



Appendix A

Policy Context

A. Policy Context

- A.1 The following section sets out the prevailing policy context for the employment land study at national, regional and local level.

National

- A.2 The requirement for an Employment Land Review as part of the development planning process was set out in the **Planning and Compulsory Purchase Act (2004)**, with further guidance subsequently issued in the form of a guidance note¹. The specific objectives of the guide are to assess future demand and supply for future employment land, the suitability of individual sites, and identify sites that are no longer required or are unsuitable. In doing so, it informs the preparation of development plan documents as part of the Local Development Framework (LDF) process.
- A.3 National planning policy provides a strategic framework for spatial development, with which all planning policy at the regional and local level must be consistent. **Planning Policy Statement (PPS) 1** sets out sustainable development as the overarching principle and objective of the planning system. Planning is to advance sustainability by bringing forward sufficient land of a suitable quality to meet the expected need for economic development, whilst balancing this economic need with social and environment demands.
- A.4 **Planning Policy Statement 4 (PPS4)** sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas. It prescribes an evidenced based approach which should, at the local level, assess the detailed need for land or floorspace for economic development together with an assessment of the existing and future supply, but recognises the difficulties in forecasting future economic performance. PPS4 states that where possible, land reviews should be undertaken simultaneously, or in combination with, strategic housing land availability assessments.

Regional

Northwest Regional Spatial Strategy (RSS)

- A.5 The 2008 Northwest Regional Spatial Strategy (RSS) provides a spatial framework for development and investment in the region to 2021. It establishes the regional centres of Manchester and Liverpool as the primary spatial priorities for growth and development, followed by the inner areas surrounding these regional centres. The third priority is the secondary towns and cities within the three city regions of Liverpool, Manchester and Central Lancashire, and the fourth in and around the centres of the towns and cities outside of the city regions including Carlisle. The RSS states that regionally significant economic development should be located close to sustainable transport nodes within the urban areas, and mentions Carlisle.

¹ Employment and Land Review Guidance Note (ODPM, 2004)

- A.6 The RSS sets out a recommended quantum of provision of employment land. It states that at least 30% of sites should be consistently available (i.e. fully serviced and marketed) to allow new and existing businesses the ability to grow. For Cumbria the RSS identifies a requirement of 304 ha of employment land between 2005 and 2021, representing an over-supply of 329 ha based on the 2005 supply figure of 633 ha. Consequently, there will be a requirement to de-allocate land over the RSS plan period. Where de-allocations are considered they should be focused on sites which are poor quality, poorly located or unlikely to become available for development in the foreseeable future. There is a presumption against release of sites which have the potential to provide an important contribution to the economy of the local area. This does not mean that new sites cannot be brought forward, especially those which are more attractive to the market, as long as the overall scale of supply is reduced. However, RSS does recognise the specific issues in Cumbria relating to dispersed settlement patterns and geographic isolation which mean that a greater degree of choice and flexibility is required to serve discrete labour markets.
- A.7 The housing policy set out in the RSS also has potential implications in terms of future alternative uses for employment land. RSS recognises the need for sufficient new residential development to support the economic growth and regeneration of Carlisle. A target of 8,100 new dwellings is set for the borough between 2003 and 2021 (450 per annum).
- A.8 The RSS provides an overall spatial policy for Cumbria to deliver more balanced communities and reduce inequality, including a number of principles with relevance to this study:
- Focus major development within Barrow in Furness, Whitehaven, Workington and Carlisle
 - Provide for development in key service centres and local centres
 - Provide a portfolio of employment sites
 - Develop the role of Carlisle as a regional public transport gateway to the region
 - Support the development of higher value knowledge based and specialist industry based employment opportunities
- A.9 Development priorities for the Cumbria sub-areas (Carlisle, West Cumbria, Furness and South and East Cumbria) are provided. For Carlisle these are:
- Supporting sustainable growth in Carlisle - building on Carlisle City's significant potential to attract sustainable development into Cumbria
 - Ensure development in Carlisle is compatible with the conservation and enhancement of the historic City Centre
 - A range of employment opportunities will need to be made available in accord with employment land market sectors
 - The potential for higher education facilities linked to the economic and business expansion of Carlisle will need to be encouraged

North West Regional Economic Strategy (2006)

- A.10 The North West Regional Economic Strategy (RES) aims to continue the transformation of the regional economy by building on the region's assets and tackling areas of significant under performance. The strategy sets out to lower the £13 billion output gap between the North West and the England average. The RES identifies three major drivers:
- Improving productivity and growing the market (£10 billion of the gap) by focusing on retaining and increasing the number of added value jobs in the region
 - Growing the size and capability of the workforce (£3 billion of the gap) through skills development and accessibility improvements, focusing in particular on deprived areas
 - Creating the conditions for sustainable growth, matching a thriving economy with high quality natural and built environment, high quality local services and good transport connections
- A.11 The RES highlights that Cumbria contributes 6% or £5.5 billion to the regional economy. Poor economic performance in the sub-region has been exacerbated by contractions in manufacturing (shipbuilding and nuclear) and agriculture.

Cumbria Assets and Opportunities <ul style="list-style-type: none"> ▪ Tourism, food and unique nuclear sectors ▪ Tourism - The Lake District ▪ Broad rural economy ▪ New University ▪ Prospects of growth in indigenous enterprises, maritime and creative industries ▪ Excellent broadband infrastructure
Key Challenges <ul style="list-style-type: none"> ▪ Slowest growth rate of all UK sub-regions ▪ Over-dependence on public services, distribution, manufacturing and agriculture ▪ Low wage economy ▪ Low skill and qualification levels ▪ Very high proportion of small firms ▪ Few jobs in business and financial services ▪ Poor connectivity and remoteness from areas of growth ▪ Low concentrations of population ▪ High concentrations of economic inactivity

- A.12 The RES highlights a number of 'target' sectors in two groups:

RES Internationally competitive sectors <ul style="list-style-type: none"> ▪ Biomedical ▪ Energy and environmental technologies ▪ Advanced engineering and materials ▪ Food and drink ▪ Digital and creative industries ▪ Business and professional services 	RES Sectors with large & widespread employment <ul style="list-style-type: none"> ▪ Maritime, distribution, aviation ▪ Construction ▪ Visitor economy ▪ Retail ▪ Public sector ▪ Care/healthcare
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- A.13 The RES identifies a series of transformational projects by geographic area. Carlisle is linked in with Crewe, Chester, Warrington and Lancaster, given their common opportunities for growth:
- Develop the role of higher education in transforming the economy with specific reference being made to the development of the University of Cumbria
 - Develop plans to capitalise on ongoing private sector investment for the benefit of the regional economy, including opportunities which build upon the development of a critical mass of knowledge-based business
- A.14 The RES identifies 25 strategic regional sites, of which only one is in Carlisle - Kingmoor. The intention is to prioritise these sites for cluster development, business incubation and university spin-outs of regional importance, in addition to providing high quality locations for both indigenous and inward investment. The sites are also critical to meeting regeneration objectives.

Emerging Northwest Regional Strategy (RS2010)

- A.15 The Regional Strategy for the Northwest (RS2010) will to bring together the region's spatial, economic, social and environmental strategies and build a new long term vision for the region. Draft Part 1 of RS2010 has recently been released for consultation (January 2010) and sets out the strategic framework, overarching vision, priorities and action areas for the strategy that will maximise the region's opportunities and address its challenges over the next 20 years.
- A.16 Whilst, not yet adopted the Draft Part 1 RS2010 gives an indication of the likely future policy context, and in particular highlights the role of Carlisle as a key sub-regional hub with substantial links with Scotland.

Sub-Regional

Cumbria and Lake District Joint Structure Plan (JSP)

- A.17 The Cumbria and Lake District Joint Structure Plan (JSP) was adopted in April 2006 and covers the period 2001-2016. The Planning and Compulsory Purchase Act 2004 introduced a new planning system comprising Regional Spatial Strategies (RSSs) and Local Development Frameworks (LDFs), thus abolishing the system of structure plans and local plans. Until the LDF system is established the JSP will provide the sub regional planning framework for Carlisle.
- A.18 A key function of the Structure Plan is to make sure that there is an adequate supply of land for a variety of business uses, in the most appropriate locations. The key 'saved' JSP policies relevant to this study are:
- EM13 Employment Land Provision - aims to ensure an appropriate and readily available supply of land for employment uses. It identifies employment land in each local authority; groups the supply in terms of sub county area and market sector; and phases release across three phases during the lifetime of the plan
 - EM14 Development of employment land for other purposes - states that non-employment uses will be considered on existing employment sites where: the site or premises is likely to remain unsuitable for employment purposes; or the retention of the site or premises is not needed to satisfy the requirements of the Key Service Centre or market sector (i.e. policy EM13)

- A.19 The JSP states that to meet the requirements of EM13 and EM14 Local Planning Authorities will need to review land allocated for employment purposes in existing Local Plans to assess its suitability. It recognises that not all land will be appropriate or will continue to be needed, but highlights the need for evidence that there is an excess in the supply of land in certain market sectors and sub county areas.
- A.20 The JSP specifies that only employment sites that are considered to be unsuitable over the full Structure Plan period or are in excess of the requirements of Policy EM13 will be appropriate for other uses. In assessing whether a site or premises is 'unsuitable' consideration will need to be given to the availability and quality of alternative sites or premises, the condition of the site or premises, service infrastructure capacity, and the views of economic development agencies for the area.
- A.21 Policy ST8 of the JSP aims to foster the importance of the City of Carlisle through new development that builds on its role as a regional centre. A range of employment opportunities including a Regional Investment Site at Kingmoor will be provided.

Cumbria Vision Economic Strategy 2009 - 2019

- A.22 Cumbria's Vision is "to be one of the fastest growing economies in the UK". In order to achieve this, the strategy seeks to take a two pronged approach:
- Capitalise on existing strengths in terms of the six priority business sectors (these have been prioritised for Carlisle):
 - (i) Tourism
 - (ii) Food & Drink
 - (iii) Digital, Creative & Culture
 - (iv) Specialist Manufacturing
 - (v) Outdoor
 - (vi) Energy & Environmental Technology and Services
 - Develop the crosscutting themes which underpin the Cumbrian economy (again prioritised for Carlisle):
 - (i) Education & Skills
 - (ii) Business Support & Enterprise
 - (iii) Connectivity
 - (iv) Housing & Employment Land
 - (v) Rural
- A.23 The document provides two Strategic Priorities to give the best opportunity of job and wealth creation:
- Energy and the Low Carbon Economy
 - Raising the attractiveness of "Destination Cumbria" as a place to live, invest, work and visit
- A.24 These key wealth creation drivers will be supported by the Main Support Facilitators:
- Transform Cumbria's Education, Skills and Research and achieve a step change in aspirations

- Better focused support for Business, Enterprise and Employment
- Development of Key Infrastructure as a platform for business growth
- Innovative stewardship of Cumbria's land and landscape to build a thriving Rural Economy and improve access to services

A.25 A number of major projects are identified as being key to the delivery of the Economic Strategy. These include Carlisle Renaissance, Carlisle Airport and the University of Cumbria.

Cumbria Sub-Regional Employment Site (SRES) Study (2008)

A.26 The purpose of the SRES Study was to identify a complementary portfolio of 4/5 high quality sub-regional employment sites/locations for inclusion in NWDA's investment portfolio, worth approximately £10 million.

A.27 The study identified a large disparity between the distribution and demand for employment sites with the western Cumbrian authorities having a higher distribution of potential employment land, but lacking the demand of the eastern authorities. Consequently, the majority of sites recommended for investment by the study are in Carlisle with another in South Lakeland:

- Montgomery Way Car Park, Carlisle
- Durranhill Industrial Estate and Adjacent Cavaghan & Gray Land, Carlisle
- Upperby Rail Sidings, Carlisle
- Petteril Terrace Former Fuel Depot, Carlisle
- Shenstone House, South Lakeland

A.28 Site exclusions were predominantly due to limited market demand reasons, strategic and local access difficulties or ownership constraints.

Local

Growing Carlisle: An Economic Strategy for the Carlisle City Region (March 2008)

A.29 The Strategy draws together all of the Carlisle Renaissance initiatives under a single umbrella to define the direction of Carlisle's future development, and its role in Cumbria and the wider region. It describes how capitalising on Carlisle's strengths and opportunities can help achieve the vision of a "historic, dynamic and successful University City, creating growth opportunities in a sustainable environment with skilled people and international connections in a stunning location."

A.30 The Strategy is built around three themes:

- Place - aims to grow the population, revitalise the City Centre and deprived urban and rural communities and to promote Carlisle as a place to live, visit, study and do business
- People - reduce worklessness, improve workforce skills and improve support for business innovation and growth

- Connections - improve access to markets, employment opportunities and services and facilities

A.31 Within the 'Place' theme, the Strategy highlights the need to determine new employment land allocations and improve the stock of business premises. There is recognised shortage of modern premises in a range of sizes and locations, and with no major new schemes in the pipeline, there is a need to improve the quality, availability and choice of employment development land. Consequently, whilst Kingmoor Park will continue to provide the bulk of the development land in the short to medium term, further work is needed to establish the opportunities and justification for further employment land allocations, particularly in south Carlisle where most of the urban population is located and there are significant areas of brownfield land that could be bought forward. However, new land allocations must not only meet the needs of a wide variety of existing businesses, but also exploit Carlisle's advantages in terms of its motorway location and be attractive to new investors seeking to participate in Carlisle's future growth.

A.32 It is hoped that achieving the place theme will generate a number of benefits and outcomes relevant to this study:

- An attractive location for inward investors
- Modern premises from which businesses can grow and prosper
- Accessible business locations linked to local neighbourhoods

A.33 The revised Economic Development Strategy Priorities (2009) provides an Action Plan to meet the aims of each theme. Within each of the themes relevant actions are now as follows:

- **Place:** Enable the development of the University of Cumbria HQ campus at Caldew Riverside
- **Place:** Bring employment land and premises to the market
- **People:** Promote better integration between training, education and key sectors of the local economy
- **People:** Promote better business engagement and identify stimuli for business growth, especially in relation to priority sectors

Carlisle Sector Review (2007)

A.34 The Carlisle Sector Review study was undertaken by the University of Cumbria's Centre for Regional Economic Development (CRED) to support the development of the Carlisle Economic Strategy. The Review concluded that Carlisle's sustained growth in employment in the period since 2000 has been associated with a range of private and public services linked with the status of Carlisle within the UK urban hierarchy.

A.35 Nine key employment sectors in Carlisle were analysed. Business and professional services; retailing; tourism; recreation, culture and sport; and construction have all experienced a growth in employment. Transport and distribution is over represented in employment terms as the city benefits from locational advantages and the presence of distribution depots of major national firms. However, digital and creative industries remain under-represented in Carlisle and Cumbria generally. Manufacturing continues to be a significant employer particularly in food processing, rubber and plastics.

Carlisle Renaissance: Economic Strategy SWOT Analysis (2006)

- A.36 SQW, in partnership with Rural Innovations, undertook a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis in 2006 to help identify the strategic imperatives for Carlisle's economy and consequently inform the Growing Carlisle Economic Strategy. The findings of the SWOT analysis of relevance to this study are summarised below.

Strengths

- Carlisle recognised as a 'regional city' and centre for 'major development' in the region
- The Regional Investment Site at Kingmoor Park
- Good road and rail links in the M6 and the West Coast Main Line
- Strong retail and industrial property markets
- Healthy levels of housing completions and sales, with a more sustainable pattern of urban and rural development emerging
- Near 100% coverage of affordable broadband (DSL) infrastructure
- Relatively diverse economy in terms of sectors and company size
- Growing business stock and relatively high rates of survival
- Low unemployment, high economic activity and strong population growth providing an expanding local market for Carlisle businesses

Weaknesses

- Relative remoteness from major centres of population, leading to long journey times
- Much of Carlisle's secondary industrial space is unsuited for modern needs
- Limited city centre office market, and a lack of incubation and/or easy-in/easy-out facilities for modern knowledge economy businesses
- Low take up of employment land - about half the Structure Plan allocations
- Current lack of passenger airport, and limited rail services to West Cumbria and across the Pennines
- No cable broadband coverage (i.e. from NTL Telewest), limiting infrastructure-level competition
- Employment dominated by low productivity sectors and under-represented in UK's strongest economic growth areas
- Difficulties in attracting professionals and retaining graduates to live and work in Carlisle

Opportunities

- Air freight services as a result of WA Developments investment, and potential for future passenger services
- Potential for significant road transport improvements to/from/around Carlisle
- Significant potential for future growth in employment premises, with Local Plan employment land allocations providing 172 hectares of urban and 36 hectares of rural employment land from 2001 to 2016, representing a supply of 14 hectares per year overall
- Potential re-use of surplus agricultural buildings as employment or affordable housing stock
- Increased business-HE interaction through the establishment of University of Cumbria in Carlisle
- To access markets outside Carlisle/Cumbria/UK enabled by better use of ICT
- Prospect of Carlisle Renaissance to connect deprived communities better with job opportunities and the rest of the City
- Potential to develop Carlisle's business tourism and conference infrastructure/offer

Threats

- Shift of demand for industrial property to the north of the City could make it more difficult for those living in deprived areas of Carlisle South to access employment opportunities
- Potential shocks to the Carlisle business base from major employer re-structuring/re-location decisions
- Potential further employment reductions in the (relatively high productivity) manufacturing sector

South Carlisle Development Access Study (2008)

- A.37 As part of the Cumbria Sub Regional Employment Sites study, various sites in the south Carlisle area were assessed for their suitability to accommodate employment development. However, many are constrained by poor access and constraints from the River Petteril and rail lines which cut through the area. This study examines the area wide transport and land and property opportunities and constraints to provide a more strategic view of the development potential of all large future development sites within south Carlisle.
- A.38 The report concludes that there is significant potential for development of new highway routes and infrastructure improvements in the south Carlisle area which could open up access to the majority of potential employment sites and improve accessibility to key existing sites. Such infrastructure development would also bring significant opportunities to enhance the public realm of the A6 London Road corridor and an improved perception of the area in general.

Carlisle District Local Plan (2001-16)

- A.39 The Carlisle District Local Plan was adopted in 2008 and is 'saved' until incorporated within the new LDF. The main objective of the Plan is to make best use of the existing land resource by maximising the use for development of urban land, especially where it is vacant, derelict or contaminated, and protecting the open countryside from non essential development.
- A.40 The Plan provides the spatial context for growth which recognises the city of Carlisle as the main location for a significant scale of development to support and enhance its sub-regional role and attract private investment. Development will also be considered in the key service centres of Brampton and Longtown and a number of other settlements to support the rural economy.
- A.41 To provide for employment development needs, the Plan allocates an additional 77 hectares of employment land in addition to sites with existing planning permission.

LDF Call for Sites

- A.42 In developing the LDF, Carlisle's 2008 'call for sites' requested interested parties to identify sites for both housing and employment development. The sites put forward will be considered as part of the LDF process and, if approved, adopted by the City Council. Potential employment sites received by the City Council were:
- Junction 42, Carleton Road
 - Land around Carlisle Airport, Crosby on Eden
 - Land opposite Land End Farm, Earthington
 - M6 NE of J42, Newlands Farm, Carleton
 - Land at Bridge End, Dalston (Barras Lane IE Extension)
 - Harraby Junction
 - Burgh Road Industrial Estate Extension

- Gearshill Extension Junction 44
- Land at Orton Road

M6 Corridor - Employment Sites Baseline Review (2009)

- A.43 This review was prepared by Genecon in 2009 to assist Carlisle Renaissance in developing its approach to meeting its objective to maximise the economic benefits of the M6 corridor and in particular, its employment sites. It considers land take-up, existing capacity and future projections together with consultations with land owners, private sector developers, commercial agents and planning consultants active within Carlisle.
- A.44 The review highlights the opportunities at each of the City's three motorway junctions for improving employment land provision and concludes that over the next 20 years there is a possible requirement for an additional 1 million sq ft of employment space over and above current employment allocations, equating to a site of around 20-30 hectares (50-75 acres). This presents a potential case for the allocation of a new Strategic Employment Site, perhaps to the south of the City, to balance up the current provision of employment land, improve competition in supply, and improve locational and tenure choice for investors.
- A.45 However, the review also confirmed significant existing capacity the Regional Investment Site and Strategic Employment Site level of between 10-15 years supply, but just 4½ years at the Local Employment Site level.
- A.46 In response to these issues, the baseline review makes a series of recommendations:
- Immediate focus is given to extending the land supply for Local Employment Sites
 - Undertake current opportunities to assemble/redevelop c. 17-18 hectares (42-45 acres) of industrial land on existing Local Employment Sites to the south of the City and within easy access of deprived neighbourhoods (Durranshill, Kingstown and Rosehill Industrial Estate). This could provide an additional five years supply, thus doubling existing capacity
 - Consider public sector investment to assist infrastructure/utilities reinforcement at the Regional Investment and Strategic Employment Sites (Kingmoor Park and Carlisle Airport) to help unlock development and capitalise upon the strategic opportunity of the CNDR
 - Consider the potential longer term requirement (i.e. 15 to 20 years) for a Strategic Employment Site to balance out growth across the district. However, there is also an argument of consolidation at the Regional Investment and Strategic Employment Sites in order to show a robust case for need

Carlisle Growth Point - Programme of Development

- A.47 Carlisle City Council's successful second round Growth Point bid recognised that Carlisle needs to grow its population in order to provide a critical mass and support an economic shift thus enabling Carlisle to function as the sub-regional centre for Cumbria and South West Scotland. Their Programme of Development (PoD) sets out how the Council will implement the development of additional housing and employment land in a sustainable manner, and provides a number of targets:

- The delivery of 1,350 dwellings to 2016 equating to 600 dwellings per annum (including 237 affordable homes) - 150 more p.a. than RSS targets
- Provide further employment and housing opportunities to the southern wards suffering from severe social deprivation - Morton, Harraby, Botcherby and Upperby

Carlisle: City of Culture 2013 Initial Bid (2009)

- A.48 Carlisle's bid to be the first UK City of Culture was submitted in December 2009. It recognises that knowledge, skills and innovation underpin the 21st Century economy and Carlisle's vision for a city led by creative people and businesses.
- A.49 The bid argues that winning the accolade will encourage investment confidence in Carlisle; boost the creative economy by providing joint marketing initiatives to grow these businesses; help attract, retain and support graduate entrepreneurs; generate opportunities; and raise the aspirations of the sector locally.
- A.50 Whilst not directly linked to the purposes of this employment land study, the Capital of Culture Bid highlights Carlisle's aspirations for a forward looking City with an increased national and international profile, to create as an attractive City in which to live, work, study and visit.

Maximising Opportunities (2009)

- A.51 In order for Carlisle to realise its ambitions of improved competitiveness and sustainability, and to achieve the vision set out in the Economic Strategy, there is a need to maximise opportunities, including that of the City's proximity to the M6.
- A.52 Experian estimate that around 7,000 to 7,500 additional jobs will be located in Carlisle by 2028. However, this falls short of the City's Economic Strategy aspiration to grow Carlisle's population by around 20,000 people to 125,000 by 2029, thus increasing the district's working age population by an additional 10,000-15,000. Reaching agreement on these projections will be fundamental to underpinning the city's employment land strategy and informing LDF planning policy.
- A.53 Carlisle City Council's successful Growth Point bid was submitted in October 2007 and combined proposals for significant job growth, town centre regeneration, and improvements to the environment and quality of life. The bid was based around an increased annual housing target of 600 new dwellings, 150 more than that set out in the 2008 RSS. Consequently, it is estimated that at least a further two urban extensions over and above that being planned at Morton will be required if these targets are to be met.
- A.54 With regard to employment land, the Growth Point Bid points to the shortage of employment sites to the south of Carlisle and suggests that this should be addressed through the 'Call for Sites' process in the preparation of the LDF. The Employment Land Study will therefore be a key piece of the evidence base underpinning planning policy and balancing the pressures to bring forward both housing and employment land in response to the City's Growth Point Status.



Appendix B

Socio-Economic Context

B. Socio-Economic Context

- B.1 This appendix provides a socio-economic baseline of Carlisle and where possible has used Cumbria, the North West and England as regional benchmarks.

Demographics

Population and Population Growth

- B.2 The population of Carlisle stood at 103,700 people in 2008, growing by 2,800 people since 2000. Population grew by 2.8% between 2000 and 2008, which was above the Cumbrian (1.8%) and North West (1.5%) figures, but below the English average of 4.5% (see Table B1).

Table B1 Total Population Growth, 2000-2008

	2000	2008	Population Change	Population Growth
Carlisle	100,900	103,700	2,800	2.8%
Cumbria	487,600	496,600	9,000	1.8%
North West	6,774,200	6,875,700	101,500	1.5%
England	49,233,300	51,446,200	2,212,900	4.5%

Source: Mid-Year Population Estimates, ONS 2010

- B.3 Carlisle's working age population grew from 61,100 in 2000 to 63,300 in 2008 - representing an increase of 3.8% (2,300 people). Once again, the working population in Carlisle has experienced higher growth than that of Cumbria (1.0%) and the North West (3.1%) but lower than England at 5.6%.

Table B2 Working Age Population Growth, 2000-2008

	2000	2008	Population Change	Population Growth
Carlisle	61,000	63,300	2,300	3.8%
Cumbria	292,200	295,000	2,800	1.0%
North West	4,110,200	4,238,400	128,200	3.1%
England	30,242,700	31,937,600	1,694,900	5.6%

Source: Mid-Year Population Estimates, ONS 2010

Population Projections

- B.4 Over the time period 2008-2026 Carlisle's total population is projected to grow by 14,600 people and reach 118,600. This translates into growth of 14.4%, which is higher than the corresponding figures for Cumbria (10.5%), the North West (9.8%) and England (14.1%).

Table B3 Total Population Projection, 2008-2026

	2008	2026	Population Change	Population Growth
Carlisle	103,700	118,600	14,900	14.4%
Cumbria	496,600	548,700	52,100	10.5%
North West	6,875,700	7,546,200	670,500	9.8%
England	51,446,200	8,682,400	7,236,200	14.1%

Source: Sub National Population Projections, ONS 2007

- B.5 Carlisle's working age population² is projected to grow by 2,700 people between 2008 and 2026. The growth rate of 3.9% compares well to the projected decline of 1.1% in Cumbria's working age population within the same time period. The North West's working age population growth (2.1%) is expected to be slower than that of Carlisle, although both are lower than the English average growth rate of 7.0%.

Table B4 Working Age Population Projection, 2008-2026

	2008	2026	Population Change	Population Growth
Carlisle	68,900	71,600	2,700	3.9%
Cumbria	322,700	319,200	-3,500	-1.1%
North West	4,567,100	4,663,700	96,600	2.1%
England	34,178,700	36,561,900	2,383,200	7.0%

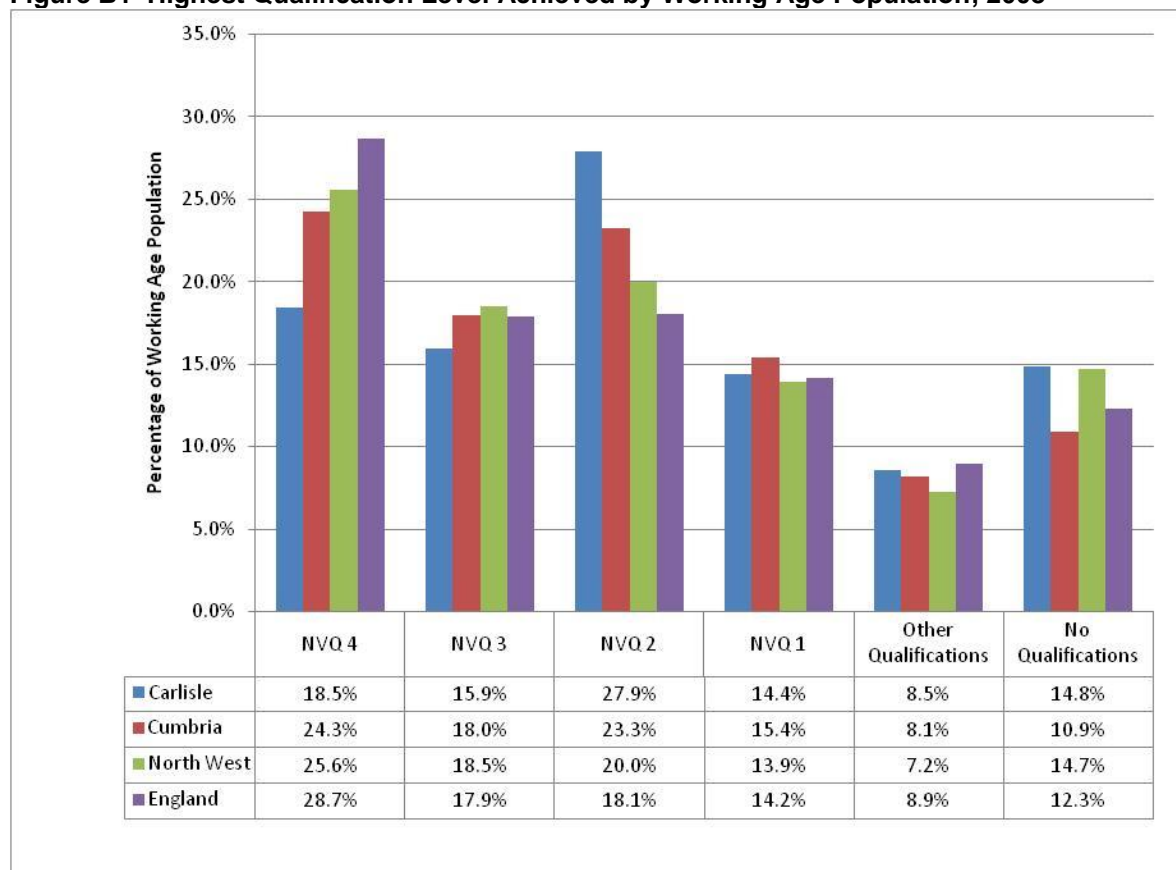
Source: Sub National Population Projections, ONS 2007

- B.6 There is a significant difference between the projected growth rates of the total population of Carlisle between 2008 and 2026 (14.4%) and the working age population projection (3.9%). The difference is due to the ageing population of Carlisle. The age group expected to demonstrate the highest level of growth between 2008 and 2026 is those aged over 85 years old (83.3%). The over 60 year old population of Carlisle is expected to grow by 41% over the same timeframe. An ageing population is not limited to Carlisle, it is a national issue and explains the difference between the total population and working age population projections in all benchmark regions in Tables B3 and B4.

Skills

- B.7 Carlisle has a relatively low skilled population, with fewer people qualified at university level (NVQ level 4) and the highest proportion of those with no qualifications. Only 18.5% of Carlisle's working age population have a qualification at NVQ level 4 or above, which is lower than Cumbria (24.3%), the North West (25.6%) and England (28.7%). Figure B1 illustrates the highest level of qualification achieved. Carlisle has a high proportion (27.9%) of its working age population qualified up to secondary school level (NVQ level 2). This would suggest that progression from secondary to further education has been historically poor in Carlisle.

² Working age population has been defined as those people aged 15-64

Figure B1 Highest Qualification Level Achieved by Working Age Population, 2008

Source: Annual Population Survey, January-December 2008

Economic Activity

- B.8 At 77.7%, Carlisle has a significantly lower level of economic activity than Cumbria, however the Cumbrian rate is high in relation to the regional and national rate. Carlisle's economic activity rate is above the regional yet below the national average.

Table B5 Economic Activity, 2008

	Economic Activity Rate
Carlisle	77.7%
Cumbria	81.0%
North West	76.3%
England	78.9%

Source: Annual Population Survey, January-December 2008

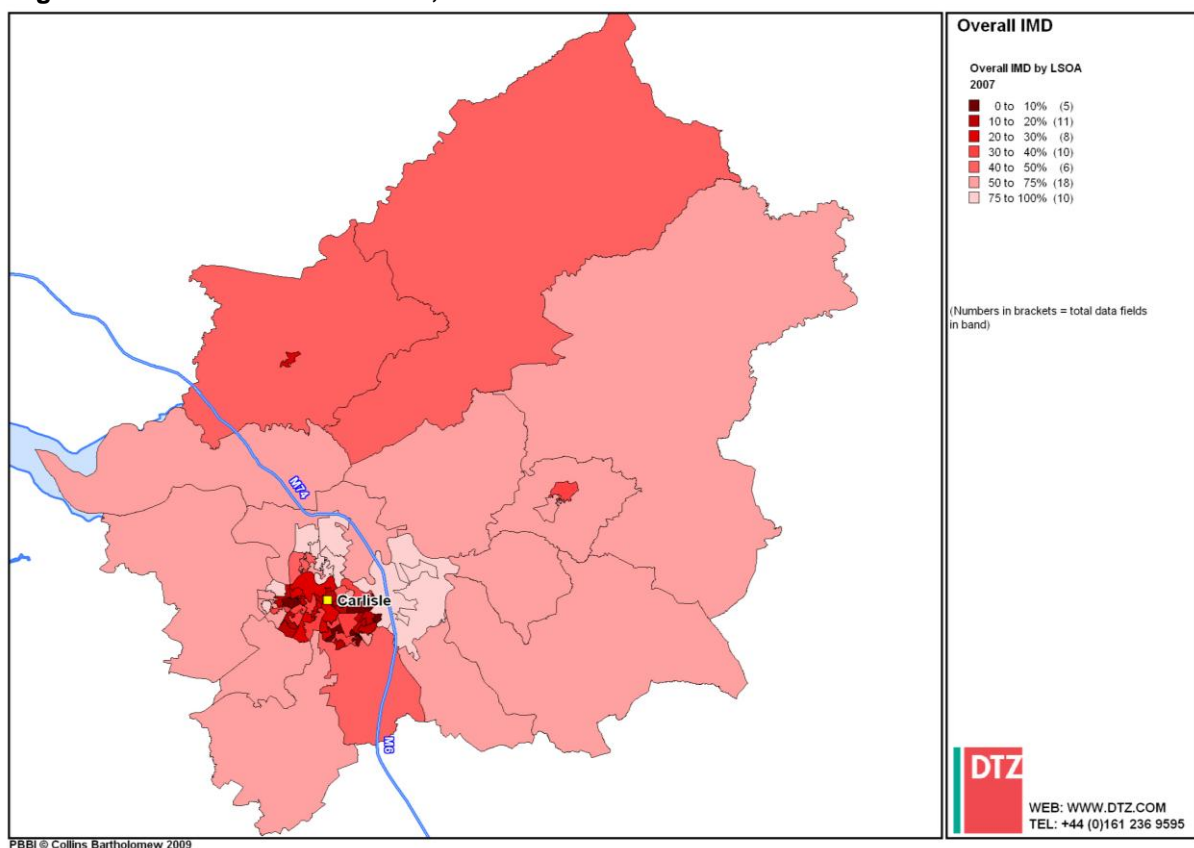
Deprivation (IMD)

- B.9 The Indices of Multiple Deprivation (IMD) are a measure of deprivation at a very local level and cover several thematic areas. IMD can be used to compare different areas, and to understand more about the nature of deprivation experienced in an area. Deprivation is divided into different domains, and an overall score produced. Each domain (income, employment, etc) contains a number of indicators, totalling 37 overall. The indicators have been selected to comprehensively capture deprivation for each domain based on the most up to date and reliable data available. Each

indicator generates a score based on the measurement of deprivation in a particular area and when the indicators are aggregated together an overall score relating to a particular Domain (e.g. income deprivation) is given for a particular geographical area.

