may force a change of plan for the hotel site on Barrow Port it should not compete with the majority of the proposals.

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- 6.31 Feasibility studies will need to be commissioned to investigate the commercial potential of a managed workspace scheme and a hotel.

#### **Marina Village Gateway Cluster**

- 6.32 The Marina Gateway Cluster is one of the most important areas of Barrow given all the proposals for Barrow Port. We do not envisage that this cluster would compete with the proposals at Barrow Port but that the Alfred Barrow School site and Former Petrol Filling Station site would complement these proposals by providing a different residential offer and a key gateway landmark. The Dalton Triangle site would follow on from the development of the other sites in the cluster and provide a mixed use office led development. This would need a comprehensive plan that would consider the Barrow Port and Alfred Barrow school developments to ensure that it helps to create better links with the Civic Quarter and town centre.
- 6.33 There will need to be a consideration of how to fund the Public Art and also whether the design should be selected through a design competition.

#### **Land at Crooklands Brow, Dalton-in-Furness**

- 6.34 Site lies in an attractive location on the edge of the urban settlement, with good links to the local trunk road network. There is a steep bank to the north of the site down towards the railway line. The site also slopes steeply downwards to the west. The site has previously had a residential permission; however, despite the buoyancy of the residential property market in recent years has not come forward. We would not expect it to come forward for a further 15 to 20 years.

#### **Former Golf Driving Range, Barrow**

- 6.35 The site should be cleared and returned to the public as informal recreation space. The site is severely contaminated and we do not consider that there would be any developer interest in the site for any other use.
- 6.36 There is no simple answer with this site, the first requirement should be the demolition of the buildings but how the Council go about acquiring the site and its liabilities remains a difficult scenario and one that this study cannot answer.

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## **Lake District National Park**

### **Greengarth Business Park**

- 6.37 The site is unlikely to attract market interest for development because of its isolated position. Whilst it is located only 5 miles to the south of Sellafield, there are more established and accessible sites to the north of Sellafield (such as Westlakes, Lillyhall and Bridge End) that are more likely to attract development interest and where there is land available. In the absence of more suitable uses for the site, however, our recommendation is that the site remains in its currently established business use but that it should not be a priority for public sector intervention.

### **Wellbank Camp, Bootle**

- 6.38 The site is in a rural Lake District location and, whilst we do not believe it has any potential for employment development, it is our view that it could provide accommodation for walkers and school trips throughout the year. It is ideally located to provide safe accommodation and whilst this use would require some investment, it should be possible to use the existing buildings and maybe also to provide a community hall for the use of local people. One of the buildings on the site appears to be in use and there is no reason why this could not continue subject to its compatibility with the proposed use.
- 6.39 A feasibility study will need to be commissioned to investigate the leisure potential of this site.

### **Former Cumberland Pencil Factory, Keswick**

- 6.40 Primarily from a market perspective, we are of the opinion that the site would be viewed as a residential site. Keswick is a highly sought after area and the values which can be achieved by residential development make it the most attractive proposition.
- 6.41 The delivery of the Pencil Factory site is likely to be complicated. Whilst we are of the opinion that the site would come forward quickly for residential development, the issues over planning and flooding might be a 'dealbreaker' in its delivery. Delivery for employment uses, whilst supported by the LDNPA, would be opposed by the landowner, who has made clear their intention to seek higher value uses. Bearing in mind this current stalemate it is difficult to see how these issues can be overcome unless there is some form of compromise on both sides.

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**GSK site, Ulverston**

- 6.42 The site adjoins the remaining GSK site and whilst this remains operational it is difficult to envisage anything other than industrial use. Should the whole site close subject to a comprehensive remediation strategy there could be the potential for a mixed use scheme with some employment and some residential but given the sites size it is unlikely that demand would exist for the whole site.
- 6.43 The GSK site which has been considered is just part of a much larger facility. If the whole site were to close clearly there would be a different scenario and a comprehensive approach would be required. The whole site is of such a scale that it is unlikely that demand would exist for the whole site and as such a large parcel of land is likely to be turned into open space. We do not consider that any future development on either the smaller parcel of land or the whole site would be of such a large scale that would threaten any of the proposals in Barrow.