



Central Lancashire Employment Land Study — Land Supply and OAN Update 2024

Preston, Chorley and South Ribble Councils

Executive Summary

February 2025

EXECUTIVE SUMMARY

- i) This report provides a partially updated Employment Land Study for the Central Lancashire sub-region and its component local authority areas of Preston, Chorley and South Ribble. The study was commissioned to provide an update of the Central Lancashire Employment Land Study (ELS), produced in 2022 by BE Group. It reviews the potential future employment land supply of the three local authorities, in the light of changing market conditions. It also provides a revised and updated Objectively Assessed Needs (OAN) exercise to reflect a different forecast period for the emerging Central Lancashire Local Plan (CLLP), 2023-2041, changing macro-economic conditions, updated forecast methodologies and the latest population projections for Central Lancashire.

Methodology

- ii) Several research methods have been used, including site visits and telephone/e-meeting interviews with property market stakeholders such as developers, investors and their agents. The status and deliverability of potential future employment sites, put forward for inclusion in the CLLP, was reviewed in detail, compared to forecast OAN and changes in local and national property markets since 2021.
- iii) The Study has also undertaken an updated OAN forecast exercise to calculate need in Central Lancashire over the amended CLLP period 2023-2041. It should be noted that this OAN exercise uses a substantially revised forecast methodology to that completed in previous ELS Studies, blending Labour Demand and Take Up based modelling. The reasons for this change in approach are:
- To reflect changing best practice in how to complete OAN exercises for employment land
 - To best reflect the latest National Planning Policy Framework and Planning Practice Guidance
 - To provide a stronger link between forecast jobs change, which will inform other elements of the CLLP such as housing needs, and identified employment land OAN, while recognising some of the issues with translating jobs need directly into an employment land requirement
 - To provide a more nuanced and finer grain analysis more generally
 - To reflect the recent precedents and outcomes of recent North West Local Plan

Examinations in Public, which BE Group has participated in.

- iv) One result of this change is that the OAN figures produced here will not be directly comparable with those in the Central Lancashire ELS Studies of 2017, 2019 and 2022. Finally, the OAN has been compared to the latest population projections for Central Lancashire, to understand how economic growth links to population change in the sub-region.

Market Findings

Industry

- The national manufacturing sector boomed over 2020-2021. Demand reduced somewhat in the second half of 2022 in the face of growing economic uncertainties, but 2022 remained one of the strongest years on record in terms of the take up of industrial stock.
- The market has proved resilient in 2023, despite growing economic uncertainties. In Central Lancashire, this is evidenced by the recent commencement/completion of several private sector B2/B8 schemes including Botany Bay Business Park in Chorley, units at Preston East and Farington Hall in South Ribble, with further phases of both in the pipeline. Nationally, the industrial market has seen continuing requirements from manufacturers for new build high grade space, both from local firms and larger companies seeking to re-shore and safeguard their supply chains within the UK.
- Industrial demand is projected to remain strong in the short term, even if macro-economic conditions prove worse than forecast.
- Local market stakeholders added that while economic issues mean that industrial/warehouse units are less attractive to investors but there remains strong demand from occupiers, for properties of up to 2,000 sqm and particularly sub-1,000 sqm units.
- Against demand, and even with recent completions of new schemes, the sub-region has a limited supply of premises to meet forward needs, some 8.8 months of forward industrial supply by units, 6.5 months by floorspace, based on past average rates of take up per year. Against total stock, vacancy rates across Central Lancashire are well below 5 percent, which also suggests supply shortages.

Thus, while some slowdown in the industrial market is possible in the short term, if economic conditions deteriorate, overall demand remains strong, particularly from smaller occupiers for sub-2,000 sqm units. With reasonable demand and a limited supply, developers are continuing to bring forward industrial schemes in core areas of market interest with no sign of a slowing in the pipeline.