- B.10 Of the 354 local authorities in England in 2007, Carlisle was ranked as the 110th most deprived. This suggests that although Carlisle is not considered one of the most deprived local authorities in England there may be some concern that it is within the top third.
- B.11 The map in Figure B2 illustrates the level of Overall IMD by Lower Super Output Area (LSOA) in 2007. The darker the red, the more deprived the area. Of the 68 LSOAs that constitute Carlisle, five of these are within the top 10% most deprived in England. The five LSOAs are all located in the south of the main urban area. As can be seen in Figure B2, deprivation is concentrated largely within the urban areas of Carlisle, with lower levels of deprivation in the less densely occupied LSOAs on the outskirts.

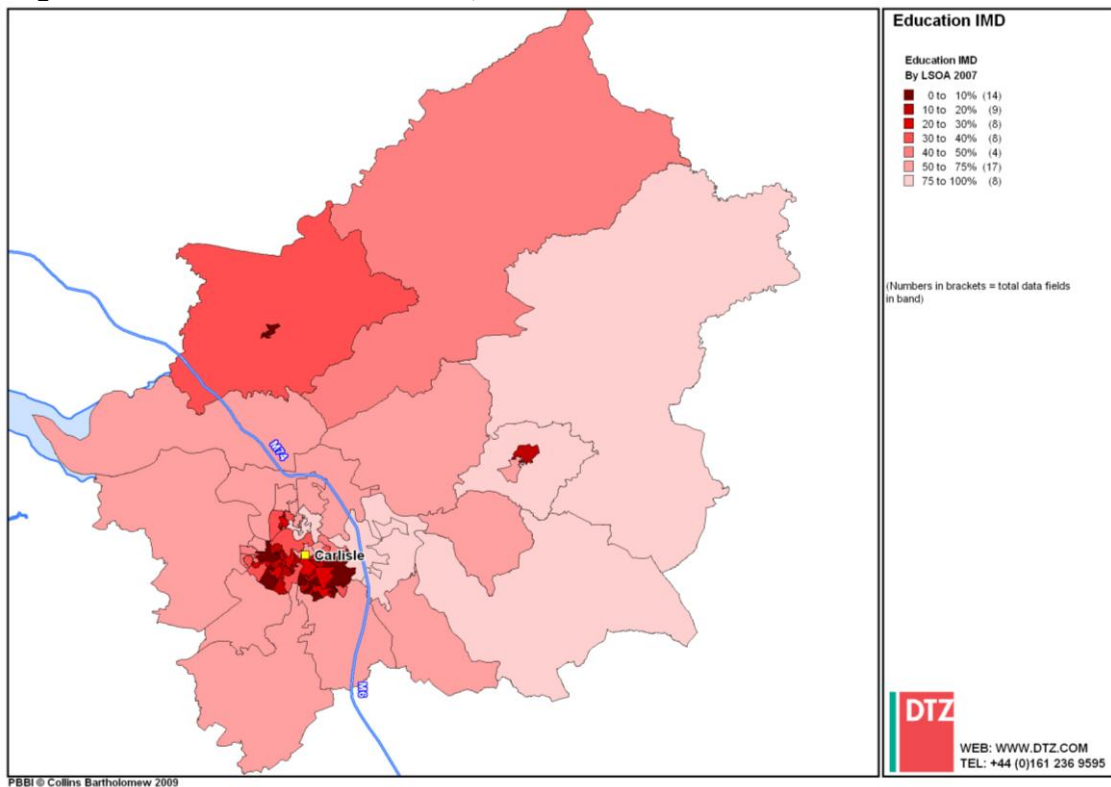
Figure B2 Overall IMD in Carlisle, 2007



Source: Index of Multiple Deprivation, DCLG 2007

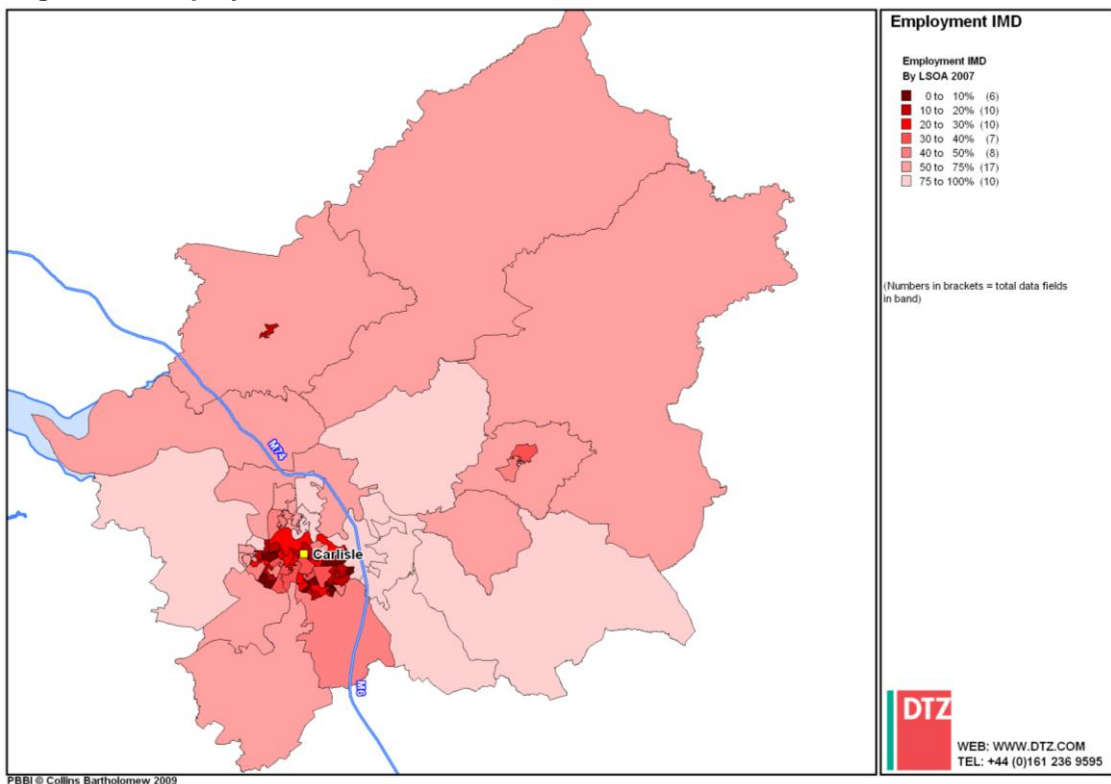
- B.12 Figures B3 and B4 illustrate the education and employment IMD in Carlisle respectively. The education IMD supports the evidence of low skill levels discussed above, as 14 of Carlisle's LSOA are ranked within the top 10% most deprived in terms of education. There were six LSOA ranked within the top 10% most deprived in terms of employment. The southern parts of the urban areas of Carlisle have the most deprived areas in terms of education and employment.

Figure B4 Education IMD of Carlisle, 2007



Source: Index of Multiple Deprivation, DCLG 2007

Figure B5 Employment IMD of Carlisle, 2007



Source: Index of Multiple Deprivation, DCLG 2007

Employment

Employment Growth

- B.13 In 2008 there were 53,350 people employed in Carlisle, growing by 7,080 jobs since 2000. Employment grew by 15.3% within the time period, slightly higher than the Cumbrian average (15.0%) and much higher than the North West (6%) and English averages (5.4%). However, it should be noted that these figures will not fully capture the effects of the recent recession because more recent employment losses will not be identifiable until the 2009 ABI data are released. The claimant count (discussed in more detail below) has risen since 2008, however the recession has not had the same scale of impact in Carlisle and Cumbria as in the wider North West and England.

Table B6 Employment Growth, 2000-2008

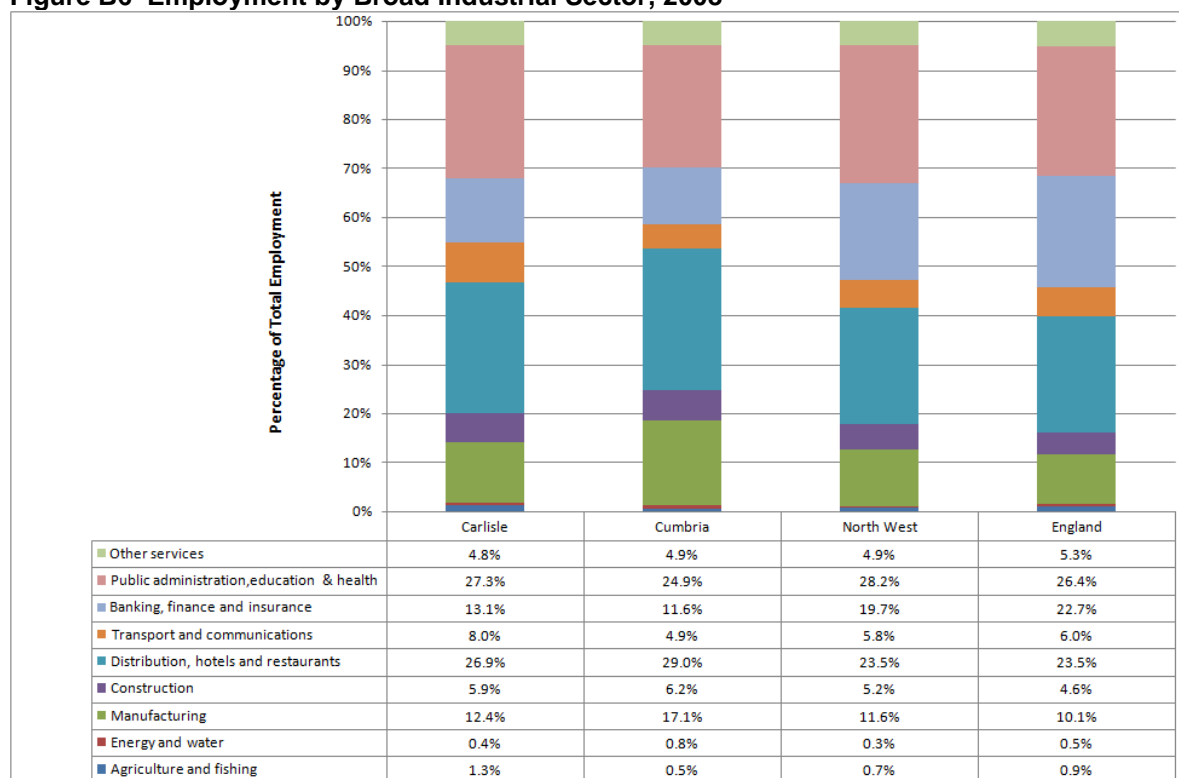
	2000	2008	Employment Change	Employment Growth
Carlisle	46,270	53,350	7,080	15.3%
Cumbria	183,680	211,155	27,475	15.0%
North West	2,834,955	3,004,075	169,120	6.0%
England	21,900,035	23,073,715	1,173,680	5.4%

Source: Annual Business Inquiry 2008

Employment by Broad Industrial Sector

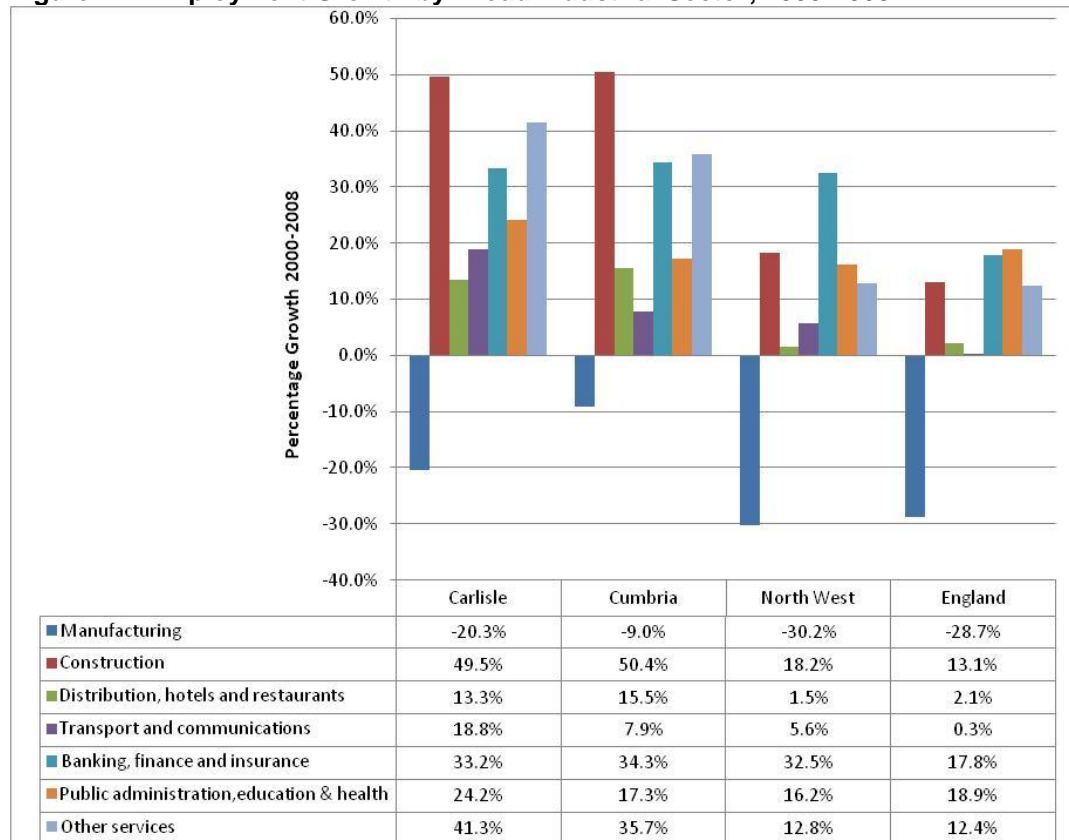
- B.14 In 2008 the two largest broad sectors of employment in Carlisle were 'public administration, health and education' (public sector) and 'distribution, hotels and restaurants'. This reflects the profile of the other three benchmark regions. However, the 'distribution, hotel and restaurant' sector is proportionally higher in Cumbria and Carlisle than the regional and national average. Carlisle's public sector (14,565 people, 27.3%) is proportionally higher than the Cumbrian average (24.9%) but in line with the North West (28.2%) and England (26.4%).
- B.15 Carlisle and Cumbria have much smaller 'banking, finance & insurance' sectors (the sector usually taken as a proxy for B1 employment) than the North West and England, as illustrated in Figure B6. This sector is considered an employer of high skills and high occupational groupings. Carlisle has a slightly larger manufacturing sector (equivalent to B2 uses) (6,590 people, 12.4%) than the North West (11.6%) and England (10.1%), yet much smaller than the Cumbrian average (17.1%). The 'transport & communications' sector (i.e. employment within the B8 use class) is larger in Carlisle than the other benchmark regions.

Figure B6 Employment by Broad Industrial Sector, 2008



Source: Annual Business Inquiry 2008

- B.16** The manufacturing sector was the only sector that experienced decline in employment between 2000 and 2008 in all of the benchmarked regions. The decline in Carlisle (-1,675 people, -20.3% growth) was greater than in Cumbria (-9.0%), however lower than the regional (-30.2%) and national average (-28.7%).
- B.17** The construction sector was the highest growth sector of employment in Carlisle (+1,045 people, 49.5%), following the trend in Cumbria. Other high growth sectors in Carlisle were 'banking, finance & insurance' (+1,745 people, 33.2%) despite its small size, the 'public sector' (+2,835, 24.2%) and 'transport & communications' (+680 people, 18.8%). The 'distribution, hotel & restaurants' sector demonstrated very low levels of growth in the North West (1.5%) and in England (2.1%), yet Carlisle (+1,685 people, 13.3%) and Cumbria (15.5%) grew at significantly higher rates.

Figure B7 Employment Growth by Broad Industrial Sector, 2000-2008

Source: Annual Business Inquiry 2008

LQ Analysis

- B.18 A location quotient (LQ) allows the comparison of the Carlisle economy against the English benchmark. Using two digit SIC (Standard Industrial Classification) codes it is possible to compare the proportion of those working in particular industries in Carlisle against the national proportion, which highlights any particular areas of specialism. An LQ value greater than one indicates that Carlisle has a proportionally larger concentration of a certain industry than the national average. The ten largest LQ figures for Carlisle against the English benchmark are presented below in Table B7.

Table B7 Location Quotient, Carlisle against English Benchmark, 2008

Two Digit SIC Code	Predominant Use Class	Employment	LQ
15: Manufacturing of food and beverages	B2	2,410	3.37
25: Manufacture of rubber and plastic products	B2	!	3.11
41: Collection, purification and distribution of water	-	!	2.79
17: Manufacture of textiles	B2	!	2.68
60: Land transport; transport via pipelines	B8	2,735	2.58
50: Sale, maintenance and repair of motor vehicles and motorcycles	B2	2,080	1.98
20: Manufacture of wood and products of wood and cork, except furniture	B2	!	1.88
28: Manufacture of fabricated metal products, except machinery and equipment	B2	1,110	1.74
70: Real estate activities	B1	1,580	1.53
01: Agriculture, hunting and related service activities	-	670	1.42

Note: (!) The number is confidential and cannot be classified

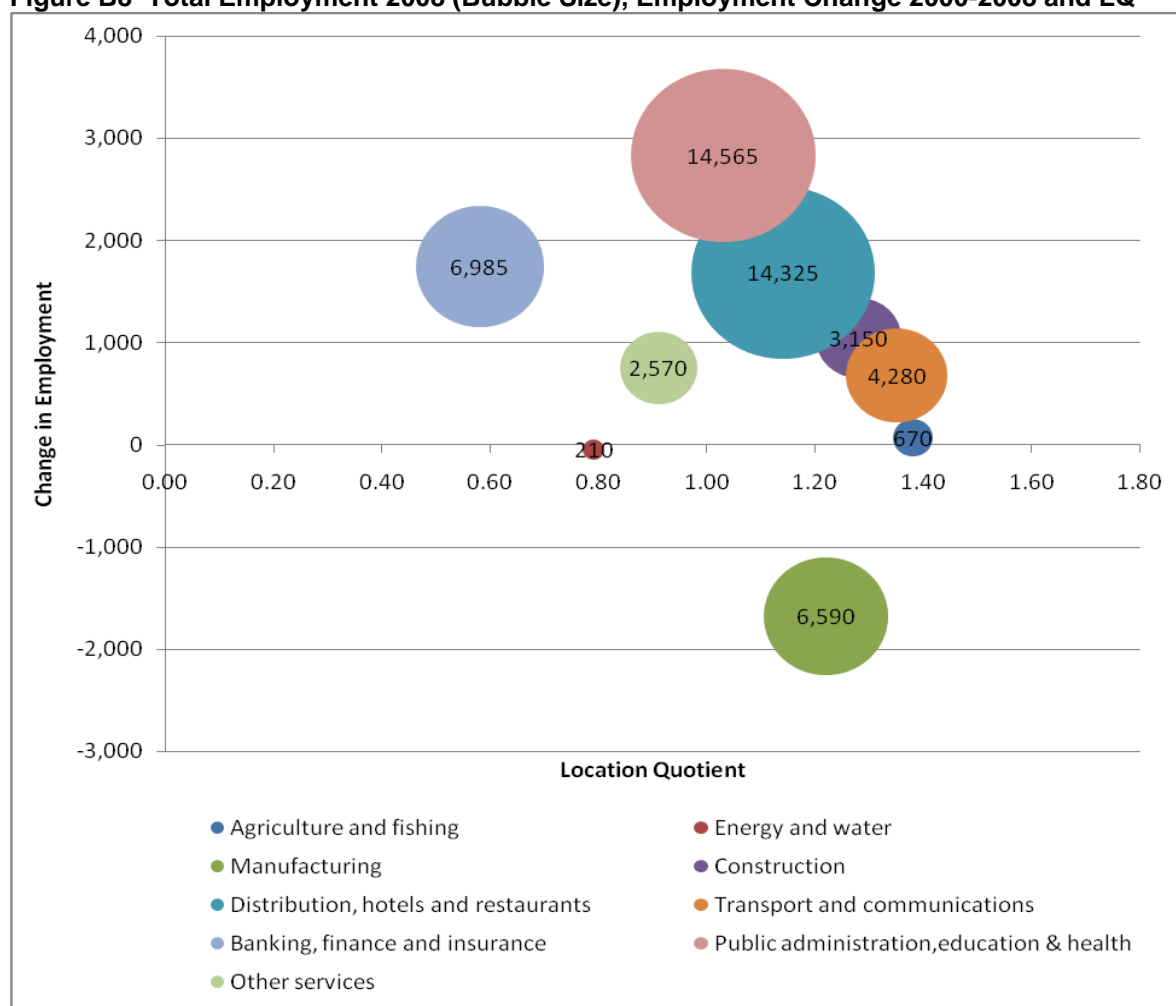
Source: Annual Business Inquiry 2008

- B.19 A number of Carlisle's specialist industries are also large sources of employment such as distribution (60: Land transport, transport via pipelines). 'Manufacturing of food and beverages' and 'Sale, maintenance and repair of motor vehicles' are also significant employers within the Carlisle economy.

Employment Change, LQ and Total Employment

- B.20 Figure B8 illustrates the industrial landscape of Carlisle. The bubble chart captures total employment, employment change 2000-2008 and the location quotient of broad industrial sectors within Carlisle. It highlights the decline in the manufacturing sector, which is a large employer and an area of specialism for the City. Smaller industries such as agriculture & fishing, transport & communications and construction are areas of specialism for Carlisle but are not particularly large employers. The employment landscape is dominated by the public sector and distribution, hotels & restaurants which have both significantly contributed to absolute employment growth between 2000 and 2008. Carlisle's banking, finance & insurance sector may not be an area of specialism (LQ below 1) but it is a large source of employment.

Figure B8 Total Employment 2008 (Bubble Size), Employment Change 2000-2008 and LQ

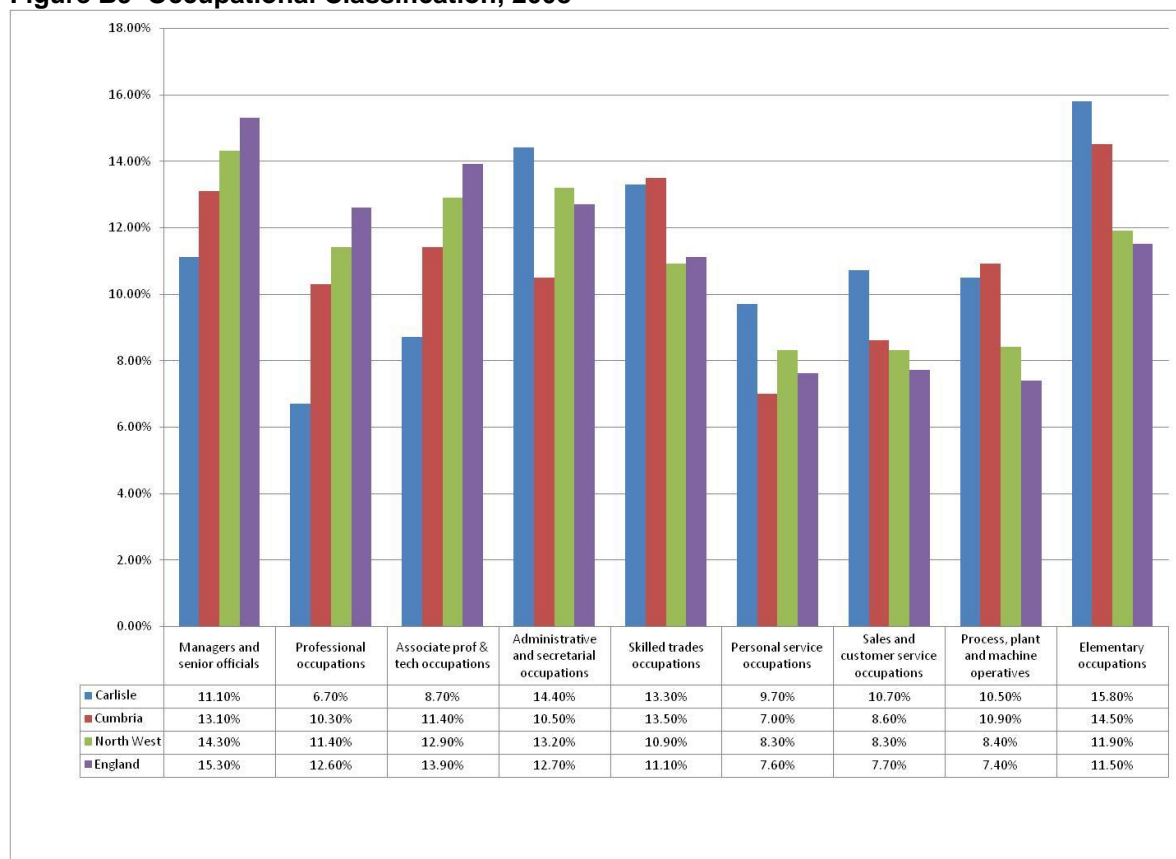


Source: Annual Business Inquiry 2008

Occupation

- B.21 Carlisle has a significantly lower proportion of its population working in higher occupational groupings. Only 26.5% of Carlisle's working age population are classed as working in a higher occupational grouping ('manager and senior official', 'professional occupation', 'associate professional and technical occupation'), compared to 34.8% in Cumbria, 38.6% in the North West and the 41.8% English average. Carlisle has a higher proportion of 'administrative and secretarial', 'personal service', 'sales and customer service' and 'elementary' occupational groups than the other benchmarked regions, as displayed in Figure B9.

Figure B9 Occupational Classification, 2008



Source: Annual Population Survey, January-December 2008

Wages

- B.22 Table B8 shows gross weekly wages based on the 2009 Annual Survey of Hours and Earnings. Two variables are shown:
- **Residence-based wages:** The average wages of those *living* in the area, whether or not they work in the area
 - **Workplace-based wages:** The average wages of those *working* in the area, whether or not they live in the area

Table B8 Median Gross Weekly Wages, 2009

Area	Median Gross Weekly Pay	
	Residence-Based	Workplace-Based
Carlisle	£414	£445
Cumbria	£465	£458
North West	£460	£460
England	£496	£495

Source: Annual Survey of Hours and Earnings - Resident Analysis & Workplace Analysis, 2009

- B.23 The average gross weekly wage for people living in Cumbria is above the North West average, however people living in Carlisle had a significantly lower average gross weekly wage in 2009. At £414 per week, Carlisle is over £50 per week below the Cumbrian average and £80 below the national average in terms of residence-based wages. A similar trend is evident for people working in Carlisle, with workplace-based earnings (£445) well below those in any of the benchmark areas.

Business Base

VAT Registrations, Net Stock Change

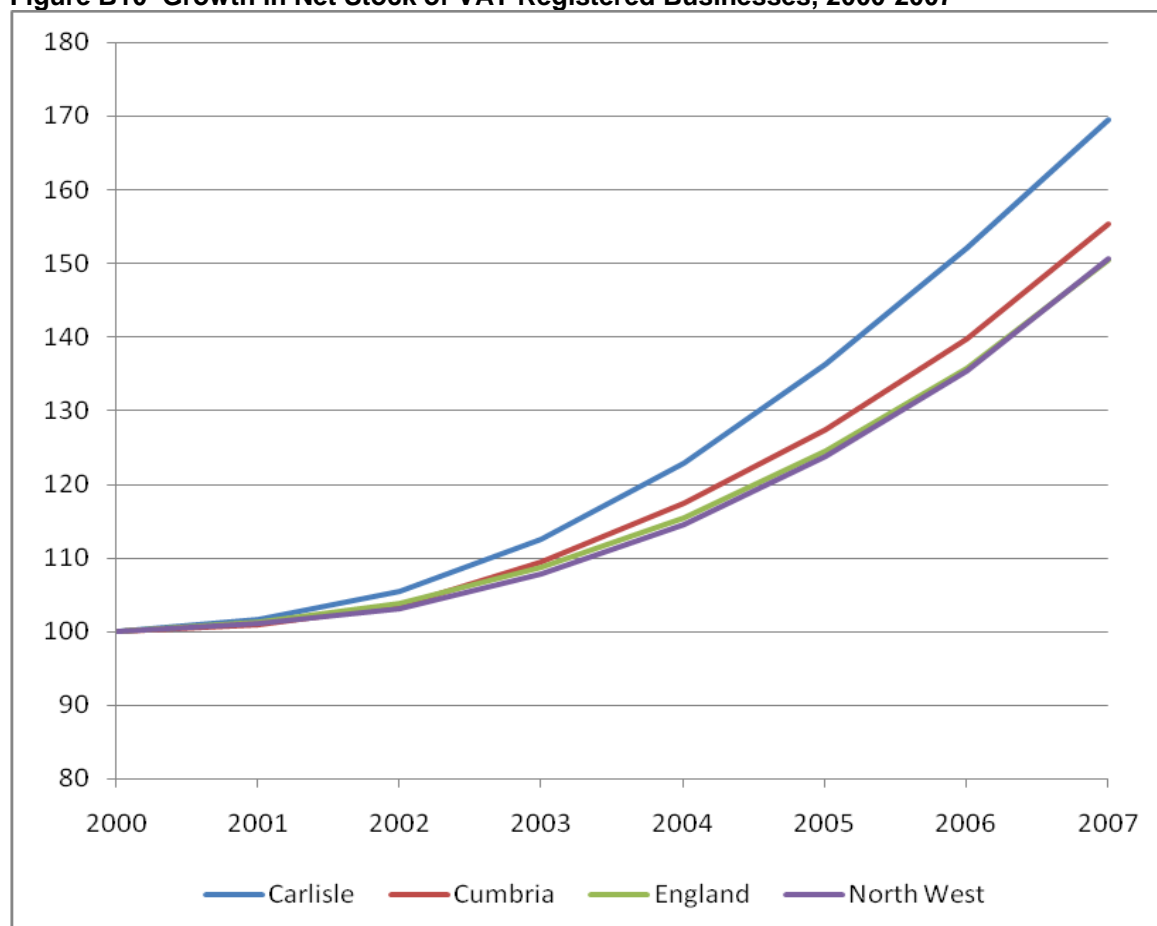
- B.24 VAT registrations per ten thousand of working age population is the metric often used to measure the rate of new business generation in a given region. At 41.8 VAT registrations per ten thousand working age population, Carlisle has a low rate of new business generation relative to Cumbria, the North West and England. This may demonstrate a low level of entrepreneurship within Carlisle, with fewer new businesses created each year relative to the other benchmark regions.

Table B9 VAT Registrations per Ten Thousand Working Age Population, 2007

Area	VAT Registrations	Working Age Population	VAT Reg/10,000 WAP
Carlisle	265	63,400	41.8
Cumbria	1,640	296,800	55.3
North West	20,640	4,240,100	48.7
England	179,905	31,791,700	56.6

Source: VAT Registrations/De-registrations, ONS

- B.25 The new business generation metric does not capture growth in the business base. A high rate of new business generation could be matched by a high rate of business closures. The change in net stock of VAT registered businesses captures whether the business base is growing within a given region. Taking 2000 as the base year (equal to 100) it appears that Carlisle has experienced higher levels of business growth than Cumbria, the North West and England between 2000 and 2007, with total stocks in Carlisle growing by 70.0% over this period.

Figure B10 Growth in Net Stock of VAT Registered Businesses, 2000-2007

Source: VAT Registrations/De-registrations, ONS 2010

- B.26 Using data from the Annual Business Inquiry, it is possible to look at change over time in Carlisle's business base by use class. Taking the years 2003 and 2008, business change is analysed by using proxy indicators for the following use classes:
- Offices
 - Industrial
 - Warehousing
- B.27 A full breakdown of the sectors used to define offices, warehousing and industrial space is provided in Appendix E.
- B.28 Table B10 shows businesses by use class for 2003 and 2008. For comparison purposes, it also provides data on total companies in Carlisle. In accordance with official ONS guidance, business numbers have been rounded to the nearest hundred to prevent the release of confidential information.

Table B10 Businesses by Use Class in Carlisle, 2003-2008

Use Class	2003	2008	Change, 2003-2008	
			No.	%
Offices	800	1,100	300	37.5%
Industrial	300	300	0	0.0%
Warehousing	700	800	100	14.3%
Total office, industrial & warehousing businesses	1,800	2,200	400	22.2%
Total businesses in Carlisle	4,000	4,600	600	15.0%

Source: Annual Business Inquiry

B.29 The key trends to be highlighted from Table B9 can be summarised as follows:

- Between 2003 and 2008, office-based businesses grew substantially by 38%, representing an additional 300 companies. The main sub-sectors responsible for this growth were:
 - Real estate activities - which almost doubled in size to nearly 300
 - Other business activities (including legal activities, accountancy, financial management etc.) - which grew by nearly 50% to reach 600 companies
- Over the same time period, warehousing businesses also grew - by just over 14% (100 new organisations)
- Industrial businesses remained fairly constant - although if the data are not rounded to the nearest hundred, the sector actually experienced a decline of around 7.0% (a loss of nearly 20 businesses). This decline is in line with long-term trends seen around the UK, reflecting the continuing downturn in manufacturing
- Overall, business numbers increased by 15.0% in Carlisle from 2003-2008, meaning office-based companies grew at a significantly higher rate, while warehousing businesses were in line with growth across the City

B.30 Table B11 shows total business size in Carlisle in comparison to Cumbria, the North West and England.

Table B11 Business Band Size Profile, 2008

Region	1-10 employees	11-49 employees	50-199 employees	200 or more employees	Total Businesses
Carlisle	82.4%	13.9%	2.9%	0.8%	4,600
Cumbria	85.1%	12.3%	2.2%	0.4%	22,600
North West	83.7%	12.5%	3.1%	0.7%	255,400
England	85.3%	11.2%	2.8%	0.6%	2,161,300

Source: Annual Business Inquiry 2008

B.31 Carlisle's business base has a similar profile to that of the other three benchmark regions, in that the highest proportion of businesses employ 10 or less employees. However, there are slight differences with the benchmark areas and Carlisle has proportionally less businesses that employ 1-10 people than Cumbria, for example (82.4% in Carlisle, compared to 85.1% in Cumbria).

B.32 Tables B12 and B13 show businesses by the use classes of relevance to this study, i.e. B1, B2 and B8, and size in Carlisle for 2003 and 2008 respectively.

