

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	- 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	- 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 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	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	Situated on the southern edge of Longtown, the four sites are very varied in nature: 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. 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. C - Land off Briar Lea Court has a single large occupied older industrial unit with unoccupied scrub land adjacent. D - Mill Street includes a small lock up storage 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	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	- 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.		