Warehousing

- Across the UK, demand for logistics premises increased significantly in 2020-2022 in response to the changing consumer behaviour. After three years of record breaking take up, stakeholders expect transaction rates in 2023 to be more moderate, but still well above the 10-year average.
- Reduced consumer spending may inhibit demand from retailers moving forward, logistics requirements are now coming from an increasingly diverse range of occupiers.
- While logistics growth will continue to be focused on prime locations on the motorway corridors, supply shortages will encourage the take up of good secondary locations as well. In Central Lancashire, all three local authorities have large sites close to motorway junctions which can benefit from ongoing demand for larger B8 uses.

Thus, while B8 demand may see relative decline from the record-breaking period of the early 2020's, a good interest in warehousing units is expected to continue, on locations with reasonable strategic road access.

Offices

- During the 2020-2021 lockdowns, office-based firms adjusted to being able to work remotely and evidence is that the majority of office-based businesses continue to offer at least hybrid working options to some of their staff. Reflecting this trend, businesses are increasingly seeking flexibility in their office accommodation. This new way of working favours serviced offices, co-working spaces and similar models over unserviced options. Demand exists for more such serviced space, but primarily on sites with good motorway access rather than town or city centres. In Preston, demand is focused on Preston Docks rather than the City Centre.
- For larger floorplate offices, in the light of changing working practices, established businesses have reviewed their long-term accommodation needs

leading to a rationalisation of space with poorer quality accommodation returning to the market, while more modern offices are occupied.

- The net result is that there is a surplus of lower grade stock while more higher grade stock is needed. The surplus issue is made worse by the fact that around 12 percent of the UK's office stock are graded below EPC band E and will not meet future energy efficiency standards. Given demand, some buildings may be suitable for upgrading to accommodate service stock, but many others will become 'stranded assets' – unable to be let out in their current condition and unable to secure a large enough rent to make investment worth it. There is likely to be considerable pressure to convert some of this stock into other uses, using Permitted Development Rights moving forward, leading to a net loss of stock. However, as this stock is surplus to business needs, its loss is unlikely to leave businesses without the space they need and therefore prompt development elsewhere. Against total stock, vacancy rates across Central Lancashire, except for in South Ribble, are mostly in the 5-10 percent range, which also suggests there is sufficient stock to meet most needs.
- Average office rents do not exceed £14.50/sqft (£150/sqm), even in Preston City Centre and key business parks, with £10-11/sqft (£108-118/sqm) more the norm in Preston and South Ribble (slightly higher in Chorley). This can be compared to £25/sqft (£269/sqm) for good grade A accommodation. Thus, stock in Central Lancashire does not see particularly high rents and stakeholders do not identify affordability as a particular barrier to occupancy anywhere in Central Lancashire.
- Past take up and present stated market demand is for 0-500 sqm units, including freehold options and particularly Grade A options, alongside a modest number of larger requirements. However, viability remains a significant barrier to new development.

Recent office sector growth has been limited in Central Lancashire and changing working practices have affected, and will continue to affect demand, particularly for larger floorplate offices. While some demand exists, particularly for sub-500 sqm serviced units, viability will be a significant barrier to further new build office development moving forward. Accordingly, large scale office development is not assumed on any of the sites reviewed in this Study.

Objectively Assessed Needs

- v) This Study was asked to provide an updated OAN forecast model for Central

Lancashire to reflect the revised CLLP period 2023-2041. Also to reflect the most up to date methods for modelling employment land needs, consistent with the National Planning Policy Framework and Planning Practice Guidance.