Table B12 Businesses by Use Class and Size in Carlisle, 2003

Use Class	Total Businesses	Number of Employees			
		1-10	11-49	50-199	200+
Offices	800	86.5%	10.9%	2.4%	0.3%
Industrial	300	66.5%	23.0%	7.1%	3.3%
Warehousing	700	79.2%	15.8%	4.5%	0.6%
Total office, industrial & warehousing businesses	1,700	80.4%	14.8%	4.0%	0.9%
Total businesses in Carlisle	4,000	77.7%	17.8%	3.7%	0.7%

Source: Annual Business Inquiry

Table B13 Businesses by Use Class and Size in Carlisle, 2008

Use Class	Total Businesses	Number of Employees			
		1-10	11-49	50-199	200+
Offices	1,100	90.6%	7.2%	1.8%	0.4%
Industrial	300	78.1%	12.7%	6.0%	3.2%
Warehousing	800	79.8%	15.7%	4.0%	0.5%
Total office, industrial & warehousing businesses	2,100	85.2%	11.0%	3.1%	0.8%
Total businesses in Carlisle	4,600	82.4%	13.9%	2.9%	0.8%

Source: Annual Business Inquiry

B.33 Tables B12 and B13 reveal the following:

- The majority of office, industrial and warehousing businesses in Carlisle employ between 1 and 10 people. This trend increased between 2003 and 2008 - in particular, in 2003 two thirds of industrial companies employed 1-10 people but by 2008 this had risen to nearly 80.0%. Over the same time period, businesses employing 11-49 people dropped from 23.0% down to 12.7%
- Companies employing between 1 and 10 people dominate the office-based sector in Carlisle and more than 90.0% of businesses now fall into this category. Larger office companies (with 11 or more employees) have declined - from 13.5% in 2003 to less than 10.0% in 2008
- Warehousing businesses in Carlisle have remained fairly stable in terms of employee numbers, with little change between 2003 and 2008. Reflecting the type of activities undertaken in the sector, around 20.0% of companies continue to employee 11 or more people
- Overall, the size of businesses in Carlisle has got smaller, with the highest proportion of companies (82.4%) now employing 1-10 people, compared to 77.7% in 2003

Gross Value Added

B.34 Gross Value Added³ (GVA) per head in East Cumbria, where Carlisle is located, stood at £16,374 in 2007. East Cumbria's GVA per head figure is much higher than West Cumbria and the Cumbrian average as illustrated in Table B14. However, GVA per head in East Cumbria is below the North West average and significantly below the English average. GVA per head growth in Carlisle between 2000 and 2007 has been strong, at 43.8% it is comfortably higher than West Cumbria and the other benchmarked regions.

³ Gross value added is the difference between output and intermediate consumption for any given sector/industry. That is the difference between the value of goods and services produced and the cost of raw materials and other inputs used up in production.

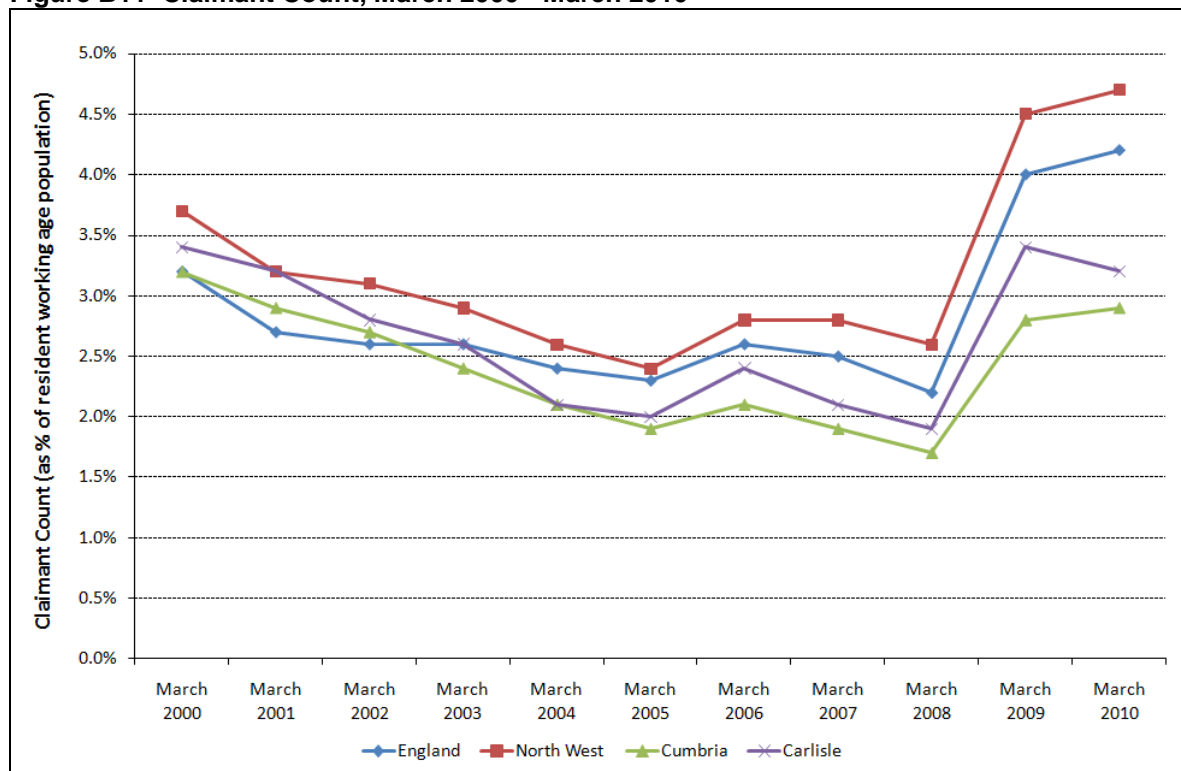
Table B14 Gross Value Added

Region	GVA (£ million)			GVA per Head (£)		
	2000	2007	Growth	2000	2007	Growth
East Cumbria	2,875	4,261	48.2%	11,386	16,374	43.8%
West Cumbria	2,405	3,117	29.6%	10,230	13,171	28.7%
Cumbria	5,280	7,379	39.8%	10,828	14,848	37.1%
North West	85,264	116,466	36.6%	12,587	16,967	34.8%
England	723,051	1,045,257	44.6%	14,686	20,458	39.3%

Source: Regional, Sub-Regional and Local Gross Value Added, ONS 2009

Unemployment - Claimant Count

- B.35 Figure B11 illustrates the claimant count between March 2000 and March 2010 for Carlisle and the three benchmark regions. The claimant count is often used as a proxy for unemployment levels. The recession has caused a significant rise in the claimant count for all areas within England, especially the North West, which is above the English average. More positively however, the claimant count in Carlisle in March 2010 stood at 3.2% (around 2,000 people) and this represents an improvement on the figure of 3.5% 12 months earlier. Between 2009 and 2010, the claimant count across Cumbria rose slightly from 2.8% to 2.9%, although this is well below the national and regional benchmarks.

Figure B11 Claimant Count, March 2000 - March 2010

Source: Claimant Count, ONS 2010



Appendix C

Scoring Criteria and Completed Site Proformas

Site/Premises Assessment Proforma
KINGMOOR PARK AND BRUNTHILL

General Information:

Site Reference No.	1	Local Plan Allocation	EC22 - Land Allocated for Employment EC1 - Primary Employment Area (part of eastern site)
Site/Premises Name	Kingmoor Park - including Brunthill Extension	Last known use	MoD Site
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	Kingmoor Park: 87.51 ha Brunthill Extension: 10 ha
Ward	Stanwix Rural	Marketing position	Kingmoor Park Marketing Suite on site. Various opportunities for B1, B2, B8 development
Description	Modern expanding business estate with over 1,500 employees and 110 firms occupying approximately 1.5 million sq ft of new and refurbished buildings. The MoD sold the site to Council in 1996/7 and, following a developer selection process, resulted in a JV with Kingmoor Properties (bought at £2.9m for everything). Kingmoor Properties bought out CCC 10% share three years ago. The site is segmented into three areas - Northern site includes Kingmoor Business Park with modern office uses and high profile occupiers such as Capita (400 employees B1) and Kingmoor North with around six industrial units and another currently under construction. Kingmoor Park Central is a general industrial area with further new units under construction (Baxter) and includes John Lewis' as an occupier. The Southern site is made up of around six large modern industrial units. Other Kingmoor Park occupiers include The Edinburgh Woollen Mill (150 employees B8), Her Majesty's Custom and Excise Office (Passport Office Princes Soft Drinks, Vodafone and City Link.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Kingmoor Park Properties bought out CCC's 10% share in the site three years ago.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	31.85 ha of development land remains available at main Kingmoor Park site with additional 10 ha at Brunthill extension.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	5	1.3M sq ft 'shifted' to date. Two units under construction within main Kingmoor Park. Coulthards are moving to site from Durranhill. Kingmoor Properties initially used a flexible strategy which included no lease/no licence/short term let approach to get tenants in as quickly as possible.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	5	Potential for food and drink producers, specialist manufacturing, energy and environmental technologies and digital industries.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	Large flat employment site. Access issues will be resolved by CNDP. Past issues with electricity supply understood to be resolved. Some ecological issues to be resolved on Brunthill extension in longer term.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Received public sector funding initially but has not required support since.

Market Attractiveness Factors		Score	Notes
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Proposed CNDR increases viability of remaining sites.
Accessibility by road	Good - 5 Moderate - 3 Poor - 1	4	2.5 miles north of Carlisle City Centre and close to J44 of the M6. Immediate access via busy retail/industrial park. Will score 5 on completion of CNDR.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Mostly good modern premises.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Rural and other industrial/trade park uses.
Market Attractiveness Total		46/50	
Proposed Use	Continue to expand Kingmoor Park as a high quality employment site. Allocate existing employment areas as Primary Employment Areas.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Kingstown.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	3	Mix of brownfield and undeveloped land.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Single but frequent bus runs through site every 20 mins.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Close to Kingstown but not immediately adjacent. Connect2 cycle route due for completion 2013.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	1	As a partly undeveloped site development at Kingmoor will have a moderately high negative impact.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Could attract retail trade park uses for which the hotel at the Hub development would improve viability.
Sustainable Development Total		20/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Kingmoor Park - Land Allocated for Employment.

Strategic Planning Factors		Score	Notes
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	5	Kingmoor Park is a strategic site within the RES and appeals to a number of growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	
Regeneration/development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	5	Ambitions defined in 2009 Masterplan. Includes currently Greenfield Brunthill site - subject to planning for B1, B2 and B8. The Hub has outline planning consent for a support service/local centre including convenience store, restaurants, cafes, hotel etc. Includes 100,000 sq ft of office space. Kingmoor are currently talking to operators.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Majority of site is recognised as a Regional Investment Site. Brunthill Extension is a Strategic Employment Site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	New village proposed north of Kingmoor by Storey Homes for 900 houses accommodating 3-4000 people (Crindley Dyke), but infrastructure and schooling issues.
Strategic Planning Total		28/30	
Grand Total		94/120	

Site/Premises Assessment Proforma
KINGMOOR PARK - NORTHERN SITES

General Information:			
Site Reference No.	2	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Kingmoor Park - Rockcliffe, Heathlands and Harker Estates	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	Heathlands: 10.24 ha Harker 10.5 ha Rockcliffe: 12.1 ha
Ward	Stanwix Rural	Marketing position	(Piell & Co/King Sturge) various office, storage, warehousing and workshop units
Description	The three rural sites of Rockcliffe, Heathlands and Harker are located north of Kingmoor Park and are each taken up by around 4-6 large dated low grade concrete heavy industrial bunkers. Occupiers include recycling, skip hire and engineering.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Kingmoor Park Properties bought out CCC's 10% share in the site three years ago.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Fully developed site - no development land remaining but may have longer term availability.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	2	Numerous vacant units on northern sites indicating limited demand.
Suitability for Growth Sectors	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Limited suitability to growth sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Fully developed site with potential contamination dependant on previous use.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Northern sites are poor quality but funding not required.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Unlikely to remain viable in the long term.
Accessibility by road	Good - 5 Moderate - 3 Poor - 1	1	Accessed via single track rural roads.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	1	Low grade concrete blocks.

Market Attractiveness Factors		Score	Notes
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Rural surroundings.
Market Attractiveness Total		24/50	
Proposed Use	Retain as Primary Employment Areas whilst still in occupation but as may not be viable in the long term and no obvious alternative uses consider flexible use policy if made available.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	1	Rural.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Fully developed.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	1	Rockcliffe: single 2 hourly bus service Harker: 1/2 hourly service on A7 at 1km Heathlands: inaccessible by bus.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	Rural location not immediately accessible to population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed site - redevelopment would have negligible impact.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	2	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	May not attract any future occupiers if vacated and no obvious alternative uses. Kingmoor Park have registered Harker in the residential call for sites as believe it doesn't work as an industrial estate.
Sustainable Development Total		17/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Primary Employment Area.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Not within RSS priority locations, limited growths sector appeal.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	No clear future as employment site or alternative.
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	1	Limited importance.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	
Strategic Planning Total		11/30	
Grand Total		52/120	

Site/Premises Assessment Proforma
PARKHOUSE

General Information:

Site Reference No.	3	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Parkhouse	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	16.05 ha (total)
Ward	Stanwix Rural	Marketing position	Compass House: To let 8,299-25,860 sq ft offices (Carigiet Cowen, Mason & Partners) Clifford Court: For sale/let 330-2,575 sq ft offices (Carigiet Cowen)
Description	A triangular site bound by the M6 and close to J44, Parkhouse includes 4-5 car showrooms, Carlisle Brass factory and Acorn Business Park - a modern pavilion style office development of 13 buildings. Occupiers include Provident Personal Credit, Cumbria Cottages, Hyde Harrington, Piell & Co, Jennings Legal Services and Business Travel Management.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	3	Carlisle City Council own whole site to west of Cooper Way. Some private ownership to east
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	4	Mostly built out apart from 4.01 ha remaining at potential small un-marketed site to rear of Asda store and small c. 1.4 ha site which will be left on completion of CNDR.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	3	Speculatively built fairly recent (<10 yrs) office development but numerous vacancies remain - believed to have flooded the out of town office market.
Suitability for Growth Sectors	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Offices may suit digital industries or office element of tourism businesses (Cumbria Cottages are an occupier) as quality office supply is very limited elsewhere in the district.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Vacant premises indicate lack of demand therefore no more development required in this location. Private sector incentives may be required.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Speculative development has been delivered but evidence of oversupply of office space in this location leading to diminishing rents.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	5	Adjacent to J44 of M6.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Mostly new business premises.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Motorway and employment sites, however limited support services e.g. leisure and retail beyond Asda store.
Market Attractiveness Total		39/50	
Proposed Use	Retain as Primary Employment Area and allocate vacant plots for employment within plan period.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Kingstown.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Brownfield site.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Single bus route runs through the site every 20 minutes.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Close to large residential population of Kingstown but over 1km walk. No cycle route to site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Near fully developed site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	Could potential suit retail trade but limited benefit and conflicts with planning.
Sustainable Development Total		27/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Some potential to attract growth sectors but not in RSS priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Carlisle's main office location but potential to divert demand away from City Centre priority location.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	
Strategic Planning Total		18/30	
Grand Total		84/120	

Site/Premises Assessment Proforma
KINGSTOWN INDUSTRIAL ESTATE

General Information:

Site Reference No.	4	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Kingstown Industrial Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	62.7 ha (total)
Ward	Belah	Marketing position	For let/sale high quality units 9,500-106,000 sq ft (Carigiet Cowen/Kingmoor Park Properties)
Description	Carlisle's largest industrial estate is fully developed as a mixed 1980s general industrial estate situated just south of J44 of the M6 and adjoining Kingmoor Park and Parkhouse. The site has over 120 separate leaseholds and occupiers include Stobart, VOSA Good Vehicle Testing, Border Food Machinery, distribution such as DHL, Parcel Force, Home Delivery Network and Business Post, trade counter and cash and carry uses and a number of car/van spares/maintenance and car showrooms.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	5	Carlisle City Council are freeholders although Kingmoor bought the Stobart Estate pre-recession.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	4	Fully developed with no land currently available but potential development site when Stobart move to airport site in 2011 which would free up 800,000 sq ft of space, and 10 acre truck stop site.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Appears to be a thriving general industrial estate. Buccleuch properties report good demand but trade counter location rather than industrial.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	4	Could suit specialist manufacturing, energy and environmental technologies. A number of food and drink sector occupiers already present.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	General maintenance of roads, signage etc on the estate could be improved. City Council are aware of this across their estates.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	5	Adjacent to J44 of M6, 2 miles from Carlisle City Centre. CNDR runs along northern boundary.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Some modern and some dated stock but all appear well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Industrial, supermarket, some residential to south.
Market Attractiveness Total		41/50	
Proposed Use	Retain as a Primary Employment Area.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Kingstown.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Bus runs through the site every 20 minutes. Additional half hourly service to east of site on A7.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of moderate Kingstown population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed site unlikely to have any further environmental impacts.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	Already includes some larger retail uses - trade counter, cash and carry, car sales.
Sustainable Development Total		27/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Appeal to several growth sectors but not in RSS priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	Only development site purchased by Kingmoor.
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	2	Stobart site already being marketed.

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Provides employment for 2,00 people - important local and sub regional employment site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	Other employment and retail uses. Some residential to south but well shielded.
Strategic Planning Total		24/30	
Grand Total		92/120	

Site/Premises Assessment Proforma
KINGMOOR INDUSTRIAL ESTATE

General Information:

Site Reference No.	5	Local Plan Allocation	EC1 Primary Employment Area
Site/Premises Name	Kingmoor Industrial Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	2.8 ha (total)
Ward	Belah	Marketing position	
Description	Small rectangular site to south of Kingmoor Park and opposite Kingmoor Sidings Nature Reserve, accessed off Kingmoor Road. Site includes around four industrial buildings and Cumbria Waste are a key occupier.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Kingmoor Park Properties.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	No land remaining available.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	3	Fully occupied.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Cumbria Waste Recycling on site indicating some attractiveness to environmental technologies sector.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	May be contaminated
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Some investment may be required if vacated.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Relatively isolated location but potentially improved viability with nearby construction of CNDR due 2012.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	Access currently through Kingmoor Park South or residential area but will be significantly improved by CNDR.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Older premises.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Opposite nature reserve in semi rural location near rail line.
Market Attractiveness Total		27/50	
Proposed Use	Given development of CNDR just to the north of the site - retain as a Primary Employment Area but may consider flexibility of use if site ever vacated.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Etterby but semi rural location.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	Appears fully developed but unclear for vacant site to rear of site.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Single bus service runs 1/2 km south of site every 15 minutes.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of residential settlement. National Cycle Route 7 is 0.5km to south of site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Could attract residential use if made available.
Sustainable Development Total		23/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Limited suitability to growth sectors and not in a priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	Limited importance but local employment site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	Residential, nature reserve and rural land.
Strategic Planning Total		13/30	
Grand Total		63/120	

Site/Premises Assessment Proforma
BURGH ROAD INDUSTRIAL ESTATE

General Information:

Site Reference No.	6	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Burgh Road Industrial Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	Burgh Road IE - 8.55 ha (total)
Ward	Belle View	Marketing position	Oakvale office unit to let - 01228 533315
Description	Fully developed general industrial estate situated on the edge of Newtown/Belle Vue behind a row of houses on Burgh Road. A series of large well maintained double height industrial units with ancillary office uses are occupied by firms including Bookers Cash and Carry, Easons Ice Cream and Frozen Foods, Calder Foods, and Storey Rail. A ground floor office unit is available within the modern industrial unit 'Oakvale House' currently also occupied by Northern Developments and PK Electrical within an office suite and Teesdales, Cumbrian Carpentry and C Build Solutions within four workshops. A western Greenfield extension to the Estate has been put forward through the LDF Call for Sites process and is assessed as Site 47.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	1	Mostly owner occupied, some City Council ownership of two small thin plots.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	2	Fully developed site but may be some longer term potential for reconfiguration.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Few vacancies indicate good demand.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	A number of food and drink operators are already present but low profile site.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	Building would be on redeveloped sites within the main estate.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Public sector should only support reconfiguration and not extension.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Reconfiguration may not be viable.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	2 miles from Carlisle City Centre, further to J43 of the M6. Immediate access through residential area. CNDR to west of site will greatly improve access.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mix of older poorly maintained brick and modern industrial sheds.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Open space and residential.
Market Attractiveness Total		24/50	
Proposed Use	Retain in Burgh Road Industrial Estate as a Primary Employment Area. Identify for investment.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Newtown/Belle Vue, 2 miles from City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Industrial estate is fully developed out.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Single infrequent bus service passes outside of site. Two, 15 and 20 minute frequency services available at 500m on Newtown Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Edge of Belle Vue/Newtown. National Cycle Route 72 encircles site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Redevelopment would have negligible environmental impact.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Suitability will improve with development of CNDR to west.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	No alternatives for existing site.
Sustainable Development Total		27/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Primary Employment Area.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	

Strategic Planning Factors		Score	Notes
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Local employment site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	Predominantly residential area, greenfield and Hadrian's Wall.
Strategic Planning Total		14/30	
Grand Total		65/120	

Site/Premises Assessment Proforma
NEWTOWN INDUSTRIAL ESTATE

General Information:

Site Reference No.	7	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Newtown Industrial Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	4.87 ha (total)
Ward	Belle Vue	Marketing position	1 unit to let - Carigiet Cowan
Description	Small fully developed low grade general industrial estate accessed off B5307 Newtown Road with poor quality appearance and pot holed estate roads. Around seven large metal and brick units are occupied by CSL Chemical Manufacture, two double glazing firms, two car repair businesses, and two electrical contractors. Storey Rail and a go-karting business are also on site. A new residential infill development is under construction immediately to the east of the site.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	Reported to be in multiple private ownership.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Fully developed out with no land currently remaining available however anecdotal evidence suggests may be longer term potential to redevelop part of site if occupier relocates.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Fully developed therefore potential site clearance and contamination issues if redeveloped.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Would benefit from improvement to the internal road surface and general face lift - if investment became available, but likely to be private source. Reconfiguration likely to require public sector investment.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	Low rents likely to make reconfiguration financially challenging.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	1 mile to City Centre but some distance to M6. Immediate access is via residential area and poor estate roads within. CNDR to west of site will improve motorway access.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Older properties - most poorly maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Mixed - Burgh Road Industrial Estate adjacent to west and residential to south and east.
Market Attractiveness Total		18/50	
Proposed Use	Retain as a Primary Employment Area. Potential to invest in light of CNDR		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	1 mile to City Centre on the edge of Newtown/Belle Vue.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Fully developed site.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Two frequent (15/20 min) services stop outside estate on Newtown Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Edge of Belle Vue/Newtown. National Cycle Route 72 runs behind site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Serves purpose but potential to be flexible in policy.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Potentially residential if available and any site contamination resolved.
Sustainable Development Total		/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	New residential immediately adjacent. Burgh Road Industrial Estate to the west.
Strategic Planning Total		13/30	
Grand Total		57/120	

Site/Premises Assessment Proforma
WILLOWHOLME INDUSTRIAL ESTATE

General Information:

Site Reference No.	8	Local Plan Allocation	EC1 - Primary Employment Area EC2 - Mixed Commercial Development (Bridge Street, Caldewgate)
Site/Premises Name	Willowholme Industrial Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	Willowholme - 29 ha (total)
Ward	Castle	Marketing position	For let/sale - small distribution and ancillary office unit 11,990 sq ft (Carigiet Cowen)
Description	Large mixed industrial estate including a number of heavy/dirty industries such as concrete, aggregates, oil and gas dealers towards the rear of the site on Stephenson Industrial Estate, where there is also a large vacant industrial unit falling into disrepair. Other uses include Stagecoach coach repair and storage; precision engineering; auto parts, repairs and salvage; fabrications and electrical wholesale. A large McVities factory is located towards the front of the site. Fronting Bridge Street is a mixed commercial development site occupied by a motorbike sales shop, Enterprise rent a car and a chip shop. Sainsbury's food store application has been submitted on frontage.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	3	Large part of central Willowholme around Millrace Road and north Willow Holme Road in City Council ownership. Remaining site in multiple private ownership.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	Currently just 0.45 ha of employment land remaining but vacant and derelict units and recreation ground may present redevelopment opportunities.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	2	Limited development space. Some units appear to have remained vacant for some time.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Limited - heavy industrial site with general 'dirty' uses but does include food manufacturer - McVities.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Likely to be significant contamination issues. Reported to still flood despite improved defences although should be resolved through EA and UU works.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	1	The need for investment will be high if redeveloped.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	Currently appears to be in decline with redevelopment likely to require public sector support.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Close to City Centre but some distance to M6. Access towards rear of site is via narrow un-surfaced internal roads.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Mixed, but mostly poor quality premises with some falling into considerable disrepair. However many suit purpose.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	1	Sewage works, employment, travellers caravan park.
Market Attractiveness Total		23/50	
Proposed Use	Retain as Primary Employment Area as important to retain some lower quality sites for 'dirty' uses, but improve where possible. Could accommodate lower quality uses from other sites where aspiration is to upgrade. Seek to deliver better quality commercial uses on frontage. Current Sainsbury's application not consistent with site aspirations. May be opportunities for development on under used parts of site.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	Fully developed - recreation ground to centre of site.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Three frequent (10/15/20 min) services pass outside estate on Bridge Street.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Close to City Centre and edge of Newtown.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	Likely to be a heavily contaminated site but serves an important function in City.
Sustainable Development Total		30/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Primary Employment Area and some Mixed Commercial Site to Bridge Street frontage.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	

Strategic Planning Factors		Score	Notes
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Important site for dirty uses.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	Employment.
Strategic Planning Total		17/30	
Grand Total		68/120	

Site/Premises Assessment Proforma PORT ROAD BUSINESS PARK			
General Information:			
Site Reference No.	9	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Port Road Business Park, Willowholme	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	4.7 ha (total)
Ward	Castle	Marketing position	The Sidings: For sale/let 2,250-10,070 sq ft (Carigiet Cowen) Unit to let - 3,864 sq ft (Robert Pinkus)
Description	Modern business park consisting of 27 modern breeze block and metal industrial units, a new single storey GP surgery with pharmacy, and The Sidings - a Gladman development of 3 2/3 storey new high-specification, pavilion style self contained office buildings under construction to the rear of the site. There are a number of 'good' occupiers on the site including Benzl, Johnson Leylands, Menzies Distribution, Carillion Construction Training and Speedy Hire.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	3	Private ownership
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	No development sites - just 0.15 ha remaining.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	5	New office development under construction and vacant unit.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Good quality employment site. Offices may suit digital industries. Modern units may appeal to small specialist manufacturing operator. High quality employment surroundings.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	Fully developed once offices complete.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	None required - fully private development has received no public investment.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Viable.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Close to City Centre but some distance from M6. Immediate access good off B5307 Newtown Road.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Good - high quality offices and units.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Hospital and other employment uses.
Market Attractiveness Total		37/50	
Proposed Use	Retain as Primary Employment Area		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Two frequent (15/20 min) services pass outside estate on Port Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Close to City Centre and edge of Newtown.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	
Sustainable Development Total		31/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Quality employment site which could suit a number of growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	Under construction.
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	4	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	Employment and hospital are compatible to business park use.
Strategic Planning Total		22/30	
Grand Total		90/120	

Site/Premises Assessment Proforma
MORTON, SOUTH WEST

General Information:

Site Reference No.	10	Local Plan Allocation	EC22 - Land Allocated for Employment
Site/Premises Name	South West of Morton	Last known use	Agricultural
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	8 ha (total) representing a reduction from the original 12 ha allocation
Ward	Morton	Marketing position	
Description	Large, flat square greenfield site situated at north east junction of Peter Lane and the A595 Wigton Road in a semi rural location. The site is currently subject to an outline planning application, submitted by the Church Commissioners for England in May 2009 to develop 50 ha of land as a sustainable urban extension which we have been advised has been approved subject to S106 agreements. The proposals include up to 825 residential dwellings (20.6ha), 40,000 sq m of employment (B1) floorspace (8ha), public open space (14.5ha) and associated works. The scheme proposed contains 8 hectares of employment land, a reduction from the 12 hectares allocated in the Local Plan, in favour of additional residential dwellings in light of Carlisle's Growth Point status and reported supply and demand issues effecting employment land.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	3	Mostly Church Commissioners for England who are seeking mixed use development and some Carlisle City Council. Partnering agreement with shared proceeds.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	Greenfield site in employment allocation with proposals for 8 ha of employment as part of a mixed use development.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Some interest - planning application for this and surrounding sites submitted for mixed use development including residential. The employment element will go to market - reports Northern Trust are interested.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Greenfield site would allow the custom build of facilities to suit specialist manufacturing or energy and environmental technologies. Office uses could appeal to design industries.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	Greenfield site.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Moderately viable as part of a mixed use development.

Market Attractiveness Factors		Score	Notes
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	Good junction frontage and potential immediate access to A595 but 4.5 miles to J43 of M6 via Carlisle City Centre at 2.5 miles.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Greenfield site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Rural, farm use and limited residential.
Market Attractiveness Total		39/50	
Proposed Use	General employment. Reduce allocation to that of planning application - 8 ha.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Rural site close to Morton population.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	0	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Two hourly services and a bihourly service pass site on Wigton Road but do not currently stop near site.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Rural site close to Morton population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Development of a greenfield site is likely to have significant environmental impacts.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	As part of wider application.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Retain as greenfield site or consider residential.
Sustainable Development Total		12/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Planning application submitted for mixed use development which includes a reduction in employment land allocation from 12ha to 8ha. Council report proposals to have been approved subject to S106 agreements.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Potentially suitable for a number of growth sectors but not in priority city location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	

Strategic Planning Factors		Score	Notes
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	5	Subject to planning application for mixed use urban extension.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Southern site could help address issues of worklessness and lack of sites in this area.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Rural surroundings.
Strategic Planning Total		23/30	
Grand Total		74/120	

Site/Premises Assessment Proforma PIRELLI			
General Information:			
Site Reference No.	11	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Pirelli	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	26.29 ha
Ward	Denton Holme	Marketing position	
Description	Large semi-rural factory site singularly occupied by Pirelli - a major employer which must therefore be supported. Site also includes small Pirelli Sports and Social Club and relatively large car park site.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	3	Pirelli Tyres Ltd own and occupy site.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	None - fully developed and occupied by Pirelli.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Automotive.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	Fully occupied purpose built site. Potential contamination issues.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Fully developed and occupied site.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	0	Likely to be unviable for redevelopment.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	Accessed off B5299 Dalston Road. J43 of M6 at 4.5 miles via Carlisle City Centre at 2.5 miles.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Older but well maintained custom built factory site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Cemetery and open space.
Market Attractiveness Total		24/50	
Proposed Use	Retain as a Primary Employment Area. Consider flexible policy if ever vacated. Council needs to be amenable to Pirelli requirements to ensure retention as important local employer.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Edge of Cummersdale.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Developed out.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Single hourly service passes outside site on Dalston Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Semi rural location not immediately accessible to local population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	May better suit other uses if vacated.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Would also suit greenfield or residential.
Sustainable Development Total		21/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Automotive.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Large important local employer.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Cemetery and farm land.
Strategic Planning Total		21/30	
Grand Total		66/120	

Site/Premises Assessment Proforma
HARRABY

General Information:

Site Reference No.	12	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Harraby	Last known use	Rail sidings
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	5.5 ha (total)
Ward	Harraby	Marketing position	
Description	Bound by rail lines to the north and west, and Tree Road/Tyne Street to the east, this site is located to the south east of Carlisle City Centre. The eastern Tyne Street Sidings part of the site has two older small brick units occupied by a garage and dog groomer and a large area of vacant concrete hard standing and scrub land previously used as railway sidings. The northern triangle of the site is accessed from St Nicholas Bridges to the west and is home to 20 workshop units at St Nicholas Bridge Business Park, a depot and larger industrial/distribution unit.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	EWS - their aspiration would be a mixed use development including housing and industrial. DS Schenker have since bought the EWS portfolio and the site is considered surplus to requirements and are open to suggestions.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	2	Large flat vacant site of approximately 2.4 hectares but considerable constraints in particular access.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	2	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Proximity to food and drink manufacturing at Durranhill.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	Access to all parts of the site is via steep downwards slope in alternative ownership. Potential contamination issues.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	2	One of three top sites identified by Council for investment (with Durranhill and Rosehill) but investment programme has been significantly reduced.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	Limited visibility, difficult access and location and a number of constraints. Improved access would enhance viability.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	1	2 miles to J43 of M6 but immediate access off London Road is poor via narrow and sloping roads - car wash and Hilltops Hotel control this access. This very busy junction would need reconfiguration.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mixed including some poorer quality units.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	2	Poor quality stone workshops, rail lines.
Market Attractiveness Total		21/50	
Proposed Use	Retain in employment use and reallocate vacant site as Land for Employment Development. Potential investment location to improve existing site and bring forward sidings, but need to recognise the access constraints.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Situated between Harraby and Carlisle.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Brownfield site.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Frequent (15 min) service to west of site on St Nicholas Road. Two frequent (10/20 min) and one hourly service to north of site on London Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Not immediately accessible to resident population. No cycle route nearby.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Redevelopment could improve the environmental quality of parts of the site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	Large flat previously developed site provided access can be improved.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	Unsuitable for alternative uses given access and historical use of site.
Sustainable Development Total		27/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Primary employment area.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Brownfield site close to Carlisle but limited appeal to growth sectors, although proximity to Durranhill may assist.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	2	DS Schenker seeking to sell site.

Strategic Planning Factors		Score	Notes
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	3	Site to south of City in one of the most deprived wards.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Important employment location in deprived southern part of the City with proximity to Durranhill. Availability of land with employment potential but significant constraints to overcome.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	Industrial and rail uses. Hotel to north of site.
Strategic Planning Total		19/30	
Grand Total		67/120	

Site/Premises Assessment Proforma
HARRABY DEPOT

General Information:

Site Reference No.	13	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Harraby Depot	Last known use	Former fertiliser depot and then High Q car retailer
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	2.1 ha (total)
Ward	Harraby	Marketing position	
Description	Elongated site bound by rail line to south and accessed off the A6 London Road. The site includes a large old brick rail depot fronting Main Road which is currently vacant with the exception of a HSS Hire Shop.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	3	Private ownership - UIC (Hartlepool and Sunderland).
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	Historic employment site with only two users.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Limited suitability to any growth sector.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	Historical rail and fertiliser depot use and site size, layout and access may present development constraints. Also the Settle to Carlisle Railway running along site is a conservation area. Need to handle development at this site sensitively.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	1	Significant public sector investment likely to be required for future employment use - in particular for remediation.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	0	Investment required likely to considerably exceed values.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	2 miles to J43 of M6 and fronts A6 but difficult to access off A69 and to rear of site. Junction improvements would be required.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Good frontage but older brick premises appear poorly maintained to rear.

Market Attractiveness Factors		Score	Notes
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	New development means site is now surrounded by residential uses with rail line to south.
Market Attractiveness Total		18/50	
Proposed Use	If unable to attract further employment use the site could present a potential residential development site - consider de-allocation.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Situated between the edges of Botcherby, Harraby and Carlisle.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Two frequent (10/20 min) and one hourly service to south of site on London Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Large population - close to City Centre and residential populations.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Redevelopment could potentially improve the environmental quality of the site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	2	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	1	Adjacent to new residential and would suit redevelopment for residential if fully vacated.
Sustainable Development Total		23/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	2	Within more deprived southern area of Carlisle.