- vi) Model One is Past Take Up, the forward projection of historic take up across Central Lancashire since 2010/2011. Figures both gross and net of losses have been provided by the Councils.
- vii) Model Two is Labour Demand, a baseline or Policy-Off forecast which, as mentioned, makes no allowance for major public policy interventions in Central Lancashire. This scenario uses as its base the latest economic forecasts (winter 2023/2024), produced by Cambridge Econometrics for LCC and covering the Central Lancashire sub-region. These forecasts are the latest available projection on macro-economic conditions and are used in other evidence base research for the CLLP, To the baseline jobs figures, adjustments are made to allow for Full Time Equivalent (FTE) employment and homeworking. With the resulting figures converted to floorspace and land needs using standard ratios.
- viii) To translate the baseline need figures into a preferred OAN, several further assumptions on land need have to be considered:
 - An additional allocation of need to achieve a vacancy rate of 7.5 percent in local industrial, but not office, premises and deliver greater choice for businesses in their premises
 - A 5-year buffer to allow for choice and potential change in needs during the Plan Period as well as accounting for exceptional further losses in the supply.
 - Consideration as to what degree past losses of E(g)/B-Class land and premises, to other uses need to be accounted for in the OAN calculations. Preston has seen extensive losses of office and industrial premises over the last decade, and it is important to make some allowance for those losses, by using Gross Past Take Up Figures. By comparison office and industrial stock rates have been more static in South Ribble and even grown, in terms of industry, in Chorley. Thus, it is likely that if the individual buildings recorded lost in the above Take Up data, for Chorley and South Ribble, were still needed by the market, they would have been occupied. Reflecting this, Net Take Up rates are applied in the case of Chorley and South Ribble, making the assumption that day to day losses do not need to be replaced.

- ix) In terms of a preferred OAN for offices, experience suggests that the quantum of office space required by businesses is strongly driven by the number of staff they have to accommodate. Thus, the jobs-based Labour Demand model is likely to best project office sector needs moving forward. As the majority of projected jobs growth is in office based sectors, utilising Labour Demand modelling for offices also means that OAN will account for the bulk of the employment change moving forward. Given changing working practices it would be logical to use figures which allow for homeworking. Thus, the recommended office sector OAN is set out in Table ES1, including the assumptions applied.

Table ES1 – Recommended OAN for Offices

Local Authority Area	OAN Figure, hectares	Assumptions Applied
Chorley	6.48	Labour Demand, net of homeworking Inclusive of Buffer equating to an extra 5 years
Preston	6.00	
South Ribble	5.76	
Total	18.24	

Source: BE Group, 2024

- x) Requirements for industrial and warehouse premises are more driven by needs for production and storage space than the need to accommodate changing staffing levels. Thus, such companies may have ongoing property requirements even when they are reducing the numbers they employ, particularly if automation is improving productivity per worker. This results in a weaker link to the jobs-based Labour Demand modelling that was true for offices. Additionally, the Labour Demand model forecasts negative or negligible land needs in the industrial sector, in Central Lancashire, which is at odds with identified market demand. Here, therefore, the Past Take Up model is preferred as it is independent of jobs change projections and based on real world trends. Thus, the recommended industrial/warehouse OAN is set out in Table ES2, including the assumptions applied.

Table ES2 – Recommended OAN for Industrial/Warehouse

Local Authority Area	OAN Figure, hectares	Assumptions Applied
Chorley	34.97	Baseline in the Take Up modelling, Net of Losses, for Industrial/Warehouse Uses only = 19.61 ha A further Buffer of 5 years is applied on the Baseline figure

		An additional 9.35 ha is included to achieve a vacancy rate of 7.5 percent and give greater choice for businesses
Preston	68.43	Baseline in the Take Up modelling, Gross of Losses (to provide allowance for the scale of industrial/warehouse losses recorded), for Industrial/Warehouse Uses only = 44.80 ha A further Buffer of 5 years is applied on the Baseline figure An additional 11.79 ha is included to achieve a vacancy rate of 7.5 percent and give greater choice for businesses
South Ribble	51.23	Baseline in the Take Up modelling, Net of Losses, for Industrial/Warehouse Uses only = 27.29 ha A further Buffer of 5 years is applied on the Baseline figure An additional 16.67 ha is included to achieve a vacancy rate of 7.5 percent and give greater choice for businesses
Total	154.63	

Source: BE Group, 2024

xi) The combined OAN, linking office and industrial/warehouse needs, is therefore:

- **Chorley – 41.45 ha**
- **Preston – 74.43 ha**
- **South Ribble – 56.99 ha**
- **Central Lancashire combined – 172.87 ha.**

OAN Model 3: Labour Supply

xii) As part of the CLLP development process, consultants supporting the three Councils have identified an ‘Employment-led’ population growth scenario for Central Lancashire. There are two variations of this, one using a fixed 2011 Census commuting ratio (Employment-led) and the second using an adjusted 2011 Census ratio (Employment-led (CR 1-to-1)). In the CR 1-to-1 scenario, the 2011 commuting ratio has been adjusted in each year of the forecast so that future jobs growth is provided for under a 1:1 commuting ratio. These scenarios will inform assessments of housing need in the CLLP. These can be converted into a forecast of land needs, using a methodology comparable to that for Model 2. Undertaking this exercise generates employment land requirements of 9-12 ha for Chorley, 5-8 ha for Preston and 11-13 ha of South Ribble.

xiii) It is important to note that these represent the employment land requirement specifically from the projected extra working population the sub region will gain to 2041 and, unlike Models 1-2, are not a forecast of OAN for the whole Central Lancashire economy.

xiv) However, what Model 3 does illustrate the land required to accommodate projected

population and jobs growth, and ensure the maximum number of those workers possible are able to live and work in the two local authority areas. The Preferred OANs set out above allow enough employment land to accommodate the Model 3 requirements, while still providing some surplus of further land need to allow for other growth in the Central Lancashire economy, not linked to population change.

Future Employment Land Supply Review

- xv) This Study has reviewed some 27 sites which have been identified for employment and mixed uses in Call for Sites/SHELAA and, as of summer 2023, could be taken forward in the CLLP to meet the identified OAN of each Local Authority. All the sites were reviewed in terms of both their qualitative attractiveness to the market and their likely deliverability, including consideration of some of the practical barriers they may face to development. Additionally, each site was graded using a standard scoring system that consisted of ten objective measures, which further illustrate the site's market desirability and deliverability. The maximum score possible was 100, with the ten individual measures each scored out of ten.

- xvi) Tables ES3-ES6 shows the outcome of this analysis. The sites are ordered by their quantitative scoring which provides a guide as to what could be prioritised for allocation, to meet the identified OAN. It should be noted that this analysis considers the suitability of sites for E(g), B2, B8 uses only, sites not identified as suitable for such employment uses could still be suitable for other uses.

Table ES3– Sites Analysis – Chorley Preferred Sites

Site Ref	Site	Site Size (Some sizes amended, reflecting site conditions)	Deliverability Comments	Total Scoring	Market Led Scoring	Overall Recommendation – Consider for Allocation (Yes/No/Maybe)
CH/EP1.6 (19C244x and 19C162)	Botany Bay, Chorley	8.82	Site actively under development.	92	47	Yes (Site under development)
CH/EP1.1 (19C265x)	Southern Commercial, Buckshaw Village	2.04	One office successfully developed here. However, difficulties in letting the completed building suggest that the delivery of further offices here remains a longer term prospect. However, an unconstrained site remains, in the core Buckshaw Village market area, which could support a range of employment uses.	74	28	Yes