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	1	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	Urban residential.
Strategic Planning Total		11/30	
Grand Total		52/120	

Site/Premises Assessment Proforma
DURANHILL SIDINGS

General Information:

Site Reference No.	14	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Durranhill Sidings	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	10.86 ha (total)
Ward	Botcherby	Marketing position	Land and buildings for sale - 1.6 ha (Carigiet Cowen)
Description	Large elongated site bound by the rail line to the south and residential properties on Borland Avenue/Holywell Crescent to the north. Crown (packaging) occupy a large brick and clad northern lit factory with ancillary offices and social club taking up around two thirds of the site. The east third is vacant and for sale and includes mostly scrub land, a poor quality northern lit brick dairy and a residential unit.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	3	Private ownership.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	Land and buildings to east of site are advertised for sale - totals 1.6 ha.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	2	Eastern site appears vacant for some time.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Some limited suitability for food and drink manufacturing given previous and adjacent use.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Investment is likely to be required to bring forward vacant site into employment use.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	More viable sites available on main Durranhill Industrial Estate.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	4	1.5 miles to J43 of M6 but immediate access through residential neighbourhood.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Vacant buildings fallen in to disrepair. Factory of older style premises but appears well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Residential area, rail line and recreation ground.
Market Attractiveness Total		30/50	
Proposed Use	Consider for residential development if continues to fail to attract employment occupier.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Harraby and Botcherby.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	3	Part of vacant site may be greenfield.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Single but regular (15 mins) bus service runs along Holywell Crescent.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Situated between Harraby and Botcherby residential areas.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	3	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	2	Vacant site would better suit alternate use.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	1	Vacant site would be likely to attract a residential developer. New residential in a regeneration area.
Sustainable Development Total		19/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Limited suitability to growth sectors and not in a priority location close to City Centre.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	Factory to west but suburban residential area with rail line to south.
Strategic Planning Total		12/30	
Grand Total		61/120	

Site/Premises Assessment Proforma
DURRANHILL INDUSTRIAL ESTATE

General Information:

Site Reference No.	15	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Durranhill Industrial Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	27.5 ha (total)
Ward	Harraby	Marketing position	Industrial units for sale (Carigiet Cowen) Company House to let (Hyde Harrington) Dist Depot to let (Carigiet Cowen) Development on behalf of CCC (Capita)
Description	<ul style="list-style-type: none"> Large triangular 1950s general industrial estate bound by rail line to the north, Eastern Way to the east and residential to the south Chilled food manufacturer Cavaghan & Gray (part of Northern Foods and one of Carlisle's biggest employers - 1,800 people) own and occupy two large plots on the site including an art deco style brick factory office building in a prominent position at the entrance to the site and a large shed on the c.6.2ha 'Riverside' site to the north west. They are in the process of purchasing the former 'high q depot' site on Arkwright Way and are interested in developing that and the Riverside site to expand current operations to include the provision of a new high tech plant (subject to winning new processing line internally). A JV approach has been under consideration. There is a gradient drop to the Riverside site adjoining the sidings and the cost of a new access road is estimated to be £3.5m Cumbria Police have a new high quality architect designed HQ on Brunel Way, adjacent to which World Group occupy a large industrial unit The Eastern Way frontage of the site includes a number of vacant buildings including that previously occupied by Border TV and Cumberland House (old Police HQ). Cumbria County/City Council have acquired the Border TV and adjacent site and are trying to acquire the two frontage sites north of these Within the remainder of the site other uses and occupiers self storage, B&M Steel, engineering and auto repairs, and also a number of vacancies in poor quality buildings 		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	3	Mostly City Council ownership. Cavanagh and Grey own Riverside site and Couthards is freehold (on market for £350K) but City Council would like to purchase both. County Council strategy is to acquire the frontage of the estate.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	1.03 ha at Old Cleveland Depot remains available but potential redevelopment of C&G's Riverside site dependant on access. Council have also acquired two sites on the Eastern Way frontage - the former Border TV and Hewdens depot. Demolition on both sites started in November with aim of completing works in summer 2010. Acquisition has potential to improve access and open up new land for development
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	Poor management and outdated leases have restricted market interest. Numerous vacancies some of which are falling into disrepair, but also new development evident by public agencies including Police HQ and new fire station which will be built on Eastern Way frontage. Couthards are moving to Kingmoor Park.

Market Attractiveness Factors		Score	Notes
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Evidenced food and drink manufacturing clustering at this site. Cavaghan & Gray are important anchors but may have limited ability to attract further supply chain activities.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	1	Some level constraints towards the rear of the site and River to the west. Couthards is affected by asbestos therefore the private sector won't acquire the site. Outdated leases restricting market demand are acting as a constraint to development. Access to rear of site requires improvement.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	2	CV & NWDA are willing to progress Durranhill - their primary targets for acquisition are now Hewdens Storage Yard (on market at £600,000) and Coulthards (£350,000). County Council are trying to secure £1M from NWDA for purchase. Further costs for demolition and remediation. Hewdens yard is on a 44 year lease which means purchaser will have to renegotiate the lease with City Council. Council also lobbying NWDA for c. £3M funds to provide a new road to open up Riverbank.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Viable with public sector investment.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	4	Close to City Centre and 2 miles to J42 and 1.5 miles to J43 of the M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Mixed - new build Police HQ is very high quality but generally of very poor quality and maintained industrial and office units.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Suburban residential and rail line.
Market Attractiveness Total		25/50	
Proposed Use	Retain as Primary Employment Area but encourage redevelopment of vacated sites and enhance poor appearance should investment be available. Identify for major investment. Allocate vacant and derelict sites as Land for Employment Development. Consider extent to which site can become specialist food and drink cluster		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Harraby.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	Mostly previous development with exception of rear of Riverside site.

Sustainable Development Factors		Score	Notes
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Two frequent (10/20 min) and one hourly bus service runs 0.5km to south of site on London Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Edge of Harraby and Botcherby - a moderate residential population with a concentration of worklessness.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	5	Appears fully developed. Redevelopment could improve the environmental quality of the site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	Key employment site within the District with limited suitability to other uses.
Sustainable Development Total		29/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Could appeal to growth sectors and especially food and drink.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	5	Once C&G site acquired County Council hope to prepare a marketing strategy with NWDA to develop the site.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Durranhill is a short term focus for CV. Short/medium term solution to a lack of employment land in south of City. Key employer needs to be retained.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Residential, rail line and river. Site is a historic and accepted presence.
Strategic Planning Total		21/30	
Grand Total		75/120	

Site/Premises Assessment Proforma HARRABY GREEN BUSINESS PARK			
General Information:			
Site Reference No.	16	Local Plan Allocation	EC2 - Mixed Commercial Development
Site/Premises Name	Harraby Green Business Park	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	2 ha (total)
Ward	Harraby	Marketing position	1 unit to let
Description	Small semi rural business park with a mix of office, light industrial, workshop and residential uses. The site consists of four double height modern industrial metal clad units, split into 13 workshop units of approximately 1,000 - 3,000 sq ft, a converted tannery in multiple occupation including accountancy, training consultancy and key care services, and new residential development to the rear of the site.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	3	Owned by Harrison Northern who have developed a mix of employment and residential on land to north.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	Fully developed - 0.2 ha remaining.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Near full occupation.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	High quality semi rural location may suit some digital and creative industries. Calder Foods are present on the site.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Privately developed with single vacancy - appears to be a popular employment site.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	2.5 miles to either J42 or J43 of M6 but immediate access via residential area unsuitable for HGVs.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Some units appear dated but all well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	5	Residential and rural surroundings.
Market Attractiveness Total		35/50	
Proposed Use	Fully developed Mixed Commercial Development Site - exclude residential element and reallocate as Mixed Commercial Site.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Edge of Harraby on semi-rural setting.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Fully developed site.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Two frequent (10/20 min) and one hourly service to on London Road, 0.75km north of site.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Edge of Harraby but not immediately accessible to main adjacent residential area.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	Mixed commercial uses.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	
Sustainable Development Total		25/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	3	Mixed Commercial Development.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Popular employment site in south of City.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Residential and rural. New residential development under construction to north of site.
Strategic Planning Total		18/30	
Grand Total		78/120	

Site/Premises Assessment Proforma
ROSEHILL INDUSTRIAL ESTATE

General Information:

Site Reference No.	17	Local Plan Allocation	EC1 - Primary Employment Area EC22 - Land Allocated for Employment (SE Corner)
Site/Premises Name	Rosehill Industrial Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	26.5 ha (total)
Ward	Botcherby	Marketing Position	Offices to let - various (Carigiet Cowen and Walton Goodland)
Description	<ul style="list-style-type: none"> Large site situated to the south west of J43 of the M6 and 2.5km from Carlisle City Centre. Around half of the site is taken up by H&H who operate the biggest pedigree livestock auctioneers in UK with an organic cluster of other occupiers supporting this use including Aghire Ltd (agricultural supplies), Carr's Billington Agriculture Ltd (agricultural engineers), Frank Johnston (Tractors) Ltd, veterinary surgery, Animal Welfare Government Agency and Premier Frozen Foods. The 1970s market is in need of modernisation. H&H report to be remaining and investing in their current site The north western part of the site is occupied by car showrooms in around six modern showroom units South of the showrooms a large hard surfaced area owned by the City Council provides around 600 car parking spaces which are under covenant in favour of H&H but anecdotally are informally used as free P&R for City Centre. Previously had refuse dumped in clay pit and some remediation has been done. Council were trying to strike a deal with H&H to buy them out of a covenant to provide parking on the site but it fell through. Recent contamination survey has resulted in Council concluding development is not viable here and this previous priority has now been dropped 8-10 two storey pavilion style office buildings can be found on Wavell Drive many of which are occupied by banks and building societies. 'Fifteen' off Montgomery Way is a very modern glass and steel office development housing four occupiers including Edwin Thompson (chartered land agents), H&H Borderway Finance, Dodd & Co Chartered Accountants and Dodd Murray Ltd (financial advisors) Other uses on site include a dated brick conferencing and banqueting facility, mixed general industrial units housing car servicing, parts, and auction businesses, and engineering firms The south east corner of the site bound by the M6 is a former car auction site and is allocated for employment development and is currently greenfield with a single dwelling which appears vacant. This site was sold by H&H as surplus to requirements and has planning consent for hotel, 150,000 sq ft offices, pub and nursery but has not been taken forward following the property crash 		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	4	H&H Auction Mart Private Irish investor owns the eastern employment land allocation City Council own remainder of site including car park.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	2.7 ha remains available to SE of site and H&H site may become available in the longer term. Undeveloped 600 space car park owned by the City Council, but contamination and no alternative car parking. Eastern allocation has planning consent for hotel, 150,000 sq ft offices, pub and nursery. Auction mart may relocate to adjacent extension site (Site 14).
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	5	Evidence of recent development in form of 'Fifteen' office development. Planning permission for mixed use on eastern part of site.

Market Attractiveness Factors		Score	Notes
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	5	Suitable for Food and Drink Industries, Outdoor Sector (agriculture), Energy and Enviro Technologies, Specialist Manufacturing and potentially Digital and Creative within office uses. Would also suit distribution firms.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	Main site accessed via Tesco junction which is at capacity. Eastern site is not currently easily accessed, is slightly sloping and has a vacant dwelling on site. Reported contamination issues to car park site.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Car park site requires remediation but former car auction site has fewer constraints.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Former car auction site viable under normal market conditions if access improved and constraints overcome. Car park site not viable.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	4	Adjacent to J43 of M6 and 2.5km to Carlisle City Centre. However extension site appears to lack vehicular access. Capacity issues at Tesco junction.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mixed: 15 is a high spec modern office development, the auction site and general industrial units are older style but suit purpose. Pavilion style offices.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Residential and motorway.
Market Attractiveness Total		34/50	
Proposed Use	Retain as Primary Employment Area. Priority for investment		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Botcherby 1.5 miles to Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	Mostly developed out with exception of greenfield extension to rear.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Hourly bus runs through centre of site on Montgomery Way to Carlisle/Scotby, and to Bampton on A69 Warwick Road. Frequent (15min) Carlisle service enters southern part of site.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of Botcherby.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	

Sustainable Development Factors		Score	Notes
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	
Sustainable Development Total		28/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	EC1/222 South East part of site has planning permission for hotel and office use.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	4	Suitable for numerous growth sectors but not in priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	
Regeneration/development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	Council have been looking for city fringe park and ride sites including that owned by Auction Mart who are reluctant. Public transport links would need enhancing.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Large employment site with major local businesses.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Surrounding uses highly compatible to extension site. Some residential surrounding existing site. Motorway to east.
Strategic Planning Total		21/30	
Grand Total		83/120	

Site/Premises Assessment Proforma
BOTCHERBY/ROSEHILL EXTENSION

General Information:

Site Reference No.	18	Local Plan Allocation	EC22 - Land Allocated for Employment
Site/Premises Name	Botcherby/Rosehill Extension	Last known use	Agricultural
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	8.8 ha (total)
Ward	Botcherby	Marketing position	
Description	Large flat Greenfield site bound by M6 northbound, Durranhill Road and a rail line, situated to the south of Rosehill Industrial Estate and close to J42 of the M6. H&H Auction Mart once had a proposal to relocate to this site which the Planning Inspectorate felt was acceptable given specialist nature of activity but then the recession hit and negotiations have stumbled. H&H have now shelved these proposals.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	Part owned by City Council.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	Unserviced greenfield site totalling approximately 10.45 ha with access to Durranhill Road.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	Some consideration for relocation of H&H Auction Mart but proposals have since been shelved.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	May form important part of Rosehill Reconfiguration.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Constraints include flooding and potentially access.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	May require some investment towards site infrastructure and servicing.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Potentially viable as an extension to Rosehill Industrial Estate.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Close to J42 but accessed through Rosehill Industrial Estate.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Large, flat greenfield site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	M6 motorway, residential and employment.
Market Attractiveness Total		30/50	
Proposed Use	Retain as Land Allocated for Employment		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Botcherby 1.5 miles from Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	0	Greenfield.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Hourly Carlisle/Scotby bus and frequent (15min) Carlisle service bound site on Durranhill Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of Botcherby.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Considerable impact through development of existing greenfield site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Moderately suitable as an extension to Rosehill Industrial Estate.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Could suit residential uses to parts of site furthest from motorway or retain as greenfield.
Sustainable Development Total		15/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Suitable as potential extension to Rosehill.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	Potentially H&H.
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	If required for relocation of H&H - which may provide some additional benefit by releasing current H&H site at M6 junction for development.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Employment, motorway, agricultural but also some residential uses.
Strategic Planning Total		17/30	
Grand Total		62/120	

Site/Premises Assessment Proforma
RIVERSIDE

General Information:

Site Reference No.	19	Local Plan Allocation	EC2 - Mixed Commercial Development
Site/Premises Name	Riverside, Warwick Road	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	1.08 ha (total)
Ward	Botcherby	Marketing position	To let 700 sq ft & 1,458 sq ft (Carigiet Cowen)
Description	A small rectangular site situated adjacent to the River Petterill and behind a block of residential terraced houses on A69 Warwick Road. The site consists of two converted/new build 2 and 3-storey mill buildings, one with single storey extension providing office use to the ground floor and apartments above, each with associated parking in tarmaced marked spaces. A flat hard standing development site to the rear is currently used for additional parking however the owner/manager informed us on the site visit that he would like to develop an additional office/residential building on the site but lacks funds in the region of £4million.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	4	Private owner - looking to develop site to rear for mixed office and residential apartments.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	Office units and 0.42 ha development site to rear.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Owner needs £4 million to develop rear of site for further office and residential or residential apartments. Units vacated by United Utilities and SOS have been taken up by All Seasons Homes Care and 24/7.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Current occupiers suggest limited relevance.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Adjacent to River Petterill could present a flooring risk.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Owner has identified the need for around £4million to develop site.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	Viable - empty units refilled quickly. Development unlikely to become viable until market improves but developer keen.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	One mile to City Centre and J43 of M6, immediate access difficult especially for HGVs and at rush hour.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Modern conversions well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Behind residential, adjacent to river, lacks main road frontage.
Market Attractiveness Total		32/50	
Proposed Use	Retain as a Mixed Commercial Development site		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of City Centre - 1 mile away and Botcherby.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Extension - hard standing.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Frequent quarterly hourly bus to Carlisle and two further hourly routes serve site on A69 Warwick Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of Botcherby and City Centre.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Moderately suitable as part of a mixed use development.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Suitable for residential if lacking employment demand.
Sustainable Development Total		24/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	3	Mixed commercial development.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	Small single site although established units appear to work well.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Residential and rural moderately compatible for office employment and other 'clean' use.
Strategic Planning Total		13/30	
Grand Total		69/120	

Site/Premises Assessment Proforma
UPPERBY DEPOT

General Information:

Site Reference No.	20	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Upperby Depot inc. St Ninians Road	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	1.8 ha (total)
Ward	Upperby	Marketing position	
Description	Small elongated industrial site bound by the rail line to the north with a small frontage to St Ninians Road. A poor quality 2-storey building provides a frontage to the estate and is occupied by Northern Security Ltd and Michael Thompson (audio/visual repairs). Within the site 4 to 5 large industrial units and hard standing storage yards are subdivided and occupied by uses including plumbing and heating contractors, Williamson Heating Equipment, M&M Scaffolding, Pilkington Glazing and MA Fabrications.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Site fully developed but as appears in decline sites may become available in longer term if occupiers vacate.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Site size and quality limits suitability to growth sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	Some level changes and rail line.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Site could benefit with improvement but other sites with higher priority.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Although serves purpose.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	4	2 miles to J42 of M6 via A6 truck road but movement within the site limited by narrow estate road.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Poor quality buildings and storage yards but serve purpose.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Rail line and adjacent to residential development opportunity with full planning permission (Knight Frank).
Market Attractiveness Total		24/50	
Proposed Use	Retain in employment use but would suit residential redevelopment if vacated and adjacent site bought forward. May come under pressure as current site occupancy suggests decline.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Situated between Upperby and Harraby.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Regular 20 min service available 0.5km to north of site at Lightfoot Drive, and 15 min service to south of site at Lamb Street.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Situated between two moderate resident populations.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	2	Would particularly suit residential development, especially if adjacent site is bought forward.
Sustainable Development Total		23/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Limited suitability to growth sectors and not in a priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	But much less compatible if adjacent site is bought forward for residential development.
Strategic Planning Total		12/30	
Grand Total		59/120	

Site/Premises Assessment Proforma LONGTOWN BRIDGE			
General Information:			
Site Reference No.	21	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Longtown Bridge	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	6.26 ha (total)
Ward	Longtown & Rockcliffe	Marketing position	
Description	Situating on the edge of Longtown and bound by the River Esk, Longtown Bridge includes an agricultural auction mart, car garage, go-karting and kitchen fitter to the south, W M Armstrong Haulage, Tynedale Agrishop to the north including areas of hard standing on both parts of the site currently used for open storage, auction and parking.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	No development land currently available but could be some potential for consolidation of site.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	3	Fully occupied.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Limited suitability but specialist manufacturing or energy and environmental technologies.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Site adjacent to River Esk - potential flood risk. Gentry sloping site could create slurry issue near auction site.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Currently viable but could struggle to attract further employment if occupier were to vacate.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	A7 Carlisle to Scotland road runs through site but 5.5 miles to J44 M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Older style buildings but functional and appear generally well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Adjacent to River Esk on edge of Longtown.
Market Attractiveness Total		26/50	
Proposed Use	Retain as Primary Employment Area - serves purpose.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Key Service Centre - Longtown.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Half hourly and additional infrequent bus services run through centre of site on A7.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of Key Service Centre. National Cycle Route 7 runs through site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Potential impact on River Esk/drainage.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	Local employment site.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	Limited benefits or attractiveness for other uses.
Sustainable Development Total		23/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Primary Employment Area.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Limited suitability to growth sectors but KSC location recommended in RSS.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Locally important site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	River Esk and farmland.
Strategic Planning Total		15/30	
Grand Total		67/120	

**Site/Premises Assessment Proforma
BORDERS BUSINESS PARK**

General Information:

Site Reference No.	22	Local Plan Allocation	EC1 - Primary Employment Area EC2 - Mixed Commercial Development (Longtown IE)
Site/Premises Name	Borders Business Park, Longtown Industrial Estate, Mill Street, Land West of Briar Lea Court	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	A: Longtown IE - 1.98 ha B: Borders BP - 3.66 ha C: Land off Briar Lea Court - 1.76 ha D: Mill Street - 0.23 ha 7.63 ha (total)
Ward	Longtown & Rockcliffe	Marketing position	Longtown: To Let 498-2,408 sq ft (Whittle Jones)
Description	<p>Situated on the southern edge of Longtown, the four sites are very varied in nature:</p> <p>A - Longtown IE is a small functional industrial/workshop estate occupied by a dairy, ski clothing outlet and Valmet (forestry equipment). Also potentially space towards the front of the site for the development of an additional unit.</p> <p>B - Borders BP has five modern units (1 to let), a newly constructed vets and industrial with office unit occupied by RH Irving. Around half the site remains developable.</p> <p>C - Land off Briar Lea Court has a single large occupied older industrial unit with unoccupied scrub land adjacent.</p> <p>D - Mill Street includes a small lock up storage unit.</p>		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	3	City Council own southern half of Longtown Industrial Estate with Northern Trust owning the other. Other sites in private ownership.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	Land available at Borders BP (1.87 ha), off Briar Lea Court (0.64 ha) and Longtown IE (0.34 ha).
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	2	Recent development at Borders has been direct development by the NWDA. Borders was a regeneration priority for City Council and NWDA but limited take up attributed to lettings policy targeting high quality uses with limited demand. Some vacant units at Longtown IE.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Small scale sites limit suitability to growth sectors. Borders BP may have some limited attractiveness to growth sector office occupiers.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Direct development suggests requirement for public sector investment.

Market Attractiveness Factors		Score	Notes
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	D: 0 A-C: 1	Residential area with no main road frontage - de-allocate. Marginally viable employment sites evidenced by direct development and slow take up although slow growth likely.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	A-C: 3 D: 2	5 miles to J44 M6 accessed off A6071 to Brampton. Mill Street site accesses through residential area.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	A: 3 B: 4/5 C & D: 2	Mixed - new good quality premises at Borders BP, older but well maintained at Longtown but bit scruffy at Briar Lea.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Allotments, agricultural and residential.
Market Attractiveness Total		30/50	
Proposed Use	Mill Street site (D) would be better suited to residential uses if vacated - suggest de-allocation. Retain Longtown IE and Borders BP and grow if possible. If limited continued demand for employment use in the medium to long term, Briar Lea may attract residential development if vacated.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Key Service Centre - Longtown.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	3	Undeveloped scrub and grass land at Borders BP and Briar Lea. Potentially some space at Longtown IE.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Half hourly bus runs to south of sites on A7 with a number of additional but infrequent services.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of Key Service Centre. National Cycle Route 7 runs through site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	3	Some impacts of further development.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	A-C: 3 D: 1	Expand Borders BP. Limited viability if storage uses no longer required.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Mill Street and potentially Briar Lea would suit residential development.
Sustainable Development Total		20/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Primary Employment Area and Mixed Commercial Development at Longtown IE.

Strategic Planning Factors		Score	Notes
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Limited suitability to growth sectors but KSC location recommended in RSS.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	Locally important site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	Close to residential uses.
Strategic Planning Total		13/30	
Grand Total		63/120	

**Site/Premises Assessment Proforma
BRAMPTON EAST**

General Information:

Site Reference No.	23	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Brampton East (2 sites)	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	0.92 ha (total)
Ward	Brampton	Marketing position	Space Northwest: 269 - 2,517 sq ft to let at Old Brewery Yard
Description	<ul style="list-style-type: none"> Old Brewery Yard (0.3 ha) consists of 14 workshops within converted stone buildings in courtyard setting off Craw Hall. Current occupiers include Royal Mail and Geltside Brewery. Adjacent Stable Yard site (0.11 ha) is occupied by a residential unit Northern site consists of telephone exchange (0.3 ha) and single large industrial unit (0.32 ha) occupied by Country Collections and James Mead Ltd 		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	3	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	Fully developed sites with no remaining employment land.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	3	Five out of 14 units available at Old Brewery Yard.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	May suit some creative industries.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Small site areas - fully developed.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	May be required to maintain premises.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Appears viable at present although may struggle to attract new occupiers.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	1	8 miles from J43/44 M6 but main road frontage to Craw Hall.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Older premises appear moderately well maintained.

Market Attractiveness Factors		Score	Notes
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Residential and woodland.
Market Attractiveness Total		25/50	
Proposed Use	Continue as employment site but may struggle to attract new occupiers therefore consider flexible policy if becomes available. The northern site would suit residential if were to become available. In KSC available investment should be focused at other locations, such as Townfoot		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Key Service Centre - Brampton.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Single infrequent bus service runs past sites on Craw Hall. More frequent service available within walking distance in Brampton.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Close to Brampton Town Centre.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	2	Moderately suitable but may struggle to attract future occupiers.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Northern site in particular would suit residential use.
Sustainable Development Total		20/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Some limited suitability to growth sectors and within KSC priority area.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Some importance as local employment site as central KSC site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	Residential and woodland.
Strategic Planning Total		14/30	
Grand Total		59/120	

Site/Premises Assessment Proforma
TOWNFOOT INDUSTRIAL ESTATE

General Information:

Site Reference No.	24	Local Plan Allocation	EC1 - Primary Employment Area EC22 - Land Allocated for Employment
Site/Premises Name	Townfoot Industrial Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	11.76 ha (total)
Ward	Brampton	Marketing position	Centurion Court: 3 Units 6,074-10,416 sq ft Townfoot: 2 Units at 990 sq ft Lakeland Estates: 1,000-4,000 sq ft
Description	Situated off Carlisle Road west of Key Service Centre Brampton, Townfoot Industrial Estate provides a mix of general industrial and trade counter units including new, modern and older but well maintained premises. Space remains available for further development towards the rear of the site. Occupiers include Travis Perkins, Omega Music and Northern Academy of Music and a waste recycling centre.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	Private ownership.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	1.15 ha of expansion land to rear of site remains available.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Centurion Court is a block of five new/refurbished units.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	General reasonable quality.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	One of development sites appears fully serviced.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Speculative development may need some initial investment.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Viable employment site but further development likely to require support.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	8 miles from M6 J43/44 but immediate access off Carlisle Road.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Modern units and older brick units which appear well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Rural and shielded residential.
Market Attractiveness Total		34/50	
Proposed Use	Priority site in KSC Brampton. Continue as industrial estate with the aspiration to attract further employment development on available land. Represents priority investment site in Brampton.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Key Service Centre - Brampton.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	1	Development site is prepared but not previously developed.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Two infrequent and one half hourly bus service passes outside of estate on Carlisle Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	On edge of Brampton.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	3	Some impacts of further development.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	
Sustainable Development Total		21/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	EC1 - Primary Employment Area. EC22 - Land Allocated for Employment.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Important employment site in context of Key Service Centre.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Important employment site in context of Key Service Centre.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Rural and residential but well shielded.
Strategic Planning Total		15/30	
Grand Total		70/120	

Site/Premises Assessment Proforma
BRAMPTON IRTHING BUSINESS CENTRE

Site Reference No.	25	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Irthing Centre, Union Lane, Brampton	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	1.5 ha (total)
Ward	Brampton	Marketing position	
Description	Local Business and Telecentre comprising nine managed workspaces/offices and conference/meeting facilities within Brampton Town Centre. The Centre also provides a range of services to the local community and small rural businesses including IT access and training courses. Brampton Community Centre is also on site.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	5	Managed by Carlisle City Council.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	2	May become available for redevelopment in medium to long term.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	3	Appears fully occupied.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Limited suitability to growth sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Tight town centre site with narrow access on Union Lane.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Would likely need investment for redevelopment.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	0	Community start up and training focus may impact upon viability.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	Town Centre location 8 miles from J43/44 of M6. Narrow access on Union Lane.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Unattractive dated buildings
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Town Centre residential.
Market Attractiveness Total		24/50	
Proposed Use	Potential to support through business support and economic development priorities. May play important role in KSC for start up businesses. Alternative community use could also be appropriate to support local regeneration		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Within centre of Brampton - a Key Service Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	Business Centre opened in 1998.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Single half hourly and numerous infrequent bus services run through town centre.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Within centre of Brampton.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Former school currently only suitable for employment or community use. Would suit residential if cleared.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Would suit residential, leisure use if cleared. Understood to be emerging proposals for local medical centre
Sustainable Development Total		22/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Limited suitability to growth sectors but within priority location of a KSC.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	
Strategic Planning Total		15/30	
Grand Total		61/120	

Site/Premises Assessment Proforma BRAMPTON GARAGES (2 Sites)			
General Information:			
Site Reference No.	26	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Brampton Garages (2 sites)	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	0.27 + 0.10 = 0.37 ha (total)
Ward	Brampton	Marketing position	
Description	Two small garages in Brampton both fully developed out and in occupation.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	3	Owner occupied.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	Fully developed sites.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Small sites with limited suitability to growth sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Both small sites with slope to entrance of Sands Garage. Contamination from petrol and oil.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Would likely need investment to retain in employment use if existing occupiers vacated but not a priority.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	9 miles from J43/44 M6 within residential area of Brampton.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	1	Old brick buildings would benefit from improvement.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Existing residential and sold residential development site adjacent to Station Road Garage (Capita Symonds).
Market Attractiveness Total		21/50	
Proposed Use	Station Road site in particular would suit residential development if vacated by existing occupiers but would require remediation. Potential to release for alternative use, e.g. housing. Existing occupiers could be accommodated on other sites		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Key Service Centre Brampton.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Two infrequent bus services run past site frontages and half hourly service available within walking distance.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of Brampton.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	5	Redevelopment could have a positive impact on environmental quality.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	1	Better suited to alternative use - residential.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	1	
Sustainable Development Total		20/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Small site with limited suitability to growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	1	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	1	Residential.
Strategic Planning Total		10/30	
Grand Total		51/120	

Site/Premises Assessment Proforma
CARLISLE AIRPORT

General Information:

Site Reference No.	27	Local Plan Allocation	EC22 - Land Allocated for Employment
Site/Premises Name	Carlisle Airport	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	183.76 ha (total)
Ward	Stanwix Rural	Marketing position	
Description	Carlisle Airport is situated 3 miles west of Brampton and 7 miles east of Carlisle in a rural location. In addition to the airport current uses include an aviation museum, timber yard and ECM distribution. A masterplan is being driven forwards by Stobart who are proposing to move 375,000 sq ft of warehousing from Kingmoor to the Airport - however, this may be delayed until March 2011 due to legal challenge regarding planning process. System Group also have a logistic training facility on the site which they own. The S106 sets out an aggressive schedule of works with a functioning regional airport anticipated in 12-18, a distribution centre to open later this year, chilled distribution centre and HQ in parallel with redevelopment on Airside of business.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Carlisle City Council own freehold. Stobart's own long leasehold. System Group also have leasehold interest
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	Air field site in employment allocation. Masterplan work has identified more land that could be developed out in principle (although market review work not yet complete) within defined boundary of airfield. City Council land to north has been looked at but is too close to Hadrian's Wall buffer zone.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	5	Stobart are driving forward masterplan for site.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	5	Plenty of developable land. Would suit aviation linked businesses. Potential to expand tourism offer. Energy Supply Chain/Logistics is reported to be a big element of the masterplan. Specialist manufacture is also a medium to long term aim.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	Large flat site with no major physical constraints. Junction improvements planned as part of current planning application will provide surplus capacity for existing proposals. Agricultural tenancies.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Likely to be a financially viable site.