CH/EP1.7 (19C245x and 19C163)	Land East of M61	6.92	Deliverability is evidenced by development on site CH/EP1.6: Botany Bay, Chorley, which is under common ownership with this site and controlled by an established developer. The market continues to support at least the smaller units here and CH/EP1.7 could form a later phase of Botany Bay Business Park.	70	46	Yes (Assuming a successful development on CH/EP1.6 a medium term development likely here)
CH/HS1.17 (19C415 and 19C161)	Botany Bay/Great Knowley, Blackburn Road	12.14 total (6.70 employment)	At the time of writing consent was being sought for 29,971 sqm of E(g), B2, B8 space on 6.30 ha. Even if the current planning application is not consented, interest has been demonstrated by an established developer who is actively delivering commercial premises on an adjacent site. There are constraints to overcome, and particularly agreement needs to be reached on a viable site access. However, developers appear to accept that this half of the wider Great Knowley site is deliverable for commercial uses.	70	43	Yes
CH/EP1.2 (19C267x)	The Revolution, Buckshaw Village	2.88	At the time of writing retrospective consent was being sought for B8 use of the site. Sizable, unconstrained development plot in Buckshaw Village which has been consistently identified by stakeholders as a focus for market interest for industrial and warehouse uses of all sizes in Central Lancashire. Land appears to have been held for the expansion of the adjoining use but remains available for a separate development subject to owner interest.	65	31	Yes
CH/HS1.15. CH/EP1.5 (19C242x and 19C160)	Woodlands Centre, Southport Road, Chorley	5.16 total (1.55 for employment)	The site is expected to become available for redevelopment in the short term. Demand here, as elsewhere, likely to favour industrial development here over offices. The barriers to development are thus likely to be integrating such uses with housing (which could cross fund the employment development) and integrating the protected trees into any scheme	62	30	Yes
CH/HS1.20, CH/EP1.8 (19C250x and 19C188)	Bengal Street Depot, Chorley	0.70 total (0.35 for employment)	Assuming an uncontaminated plot with appropriate access onto the A6 can be secured a small industrial scheme would be deliverable here, reflecting other successful developments on similar plots, such as the Vyking Enterprise Hub.	61	34	Yes
CH/EP1.9 (19C050)	Land at Euxton Park Golf Centre, Euxton Lane, Chorley	0.69	There is an established interest in the land from the landowner for development for its own purposes. However, the interest would be for the whole Golf Centre site, including previously undeveloped Green Belt land, to support a large warehouse and office scheme. Only the previously developed part of the site is being considered, which is a narrow, linear plot and would be too small to accommodate this use and likely of negligible interest to local developers who would be seeking a larger and more regularly shaped development site, comparable to the plots at Strawberry Meadows.	55	28	Maybe (Dependant on what land is ultimately allocated here)

CH/HS1.10, CH/EP1.3 (19C100 and 19C119)	Land at Bagganley Lane, Chorley	13.32 total (2.65 employment)	Site is likely to become more of interest to commercial developers once sites closer to Junction 8, M61 are developed out. Assuming an interested developer can be found for the commercial part of the scheme, the main barrier to delivery is likely to be access. It is assumed the commercial element would fall in the west of the site, as close to Blackburn Brow as possible to minimise the traffic impacts on the more residential streets of Knowley Brow/Heapey Road.	49	31	Yes
CH/HS1.13, CH/EP1.4 (19C239x, 19C093 and 19C165)	Cowling Farm, Chorley	9.50 total (0.30 employment)	Largely unconstrained land, with access available via Moorland Gate. The main barrier to delivery is likely to be the site's relative isolation compared to other opportunity plots and the modest size of the employment plot proposed. Absent a requirement from a business for the land or an immediate developer interest, delivery will likely require leadership and co-ordination by landowner Chorley Council.	47	21	Maybe (Will require public sector support and co-ordination to realise)
CH/HS1.37, CH/EP1.11 (19C411)	Land south west of The Green and Langton Brow, Eccleston	2.38 total (1.19 employment)	Site does have some constraints, including how Grove Mill, which covers a large portion of the site, would be treated in any scheme and potential issues of flood risk. However, the site is under developer control and any employment uses put forward here would be building on an established employment location, albeit one in a peripheral location in the Borough, which may be subject to a complete redevelopment/replacement of existing uses.	36	18	Maybe (Assuming site constraints can be addressed)

Source: BE Group, 2023

Table ES4 – Sites Analysis – Preston Preferred Sites

Site Ref	Site	Site Size (Some sizes amended, reflecting site conditions)	Deliverability Comments	Total Scoring	Market Led Scoring	Overall Recommendation – Consider for Allocation (Yes/No/Maybe)
(19P329)	Land and Buildings at St Marys Street, Preston	0.87	Site scoring reflects the central location of the properties. Site comprises the former Museum of Lancashire buildings and the Lancashire Conservation Studios in former Church buildings. All owned by LCC. The Museum buildings are in use for storage at this time. LCC officers report interest from the Ministry of Justice for the use of these buildings for a range of uses. The Lancashire Conservation Studios remain in use by LCC for historic preservation work. It appears the site will remain in public sector use.	69	40	No Land is in an existing Employment Area so already in employment use

(19P286)	St Marys and St Marks, St Mary Street, Preston	1.75	<p>Site scoring reflects the central location of the properties.</p> <p>Site comprises the former Museum of Lancashire buildings the HMRC buildings of St Marks/St Mary's House and a row of occupied shops on the A59 frontage.</p> <p>At the time of writing, it appears likely that the former Museum of Lancashire buildings will remain in public use. St Mark's House and St Mary's House, was due to close in 2025. In April 2023 it was announced that more than 1,000 HMRC jobs will remain in Preston for the long term. HMRC has yet to determine whether St Mark's House and St Mary's House will be retained or if a new base will be established elsewhere in the city. A59 shops are in full use.</p>	68	41	<p>No</p> <p>Land is in an existing Employment Area so already in employment use</p>
(19P141)	Preston East Junction 31A M6	25.31	<p>A developer partner, Trebor Developments (in a Joint Venture with Hillwood developments), has been secured. The site, known as Gateway Park, is now on the market for 3-4 B2/B8 units of 3,065 sqm to 74,322 sqm. Subject to planning, it is intended that units will be available for occupation by 2025.</p> <p>This site is now under the control of an experienced developer with capacity to deliver space in the short term, subject to planning.</p> <p>Although stakeholders report a weakening market for larger units, demand still exists, particularly at the regional and national level. The almost immediate M6 access from Junction 31(a), although southbound only, would make the site attractive to large occupiers.</p>	64	43	<p>Yes</p>
(19P135)	Red Scar Industrial Estate / Red Scar, Whittingham Lane, Broughton	12.02	<p>Land in an established industrial estate. A range of smaller uses have been successfully delivered in Red Scar, most recently Unit B23 Red Scar Industrial Estate.</p> <p>Funding and development partners are understood to be in place for the Longridge Road Energy Centre, the development of which will further open up this site.</p> <p>The remaining land will surround the energy from waste facility. This facility will make the location less attractive to some occupiers, but experience elsewhere suggests there remain plenty of industrial and warehouse occupiers who will be located close to such a facility. Indeed, the Longridge Road Energy Centre may attract supply chain businesses, for this sector to Red Scar.</p>	61	30	<p>No</p> <p>Land is in an existing Employment Area so already in employment use</p>
(19P136)	Millennium City Park, 4A	0.49 (reflecting)	<p>Subject to multiple schemes for mostly industrial land which, if delivered would take up all developable land here.</p>	58	21	<p>No</p> <p>Land is in an existing</p>