Market Attractiveness Factors		Score	Notes
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Rural location accessed from A689 4 miles from J44 of M6. Stobart have existing permission to access the site from a new round about on A689 but existing and proposed roundabouts will reach capacity once site develops out.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Mixed - some modern industrial units, older depot and reused army barracks.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Rural location.
Market Attractiveness Total		43/50	
Proposed Use	Ensure allocation ties in with recommendations of Masterplan study.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	1	
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	1	Mostly brownfield land.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	1	Single infrequent bus service runs along eastern and western boundary of the site. Two additional but infrequent buses run along southern boundary. However, S106 agreement requires employee shuttle and public services at peak hours.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	Rural location means site is only accessible to a small population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	1	Much of site is undeveloped - development could have significant environmental impacts.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	
Sustainable Development Total		15/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	5	Allocated land with undetermined planning application for storage, distribution and office use. Approval quashed by Court of Appeal (19 May 2010) on technicality. Approval anticipated within 6 months
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	4	Important site with some relevance to growth sectors but not in priority City Centre or KSC location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	
Regeneration/development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	4	Airport Masterplan is aspirational, not a planning document, aimed at stimulating interest in the airport. Includes proposals for hotel development as Stobart's need to serve own needs - intensive road and rail training programme for drivers and rail at Stobart HQ. Looking at potential Training Academy - link to School of Logistics at University.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Expansion of the airport is of strategic importance to Carlisle as a district.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	
Strategic Planning Total		26/30	
Grand Total		84/120	

Site/Premises Assessment Proforma
SANDISYKE

General Information:

Site Reference No.	28	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Sandisyke	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	22.40 ha (total)
Ward	Longtown and Rockcliffe	Marketing position	No marketing on site
Description	Situating 1 and a half miles south of Longtown, Sandisyke is a rural forested site occupied by around 10 poor quality and in some cases derelict tin sheds. Occupiers include a timber yard, scrap dealer, builders merchant and agricultural trailer operator.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	Some vacant but derelict units. 13.9 ha of undeveloped forest to rear of site is undevelopable.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	Number of vacant units.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Potential contamination and forested site which whilst allocated for employment is not available for development.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Poor low grade sheds and yards - Investment required to improve quality of site if retained for employment.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	Limited viability beyond timber yard uses etc.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Rural location accessed off A7 Carlisle to Longtown road 4 miles from J44 M6. Immediate access off poor quality road.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	1	Poor quality, low grade tin sheds. Poorly maintained, some derelict.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Agriculture and forest.
Market Attractiveness Total		20/50	
Proposed Use	Unlikely to attract further employment occupiers in current condition. Retain existing 8.5 ha of employment as Primary Employment Area but de-allocate 13.9 ha of undevelopable forest land.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	1	
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	2	Much of site remains forested.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Single half hourly bus service runs along eastern A7 boundary of site. Two additional but infrequent services use A7.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	On National Cycle Route 7, but rural location not immediately accessible to local population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Development would require considerable deforestation.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	2	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	Serves current use but return to green if vacated also suitable.
Sustainable Development Total		12/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Limited appeal to growth sectors and not in a City Centre or KSC priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	There is a recognised need to support agriculture in this location.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Compatible to existing predominantly timber based businesses.
Strategic Planning Total		12/30	
Grand Total		44/120	

Site/Premises Assessment Proforma WHITESYKE			
General Information:			
Site Reference No.	29	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Whitesyke	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	24 ha (total)
Ward	Longtown & Rockcliffe	Marketing position	
Description	Situated 1 and a half miles south of Longtown, Whitesyke is a rural forested site occupied by a series of mostly poor quality sheds and buildings. Occupiers include a timber yards, saw mill, timber haulage operator and a scrap dealer.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	The remaining 3.4 ha of employment land is deemed unsuitable for development however some vacant units, 12 acres storage land could provide some redevelopment potential.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	2	Some vacant units.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Potential contamination and forested site which whilst in employment allocation is unavailable for development.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Poor low grade sheds and yards - Investment required to improve quality of site if retained for employment.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	Limited viability beyond timber yard uses etc.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	Rural location accessed off A7 Carlisle to Longtown road 4 miles from J44 M6. Immediate access off poor quality road.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Poor quality, low grade tin sheds.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Agriculture and forest.
Market Attractiveness Total		21/50	
Proposed Use	Serves current purpose therefore retain as Primary Employment Area but unlikely to attract significant employment demand.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	1	
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	3	Partly developed site although remaining land is forested.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	0	No buses run within a mile of the site.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	Rural location not immediately accessible to local population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	1	Development would likely require deforestation.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	2	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	Serves current use.
Sustainable Development Total		12/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Limited appeal to growth sectors and not in a City Centre or KSC priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	There is a recognised need to support agriculture in this location.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Compatible to existing predominantly timber based businesses.
Strategic Planning Total		12/30	
Grand Total		45/120	

Site/Premises Assessment Proforma STEAD MCALPIN			
General Information:			
Site Reference No.	30	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Stead McAlpin	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	5.12 ha (total)
Ward	Burgh	Marketing position	
Description	Large factory site occupied by textile manufacture and printing firm Stead McAlpin (was John Lewis Partnership) and The Mill Shop. The site is bound by the River Caldew to the east and includes a very large industrial unit.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	3	Stead McAlpin (John Lewis Partnership).
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Fully developed and occupied although business believed to be marginal and close to closure.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Limited suitability as employment site.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	Access via single track road. Adjacent to River Caldew presenting a potential flooding risk.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	1	Unsuitable site for employment investment if vacated by existing occupier.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	0	Unlikely to be viable if exiting occupier were to vacate.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	1	Poor immediate access via single track rural road and through residential area of Cummersdale. 4.5 miles to J43 M6 via Carlisle City Centre.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Older style premises.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	River and open space.
Market Attractiveness Total		16/50	
Proposed Use	Retain as Primary Employment Area consider flexible policy approach if current occupiers vacate as unlikely to attract future employment uses.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	1	
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	1	Single hourly bus stops within Cummersdale Village 1km from site.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	Isolated rural location but cycle route runs along east of site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed site, although could be improved if returned to greenfield if occupier vacates.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	0	Unlikely to attract future employment uses if current occupier left.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	1	Greenfield.
Sustainable Development Total		13/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Limited relevance to growth sectors or target locations.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	At present.
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	1	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	
Strategic Planning Total		15/30	
Grand Total		44/120	

Site/Premises Assessment Proforma BARRAS LANE INDUSTRIAL ESTATE			
General Information:			
Site Reference No.	31	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Barras Lane IE	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	12.09 ha (total)
Ward	Dalston	Marketing Position	Modern Workshop/warehouse (Edwin Thompson)
Description	Barras Lane Industrial Estate is a mixed use employment site situated on the edge of Dalston. A rail line and Barras Road divide the site to the south of which is an oil storage depot operated by BP and an industrial unit occupied by MFL fabrications. The main site is accessed off Barras Brow and includes office space within Dalmar House a modern 2&3 storey pavilion style building; Cumbria Council depot and ancillary offices; and a number of mid-sized industrial units occupied by Cumbria Fire Service workshop; Portakabin Ltd; Dalston Aggregates; steel stockholders and engineers. A potential extension to the site has been identified through the LDF process and is assessed as Site 49.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	No development land available but some vacant offices and workshop and potentially development of open storage elements.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Popular local employment estate.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	May suit those requiring small workshop/office spaces - general attractiveness.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Viable local employment site.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	1	Site accessed through Dalston town centre/residential area. Access to M6 via rural roads.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mixed - some modern offices and units but also poor quality workshop and open hard storage uses.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Semi rural area with some residential adjacent.
Market Attractiveness Total		30/50	
Proposed Use	Retain as Primary Employment Area. Potential scope for rationalisation and infill.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Edge of Dalston.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	Industrial Estate - mostly developed out but some small undeveloped areas.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	1	Next to Dalston station but 1km on foot and services less than hourly. Hourly buses run through Dalston at 1km.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Edge of Dalston.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Redevelopment would have negligible impact.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Suitable provided sufficient demand for employment.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	Limited suitability to alternative uses.
Sustainable Development Total		21/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Primary Employment Area.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Important local employment site but no specific interest to RES/RSS.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Moderately important as a local employment site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Mostly rural, some residential.
Strategic Planning Total		14/30	
Grand Total		65/120	

Site/Premises Assessment Proforma
NESTLE, DALSTON

General Information:

Site Reference No.	32	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Nestlé, Carlisle Road, Dalston	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	5.95 ha (total)
Ward	Dalston	Marketing position	
Description	Purpose built factory with single occupier Nestlé. Situated off Carlisle Road in Dalston.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	3	Owned and occupied by single private owner.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	None - single occupier.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Limited suitability to growth sectors despite Nestle food and drink occupier.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	Large flat site in occupation. Specialist production facility would require redevelopment for further employment use if vacated.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Not at present but could require investment to retain in employment use if vacated by Nestlé.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Single occupier.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	1	Direct access and frontage to B5299 Carlisle Road but 5 miles to M6 J42 via rural roads.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Older premises appear well maintained and serves purpose.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	5	School - playing fields, residential and agriculture.
Market Attractiveness Total		27/50	
Proposed Use	Retain as a Primary Employment Area with flexible policy if site becomes available.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Edge of Dalston.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	Small steeply sloped greenfield site near entrance.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Single hourly service to Carlisle runs past site entrance. Dalston rail station is 1km but departures less than hourly.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Close to small population of Dalston.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Suitable and sustainable under current occupation.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	1	Would suit residential or green space if occupier vacates.
Sustainable Development Total		18/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Occupied by food manufacturer - regional growth sector but not in priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Large employer - important to retain for local population.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	School, open space on the edge of a residential area.
Strategic Planning Total		17/30	
Grand Total		62/120	

Site/Premises Assessment Proforma
NELSON AND NORFOLK STREET

General Information:

Site Reference No.	33	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Nelson Street and Norfolk Street (3 sites)	Last known use	Atlas Works - Textile Mill
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	Atlas Works - 0.61 ha Holme Works - 0.3 ha Key Safety Systems - 2.02 ha = 2.93 ha (total)
Ward	Denton Holme	Marketing position	Atlas Works: Office, Workshop, Retail, Warehouse units to let - 0228 401108 Atlas Works: Residential Development Opportunity For Sale - PP for 12 apartments (Hyde Harrington)
Description	<p>Three small employment sites south of Carlisle City Centre within a tightly developed terraced residential area:</p> <ul style="list-style-type: none"> Key Safety Systems (KSS) are the sole occupier of this site which includes a large modern factory unit and tank The Atlas Works site on Nelson Street includes a converted brick textile mill building housing a mix of offices, retail, manufacturing, storage, leisure and cultural businesses such as A4E (public service reform), martial arts centre, dance schools, hairdresser, cyber cafe and a school uniform shop Holme Works is a small site including some local retail units 		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	1	Atlas Works - Atlas Developments/Dan Russell.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	2	No land available but units and residential development opportunity available at Atlas Works.
Market Activity/ Developer Interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Mill could potentially appeal to creative and digital industries.
Development Constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Small sites within tight residential neighbourhoods with difficult access for larger vehicles.
Need for Investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Likely to require investment to improve and retain in employment use if vacated.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	Close to City Centre but congested and within residential area.

Market Attractiveness Factors		Score	Notes
Site/Premises Condition	Good - 5 Moderate - 3 Poor - 1	3	Atlas works could benefit from improvement (2), KSS is a modern industrial premises (4).
Quality of Surrounding Environment	Good - 5 Moderate - 3 Poor - 1	2	Urban residential area.
Market Attractiveness Total		20/50	
Proposed Use	Continue in current use but may suit residential development if vacated		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously Developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public Transport Accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Sites served by a frequent (20 min) service and two additional hourly services. Also within walking distance of Carlisle Train Station.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	5	Close to the centre of Carlisle within a large residential area.
Impact on Environment / Biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	All sites historically fully developed.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	2	Historic development. Unlikely now.
Suitability & benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	1	Atlas Works has planning permission for apartments and would suit such a use. Holme works would also suit residential or local retail provision.
Sustainable Development Total		24/35	

Strategic Planning Factors		Score	Notes
Planning Context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	Atlas Works - advertising a residential development opportunity.

Strategic Planning Factors		Score	Notes
Importance to Economic Development Activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring Uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	1	Urban residential area.
Strategic Planning Total		10/30	
Grand Total		54/120	

Site/Premises Assessment Proforma PETER STREET			
General Information:			
Site Reference No.	34	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Peter Street	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	0.21 ha (total)
Ward		Marketing position	
Description	Small triangular site to the north of Carlisle City Centre near the Civic Centre, markets and The Lanes Shopping Centre, currently used as Peter Street pay and display car park which appears well used.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	5	Carlisle City Council. Proudfoot Pension Fund may also have an interest
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	Brownfield site in Council ownership and with employment allocation.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Small site is limited in suitability.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	Immediate access may need to be improved.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Small site .
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	City centre site with associated congestion. Immediate access off Peter Street. Some distance from M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Hard standing site with drainage.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Urban residential and retail area.
Market Attractiveness Total		31/50	
Proposed Use	De-allocate from Primary Employment Area to residential, mixed use or retain as a town centre car park in the medium term.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	5	Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Cleared site - now concrete hard standing.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	5	City Centre location within walking distance of main line train station and bus services.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	5	Carlisle City Centre.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Previously developed site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	City Centre site in employment allocation.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	2	Would suit mixed use, residential, office or retail. Could retain as car park.
Sustainable Development Total		29/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	City Centre site but site size limits appeal to growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	Not specifically for this site. But within City Centre priority area
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	City Centre uses - offices and retail. Residential to the north.
Strategic Planning Total		15/30	
Grand Total		75/120	

Site/Premises Assessment Proforma
DENTON HOLME TRADING ESTATE

General Information:

Site Reference No.	35	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Denton Holme Trading Estate	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	1.9 ha (total)
Ward	Denton Holme	Marketing position	Units to let - Carigiet Cowen
Description	Small general industrial estate situated immediately to the south west of Carlisle City Centre. Bound by River Caldew to rear and accessed off Milbourne Street to the front. Site is fully developed and includes 29 single units with five single storey brick and metal clad buildings, together with four further such buildings split into larger units. Units around 1,000-5,000 sq ft. Occupiers include retail trade and engineering firms such as Dulux Decorator Centre, Premier Electrical Ltd, FJ Display and Atlas Air.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	5	Carlisle City Council have leasehold interest on majority of site.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	Fully developed out.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Majority of units let.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Small general industrial and trade park.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	Fully developed - but river to rear.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Busy industrial estate close to City Centre.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Close to City Centre presents congestion issues. Some distance to M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Well maintained.

Market Attractiveness Factors		Score	Notes
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	
Market Attractiveness Total		33/50	
Proposed Use	Retain as primary employment area		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Fully developed out.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	5	Within walking distance of main line train station and buses.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	5	Edge of Carlisle City Centre.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	Retail trade to south of Denton Holme site.
Sustainable Development Total		31/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Close to priority City Centre location but limited appeal to growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	5	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	

Strategic Planning Factors		Score	Notes
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Some urban residential to west of site. River to rear.
Strategic Planning Total		20/30	
Grand Total		84/120	

Site/Premises Assessment Proforma
CALDEWGATE NORTH

General Information:

Site Reference No.	36	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Caldewgate North	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	2.96 ha (total)
Ward	Castle	Marketing position	
Description	<p>Long thin site to the west of Carlisle City Centre, accessed off Shaddongate, fully developed for a mix of industrial and retail uses and effectively split into three sections:</p> <ul style="list-style-type: none"> ▪ The Maltings to the northern third of the site is occupied by a number of retail businesses including Subway, Allied Carpets and Thomas Roddick and Metcalfe (antiques) ▪ Thomas Graham (steel) occupy the middle third of the site with three brick and metal clad buildings and some ancillary office use ▪ Linton House to the southern third of the site is an older style brick premises divided into units occupied by uses such as a tanning salon and house clearance centre 		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	Fully developed and let.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	Appears fully developed.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	City Centre site appears viable.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Close to City Centre and associated congestion. Some distance to M6.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mixed.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Other employment and urban residential uses.
Market Attractiveness Total		28/50	
Proposed Use	Mixed commercial area		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	5	Within walking distance of main line train station and City Centre buses.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	5	
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Limited impact as already fully developed.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	In part - already includes some retail and would suit a mixed use allocation.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	2	Some retail uses will continue to be appropriate.
Sustainable Development Total		28/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	In priority location on edge of City Centre but limited potential to growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Other employment and mixed uses and some urban residential.
Strategic Planning Total		16/30	
Grand Total		72/120	

Site/Premises Assessment Proforma
CALDEWGATE SOUTH

General Information:

Site Reference No.	37	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Caldewgate South	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	9.4 ha (total)
Ward	Denton Holme	Marketing position	
Description	Large site to the south west of Carlisle City Centre includes a large converted stone mill to the east of the site occupied by Longhorn (Carlisle Glass); Cumbrian Press offices within a 2-storey 1960s style building fronting Dalston Road to the west of the site with associated parking adjacent; a Royal Mail depot within a large industrial unit accessed off Junction Street to the north of the site; United Utilities; and 4-5 smaller industrial units occupied by Eurocar, Kwikfit, Build Centre and a vacant unit.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	All in private ownership - believed to be a small number large owners.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	2	Reported by City Council to be underutilised presenting some scope for reconfiguration.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	3	Single vacant unit but appeared to have been vacant for some time.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Site location and size could be moderately suited to a range of growth industries.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	Would require clearance and reconfiguration.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	No investment required under current circumstances/occupation but could be if redevelopment site became available.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Close to City Centre with established occupiers.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Close to City Centre and associated congestion but some distance from M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mixed older premises appropriate to use but appear generally well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Other employment uses and residential.
Market Attractiveness Total		28/50	
Proposed Use	Employment / mixed commercial		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	5	Close to City Centre with main line rail services and numerous bus routes.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	5	Edge of Carlisle City Centre and southern residential population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Already fully developed site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Possible residential/mixed use if major occupier were to vacate premises and failed to attract new employment use.
Sustainable Development Total		30/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Close to City Centre priority but limited appeal to growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Employment and urban residential.
Strategic Planning Total		15/30	
Grand Total		73/120	

Site/Premises Assessment Proforma
DENTON BUSINESS PARK

General Information:

Site Reference No.	38	Local Plan Allocation	EC1 - Primary Employment Area
Site/Premises Name	Denton Business Park - inc. APV Mitchell, Andersons Sawmill and Denton Tyres	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	3.78 ha (total)
Ward	Denton Holme	Marketing position	
Description	Situating within a predominantly traditional terraced residential area to the south of Carlisle City Centre, the site is bound by the River Caldew to the east and Lorne Crescent to the west. A modern trade retail unit occupied by Andersons Home/DIY store is present on the part of the site east of Denton Street together with an upholstery and foam business. Rathbone, Digital Dryers and McKnights are present on the western site and Denton Tyre Centre to the north.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Fully developed.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Limited suitability to growth sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Tight access within residential areas. Potential flooding risk from River Caldew to east of site.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Although may be required if occupiers vacate site.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Viable at present but may struggle to attract future occupiers if vacated.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	Close to City Centre but within urban residential area. Some distance from M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mixed, predominantly older premises mostly well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Terraced residential area and some employment uses.
Market Attractiveness Total		24/50	
Proposed Use	Retain as Primary Employment Area.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Within walking distance of City Centre with main line rail centre and numerous bus services.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	5	Edge of Carlisle City Centre and within residential area.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Could suit mixed use/residential development if vacated based on surrounding uses.
Sustainable Development Total		28/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Edge of City Centre but limited relevance to growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	Residential with some employment.
Strategic Planning Total		13/30	
Grand Total		65/120	

Site/Premises Assessment Proforma
CARLISLE ENTERPRISE CENTRE/JAMES STREET

General Information:			
Site Reference No.	39	Local Plan Allocation	EC1 - Primary Employment Area EC2 - Mixed Commercial Development (James Street Workshops)
Site/Premises Name	Carlisle Enterprise Centre and Rome Street	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	1.07 (Bousteads) +2.4 (Escott Works) +0.7 (Long Island Park) +1.14 (Factory) +0.4 (Enterprise Centre) + 0.49 (James St workshops) = 6.2 ha
Ward	Currock	Marketing position	Unit to let of Hewson IE - Carlisle City Council
Description	Bound by the River Caldew to the west, the site is situated to the south of Carlisle City Centre. Carlisle Enterprise Centre occupies a modern conversion of a 1930s fire station on the northern tip of the site and provides around 50 managed and serviced spaces in a range of workshop, studio and office units ranging in size from 150 to 1,200 sq ft but mainly in the lower end. Carlisle City Council manages the Enterprise Centre. A large factory unit adjacent to the Enterprise Centre is occupied by Crown followed by the James and Hewson Street (11 and 5 units respectively) and Long Island Park general light industrial workshops (12 units). The triangular Escott Work site to the west of Rome Street includes a public recycling centre and gas works. A Council Depot takes up the brick 2-storey buildings and yard on the far southern Bousteads part of the site. To the east of Rome Street and outside of the employment allocation there is outline planning consent for 151 residential units on a disused site of 2.16ha. DTZ and Carigiet Cowen are joint agents.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	1	James Street and Hewson Street Workshops in City Council ownership.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	2	0.39 ha remains available for development at Escott Works.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	3	Carlisle City Council report that lettings in the Enterprise Centre have suffered a decline recently
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Enterprise Centre would suit a number of digital and creative industries but limited potential for remainder of the site. Potential to support University spin outs.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Site runs adjacent to River Caldew presenting a flood risk. Possible contamination.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Investment for the southern part of the site will be required if vacated by current occupiers.

Market Attractiveness Factors		Score	Notes
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Northern more accessible parts of the site likely to remain viable, southern site less so.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Close to City Centre and 2.5 miles to J43 M6 but congested route.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mixed - High quality conversion at Enterprise Centre, poor quality recycling and gas works site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	2	Disused gas works, river, rail line, some terraced residential to south
Market Attractiveness Total		26/50	
Proposed Use	Retain as Primary Employment Area or consider reallocation as Mixed Commercial Site. Support activities at Enterprise Centre and develop relationship with University through economic development and business objectives.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre .
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Frequent (20 min) service and less frequent hourly service pass north of site on Denton Street. Close to Carlisle Rail Station. Access to south of site more limited.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Close to Carlisle City Centre but not immediately surrounded by residential population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	5	Redevelopment has potential to improve quality of the environment.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	
Sustainable Development Total		30/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	4	Mostly Primary Employment Area. James Street Workshops to the north of the site is allocated for Mixed Use Commercial Development.

Strategic Planning Factors		Score	Notes
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	4	Close to City Centre with some potential for growth industries.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Council highlight need to ensure the Enterprise Centre is maximising potential in terms of graduate retention and development.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	Mostly industrial uses surrounding.
Strategic Planning Total		18/30	
Grand Total		74/120	

Site/Premises Assessment Proforma CURROCK ROAD			
General Information:			
Site Reference No.	40	Local Plan Allocation	EC2 - Mixed Commercial Development
Site/Premises Name	Currock Road East and West	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	Currock Road East (Rickerby's) - 2.91 ha Currock Road West - 3.1 ha = 6.01
Ward	Currock	Marketing position	Rickerby's - Devpt Site For Sale (Hyde Harrington)
Description	Two flat sites situated between the rail lines at Currock. The eastern site is occupied by Rickerby's (agricultural machinery sales) in a single large dated brick and metal industrial unit with ancillary office use and surrounding hard standing used for machinery display and car parking. However, the site is advertised as a development opportunity for sale due to relocation of the business. The western site has a modern metal clad unit occupied by DW Sports and Fitness and an additional industrial unit occupied by Travis Perkins with associated open storage.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	1	Partly owned by Carlisle City Council.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	4	Western site fully developed - eastern site available for redevelopment and within mixed commercial development allocation.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	DW Sports and Fitness appears to be a fairly recent build.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	Likely to require redevelopment.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Good sized site close to City Centre should be viable.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Eastern site is of a good size and location, with main road frontage close to the City Centre.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Three miles to J43 or 4 to J42 via A6. Immediate access off Currock Road towards City Centre.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Older premises on eastern site are likely to require redevelopment. Western site premises are more modern and better maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Rail lines surround both sites. Industrial uses to the north, residential to the south.
Market Attractiveness Total		34/50	
Proposed Use	Retain as mixed commercial development sites - encourage redevelopment and the attraction of a new occupier to the eastern site by allocating as Land for Mixed Use Development.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Situated between edge of Currock and edge of Carlisle.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Main line Station at 1km but no buses service site. Nearest bus route 0.58km away at Alton Street has hourly service.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Close to residential population of Currock and City Centre.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	Or mixed commercial development.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	2	May also suit retail or leisure uses but could incorporate within mixed redevelopment.
Sustainable Development Total		27/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	3	Mixed Commercial Development.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	4	Close to City Centre priority location and some appeal to growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	3	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Mixed - residential, industrial and box retail. Would not suit office uses.
Strategic Planning Total		18/30	
Grand Total		79/120	

Site/Premises Assessment Proforma
JAMES STREET & WATER STREET

General Information:

Site Reference No.	41	Local Plan Allocation	EC2 - Mixed Commercial Development
Site/Premises Name	James Street & Water Street	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	
Ward	Currock	Marketing position	Unit to let under rail arches 2,850 sq ft (Spacia)
Description	Mixed industrial and retail area bound by the rail line to the north and James Street/Currock Road to the south. Matalan occupy northern part of site in modern box retail unit. There are a number of units within the railway arched one of which is available to let other occupiers include motorbike sales and music production. Carlisle Glass have vacated a unit to the west of Crown Street which remains vacant and now appears to be used for parking in part. Other uses within the central part of the site include a taxi rank, take away and car wash. The southern part of the site is taken up with 5/6 retail box units occupied by Reid Furniture, Sleep Right, Bath Store, Build Centre and Plump Centre. Currock Road Trade Centre to the south of Currock Road has around three brick and metal clad units, split into 14 double height workshops with ancillary office space and includes occupiers such as Funtazia (play centre), Discount Carpet Warehouse, Phoenix Plumbing and Heating and a number of car repair firms.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	Although City Council own South John Street Workshops.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	Some units and potential redevelopment site at vacated Carlisle Glass within mixed commercial development allocation.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	3	Some vacant units appear to have been vacant for some time.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	Limited suitability to any growth sector.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	Access, rail line.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Not required for further box retail development but possibly for further industrial use.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Viable as a mixed use commercial site.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	3 miles to J43 or 4 to J42 via A6. Immediate access off Currock Road. Close to City Centre.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Mixed - non-descript box retail units and older less well maintained industrial units.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	2	Rail lines and other mixed quality industrial and box retail uses.
Market Attractiveness Total		34/50	
Proposed Use	Retain as Mixed Commercial Development Area.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Adjacent to Carlisle Rail Station, however no bus services pass site. Regular (20 min) bus service at Denton Street.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Close to Carlisle City Centre but not immediately surrounded by residential population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Fully developed site - redevelopment of parts could improve the environmental quality of the area.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	Mixed commercial development.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Would also suit additional box retail uses.
Sustainable Development Total		28/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	3	Mixed Commercial Development Site.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Priority edge of centre location but limited appeal to growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	3	Edge of City Centre.

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	Other industrial and mixed commercial uses.
Strategic Planning Total		17/30	
Grand Total		79/120	

Site/Premises Assessment Proforma
BOTCHERGATE/LANCASTER STREET

General Information:

Site Reference No.	42	Local Plan Allocation	EC2 - Mixed Commercial Development
Site/Premises Name	Botchergate/Lancaster Street	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	7.81 ha (total)
Ward	Currock	Marketing position	
Description	Elongated site bound by Botchergate and St Nicholas Road to the north and the rail line to the south. The northern part of the site includes a number of traditional public houses, takeaways and small retail units; a new Vue cinema and an old mill occupied by Carlisle Glass. The main central part of the site is a general industrial and mixed use area with occupiers including Autoglass, Johnson and Bulman (engineering supplies), Graham (heating and plumbing), Vasseys Home Furnishing Store and South End Constitutional Club together with some residential. The southern part of the site appears to be scrub land but has a board up stating 'Danger Zone'.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	1	City Council own St. Nicholas Industrial Estate between King Street and Albion Street.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	2	Fully developed site but potential for reconfiguration or redevelopment in longer term.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Location near to main line station and prestigious occupiers such as the Courts, could generate some potential for a new office quarter if redeveloped.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	1	Investment will be required to redevelop site as key gateway location.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Close to City Centre few vacancies. Viability as a office location is less clear but lack of quality in City Centre may encourage interest.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	City Centre site 2 miles from J43 of M6 but congestion an issue.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	2	Mixed - many older premises, some in a poor state of repair.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	
Market Attractiveness Total		21/50	
Proposed Use	Mixed Commercial. Consider prioritisation for investment.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	5	City Centre site.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	5	City Centre site adjacent to mainline rail station. Numerous and frequent buses pass on Botchergate.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	5	Accessible to large population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	Given location (although not necessarily suitable for current types of uses.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	Some limited potential for residential uses.
Sustainable Development Total		33/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	3	
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	4	City Centre site with potential for new office redevelopment.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	4	Not currently proposed but important gateway site to City Centre in need of investment.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	4	Potentially important as key gateway to City Centre.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	City Centre uses, rail station and urban residential.
Strategic Planning Total		21/30	
Grand Total		75/120	

Site/Premises Assessment Proforma
VIADUCT ESTATE ROAD SOUTH

General Information:

Site Reference No.	43	Local Plan Allocation	EC2 - Mixed Commercial Development
Site/Premises Name	Viaduct Estate Road South	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	1.68 ha (total)
Ward	Castle	Marketing position	
Description	Rectangular site between and bound by the rail line and River Caldew, immediately south of Carlisle City Centre. Around half the site is taken up by a Vauxhall car show room with the remainder to the south of the site being vacant hard standing and scrub land. Site has planning permission for Tesco store. Site was to be the location for a new Cumbria University campus but now on hold for next 10 years plus. The NWDA position this (plus car park sites) as a Strategic Investment Site.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships -1	1	
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	4	Vacant hard standing and scrub land in mixed commercial development allocation.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	Limited interest for employment uses.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Edge of centre location could suit office development which may appeal to digital and creative industries. Mixed allocation would also allow for tourism and leisure.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	1	Adjacent to River Caldew could present flooding risk. Steep change in level to access from south. Reported to be contaminated site - particularly the car park element.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	2	NWDA committed £3-4m to Caldew Riverside but requires an end user to be identified. DEFRA funding is also an option .
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Close to the City Centre and main line rail station. Potentially viable location but requires investment to unlock site.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	City Centre site presents congestion issues and immediate access limited by rail and river boundaries.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Car showroom is modern and well presented but vacant hard standing unattractive.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Mixed uses - retail, industrial, rail, river waterside.
Market Attractiveness Total		25/50	
Proposed Use	Mixed Commercial Site. Tie into car Viaduct Estate Road North and car park sites to create single development opportunity consistent with Regional Investment Site. Potential for tourism, leisure, office, residential		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	5	Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Previously developed.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	5	Close to mainline train station and city centre.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Edge of Carlisle City Centre but poor pedestrian linkages.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Limited impact as previously developed site but understood there may be potential drainage issues
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Mixed use likely to be more viable and enhance City Centre offer.
Sustainable Development Total		30/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	3	Mixed Commercial Area.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Close to priority location of Carlisle City Centre and could appeal to growth sectors if redeveloped.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	University have pulled out.

Strategic Planning Factors		Score	Notes
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	5	Site was included in University Masterplan and is a high regeneration priority for Carlisle City Council and Carlisle Renaissance. Regional Strategic Investment Site
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Underused City Centre site with potential for development.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	City Centre retail and industrial uses.
Strategic Planning Total		/30	
Grand Total		/120	

Site/Premises Assessment Proforma
VIADUCT ESTATE ROAD NORTH

General Information:

Site Reference No.	44	Local Plan Allocation	EC2 - Mixed Use Commercial Development
Site/Premises Name	Viaduct Estate Road North	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	0.92 ha (total)
Ward	Castle	Marketing position	
Description	Long thin triangular site immediately to the west of Carlisle City Centre bound by the River Caldew to the west and Viaduct Estate Road and Railway to the east. Taken up by three buildings brick and metal roofed buildings the smallest of which is used as the Eden Bridge Club House, the two larger units are occupied by a tile showroom and an indoor bowling green. All have associated car parking space		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	5	Site is in City Council ownership.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	Occupied and allocated for mixed commercial development.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	Limited interest for employment uses.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Edge of centre location could suit office development which may appeal to digital and creative industries. Mixed allocation would also allow for tourism and leisure.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	1	Adjacent to River Caldew - could present a flood risk. Steep access to site. Reported to be contaminated.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	1	Likely to be required for redevelopment.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	City Centre site - viable investment.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	City Centre site close to A595 Castle Way presents issues of congestion. Some distance from M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	3	Older style brick units but appear generally well maintained.

Market Attractiveness Factors		Score	Notes
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	River Caldew, rail line, car park and A595.
Market Attractiveness Total		27/50	
Proposed Use	Mixed Commercial Site. Tie into car Viaduct Estate Road South and car park sites to create single development opportunity consistent with Regional Investment Site. Potential for tourism, leisure, office, residential		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	5	Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Fully developed.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	5	Within walking distance of main line rail station and City Centre buses.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Edge of Carlisle City Centre but poor pedestrian linkages.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Previously developed site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	As part of mixed commercial development.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Potential for some retail uses or additional leisure uses.
Sustainable Development Total		30/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	3	Allocated for Mixed Commercial Development.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	5	Priority location close to City Centre with some potential for growth sector appeal.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	4	Regional Strategic Investment Site. Key priority for Renaissance

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	City Centre site. Regional Strategic Investment Site
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	
Strategic Planning Total		23/30	
Grand Total		80/120	

Site/Premises Assessment Proforma
LAINGS, DALSTON ROAD

General Information:

Site Reference No.	45	Local Plan Allocation	EC22/H12 - Land Allocated for Mixed Use Development
Site/Premises Name	Laings, Dalston Road	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	1.91 ha (total)
Ward	Denton Holme	Marketing position	
Description	Vacant industrial site to the south west of Carlisle City Centre. Site includes vacant 2-storey brick offices, workshops, builders yard and scrub land.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	3	Likely to be in single ownership, intentions unknown.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	4	Vacant buildings and site allocated for mixed use development. Would require some demolition and redevelopment.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	Appears to be a long term vacancy.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	1	
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Appears to be some change in level. May be issues of contamination dependant on previous use.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Public investment likely to be required to redevelop site for employment use.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	Edge of centre site but would require full redevelopment.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Close to Carlisle City Centre with access off busy B5299 Dalston Road. Some distance to M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	1	Vacant site and premises falling into disrepair.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Surrounded by residential with new development to the north.
Market Attractiveness Total		23/50	
Proposed Use	Retain for mixed use development or de-allocate for residential.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	4	Edge of Carlisle City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	3	Rear of the site appears undeveloped but could not gain access to site.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	5	On main route into Carlisle City Centre, within walking distance of main line rail station.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	5	Close to Carlisle City Centre.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Redevelopment could have a positive impact on parts of the existing environment.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	As part of a mixed use development.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	1	Would suit residential development.
Sustainable Development Total		25/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	3	Land Allocated for Mixed Use Development.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Close to priority location of Carlisle City Centre but limited potential for growth sectors.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	3	Edge of City Centre.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	1	Given long term vacancies.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	1	Residential to three sides.
Strategic Planning Total		11/30	
Grand Total		59/120	

**Site/Premises Assessment Proforma
WARWICK MILL BUSINESS CENTRE**

General Information:

Site Reference No.	46	Local Plan Allocation	White Land
Site/Premises Name	Warwick Mill Business Centre	Last known use	Textile Mill
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	2.44 ha (total)
Ward	Great Corby & Geltsdale	Marketing position	Workstations from £30 per week
Description	Refurbished stone mill building offering office, desk rental, conferencing and business support facilities. Also includes some converted stone out buildings and concrete workshop units, and the Meadows - a development of workshops from 500 to 3,500 sq ft. Located south of Warwick Bridge in a rural location.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	3	Simtor Ltd.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	0	Fully developed out.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	4	Management report good interest with three new occupiers currently moving in. Short term leases are proving popular.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Small workshops and serviced office space would suit digital and creative industries.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	5	
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Appears popular and management report good interest.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Located off A69 Newcastle to Carlisle trunk road, 2.5 miles east of J43 of M6. Immediate access via narrow road.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Considerate and attractive conversion of textile mill. Well maintained out buildings.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Rural location.
Market Attractiveness Total		35/50	
Proposed Use	Continue as Business Centre for SMEs and allocate as a Primary Employment Area.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Edge of Warwick Bridge.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	4	
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	2	Two bus services run through Warwick Bridge, one hourly, the other infrequently. Two miles to Wetheral train station.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Adjacent to small population in Warwick Bridge.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	Serves purpose as local employment site well.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	
Sustainable Development Total		22/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	1	Unallocated site.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Some relevance to growth sectors but not in a priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Important local employment site.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Rural location compatible with this type of use.
Strategic Planning Total		11/30	
Grand Total		68/120	

Site/Premises Assessment Proforma
BURGH ROAD EXTENSION

General Information:

Site Reference No.	47	Local Plan Allocation	Identified through LDF Call for Sites
Site/Premises Name	Burgh Road Industrial Estate Extension	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	Extension - 2.74 ha (total)
Ward	Belle View	Marketing position	
Description	A western Greenfield extension to the Burgh Road Industrial Estate put forward through the LDF Call for Sites process. This site fronts and would likely need to be accessed from Burgh Road and slopes down towards to River Eden.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Put forward for employment development by private owner through LDF Call for Sites process.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Greenfield extension.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	Extension identified through Call for Sites process.
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	A number of food and drink operators are already present on existing estate but low profile site.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	Site slopes down towards the River Eden, electricity pylons run close to the site boundary, and a new access is likely to be required.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	However, public sector should only support reconfiguration of existing site and not extension.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Extension site moderately viable.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	2	Two miles from Carlisle City Centre, further to J43 of the M6. Immediate access through residential area. CNDR to west of site will greatly improve access.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Greenfield site.