	Barnfield Way, Broughton	planning application)				Employment Area so already in employment use
(19P012 and 19P198)	Alstoms, Strand Road	6.35	<p>Site already accommodates several high value B2/B8 tenants, and any future scheme should look to build on this existing critical mass. The site falls into the Riversway/Docks area, which has been consistently identified by stakeholders, across multiple studies, as a focus for market interest for industrial, and when required, office uses.</p> <p>Any scheme would need to consider any historic premises which would need to be protected, the desirability of retaining existing high value tenants and allowing for the leases on the site. The site is owned by the City Council which would allow the Council to lead on and support any scheme.</p>	57	31	Yes
(19P142)	11 Roman Road Farm	24.94	<p>The site now has Outline consent (App. No. 06/2022/0745) for 76,445 sqm of floorspace, of which 71,721sqm is for B2/B8 use and 4,724 sqm is for first floor offices.</p> <p>Reserved Matters consent (App. No. 06/2023/0844) is being sought at plots 6 and 8 within outline site for a 13,686 sqm warehouse, for an agreed occupier. Although a backland site, the land links to the core market area of North East Preston.</p> <p>The consented scheme is now on the market as APTUS for 11 units of 2,404 sqm to 13,686 sqm each, with consent now being sought to deliver the largest unit (Unit 8) for a defined occupier.</p> <p>Proposals are thus being progressed by a team of experienced developers – Henry Boot Barnfield – with the resources and experience to deliver the proposed development in the short term.</p>	55	29	Yes
(19P194)	Oak Street, City Centre, PR1 3XD	0.14	<p>Small infill site comprising an unsurfaced car park and some adjoining older buildings, close to the City Centre. Given the industrial character of the area the most likely be a light industrial scheme. As noted, demand for such premises is strong across Central Lancashire.</p> <p>Development of the vacant land would be comparatively straightforward. Including the adjoining properties, which appear occupied and under approx. two ownerships would be more difficult to deliver and may generate viability constraints.</p>	55	25	No Land is in an existing Employment Area so already in employment use
(19P314)	22 to 24 Manchester Road, Preston	0.08	<p>Small site which appears in active use as a footsore, it is not clear if the site is available. If it is available for redevelopment, given the industrial character of the area the most likely be</p>	53	24	No Land is in an existing Employment Area

			a light industrial scheme which is subject to good demand. The viability of a redevelopment on such a small site would need to be tested against a proposed scheme, but assuming a viable scheme can be secured redevelopment could be progressed.			so already in employment use
(19P133)	Red Scar Site H / Red Scar, Whittingham Lane, Broughton	2.75	Although a backland site, the land falls within an established employment area within North East Preston, regularly identified by stakeholders as the focus for industrial and warehouse market interest in Preston. Across Red Scar Industrial Estate, land is now on the market as some 16 design and build plots of 0.4-1.6 ha, capable of producing premises of 2,787 to 11,613 sqm for leasehold, long leasehold (125 years) or freehold basis. Constraints will limit the net developable area, but across Red Scar there remains a sizable area of flat, unconstrained land which is available for development reflecting the successful development of other sites in North East Preston, including the Preston East Scheme.	48	23	No Land is in an existing Employment Area so already in employment use
(19P178)	Riversway Phase B Site Specific Policy, Maritime Way	17.13	Site forms a logical extension to the Preston Riversway/Preston Docks Employment Area with a common access at the Nelson Way/Chain Caul Way junction and the Riversway Motor Park adjacent. The Riversway/Docks area has been consistently identified by stakeholders, across multiple studies, as a focus for market interest for industrial, and when required, office uses. Site has multiple constraints including Flood Risk, watercourses crossing the site and pylons crossing the west of the site. The site is constrained but the development of adjacent land suggests such constraints can be overcome, particularly if a mixed-use scheme is put forward, which higher value options cross funding commercial uses. Opportunities to expand the successful motor Park could also be explored to deliver higher value uses which might fund appropriate mitigation. The land is owned by the City Council, allowing the Council to lead on and push forward any scheme.	48	29	Yes