Market Attractiveness Factors		Score	Notes
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Open space and residential.
Market Attractiveness Total		25/50	
Proposed Use	General employment. Extension should be considered within context of CNDR and other sites along its route		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Edge of Newtown/Belle Vue, 2 miles from City Centre.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	0	Greenfield site.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	Single infrequent bus service passes outside of site. Two 15 and 20 minute frequency services available at 500m on Newtown Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	4	Edge of Belle Vue/Newtown. National cycle route 72 encircles site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Development of greenfield site would have significant environmental impacts and close to Hadrian's Wall.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Suitability of extension site will improve with development of CNDR to west.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Could remain as greenfield.
Sustainable Development Total		16/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	2	Identified through the LDF Call for Sites process.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	Call for Sites.
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	

Strategic Planning Factors		Score	Notes
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	2	Predominantly residential area, green field and Hadrian's Wall.
Strategic Planning Total		9/30	
Grand Total		50/120	

Site/Premises Assessment Proforma
HARRABY JUNCTION

General Information:

Site Reference No.	48	Local Plan Allocation	Unallocated - identified through LDF Call for Sites as 'Upperby Junction'
Site/Premises Name	Harraby	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	6.9 ha (total)
Ward	Harraby	Marketing position	
Description	Bound by rail lines to the west, the River Petterill to the east and Tree Road/Tyne Street to the north, this large site is located to the south east of Carlisle City Centre and is taken up by a Network Rail depot with sidings, a number of large metal clad sheds and some ancillary office uses.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Private ownership in employment use.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Site currently used as Network Rail railway sidings but may be longer term potential for redevelopment.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Proximity to food and drink manufacturing at Durranhill.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	2	Access to all parts of the site is via steep downwards slope in alternative ownership. Potential contamination issues.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	1	Limited visibility, difficult access and location and a number of constraints. Improved access would enhance viability.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	1	Two miles to J43 of M6 but immediate access off London Road is poor via narrow and sloping roads - car wash and Hilltops Hotel control this access. This very busy junction would need reconfiguration.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Network Rail depot appears modern and well maintained.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	2	Poor quality stone workshops, rail lines.
Market Attractiveness Total		21/50	
Proposed Use	Retain in employment use - consider allocation as a Primary Employment Area.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	3	Situated between Harraby and Carlisle.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	5	Brownfield site.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	4	Frequent (15 min) service to west of site on St Nicholas Road. Two frequent (10/20 min) and one hourly service to north of site on London Road.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Not immediately accessible to resident population. No cycle route nearby.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	4	Redevelopment would have negligible impact.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	5	Unsuitable for alternative uses given access and historical use of site.
Sustainable Development Total		27/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	2	Unallocated site identified through LDF Call for Sites process.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Close to Carlisle but limited appeal to growth sectors, although proximity to Durranhill may assist.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	3	

Strategic Planning Factors		Score	Notes
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	3	Site to south of city in one of the most deprived wards.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Important employment location in deprived southern part of the city with proximity to Durranhill.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	5	Industrial and rail uses. Hotel to north of site.
Strategic Planning Total		20/30	
Grand Total		68/120	

Site/Premises Assessment Proforma
BARRAS LANE INDUSTRIAL ESTATE EXTENSION

General Information:

Site Reference No.	49	Local Plan Allocation	Unallocated White Land identified through LDF Call for Sites process
Site/Premises Name	Barras Lane IE Extension	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	6.68 ha (total)
Ward	Dalston	Marketing Position	
Description	Large greenfield potential extension site to north east of Barras Lane Industrial Estate, but site is currently accessed via Hailway Cottages - a residential area.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Put forward as potential employment site through LDF Call for Sites process.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Unallocated site of 6.68 ha.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	May suit those requiring small workshop/office spaces - general attractiveness.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	4	New access to site would be required.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Some investment in infrastructure likely to be required if wanting to attract employment to site.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	2	Likely to require some investment in access to make viable.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	1	Site accessed through Dalston town centre/residential area. Access to M6 via rural roads.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Greenfield site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Semi rural area with some residential adjacent.
Market Attractiveness Total		26/50	
Proposed Use	Consider allocation of extension site for future employment development dependent upon demand.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Edge of Dalston.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	0	Undeveloped greenfield site.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	1	Next to Dalston station but 1km on foot and services less than hourly. Hourly buses run through Dalston at 1km.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	2	Edge of Dalston.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Considerable potential for environmental impacts if developed.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Suitable provided sufficient demand for employment, but could also suit residential use.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Extension site could suit residential or remain as greenfield if no demand for employment development or access cannot be improved.
Sustainable Development Total		11/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	2	Unallocated site identified through LDF Call for Sites.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Could provide extension to important local employment site but no specific interest to RES/RSS.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Mostly rural, some residential. Existing employment site adjacent.
Strategic Planning Total		11/30	
Grand Total		48/120	

Site/Premises Assessment Proforma
CARLISLE AIRPORT EXTENSION

General Information:

Site Reference No.	50	Local Plan Allocation	Identified through LDF Call for Sites
Site/Premises Name	Carlisle Airport	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	24.94 + 4.13 = 29.07 ha (total)
Ward	Stanwix Rural	Marketing position	
Description	Carlisle Airport is situated 3 miles west of Brampton and 7 miles east of Carlisle in a rural location. Carlisle City Council and a private owner have put forward land surrounding the existing airport employment allocation as part of the LDF Call for Employment Sites.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Carlisle City Council and private owner seeking employment uses through call for sites process.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Unallocated site identified through LDF call for sites process. City Council land to north may be too close to Hadrian's Wall buffer zone.
Market activity/ developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	5	Plenty of developable land. Would suit aviation linked businesses. Potential to expand tourism offer. Energy Supply Chain/Logistics is reported to be a big element of the adjacent masterplan. Specialist manufacture may also appeal.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Large flat greenfield site. Access may constrain some uses. Also agricultural tenancies.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	5	Likely to be a financially viable site.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Rural location accessed from A689 4 miles from J44 of M6. Stobart have existing permission to create a new round about on A689 but existing and proposed roundabouts will reach capacity once site develops out.

Market Attractiveness Factors		Score	Notes
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	4	Undeveloped sites.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Rural location.
Market Attractiveness Total		34/50	
Proposed Use	Consider allocation for employment land in line with recommendations of masterplan		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	1	
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	1	Mostly greenfield land.
Public transport accessibility	Highly Accessibly - 5 Moderately Accessible - 3 Limited accessibility - 1	1	Single infrequent bus service runs along eastern and western boundary of the site. Two additional but infrequent buses run along southern boundary. However S106 agreement requires employee shuttle and public services at peak hours.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	Rural location means site is only accessible to a small population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	1	Mostly greenfield site - development could have significant environmental impacts.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	4	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	2	Would also suit existing rural use.
Sustainable Development Total		11/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	2	Unallocated site identified through the LDF Call for Sites process.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Extension to important site with some relevance to growth sectors but not in priority City Centre or KSC location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	

Strategic Planning Factors		Score	Notes
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	3	Periphery of Airport Masterplan.
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	5	Expansion of the airport is of strategic importance to Carlisle as a district.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	
Strategic Planning Total		17/30	
Grand Total		62/120	

Site/Premises Assessment Proforma
JUNCTION 42, CARLETON ROAD

General Information:

Site Reference No.	51	Local Plan Allocation	White Land Call for Sites
Site/Premises Name	NW of J42 M6	Last known use	Agriculture
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	12.65 ha (total)
Ward		Marketing position	
Description	Large sloping greenfield site currently in agricultural usage located half a km to the north east of J42 of the M6 on the A6 Carleton Road to Carlisle. Limited frontage to the M6 or J42 itself.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Put forward through Call for Employment Sites.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Greenfield site. Not currently in employment allocation.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Potentially attractive to outdoor sector, energy and environmental technologies or distribution elements of other sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Cost constraints of sloping site.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	1	Access and servicing infrastructure investment likely to be required to bring forward site into employment use.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Viable location once pump primed by public sector.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	5	Just off J42 of M6, accessed off A6 Carlisle Road.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Greenfield site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	5	Rural location close to M6.
Market Attractiveness Total		32/50	
Proposed Use	Potential contribution to long term employment supply.		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	1	Rural.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	0	Greenfield.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	0	Site currently inaccessible by public transport on weekdays.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	Rural location with minimal population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Development would have a significant impact on a fully greenfield site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	Concern if distribution because of impact on vehicle routing - this is the shortest way to West Cumbria but would want to discourage.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	2	Would suit retention as greenfield or agriculture.
Sustainable Development Total		7/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	2	LDF Call for Sites.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Suitable for some growth sectors but not priority City Centre of KSC location which development here could impact upon.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	3	Long term aspiration for Council to help balance out employment land in south with Kingmoor in north but more appropriate sites.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Motorway, agriculture, limited residential and petrol station.
Strategic Planning Total		11/30	
Grand Total		50/120	

Site/Premises Assessment Proforma			
M6 NORTH EAST OF JUNCTION 42, NEWLANDS FARM, CARLETON			
General Information:			
Site Reference No.	52	Local Plan Allocation	White Land Call for Sites
Site/Premises Name	North East of J42 of M6	Last known use	Agriculture
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	7 ha (total)
Ward		Marketing position	
Description	Sloping greenfield site situated at J42 of the M6 and bound by the M6 southbound and B6263 to Wetheral. J42 is a gateway site to Carlisle.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Messrs Watson, Newlands Farm - put forward through Call for Employment Sites.
Availability	Development land immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	1	Greenfield site but not currently in employment allocation.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	3	Would particularly suit distribution if levelled. Access attractive to a number of other growth sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Slopes inwards towards middle of the site which may present flooding or drainage issues.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	1	Likely to be an attractive and viable site given access but may require some investment in the form of infrastructure or servicing.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	4	Highly viable site if level issues overcome.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	5	Situated with good visibility at J42 of M6.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Greenfield site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Motorway, agricultural with a petrol station and truck stop opposite.
Market Attractiveness Total		30/50	
Proposed Use	Retain in current use		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	1	Rural M6 junction.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	0	
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1 No accessibility by public transport - 0	0	Site currently inaccessible by public transport on weekdays.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	Rural location with minimal population.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Development would have a significant impact on a fully greenfield site.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	Would suit employment development given motorway location.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Agriculture.
Sustainable Development Total		10/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	2	Identified through LDF Call for Sites.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	3	Suitable for some growth sectors but not priority City Centre of KSC location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	4	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	4	Long term aspiration for Council to help balance out employment land in south with Kingmoor in north.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Depot, M6 motorway and agricultural land.
Strategic Planning Total		18/30	
Grand Total		58/120	

Site/Premises Assessment Proforma
GREARSHILL EXTENSION

General Information:

Site Reference No.	53	Local Plan Allocation	Unallocated site identified through LDF Call for Sites process
Site/Premises Name	Grearshill Extension	Last known use	
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	7.93 ha (total)
Ward		Marketing position	
Description	Large Greenfield site situated immediately north west of J44 of the M6 and bound by the A74 linking to the A74(M) in Scotland and the A7 north bound towards Longtown. Grearshill Wood is located towards the west of the site.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	5	Carlisle City Council.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	5	Greenfield and woodland site
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	5	Site size, accessibility and location would appeal to a number of growth sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Potential TPOs within woodland part of site. Access to the site would also need to be improved. Potential level issues
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	Some funding to prepare the site for development including services infrastructure and access may be required.
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	5	Attractive development site if made available.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	5	Adjacent to J44 of M6. Immediate access to the site would need to be improved.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Greenfield site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	3	Motorway and agricultural farm use.
Market Attractiveness Total		40/50	
Proposed Use	Retain in current use		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Edge of Kingstown but in rural/ motorway junction setting.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	0	Greenfield site
Public transport accessibility	Highly accessible - 5 Moderately accessible - 3 Limited accessibility - 1	2	Half hourly service runs past site on A7 but does not currently stop near site.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	1	Edge of Kingstown but no resident population within immediate proximity of the site.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Greenfield site - development would have considerable negative environmental impacts.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	5	Attractive site for employment development.
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	4	Limited suitability to other uses except retaining as greenfield.
Sustainable Development Total		14/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	2	Unallocated site identified through LDF Call for Sites process.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	2	Attractive to a number of growth sectors but not in priority location and against need to reduce volume of employment land across district given proximity to existing employment sites.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	2	Adjacent to existing employment area with development space remaining.
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	4	Motorway and farm land.
Strategic Planning Total		12/30	
Grand Total		66/120	

Site/Premises Assessment Proforma
ORTON ROAD

General Information:

Site Reference No.	54	Local Plan Allocation	LDF Call for Sites
Site/Premises Name	Orton Road	Last known use	Agriculture
Geographical Reference/Postcode		Size of Site/Premises (ha/sq m)	11.17 ha (total)
Ward		Marketing position	
Description	Large flat greenfield site bound by Orton Road and Peter Lane (part of CNDR route), situated immediately to the south of Morton residential area. Electricity pylons cross the far southern part of the site.		

Market Attractiveness Factors		Score	Notes
Ownership	Single public ownership - 5 Single private owner seeking employment development - 4 Mainly public sector ownership with 1/2 private ownerships - 3 Single private owner not seeking employment development - 2 Multiple private ownerships - 1	4	Identified through LDF Call for Employment Sites.
Availability	Development land Immediately available - 5 Medium term availability (3-5 years) - 3 Longer term availability (10-15 years) - 1 Unavailable/fully developed - 0	3	Greenfield site. Not in employment allocation and requiring servicing and access.
Market activity/developer interest	Recent high levels of interest - 5 Moderate/somewhat historic interest - 3 Minimal or historic interest - 1	1	
Suitability for Growth Sectors [Define]	Very suitable for several growth sectors - 5 Very suitable for one sector or moderately suitable for several sectors - 3 Limited suitability to any growth sector - 1	2	Limited suitability to growth sectors.
Development constraints	No significant constraints - 5 1 or 2 moderate constraints - 3 A number of significant constraints - 1	3	Electricity pylons cross southern part of site.
Need for investment	No public investment required - 5 Some investment required/source identified - 4 Some investment required/source unidentified - 3 Major investment required/source identified - 2 Major investment required/source unidentified - 1	3	
Viability	Highly viable - 5 Moderately viable - 3 Marginal viability - 1 Unviable - 0	3	Location on CNDR increases viability subject to demand.
Accessibility by road [Define in Carlisle sense]	Good - 5 Moderate - 3 Poor - 1	3	Accessed through residential or rural area 5 miles from J43 M6 via Carlisle. Will be on CNDR route once completed.
Site/premises condition	Good - 5 Moderate - 3 Poor - 1	5	Greenfield site.
Quality of surrounding environment	Good - 5 Moderate - 3 Poor - 1	4	Rural and residential.
Market Attractiveness Total		31/50	
Proposed Use	Remain as a greenfield site. Consider in context of other opportunities along CNDR route		

Sustainable Development Factors		Score	Notes
Location	City Centre - 5 Edge of Centre - 4 KSC or other urban - 3 Smaller settlement - 2 Rural - 1	2	Rural location on edge of Morton.
Previously developed/ Greenfield	Entirely previously developed - 5 Partly previously developed - 3 Entirely Greenfield - 0	0	Greenfield site.
Public transport accessibility	Highly Accessible - 5 Moderately Accessible - 3 Limited accessibility - 1	3	A very regular service stops every 10 minutes around 0.5km from the site on Queensway.
Accessibility on foot and bicycle	Accessible to large population - 5 Accessible to moderate population - 3 Accessible to minimal population - 1	3	Edge of Morton residential area.
Impact on environment/ biodiversity	Positive impact - 5 Negligible impact - 4 Moderate negative impact - 2 High negative impact - 0	0	Greenfield site on which development would have a high impact.
Suitability for employment development	Very suitable - 5 Moderately suitable - 3 Unsuitable - 0	3	
Suitability and benefits of other uses	Unsuitable or no benefits - 5 Moderately suitable/some benefits - 3 Very suitable/significant potential benefits - 1	3	Residential or retain as rural site.
Sustainable Development Total		14/35	

Strategic Planning Factors		Score	Notes
Planning context	Land allocated for employment with planning permission - 5 Employment allocation without planning permission or Primary Employment Area (PEA) - 4 Site within mixed commercial area - 3 Site identified through LDF Call for Sites process - 2 Unallocated site - 1	2	Unallocated site put forward as part of the LDF Call for Sites process.
Importance to RSS/RES delivery	Highly relevant to several RSS/RES objectives - 5 Moderate relevance RSS/RES objectives - 3 Limited relevance to RSS/RES objectives - 1	1	Small site of limited suitability to growth sectors not in a priority location.
Specific user/use	Specific user/use identified & committed - 5 Specific user/use identified & not committed - 3 No specific user/use identified - 1	1	
Regeneration/ development proposals	Site part of key regeneration proposal & required for employment development - 5 Peripheral element of regeneration proposal - 3 Site not part of any regeneration proposal - 1	1	
Importance to economic development activities	Highly important - 5 Moderately Important - 3 Of little importance - 1	1	
Neighbouring uses	High compatible - 5 Moderately compatible - 3 Incompatible - 1	3	Residential and rural uses.
Strategic Planning Total		9/30	
Grand Total		54/120	



Appendix D

List of Consultees

Name	Title or Role	Organisation
Public Sector Agencies		
Neil Griffiths	External Funding Officer	Carlisle City Council - Economic Development
Richard Pealing	Policy Manager	Cumbria Vision
Jonathan Smith/Mark Goodwill/ Victoria Foster	Policy Manager/Planning Officer	County Council Highways
David Haughian	Project Manager	Cumbria County Council - Economic Development
Iain Fairlamb	Strategic Planning Manager	Cumbria County Council - Spatial Planning Team
Graham McWilliam		Invest in Cumbria
Frank Peck	Research Director - CRED	CRED
Rob Johnston	Chief Executive	Chamber of Commerce
Suzanne Cauldwell		Chamber of Commerce
Raymond Simmons	Head of Property Services	Carlisle City Council
Helen Lewis	Planning Policy Officer	Carlisle City Council
Land Owners & Agents		
Tony Goddard	Director/Property Manager	Kingmoor Park Properties
Kate Willard	Head of Fund and Stakeholder Management	Stobart Group
Brian Richardson	MD	Harrison & Hetherington
Nick Waugh	Commercial Property Director	Buccleuch Property
Mike Carigiet	Partner	Michael Carigiet
John Taylor	Partner	John Taylor
Nick Struggles		AECOM
Chris Prescott	Partner	King Sturge
Major Employers		
Kate Willard	Head of Fund and Stakeholder Management	Stobart Group
Alan Davidson	Head of Estates	North Cumbria NHS Trust
Jim Reed	Union Rep	Joint Unions Cumbria
Robin Burgess		Cumbria Newspapers
David Jackson	Manager of the Lanes	DTZ MS
Robin Brown	CEO	System Training
Fred Story	Managing Director	Story Group
Bill Farrer		Mitchell Dryers
Contacted but who have not responded		
Richard Greenwood/Audrey Taylor		Cumbria Tourism
David Sherratt (awaiting)	Asset Protection	United Utilities
Ian Walker (awaiting)		Environment Agency
		Electricity North West
		Natural England
Mr Leslie Morris		National Grid
		Pirelli
Steve Weaver		Iron Mountain
Simon Adams	Partner	Peill & Co
John Raven		Edwin Thompson
Richard Percival (declined)	Partner	Carigiet Cowen
Trevor Hargraves/Andrew Ross (declined)	Partner	Hyde Harrington

Appendix E

Employment Forecasts Background Information

Sector	FTE Employment, 2009	Baseline Scenario		Aspirational Scenario	
		FTE Employment, 2026	Change, 2009-2026	FTE Employment, 2026	Change, 2009- 2026
Agriculture, Forestry & Fishing	2,260	1,840	-420	1,920	-340
Oil & Gas Extraction	1	1	0	1	0
Mining (excluding Oil & Gas)	20	3	-17	3	-17
Food, Drink & Tobacco	2,350	2,260	-90	2,385	35
Textiles, Footwear & Clothing	540	420	-120	438	-102
Wood and Wood Products	250	190	-60	198	-52
Paper, Printing & Publishing	360	310	-50	324	-36
Fuel Processing	0	0	0	0	0
Chemicals & Manmade Fibres	110	90	-20	94	-16
Rubber & Plastics	1,220	1,140	-80	1,230	10
Mineral Products	70	90	20	94	24
Metals	870	720	-150	751	-119
Mechanical Engineering	310	70	-240	107	-203
Electrical Engineering	180	160	-20	167	-13
Motor vehicles & other transport equipment	40	9	-31	9	-31
Other Manufacturing	30	90	60	93	63
Electricity, Gas & Water	110	60	-50	63	-47
Construction	3,630	3,520	-110	3,822	192
Wholesaling	3,790	3,870	80	4,039	249
Retailing	4,650	5,030	380	5,249	599
Hotels & Catering	2,430	2,890	460	3,016	586
Transport	3,450	3,800	350	3,966	516
Communications	1,350	1,500	150	1,565	215
Banking & Insurance	760	610	-150	637	-123
Business Services	4,230	3,560	-670	4,374	144
Other F&B (real estate, R&D etc.)	2,060	2,910	850	3,037	977
Public Administration & Defence	2,240	1,710	-530	1,785	-455
Education	3,080	2,900	-180	3,026	-54
Health	6,900	8,760	1,860	9,142	2,242
Other (largely public)	2,760	2,790	30	2,912	152
Total	50,051	51,303	1,252	54,447	4,396

Source: DTZ & Experian Business Strategies Limited

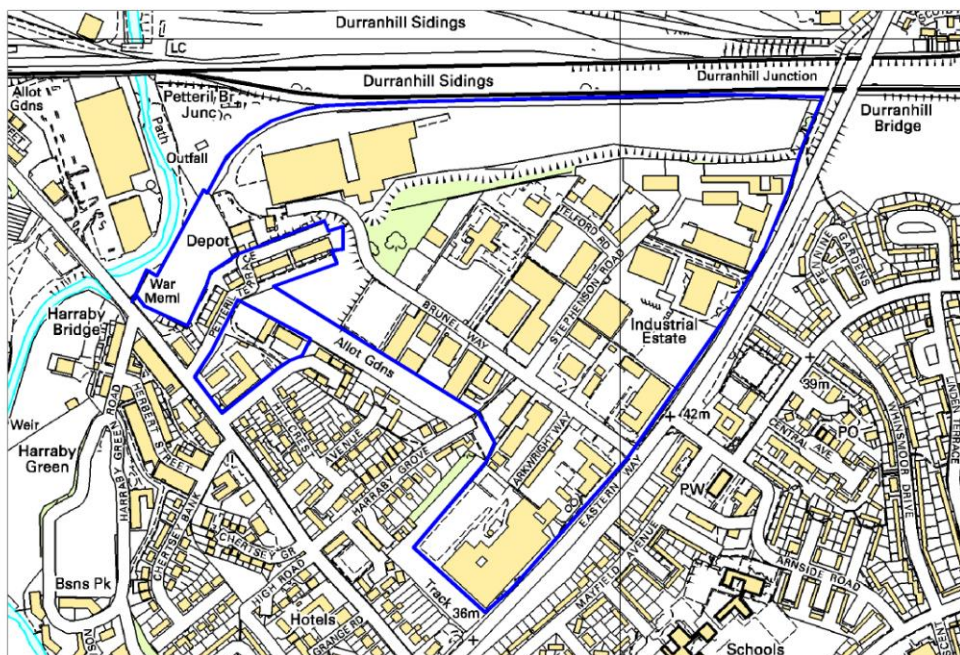
Offices
Industrial
Warehousing






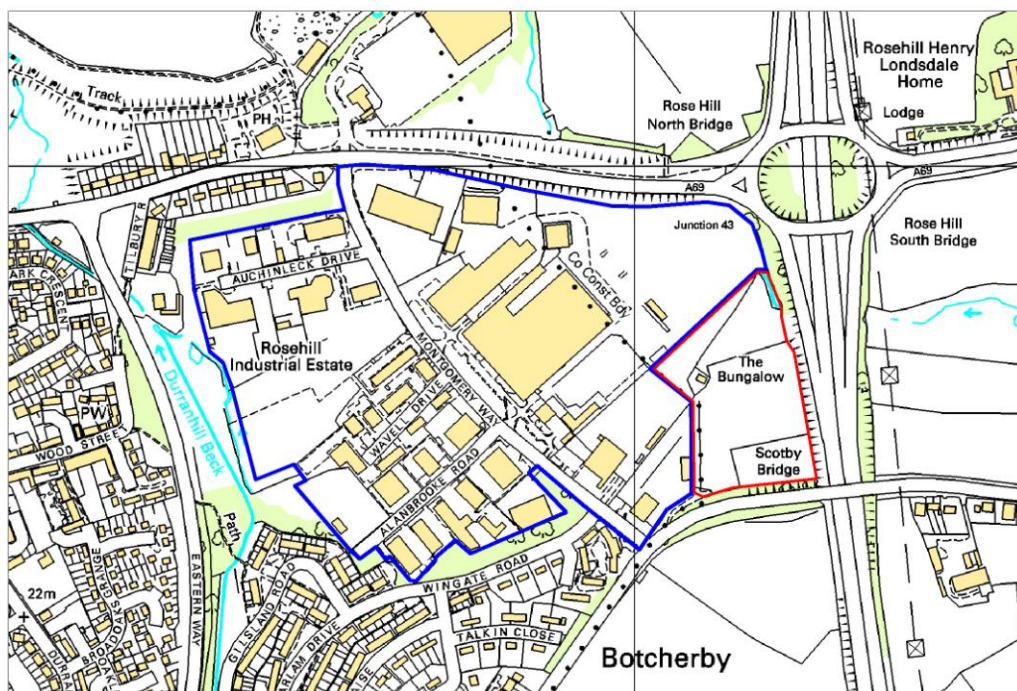
Appendix F


Suggested Headline Action Plans for Priority Sites

Site Ref & Name **15 Durranshill Industrial Estate**


Size (ha)	27.5	
Available for Development (ha)	1.03 – An additional 6ha (approx) may become available through redevelopment of site frontage and rear development land	
Site Opportunities	<ul style="list-style-type: none">▪ Cavaghan & Gray - key business with potential for growth▪ Number of available sites - City Council in process of acquiring▪ Highly accessible to deprived areas and also with good strategic access▪ New development by public agencies (Police and Fire)	
Potential Use (to be defined in policy)	Industrial and manufacturing. Cavaghan & Gray has potential to catalyse food and drink cluster but site should not be limited to this use as market capacity is unlikely to be adequate to support a specialist cluster across the site	
Key Delivery Issues	<ul style="list-style-type: none">▪ One of older Council owned estates, suffers from long term poor maintenance and outdated lease structures▪ Development opportunities to rear but require new access▪ Potential contamination of some sites dependent on past use	
Recommended Delivery Mechanism	Joint Venture: Public sector support to businesses on estate with expansion potential, especially Cavaghan & Gray, using existing regeneration activity and joint working with other public and private sector partners within context of agreed masterplan and estate management policy. NWDA has a key role as funder of acquisition and enabling works. Potential to formalise partnership working via Joint Venture (could include City Council, NWDA, Cavaghan & Gray, investor / developer). Site will be key element of City Council Asset Management Strategy.	

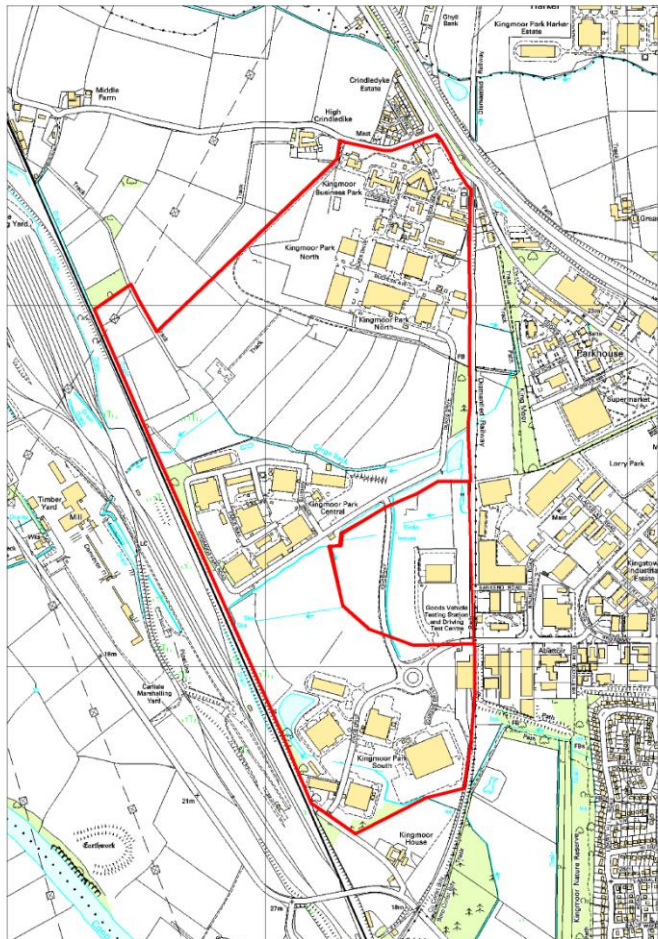

Site Ref & Name	15 Durranhill Industrial Estate
Sustainability	<ul style="list-style-type: none"> ▪ Generally sustainable location with good access to local population and nearby public transport access. However, future development will need to improve accessibility on foot, by cycle and by public transport ▪ Future development should give due consideration to environmental issues (within viability constraints), including design of new buildings to high environmental standards and consideration if possible to on-site energy generation
Priority Actions	<ul style="list-style-type: none"> ▪ Development of estate masterplan and within context of this: <ul style="list-style-type: none"> ▪ Continue to pursue acquisition of frontage sites ▪ Deliver new access into site to open up land to rear ▪ Review lease structures as part of wider review of Council leases ▪ Develop management plan for estate, including consideration of signage and branding, upgrades to estate roads, boundary treatments and facelifts to premises

Site Ref & Name **17 Rosehill Industrial Estate**


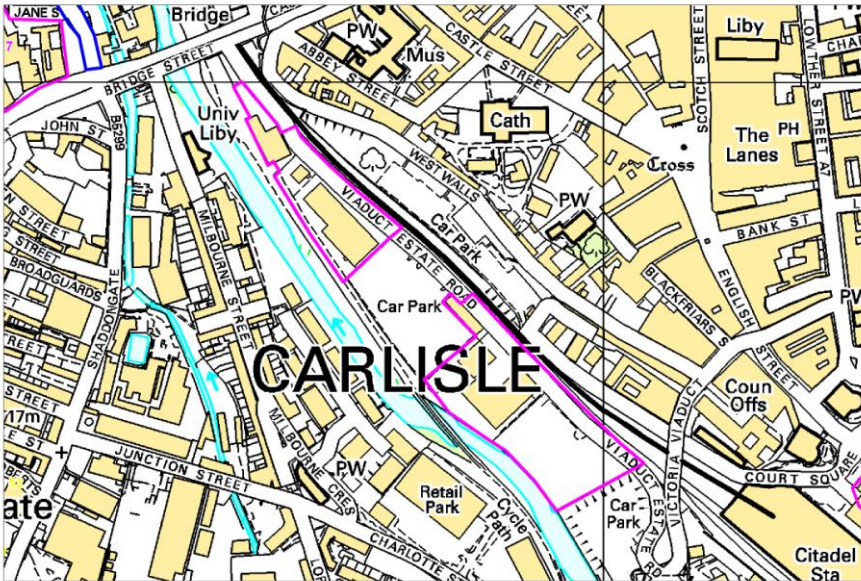

Size (ha)	26.5	
Available for Development (ha)	2.7	
Site Opportunities	<ul style="list-style-type: none">▪ Borderway Mart operated by H&H is anchor occupier and has generated a major cluster of businesses which serve the auction mart and the agricultural industry▪ H&H reported to be proposing investment in their current site (£1m) and seeking location for car auction▪ Recent market interest – Proposals for mixed use including new office on former car auction site' consent yet to be implemented, timescales impacted by recession▪ Good quality entrance with modern car showrooms▪ Immediately off J43 of M6	
Potential Use (to be defined in policy)	Mixed commercial. Support to H&H as key occupier will ensure related uses continue to cluster here.	
Key Delivery Issues	<ul style="list-style-type: none">▪ Junction improvements required at junction of Montgomery Way and Warwick Road if further intensification of use▪ Access into Auction Mart site is poor▪ Council owned car park site requires remediation works to enable full development potential to be realised▪ Wider economic recession has prevented new development	
Recommended Delivery Mechanism	Private sector lead, pro-active support from Council: H&H have proposals to invest at Rosehill. The Council's role is to support H&H as a key local business but also to ensure that Rosehill is achieving its	

Site Ref & Name	17 Rosehill Industrial Estate
	maximum potential, particularly given its strategic location on the M6 Corridor, and to protect the operational interests of existing and new businesses on the estate.
Sustainability	Site is highly sustainable having relatively good public transport access. It is also brownfield. Future development should give due consideration to environmental issues (within viability constraints), including design of new buildings to high environmental standards and consideration if possible to on-site energy generation.
Priority Actions	<ul style="list-style-type: none"> ▪ Consider development of an estate masterplan which would take account of: <ul style="list-style-type: none"> ▪ H&H's plans for investment at Borderway, including improving access and modernisation of facilities ▪ H&H operational requirements and the operational requirements of other businesses on the estate ▪ Potential estate management improvements such as signage and public realm ▪ Potential reconfiguration opportunities on the estate which would maximise its strategic potential, including review of development potential of car park site and enabling actions required ▪ Engage with H&H to identify potential locations within Carlisle for the Car Auction

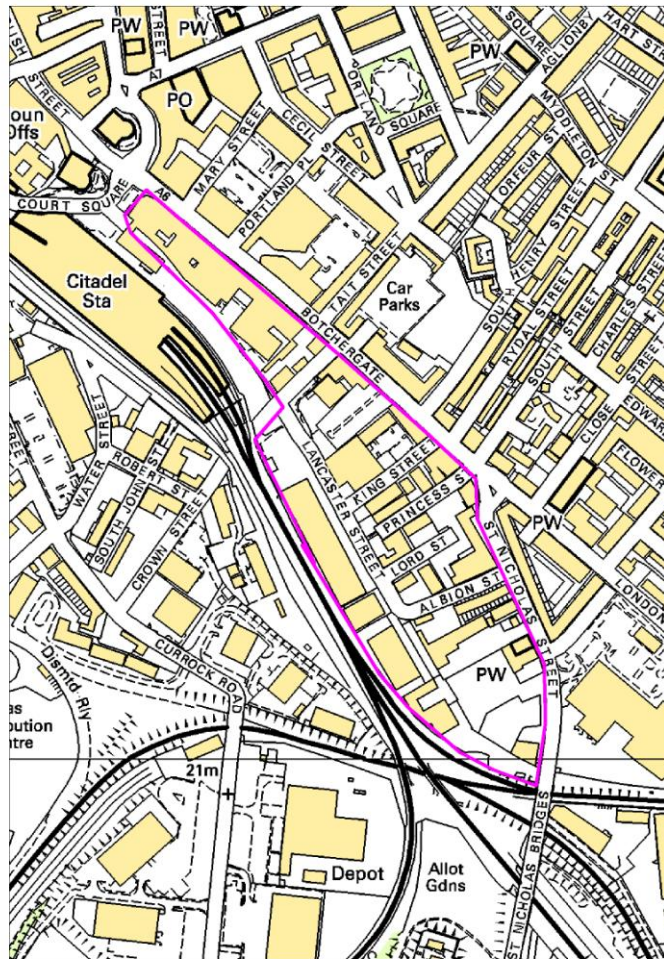
Site Ref & Name	27 Carlisle Airport
Sustainability	<ul style="list-style-type: none"> ▪ The Airport currently has poor public transport access and is located some distance from any major settlements ▪ Future development should give due consideration to environmental issues (within viability constraints), including design of new buildings to high environmental standards and consideration if possible to on-site energy generation
Key Actions	<ul style="list-style-type: none"> ▪ Continue partnership working on Masterplan ▪ City to consider adoption as SPD ▪ Work with Stobart on future proposals

Site Ref & Name		1 Kingmoor Park and Brunthill	
			
Size (ha)	97.50		
Available for Development (ha)	41.85 A further 20 ha is due to be allocated as employment land during 2011-2016		
Site Opportunities	<ul style="list-style-type: none">▪ Scale and location at J44 of M6▪ Regional Investment Site▪ Home to some of Carlisle's major employers e.g. Capita, John Lewis, HM Customs & Excise and Vodafone▪ CNDR will open up additional land▪ Private sector led▪ Lack of on-site facilities now but the Hub will address		
Potential Use (to be defined in policy)	Logistics and manufacturing. Limited office, predominantly ancillary to other activities to avoid competition with City Centre.		
Key Delivery Issues	<ul style="list-style-type: none">▪ Take-up slower than anticipated - but CNDR will help▪ Poor accessibility to jobs from south of Carlisle (bus link perceived as too slow)▪ Perceived as high cost location		

Site Ref & Name	1 Kingmoor Park and Brunthill
Recommended Delivery Mechanism	Private Sector led, control through planning (SPD): Kingmoor Park Properties Ltd will progress development at their own pace. The Council should consider update to the previous masterplan and adoption as a SPD to provide greater planning control. Delivery of future planning approvals should be controlled through S106 conditions.
Sustainability	<ul style="list-style-type: none"> ▪ Regular bus link from South Carlisle serves the site. Consideration could be given to improving the frequency of existing services and to measures to improve journey times ▪ Refurbishment of existing buildings to a good standard ▪ Moving forward future development should give due consideration to environmental issues (within viability constraints), including design of new buildings to high environmental standards and consideration if possible to on-site energy generation. Scale of opportunity should provide scope for this ▪ Occupiers required to develop Green Travel Plans
Key Actions	<ul style="list-style-type: none"> ▪ Consider review of existing Masterplan in partnership with Kingmoor Park Properties Ltd and adoption as SPD ▪ Continue to work with Kingmoor Park on future planning applications

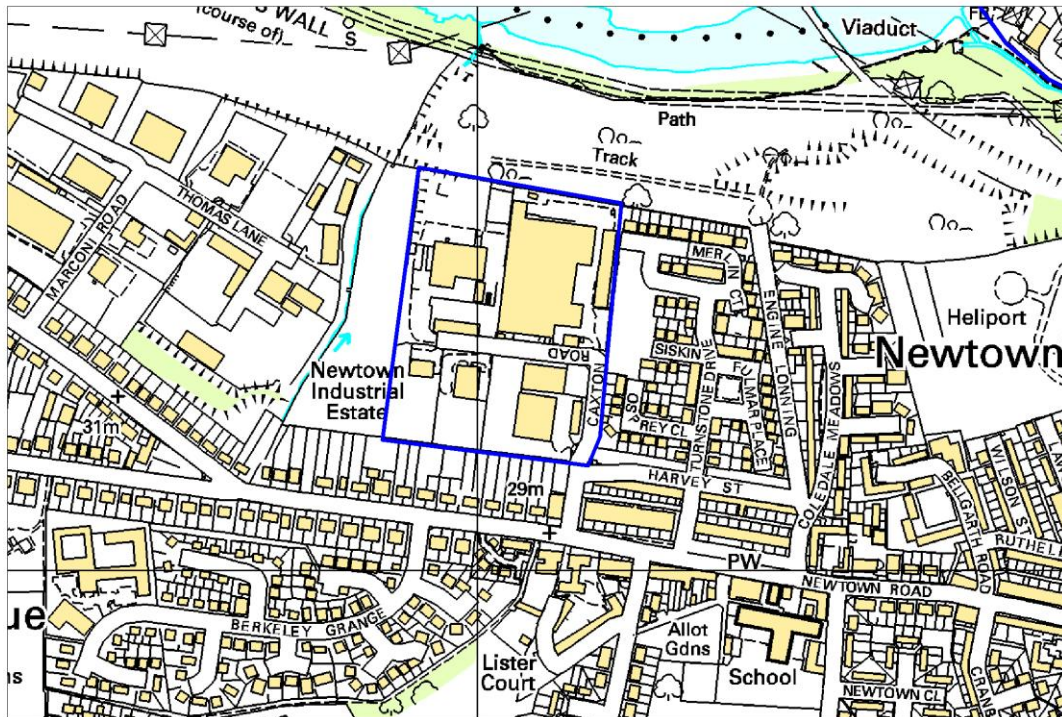
Site Ref & Name		43 & 44 Viaduct Estate Road South and North		
				
Size (ha)	2.60			
Available for Development (ha)	0 - additional 2.9 ha on two adjacent car park sites potentially available			
Site Opportunities	<ul style="list-style-type: none">Only significant site in City CentreRegional Investment Site (including Upper and Lower Viaduct car park sites)			
Potential Use (to be defined in policy)	Offices or mixed use			
Key Delivery Issues	<ul style="list-style-type: none">Contamination issues - NWDA funding identified for Regional Investment Site, but contingent on securing occupier; alternatively Defra funding may be available for the Upper Viaduct Car Park onlyTesco own part of site (Viaduct Estate Road South) and have consent for a retail food storeOther complicated freehold and long leasehold interests in north of site which are not available for developmentUniversity plans for site have been shelvedWider movement and parking issues in City Centre need to be addressedExisting occupiers			
Recommended Delivery Mechanism	Joint Venture or Private sector led; public sector gap funding/enabling; supportive planning framework (City Centre Strategic Framework and site Masterplan Review/SPD). JV is an option given significant public sector ownership; potential partnership with investor / developer. Alternative is public sector enabling / gap funding to support private sector lead. Either should be progressed within the context of a supportive planning framework which sets parameters for development and gives public sector leverage			
Sustainability	Highly sustainable location within walking distance of public transport. Brownfield site. City Centre rents will limit potential for best environmental standards in new build, but environmental sustainability should be key consideration in proposals.			