Source: BE Group, 2023

Table ES5 – Sites Analysis – Preston Mixed-Use Sites

Site Ref	Site	Site Size (Some sizes amended, reflecting	Deliverability Comments	Total Scoring	Market Led Scoring	Overall Recommendation – Consider for Allocation (Yes/No/Maybe)
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		<i>site conditions</i>)				
(19P031)	Land West of Cottam and East of Preston Western Distributor.	63.3	<p>Given the scale and location of this site, it is assumed any scheme put forward would be housing led. Thus, the site should first be assessed against residential needs and requirement. It is also unclear if a full half of the site would realistically be brought forward for commercial uses in this mostly residential location, or be held for other options, such as open space.</p> <p>Assuming a large site for E(g)/B-Class Uses the most likely development would be for a strategic scale B2/B8 scheme. There remains reasonable market interest for such uses in Central Lancashire. The site enjoys a relatively prominent position on the new Western Distributor Road which an access point at the Avice Pimblett Way junction. However, developers and logistics businesses would likely prefer a location closer to the M55 Junction and more distant from housing development.</p> <p>Key for deliverability would be to agree the position of the employment site in relation to housing, and its accessibility to Edith Rigby Way and the M55. A clear plan would also need to be agreed between the landowners and developers as to how, and under whose responsibility, it would be to progress the employment element of the project.</p>	56	43	<p>Maybe (Although the land sits in a relatively strong location, there are a range of practical issues which would need to be address before an employment allocation could be considered)</p>

Source: BE Group, 2023

Table ES6 – Sites Analysis – South Ribble Preferred Sites

Site Ref	Site	Site Size (Some sizes amended, reflecting site conditions)	Deliverability Comments	Total Scoring	Market Led Scoring	Overall Recommendation – Consider for Allocation (Yes/No/Maybe)
SR/EP1.7 (SRBC001)	Samlesbury Enterprise Zone	35 (net developable area within South Ribble. From which completed properties will need to be deducted)	Deliverability is evidenced by the range of facilities developed to date and the infrastructure provided. Further growth will be supported by major national government investment National Cyber Force Campus.	76	38	Yes

SR/EP1.2, SR/HS1.1 (19S052)	Cuerden Strategic Site	31.93 (Identified net plot size of the four main commercial development plots in the planning application (16 ha) plus 15.93 ha of further development land) Full application site is 51.3 ha)	Several schemes have been proposed here and ultimately not progressed due to a range of factors. There is a stronger commitment to taking things forward now however, with plans backed by an established developer partner and land under public sector control. Proposals, which have Outline consent, are now focused on B2/B8 premises which better reflects market demand, with interest identified from national/regional and local businesses. Viability testing, submitted for the application and completed by CBRE in July 2022 ('Financial Viability Statement, Page 7) also indicates that the scheme is viable. Development is expected to come forward in phases to avoid oversupplying the market at any one time.	74	30	Yes
SR/EP1.4, SR/HS1.8 (19S166) Previous Local Plan Site C2	Moss Side Test Track, Leyland (Titan Business Park)	5.7 (Area consented for commercial use)	Development is consented and under developer control. The scheme has been marketed off-plan and is attracting interest. The site has been fully remediated, and construction is set to commence in Autumn 2023 with the first units anticipated to be available in Quarter 1 of 2024.	73	28	Yes
SR/EP1.5 (19S188)	North of Lancashire Business Park, Farington	9.2	Ownership means that it is likely to be held as expansion land for adjacent Leyland Trucks. However, the land is outside of Leyland Trucks' secure site and could be made available to other occupiers. Bridging the River Lostock would be an additional cost to any development, which could generate viability issues. However, the bulk of the site would be developable without crossing the river.	66	38	Yes
SR/EP1.3 (19S119)	Farington Moss, Land at Lodge Lane, Flensburg Way and Penwortham Way, Farington	11.84	The Site comprises unconstrained greenfield land on a main road location. There are no strong barriers to delivery here and a site some 400 metres to the south, Farington Park, has been successfully developed speculatively for larger B2/B8 uses over the last two years, particularly for a 50,539 sqm B8 unit (NW.544) (App. No. 07/2020/00781/OUT).	55	37	Yes
SR/EP1.6 (19S190)	Land Adjacent to Leyland Business Park, Farington	2.1	The land is let to Ainscough Cranes for 14 years from 2010. Currently in use for open storage and the parking of cranes. The land is thus in use at present but remains available for development with no significant constraints. Ultimately delivery would be dependent on the plans of the owner. It would be well placed to support growth within an established Business Park, when needed.	54	17	Yes

Source: BE Group, 2023