Site Ref & Name	43 & 44 Viaduct Estate Road South and North
Key Actions	<ul style="list-style-type: none">▪ Implement parking and movement strategy for City Centre▪ Undertake soft market testing as part of preparation of City Centre Strategic Framework and Site Masterplan Review (linked to Site 43)▪ Undertake viability assessment as part of Masterplanning work to review gap funding requirements now University has pulled out▪ Allocate upper and lower car park sites (totalling 2.9 ha) to create a single development site which is consistent with Regional Investment Site

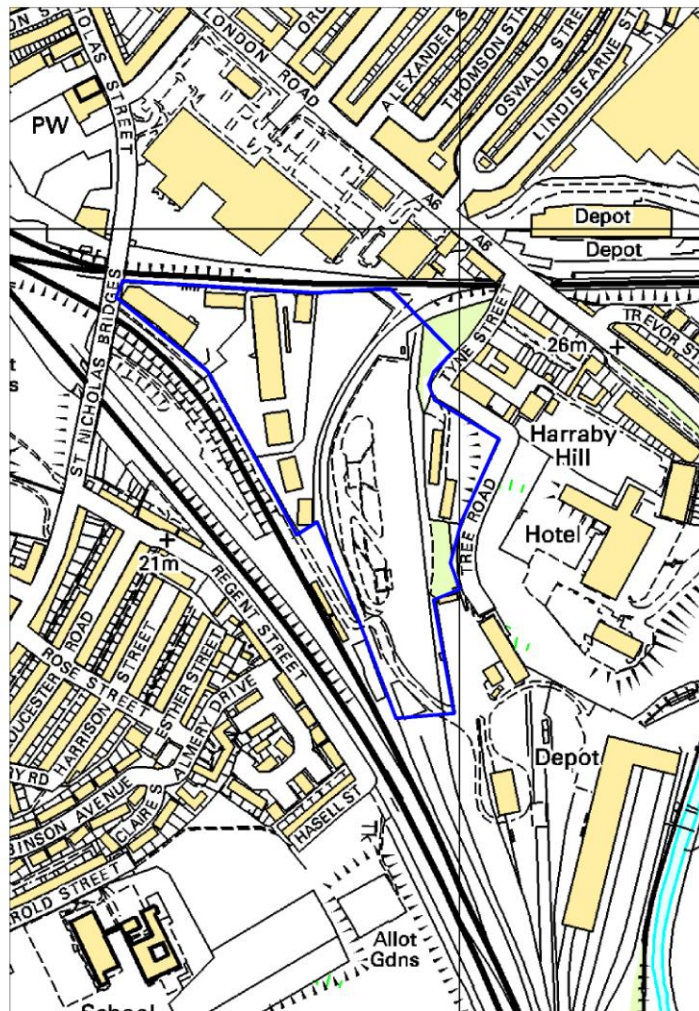
Site Ref & Name **42 City Centre: Botchergate & Lancaster Street**



Size (ha)	7.81	Available for Development (ha)	0 - but may be potential opportunities for redevelopment (see Site Opportunities)
Site Opportunities	<ul style="list-style-type: none"> ▪ Gateway location to City by road and rail - site currently mix of generally lower quality buildings and uses ▪ Vacant site to south and number of large vacant premises including car showroom and Bowmans Carpets unit ▪ Perceived high vacancy rate of retail units fronting Botchergate 		
Potential Use (to be defined in policy)	Mixed use - potential to rationalise existing uses, introduction of office and residential in key locations.		
Key Delivery Issues	<ul style="list-style-type: none"> ▪ Complicated ownership - Council has significant freehold interests, subject to long leasehold and occupational lease interests; Number of existing occupiers ▪ Whole area is brownfield hence there may be remediation issues to be considered and addressed as part of future regeneration plans ▪ Wider movement and parking issues in the City Centre need to be addressed 		
Recommended Delivery Mechanism	<ul style="list-style-type: none"> ▪ Private sector led ▪ Public sector gap funding/enabling ▪ Supportive planning framework (City Centre Strategic Framework and site Masterplan Review/SPD) ▪ Key element of City Council Asset Management Strategy given significant Council ownerships 		
Sustainability	Highly sustainable location - at 'front door' of station. Brownfield site. City Centre rents and complexities of scheme will limit potential for best environmental standards in new build, but environmental sustainability should be key consideration in proposals.		

Site Ref & Name	42 City Centre: Botchergate & Lancaster Street
Key Actions	<ul style="list-style-type: none"> ▪ Implement parking and movement strategy for City Centre ▪ Undertake soft market testing as part of preparation of City Centre Strategic Framework and site masterplan review (linked to Sites 44 and 45) ▪ Undertake viability assessment as part of Masterplanning work

Site Ref & Name **7 Newtown Industrial Estate**


Size (ha)	4.87	
Available for Development (ha)	0	
Site Opportunities	<ul style="list-style-type: none">▪ Profile and accessibility of site will improve with completion of CNDR▪ Understood to be redevelopment opportunities within estate (but delivery constraints - see below)	
Potential Use (to be defined in policy)	Retain for general industrial use.	
Key Delivery Issues	<ul style="list-style-type: none">▪ Poorly maintained estate, low grade users▪ New residential adjacent▪ Potential site clearance and contamination issues should site come forward for development▪ Complex ownership▪ Ownership and values likely to make reconfiguration unviable	
Recommended Delivery Mechanism	Public sector funding for access and environmental improvements. Important given increased profile of site with CNDR.	
Sustainability	Good public transport access. Brownfield site.	
Key Actions	<ul style="list-style-type: none">▪ Public sector focus should be on working with owners and occupiers to implement environmental improvements within estate▪ Investigate potential for facelift grant scheme	

Site Ref & Name **12 Harraby**


Size (ha)	5.50	
Available for Development (ha)	2.50	
Site Opportunities	<ul style="list-style-type: none">Site is understood to be available for development, subject to resolution of access constraintsLocated in high priority deprived parts of CityClose to food and drink manufacturing at DurranhillSt Nicholas Bridge Business park is popular locationOpportunity to address access issues via Harraby Junction (Site 49)	
Potential Use (to be defined in policy)	Retain in employment use and allocate vacant site for general employment development. Potential for starter/follow on units to build on success of St Nicholas Bridge Business Park and encourage business development among local population.	

Site Ref & Name	12 Harraby
Key Delivery Issues	<ul style="list-style-type: none"> Parts of site are landlocked requiring new access - explore option of linking in to Harraby Junction (site 49) to open up for development Potential contamination given previous rail related use Limited visibility of development site - again link to Harraby Junction could help this
Recommended Delivery Mechanism	Public sector coordinating partners and supporting delivery of starter/follow on units
Sustainability	Public transport access is good on London Road, however walking and cycling routes to nearby residential need to be improved as part of any development proposals.
Key Actions	<ul style="list-style-type: none"> Enter into discussions with DB Schenker about site potential. Undertake joint investigation of market opportunities and develop access solution, including possible incorporation into Harraby Junction (Site 49) Public sector has key role in brokering discussions between Network Rail, DB Schenker and other private sector interests



Appendix G

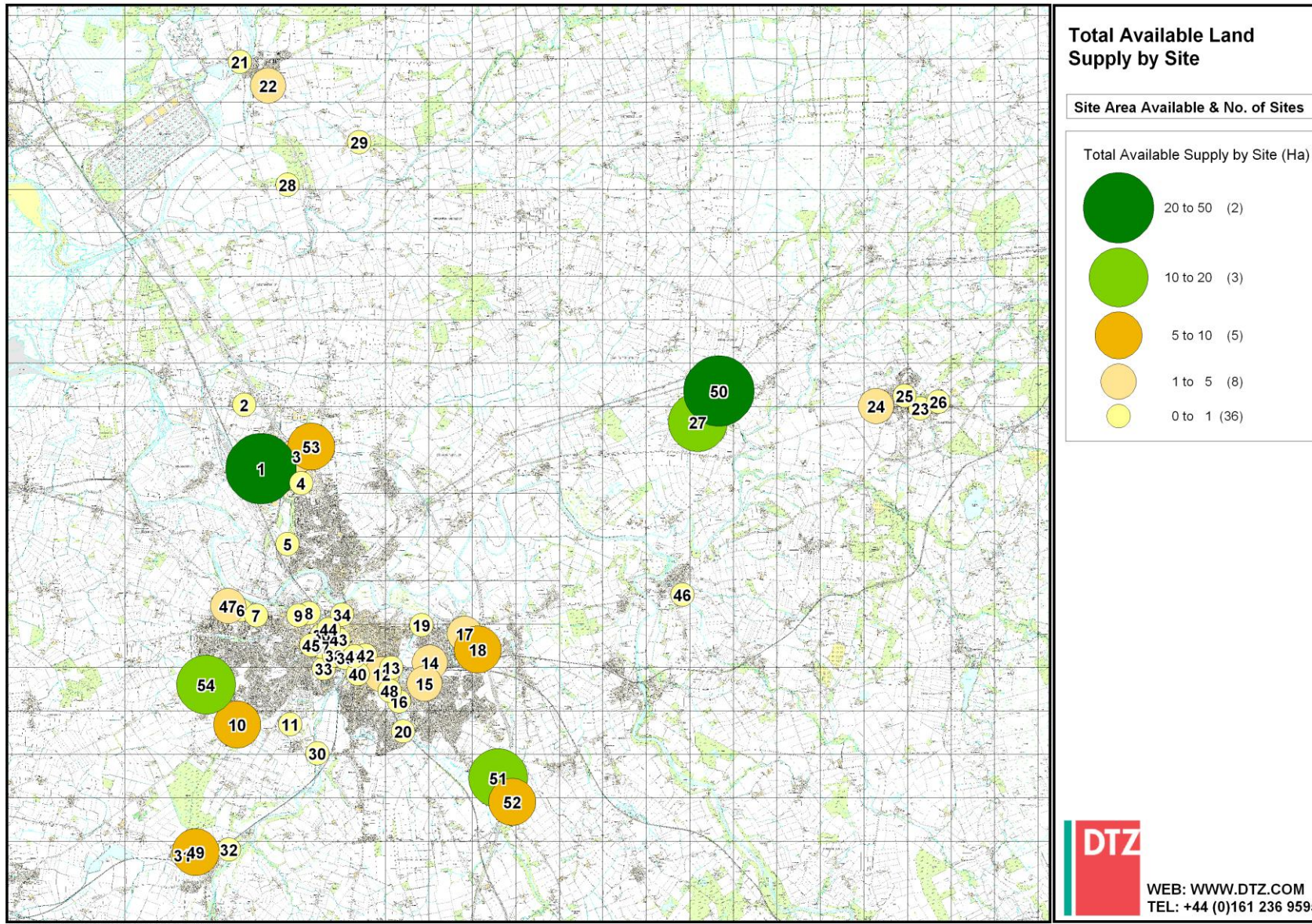
Summary Table of Sites

Site No.	Site Name	Area	A: Site Area (Total)	B: Under Construction	C: With Planning Permission	D: Remaining Available Land	E: Total Available Supply (B+C+D)	Site Category	Recommendation
1	Kingmoor Park & Brunthill	North	97.50	3.22	4.08	34.55	41.85	Regional Investment	Priority Investment Location
2	Kingmoor Park - Northern Sites	North	32.84	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
3	Parkhouse (north of devpt route)	North	16.05	0.00	0.00	4.01	4.01	Business Park	Retain & Manage - Monitor
4	Kingstown Industrial Estate	North	62.70	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Intensive
5	Kingmoor Industrial Estate	North	2.80	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
6	Burgh Road Industrial Estate	West	8.55	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
7	Newtown Industrial Estate	West	4.87	0.00	0.00	0.00	0.00	Local Employment	Priority Investment Location
8	Willowholme Industrial Estate	West	29.00	0.00	0.00	0.45	0.45	Local Employment	Retain & Manage - Intensive
9	Port Road Business Park	West	4.70	0.02	0.00	0.15	0.17	Local Employment	Retain & Manage - Monitor
10	South West of Morton	West	8.00	0.00	8.00	0.00	8.00	Business Park	Retain & Manage - Monitor
11	Pirelli, Dalston Road	West	26.29	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
12	Harraby	South East	5.50	0.00	0.00	2.50	2.50	Local Employment	Priority Investment Location
13	Harraby Depot	South East	2.10	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
14	Durranhill Sidings	South East	10.86	0.00	0.00	1.60	1.60	Local Employment	Change of Use/Consider Alternatives
15	Durranhill Industrial Estate	South East	27.50	0.00	0.00	1.03	1.03	Local Employment	Priority Investment Location
16	Harraby Green Business Park	South East	2.00	0.00	0.00	0.20	0.20	Business Park	Retain & Manage - Monitor
17	Rosehill Industrial Estate	South East	26.50	0.00	0.00	2.70	2.70	Local Employment	Priority Investment Location
18	Botcherby / Rosehill Extension	South East	8.80	0.00	0.00	8.80	8.80	Local Employment	Consider Alternatives
19	Riverside, Warwick Road	South East	1.08	0.00	0.00	0.42	0.42	Local Employment	Retain & Manage - Monitor
20	Upperby Depot	South East	1.80	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
21	Longtown Bridge	KSC	6.26	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
22	Borders Business Pk, Longtown (4)	KSC	7.63	0.00	0.00	2.85	2.85	Local Employment	Retain & Manage-Intensive/Consider Alternatives
23	Brampton East (2)	KSC	0.92	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
24	Townfoot Industrial Estate	KSC	11.76	0.00	0.00	1.15	1.15	Local Employment	Priority Investment Location
25	Brampton Irthing Business Centre	KSC	1.50	0.00	0.00	0.00	0.00	Business Park	Retain & Manage - Monitor
26	Brampton Garage (2 sites)	KSC	0.37	0.00	0.00	0.00	0.00	Local Employment	Change of Use
27	Carlisle Airport	Rural	21.00	0.00	11.83	7.37	19.20	Strategic Employment	Priority Investment Location
28	Sandisyke, South of Longtown	Rural	22.40	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
29	Whitesyke, SE of Longtown	Rural	24.00	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
30	Stead McAlpin, Cummersdale	Rural	5.12	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
31	Barras Lane Industrial Estate	Rural	12.09	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
32	Nestle, Dalston	Rural	5.95	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
33	Nelson & Norfolk Street (3 sites)	Central	2.93	0.00	0.00	0.00	0.00	Local Employment	Consider Alternatives
34	Peter Street (North City Centre)	Central	0.21	0.00	0.00	0.21	0.21	Local Employment	Change of Use
35	Denton Holme Trading Estate	Central	1.90	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor

Site No.	Site Name	Area	A: Site Area (Total)	B: Under Construction	C: With Planning Permission	D: Remaining Available Land	E: Total Available Supply (B+C+D)	Site Category	Recommendation
36	Caldewgate (north of Junction Street)	Central	2.96	0.00	0.00	0.00	0.00	Local Employment	Change of Use
37	Caldewgate (south Junction St)	Central	9.40	0.00	0.00	0.00	0.00	Local Employment	Change of Use
38	Denton Business Park	Central	3.78	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
39	Carlisle Enterprise Centre/James St	Central	6.20	0.00	0.00	0.39	0.39	Local Employment	Retain & Manage - Intensive
40	Currock Road East (Rickerby's) & West	Central	6.01	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
41	James Street and Water Street	Central	7.66	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
42	Botchergate and Lancaster Street	Central	7.81	0.00	0.00	0.00	0.00	Local Employment	Priority Investment Location
43	Viaduct Estate Road South	Central	1.68	0.00	0.00	0.00	0.00	Local Employment	Priority Investment Location
44	Viaduct Estate Road North	Central	0.92	0.00	0.00	0.00	0.00	Local Employment	Priority Investment Location
45	Laings, Dalston Road	Central	1.91	0.00	0.00	0.00	0.00	Local Employment	Change of Use
46	Warwick Mill Business Centre	Rural	2.44	0.00	0.00	0.00	0.00	Local Employment	Retain & Manage - Monitor
Allocated Sites Total			554.25	3.24	23.91	68.38	95.53		
Call for Sites									
47	Burgh Road Ind Estate Extension	West	2.74	0.00	0.00	2.74	2.74	Call for Sites	Priority Investment Location
48	Harraby Junction	South East	6.90	0.00	0.00	0.00	0.00	Call for Sites	
49	Barras Lane Ind Estate Extension	Rural	6.68	0.00	0.00	6.68	6.68	Call for Sites	
50	Carlisle Airport Extension	Rural	29.07	0.00	0.00	29.07	29.07	Call for Sites	
51	Junction 42, Carleton Road	Rural	12.65	0.00	0.00	12.65	12.65	Call for Sites	
52	M6 NE of J42, Newlands Farm	Rural	7.00	0.00	0.00	7.00	7.00	Call for Sites	
53	Grearshill Extension	North	7.93	0.00	0.00	7.93	7.93	Call for Sites	
54	Land at Orton Road	Rural	11.17	0.00	0.00	11.17	11.17	Call for Sites	
Call for Sites Total			84.14	0.00	0.00	77.24	77.24		
Grand Total			638.39	3.24	23.91	145.62	172.77		

Changes to previous employment land analysis include:

- Willowholme Industrial Estate: Additional 0.45 ha which became available 2009/10
- South West of Morton: Reduction of allocation from 12 ha to 8 ha following approved planning application for urban extension
- Harraby: Additional 2.5 ha which became available 2009/2010
- Botcherby/Rosehill Extension: Additional 8.8 ha which was not included in previous study due to restrictions of use for auction relocation
- Peter Street: Additional 0.21 ha previously omitted



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Appendix H

Business Survey

H. Business Survey: Key Findings

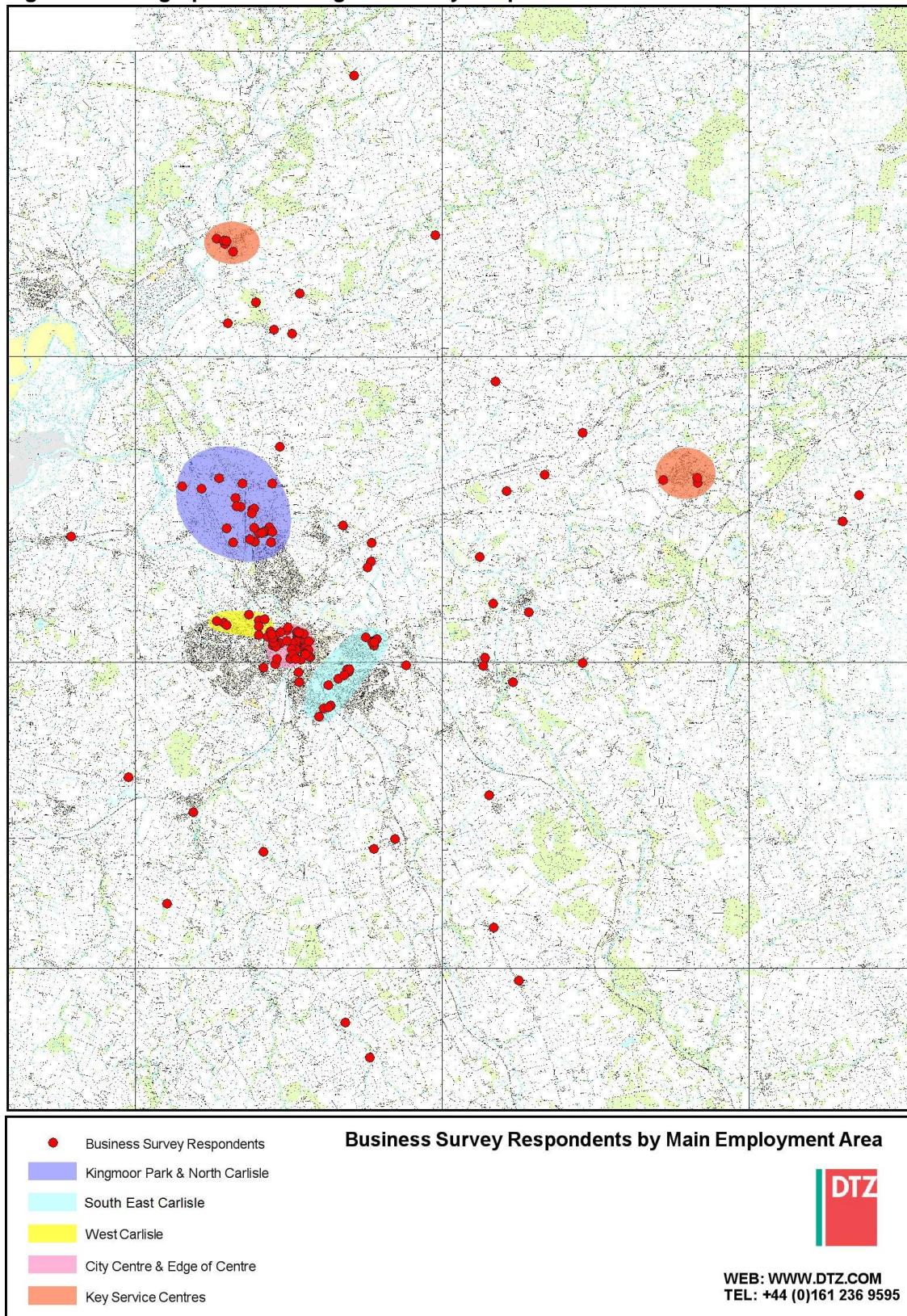
- H.1 A business survey was carried out in February 2010 with 300 businesses in Carlisle via 10-minute telephone consultations undertaken by Research Resource on behalf of DTZ.
- H.2 The sample of businesses was selected primarily on the basis of geography, but also balanced to reflect views by sector (B1, B2, B8) and by business size. In total, there are approximately 2,100 businesses in B1, B2, and B8 sectors within the City. The contact database was established from the Carlisle Business Directory and the Carlisle City Council database which provided approximately 1,000 contacts once it was 'cleaned' to ensure a representative sample.
- H.3 The survey was structured around three main areas and remainder of this section outlines the key findings under each of these:
- **Background information** - including type of activity, number of employees, growth trends, location and market etc
 - **Current business premises** - focusing on usage, size of facility, rental costs, levels of satisfaction and future requirements
 - **General perceptions of business premises and sites** - perceptions by sector and other comments
- H.4 Each chart and table in this section has a reference to 'Base' underneath it. This refers to the number of businesses who answered a particular question.

Background

- H.5 A total of 300 surveys were completed. The geographical coverage of responses are illustrated in Figure H1. The sample was skewed by geography to ensure it was representative of B1, B2, and B8 land uses, as well as providing sufficient insight by key employment sites.
- H.6 The survey asked about whether Carlisle was the company's sole premises or not. Of the 300 responses, the survey found:
- 65% of businesses reported that Carlisle was their company's sole premises
 - 1% of businesses identified that Carlisle was a branch/division of their company with the HQ located outside the UK
 - 24.7% of businesses identified that Carlisle was a branch/division of their company with the HQ located elsewhere within the UK
 - 9.3% of businesses identified that Carlisle was their company's headquarters and they had premises elsewhere
- H.7 These findings are positive as they reflect the level of business ownership within Carlisle which suggests a degree of commitment to the local area and an ability of business owners to "be in charge of their own destiny". In contrast, businesses with headquarters outside Carlisle (approximately 26% of respondents) can be vulnerable to external decision-making.

H.8 Of the 77 responses identifying their Carlisle presence was a branch/division with HQ's located outside Carlisle, concentrations can be found in North Carlisle (20 responses), City Centre (14 responses) and West Carlisle (11 responses).

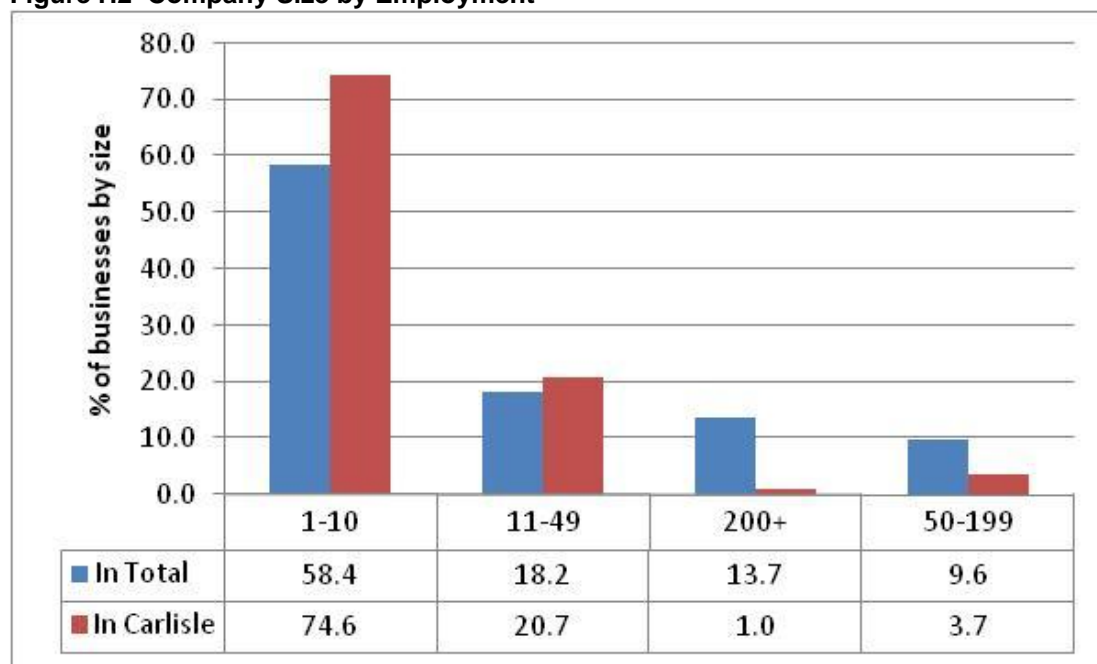
Figure H1 Geographical Coverage of Survey Responses



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- H.9 Figure H2 illustrates the number of people the firms' surveyed employ. It identifies the total number of employees for the businesses surveyed and the total number of employees based in Carlisle.

Figure H2 Company Size by Employment



Base: In total = 291

Base: In Carlisle = 299

- H.10 It is clear that small businesses dominate the responses, in line with the business trend information outlined in Section 3. Approximately 75% of surveyed firms employ ten or fewer people within Carlisle, with a further 21% employing 11-49 employees. Only a minority of firms surveyed (less than 5%) employ more than 200 people within Carlisle. This has clear implications for the size of premises sought to accommodate businesses of this size.
- H.11 When asked what proportion of employees live within the borough of Carlisle, it is apparent that self-containment is a feature of the Carlisle economy, with 204 firms of the 295 who answered the question identifying that 100% of their workforce live and work within the borough. This has implications for transport and accessibility in terms of linkages between employment sites and residential areas. Table H1 illustrates the findings.

Table H1 What % of employees reside within the borough of Carlisle?

	No.	%
0 - 49%	17	5.8
50 - 75%	30	10.2
75 - 99%	44	14.9
100%	204	69.2
Total	295	100

Base = 295

- H.12 Over the last three years, the size of the Carlisle workforce has generally remained the same amongst the firms surveyed. Of the 300 responses, 173 (57.7%) said they had remained the same, whilst 87 (29%) had decreased, and only a minority (35 or 11.7%) had increased. This is to be expected given the recent economic downturn.

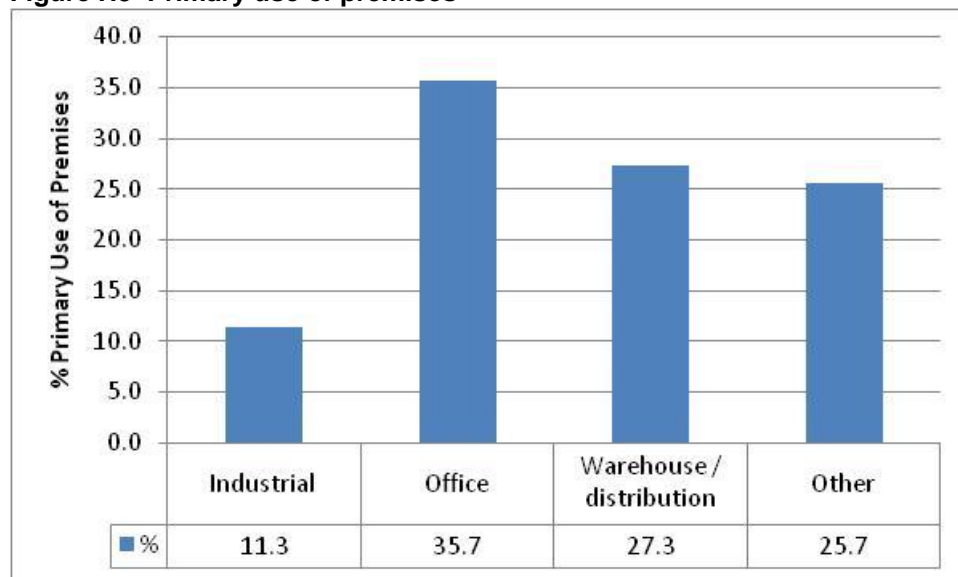
- H.13 It is apparent that the market of Carlisle-based businesses is wide in scope, with only 74 firms of the 300 responses identifying that they **only** serve a 'local' market with the goods or services they supply. The remainder identified that they also serve sub-regional, regional and national markets. Indeed, 17 firms identified they only serve international markets. Supply chain analysis revealed a similar pattern, with 53 firms sourcing their supplies within the local market, and 44 firms sourcing supplies internationally. The remainder identified that they source supplies from a range of local, sub-regional, regional, national and international sources. This has implications for connections in and out of Carlisle, including transport and other business support infrastructure such as broadband connectivity.

Current Business Premises

- H.14 Respondents were asked about their primary use of their main premises in Carlisle. Of those surveyed, principal uses were identified as office (by 36% of respondents) followed by warehouse/distribution (27%) and industrial (11.3%). 'Other' activities were identified by a further 26% of respondents and when asked to expand typical uses included:

- Storage/garage
- Motor retail
- Petrol station
- Showrooms

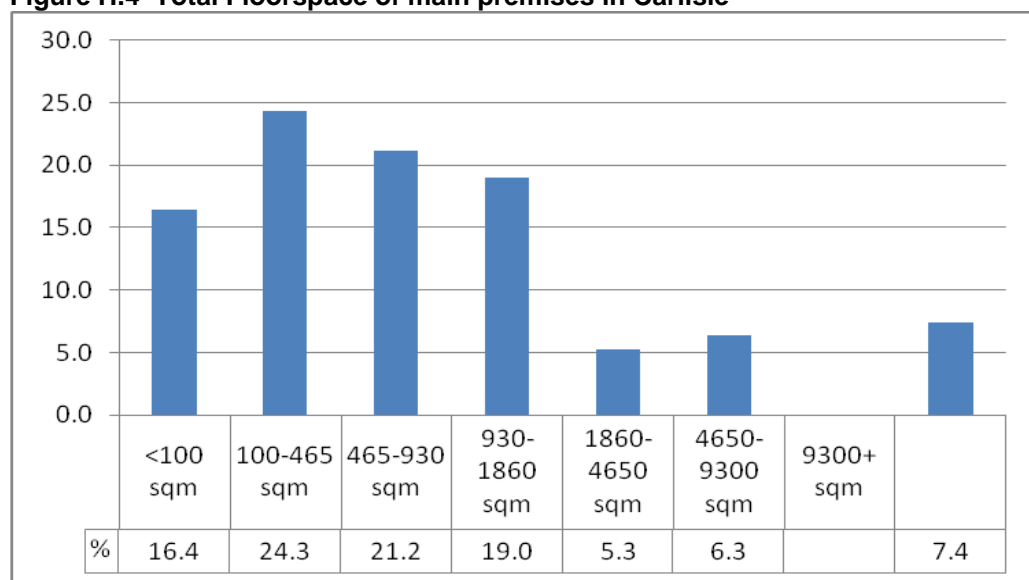
Figure H3 Primary use of premises



Base = 300

- H.15 Other uses such as cattery, kennels, farming, flight school, motel, and home office space also featured.
- H.16 When asked about the size of their main premises in Carlisle many respondents (111 out of the 300, or 37%) did not know. The responses from the remainder are illustrated in Figure H4.

Figure H.4 Total Floorspace of main premises in Carlisle



Base = 189

H.17 It is apparent that smaller premises are the norm, which is to be expected given the size of the businesses reported in Figure H2. Key points include:

- 40.7% of respondents occupied premises less than 465 sq m (5,000 sq ft)
- 40.2% of respondents occupied premises sized between 465 sq m and 1,860 sq m (5-20,000 sq ft)
- 19% of respondents are accommodated within premises 1,860 sq m (20,000 sq ft) and above

H.18 When asked about the size of other Carlisle premises 243 respondents said they had no other premises, and a further 41 did not know the floorspace of these premises. Only 16 respondents answered the question and the trend was similar to the main premises, with 31.3% less than 465 sq m (5,000 sq ft), and 37.5% less between 465 and 1,860 sq m (5-20,000 sq ft).

H.19 This analysis indicates that existing demand is predominantly for small to medium sized premises.

H.20 The survey asked how long firms had been trading at their current/main business premises. The majority of businesses have been established in their current premises for a long time, with 62% of respondents reporting a duration of 10 years or more.

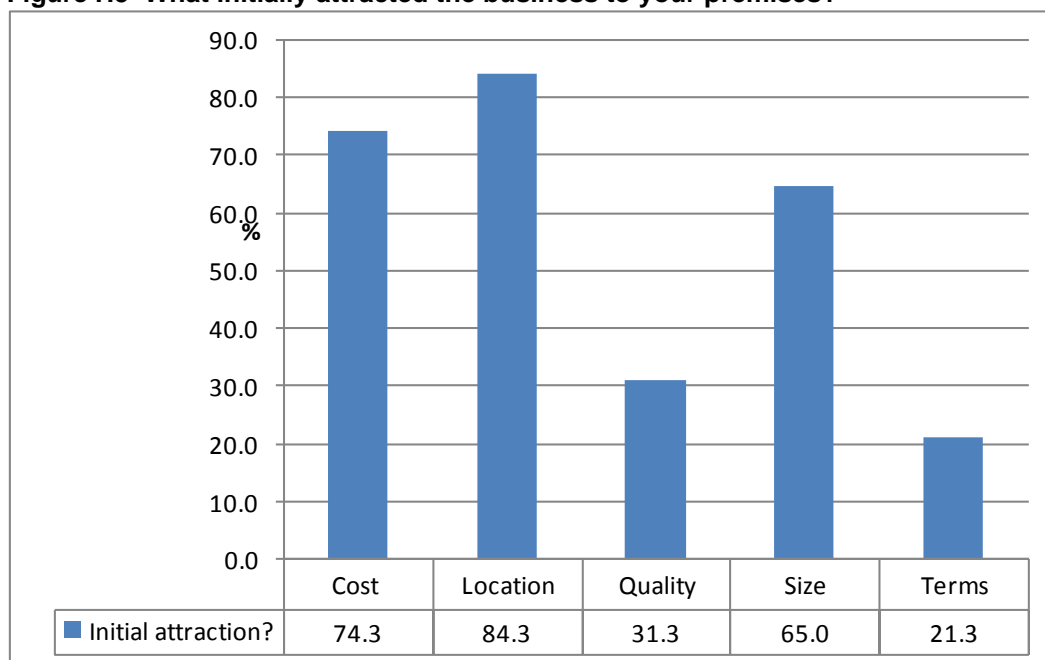
Table H2 How long have you been trading at your current/main premises?

	Total	%
<1 year	8	2.7
1-5 years	40	13.3
5-10 years	66	22.0
10-20 years	88	29.3
20+ years	98	32.7
Total	300	100.0

Base = 300

- H.21 Only a minority of firms (16%) consulted have been located at their current premises less than five years. This analysis could infer a number of considerations:
- An established business with high levels of satisfaction with current premises
 - Limited supply of sites/premises deters movement
 - Ageing stock which may be in need of reinvestment
- H.22 When asked whether their premises are rented or owned, the survey revealed that of the 291 responses to the question:
- 107 (36.8%) respondents said they owned their premises
 - 184 (63.2%) respondents said their premises were rented
- H.23 This analysis suggests either a lack of freehold supply, or a lack of freehold demand, for premises which are owned.
- H.24 The survey asked a number of questions about the factors that initially drew occupiers to their current premises and whether these factors are still valid.
- H.25 The criteria considered attractive at the time of choosing business premises by respondents was location, cost and size, at 84%, 74% and 65% respectively of the 300 businesses surveyed.

Figure H5 What initially attracted the business to your premises?



Base = 300

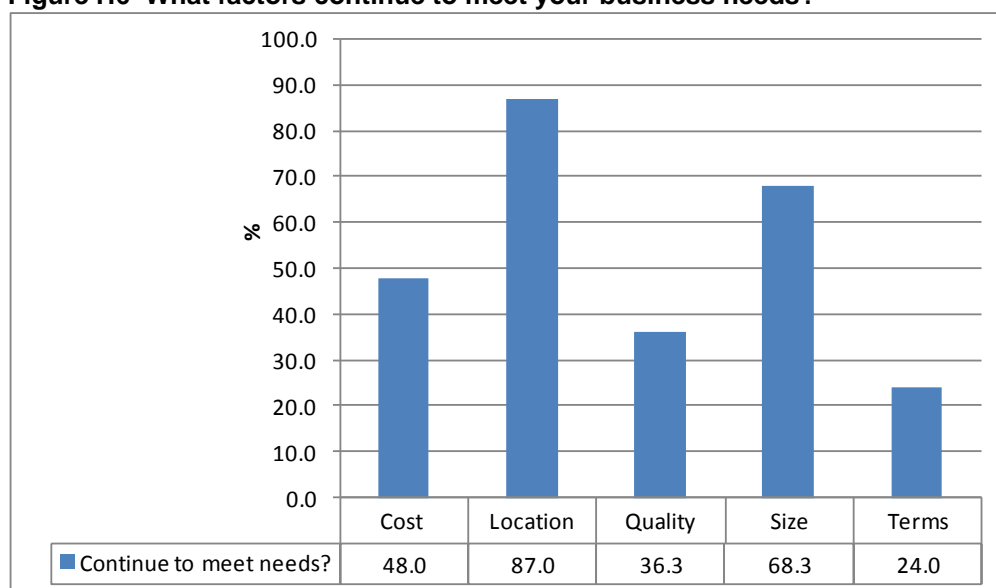
H.26 Comments given which expanded upon the factors which initially attracted the business to their current premises included:

- Access to the M6
- Family business/historical reasons
- Proximity to the airfield
- Freehold opportunity

H.27 A commonly cited theme was that the premises were “the only one available”. Further investigation reveals that the businesses that cited this reason had been located in their current premises for varying lengths of time, indicating a historical lack of supply in Carlisle.

H.28 The survey asked what factors continue to meet their business needs. Location continues to be a key factor in meeting business needs, with 87% of respondents identifying this as a current consideration. Size is the second determinant of current business needs. Cost does not feature as highly as at the stage of selecting a property/site.

Figure H6 What factors continue to meet your business needs?



Base = 300

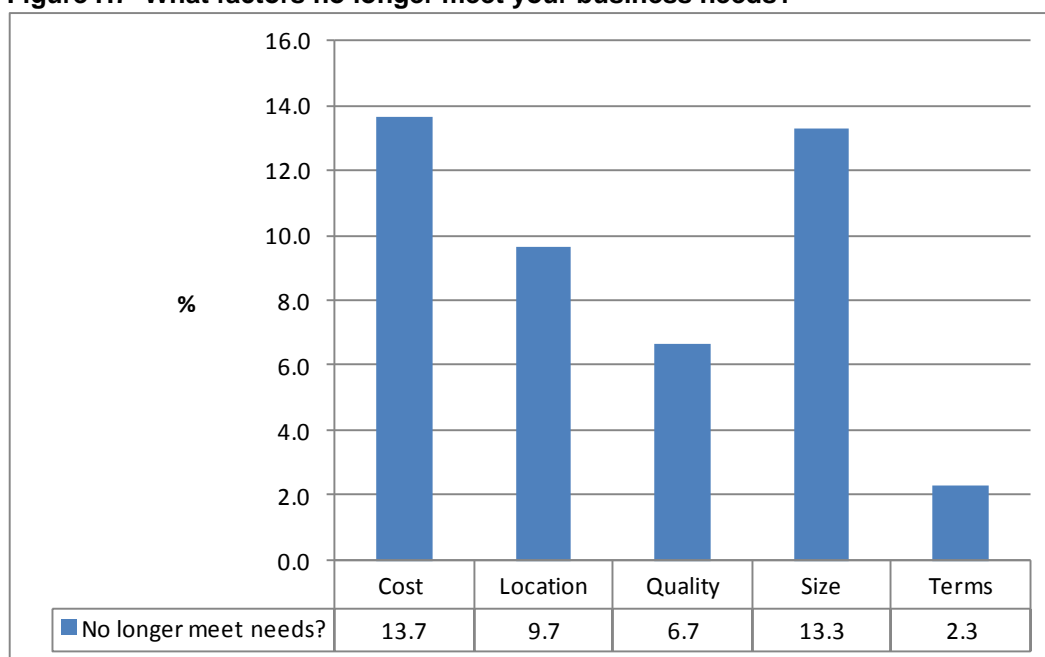
H.29 When asked to expand, factors that continue to meet their needs include:

- Lease agreement
- Access to the M6 and CNDR
- Site attributes, i.e. mineral deposit in land

H.30 The survey then went on to ask what factors no longer meet their needs. A lower number of participants responded to this question, which provides a guide to the quantum of firms dissatisfied with their current premises/looking elsewhere.

H.31 Respondents to the question identified that cost (13.7% of the survey sample) followed by size (13.3%) are the factors that no longer meet their business needs.

Figure H7 What factors no longer meet your business needs?



Base = 300

H.32 Sixty additional comments were given which elaborated upon this. Common themes are summarised in the table below:

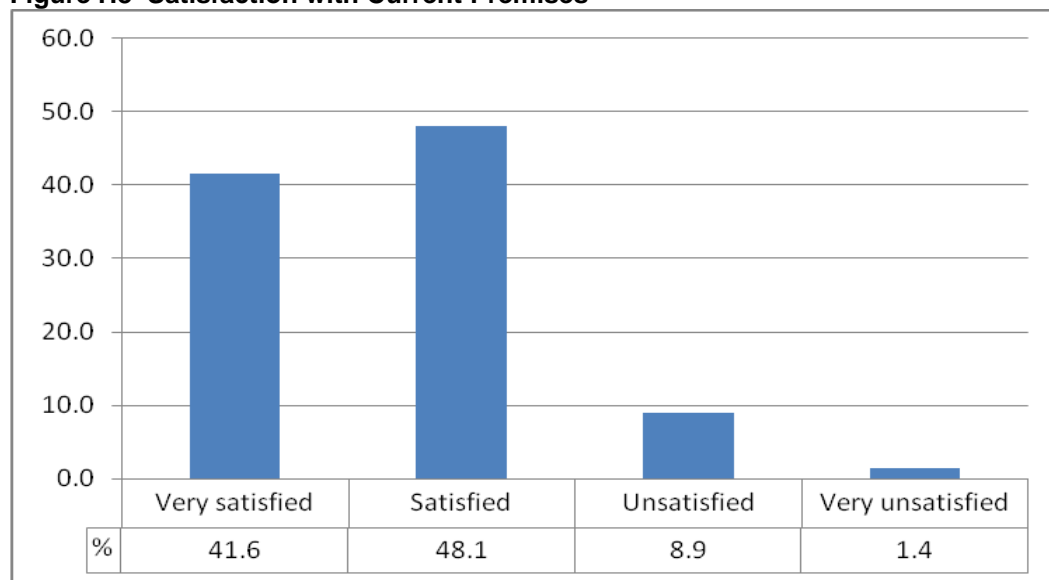
Table H3 What factors no longer meet your business needs?

▪ Poor access to site	▪ Poor quality of existing premises
▪ Car parking limitations	▪ Existing premises not DDA compliant
▪ Traffic congestion	▪ Incompatibility between industrial and residential uses leading to complaints and conflict
▪ Prohibitive lease costs	▪ Perceived lack of Council strategy for estates
▪ Poor relationship with landlord	▪ Flood risk
▪ Perceived lack of investment in Council owned estates	▪ Growth of company/need bigger premises
▪ Freehold premises sought	▪ Poor broadband connectivity
▪ Current premises too big	▪ Want to be closer to the M6 and CNDR

H.33 It is clear from this analysis that the key drivers of sites/premises interest are principally location, followed by size and cost. This criteria can be used in developing recommendations for future employment land provision in the district.

H.34 Overall levels of satisfaction with current premises are given illustrated in Figure H8.

Figure H8 Satisfaction with Current Premises



Base = 291

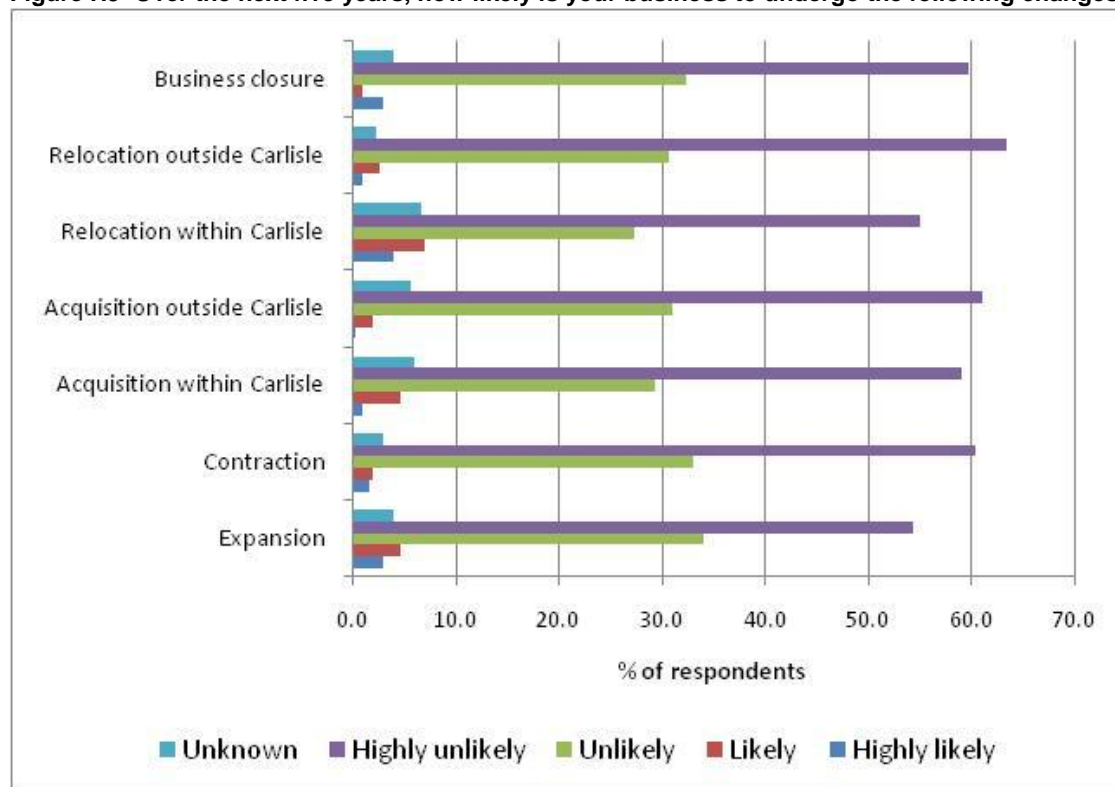
H.35 Levels of satisfaction are visibly high, with 89.7% of respondents identifying they are either 'very satisfied' or 'satisfied' with their current premises. In contrast, dissatisfaction only accounts for the remaining 10.3%.

H.36 Of those dissatisfied firms, factors that no longer meet their needs included:

- Flooding
- Poor location
- Poor access
- High costs
- Poor parking
- Too big for needs

H.37 The survey went on to ask about future plans as illustrated in Figure H9.

Figure H9 Over the next five years, how likely is your business to undergo the following changes?



Base = 300

- H.38 Key areas of concern from an economic development perspective include the likelihood of business contraction, business closure, and relocation outside Carlisle. Although similar responses are likely to be gained in many parts of the country given the recent recession. It is clear that these are the minority of cases, however, factors such as the size, cost, location, quality and lease terms of premises were cited as factors that no longer met their needs.
- H.39 Key areas of opportunity for Carlisle include those firms with expansion plans and those planning to relocate within Carlisle. The firms planning to relocate previously cited factors that no longer meet their needs at their current premises as being accessibility, cost of rates and utilities, DDA compliance needed, poor quality premises, and not big enough to accommodate growth. These firms need to be targeted with appropriate support.

Relocation or Acquisition of New Premises

- H.40 When asked where those respondents who are anticipating a relocation or acquisition of new business premises would prefer to be located if land/premises were available, the following preferences were given by the 49 respondents⁴ who answered the question:

⁴ Question 17 was multiple choice, and therefore the number of responses given does not match the number of respondents who answered the question

Table H4 Location Preferences and Reasoning

Location Preference	Number who identified this preference	Reasoning given
Carlisle City Centre	5	<ul style="list-style-type: none"> Access i.e. road infrastructure Central location
Within Carlisle District	40	<ul style="list-style-type: none"> Service provision, i.e. shops Access i.e. road infrastructure Freehold opportunity Employees live in the area Want to co-locate activity, i.e. retail, warehouse, office etc Areas sought included Kingstown, Kingmoor, Durranhill, Rosehill
Elsewhere in Cumbria	9	<ul style="list-style-type: none"> Areas sought included Penrith and West Cumbria
Outside Cumbria	4	<ul style="list-style-type: none"> Areas sought included Newcastle and SW Scotland

Base = 49

H.41 Table H.4 illustrates some insights into motivations of those firms looking to move, as well as identifying competitor locations. Of the 49 firms who indicated that they are looking to move or acquire further premises, 43 identified difficulties they have had to date in finding suitable sites and premises **within Carlisle**, including:

- Lack of land/premises to buy in target areas
- Lack of choice/limited range of sites and premises
- General lack of availability in target areas
- Lack of sites/premises of the size and facilities sought
- Lack of affordable options, including prohibitive rent and rates
- Planning restrictions
- Lack of quality premises

H.42 Those businesses looking to relocate/acquire new premises outside Carlisle offered reasons such as a lack of suitable premises within Carlisle, a lack of DDA compliant premises within Carlisle, and those firms seeking additional premises around their market area to provide a service network.

H.43 Those businesses looking to relocate/acquire new premises were asked about their property requirements. The following characteristics were given.

Table H5 Property Requirements

		No. of respondents	% of Base	Other comments
Type of Premises	Industrial	7	14.3	Want co-location of uses; land purchase opportunities sought
	Office	27	55.1	
	Warehouse or distribution	15	30.6	
	Base	49	100.0	
Type of Location	City centre	14	28.6	Depends on availability; Durranhill/Rosehill specified; planning permission requirements
	Edge of town	27	55.1	
	Out of town	4	8.2	
	Outside Carlisle district	4	8.2	
	Base	49	100.0	
Access	Near motorway	45	91.8	Parking; cycle lanes/parking; and

		No. of respondents	% of Base	Other comments
	Near public transport	4	8.2	Kingstown specified amongst responses
	Base	49	100.0	
Size sq m (sq ft)	<93 (<1,000)	4	10.3	N/A
	93-465 (1-5,000)	8	20.5	
	465-930 (5-10,000)	9	23.1	
	930-1,860 (10-20,000)	10	25.6	
	1,860-4,645 (20-50,000)	6	15.4	
	4,645+ (50,000+)	2	5.1	
	Base	39	100.0	
Quality	New build	9	18.4	DDA compliance; parking; quality
	New build grade A	21	42.9	
	Refurbished	3	6.1	
	Second hand	16	32.7	
	Base	49	100.0	
Terms	Long lease	22	44.9	N/A
	Purchase	20	40.8	
	Short/flexible lease	7	14.3	
	Base	49	100.0	

H.44 Table H5 offers some clear messages about the property requirements sought. In summary this includes:

- The majority seek office accommodation (55%) followed by warehousing and distribution (30.6%), with only the minority seeking industrial (14.3%)
- Edge of town locations are particularly popular, accounting for 55.1% of responses, followed by City Centre at 28.6%
- Access to the motorway is a principal driver of interest, with 91.8% of respondents citing that as a factor for consideration
- Predominantly small to medium sized premises are sought, with 80% of respondents seeking premises up to 1,860 sq m (20,000 sq ft)
- A range of quality premises are sought, 42.9% specified new build grade A, whereas a further 32.7% were looking for second hand premises
- The opportunity to purchase is a big driver, with 40.8% looking for these opportunities. Long lease terms are also sought after, at 44.9%

H.45 The survey also asked what the main constraints to growing businesses in Carlisle are. In total, 148 respondents did not identify any constraints. Of those that did, the following responses were given.

Table H6 What do you consider to be the main constraints to your business growing in Carlisle?

Constraints	Number who identified this issue
Lack of suitable premises in the right location	21
Lack of suitable land in the right location	8
Lack of capacity in workforce	5
Lack of a skilled workforce	11
Accessibility to M6/major highways	5
Accessibility to workplace by workforce	9
Other	126

Base = 152

H.46 A further 15 comments were given to expand upon the main constraints to growing business in Carlisle, including:

- A lack of freehold opportunities
- A lack of small and affordable premises
- Parking limitations
- Limited choice of sites and premises
- Lack of large space in city centre

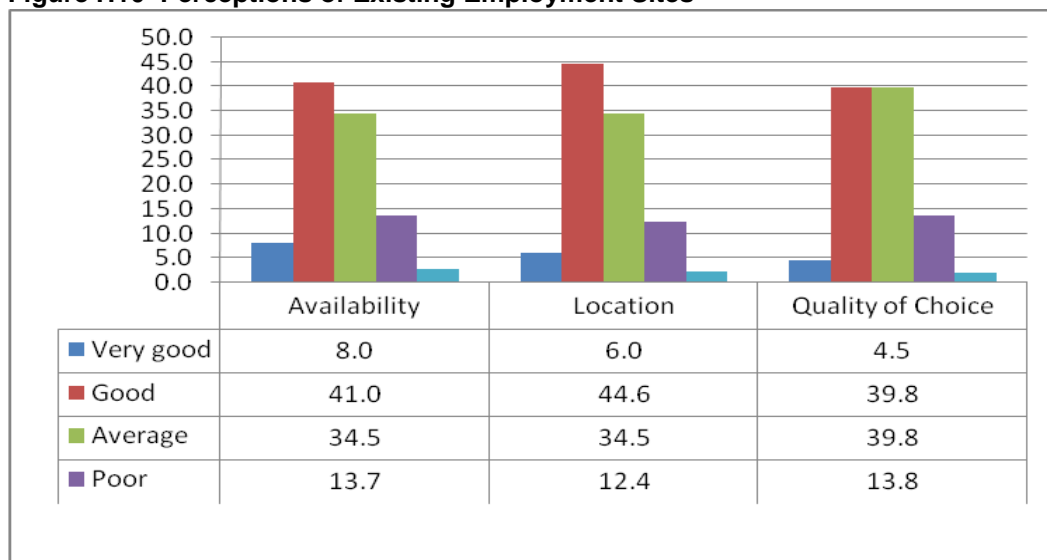
General Perceptions of Business Premises and Sites

H.47 A number of questions were asked about perceptions about existing sites and premises. The following analysis considers these responses.

Existing Employment Sites

H.48 It is apparent that most respondents feel that the existing employment sites are good to average within Carlisle in terms of availability, location and quality of choice. Only a minority felt these characteristics were 'very good'. In contrast, approximately 15% of respondents in each case felt that provision is poor or very poor within Carlisle.

Figure H10 Perceptions of Existing Employment Sites



Base: Availability (249); Location (249); Quality of Choice (246)

H.49 When asked to elaborate, commonly cited issues were once again raised, including:

- Traffic congestion
- Lack of affordable sites, particularly lease and rates costs
- Lack of freehold opportunities
- Perceived lack of investment in Council owned estates

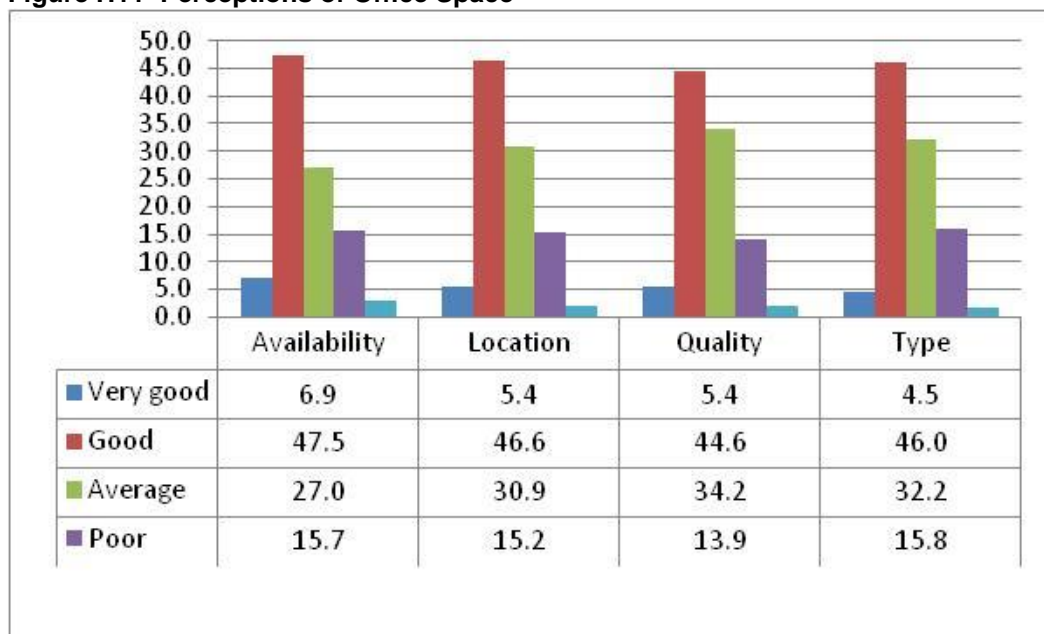
- Poor quality
- The motorway and CNDR were seen as opportunities
- Lack of parking

H.50 Contrasting views featured, with some citing a lack of supply whilst others identified sites/premises are available but do not meet their needs.

Office Space

H.51 Office space provision is considered generally good to average, although a minority of approximately 17% felt provision is poor to very poor on indicators of availability, location, quality and type mix.

Figure H11 Perceptions of Office Space



Base: Availability (204); Location (204); Quality of Choice (202); Type mix (202)

H.52 Additional comments included:

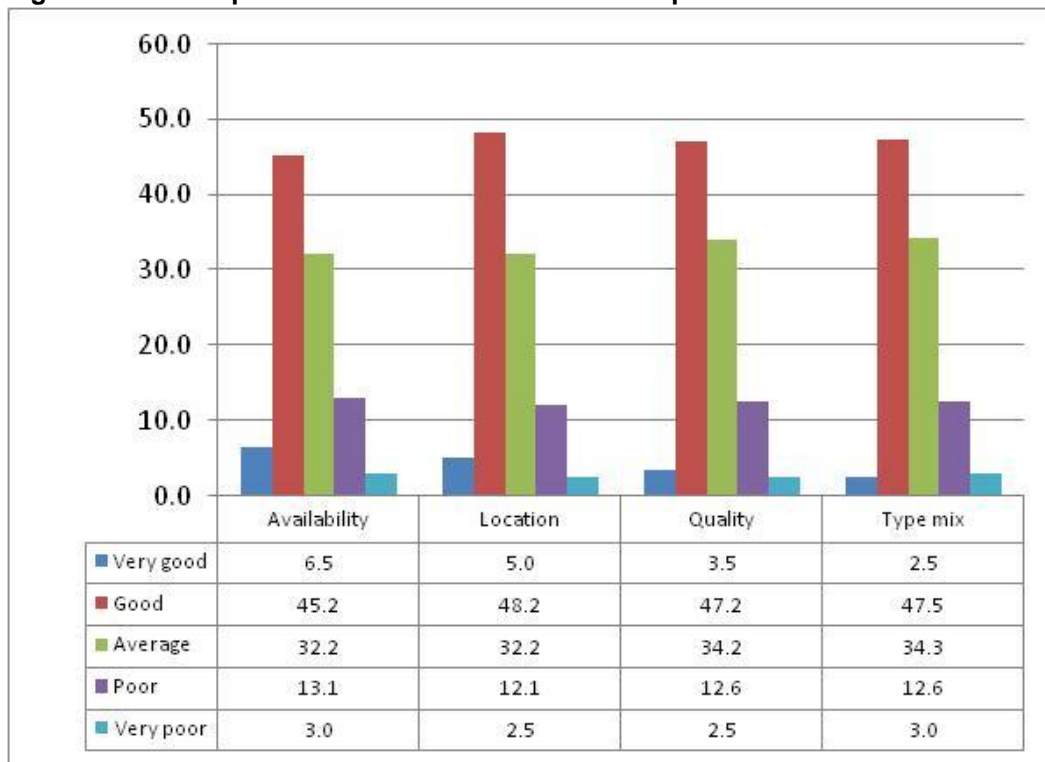
- Lack of affordable premises, especially for small companies
- Lack of smaller premises
- Newer premises considered more adaptable and therefore more suited to needs
- Poor parking and congestion in City Centre
- Some identified a preference to be in out of town locations but planning restrictions have contributed to a lack of supply in these areas
- Lack of quality and new space, particularly within the City Centre

- H.53 In general, respondents felt there was a lot of supply but that it did not necessarily meet their needs, particularly because of the perceived expense.

Warehouse/Distribution Space

- H.54 Perceptions of warehousing and distribution space followed previous trends for employment sites and office space, with the majority rating provision good - average, with a minority identifying either very good, or poor/very poor.

Figure H12 Perceptions of Warehouse/distribution space



Base: Availability (199); Location (199); Quality of Choice (199); Type mix (198)

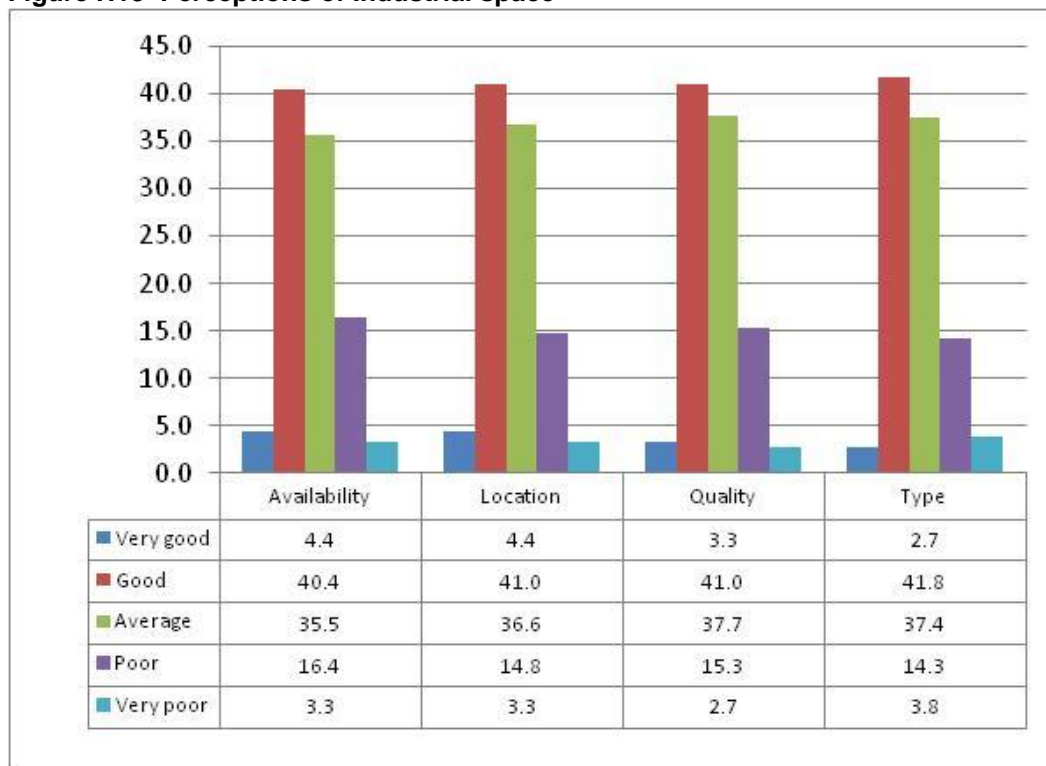
- H.55 Additional comments included:

- Availability but considered too expensive
- Limited choice for small companies
- Expensive, particularly rates
- Conflict between retail and warehouse/distribution uses when located adjacent to each other
- Poor condition of available properties
- High prices compared to other areas, i.e. Newcastle
- Available premises are close together and there is limited choice in location

Industrial Space

- H.56 As before, in general the majority of respondents felt industrial provision in Carlisle was good/average. However, the proportion of respondents who identified provision as poor/very poor, was slightly higher at approximately 18% on each indicator.

Figure H13 Perceptions of Industrial space



Base: Availability (183); Location (183); Quality of Choice (183); Type mix (182)

- H.57 Common themes are apparent in the additional comments:

- Lack of affordable premises
- Current availability but don't necessarily meet characteristics of current demand
- Lack of small/medium sized space
- Lack of freehold opportunities
- Incompatible uses (retail and industrial) located adjacent to each other

Additional Comments

- H.58 The survey asked whether participants felt there were any other comments which may be of importance to the study. The majority of participants provided additional comments. Common themes included:

- Poor broadband connectivity

- Difficulties in sourcing business support services and perception that Council are not sufficiently supportive of business
- Transport and public transport provision is key with commonly cited issues including poor parking provision, traffic congestion, poor road condition, and poor public transport
- CDNR is seen as a key opportunity. A southern relief road was also proposed
- Car parking limitations
- Lack of freehold opportunities and perceived domination of Council
- Lack of start up premises
- Poor provision of DDA compliant properties
- Empty rates charges undermining investment
- Skills mismatch and graduate retention issues, but recognition of the role of the University in addressing gaps
- Poor signage to sites
- Need for clarity on role and contribution of Carlisle Renaissance to the economy