

Craven Employment Land Review and Future Requirements for Economic Growth

Craven District Council

March 2017

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1.0 Introduction

1.1 Craven District Council [CDC] commissioned Lichfields to prepare an Employment Land Review [ELR] for the District. It provides an important evidence base to inform the preparation of a new Local Plan covering the period to 2032 by assessing economic development needs objectively in line with the National Planning Policy Framework [the Framework] and Planning Practice Guidance [the Practice Guidance]. It will also inform the evaluation of specific employment allocations and determine where growth should be accommodated across the District.

1.2 The study has involved three main stages:

- 1 **Stage 1: Taking Stock of the Existing Situation:** analysis of the economic strengths and weaknesses of the local economy, functional economic area, and an assessment of the fitness for purpose of a portfolio of designated employment sites.
- 2 **Stage 2: Assessing B-Use Future Requirements:** testing the implications of different population/household growth scenarios on future employment space requirements for the District, including latest economic forecasts and housing requirements.
- 3 **Stage 3: Identifying a Site Portfolio:** analysing the condition, status and functionality of existing employment areas, which sites should be retained to meet future employment needs and which released for alternative uses, and any need for additional sites in the area.

Scope of Study

1.3 The purpose of the ELR is to provide the Council with an understanding of the current and potential future requirements for employment land. This is based on considering a range of scenarios for how Craven's economy could change in the future, specifically over the plan period to 2032.

1.4 Following from this analysis, the land and floorspace implications are specifically considered for the group of B-class sectors outlined below:

- **B1a/b Business** (offices, research & development);
- **B1c/B2 Light / General Industrial;** and
- **B8 Storage or Distribution** (warehousing and distribution).

1.5 Demand for B-class employment land and floorspace is considered in this report, and references to 'employment space' are intended to mean both land and floorspace. Industrial space in this report includes both manufacturing and distribution uses (B2 and B8 Use Class).

1.6 The employment land take-up and loss information, provided by CDC, which is used in this study, covers the areas of the local authority outside of the Yorkshire Dales National Park. However, it is not considered that this has any discernible impact upon the findings of the OAN for employment space because the majority of industrial centres in Craven District are located outside the National Park.

1.7 The area of Craven District within the National Park is home to 18% of Craven District's population. The 2014 Report '*Valuing England's National Parks*' notes that the entire Yorkshire Dales National Park (including those areas outside of Craven District) is home to 1,770 businesses, with each employing fewer than four people on average¹. Whilst there are a significant number of businesses operating within the National Park area of Craven District, the

¹Cumulus Consultants Ltd and ICF GHK (2013): "*Valuing England's National Parks*", page 140

vast majority of employment locations in the National Park are related to non-B class uses, such as tourism, mining & quarrying and leisure. These uses are unlikely to have a direct impact upon the requirement for, and supply of, B-class employment land. The apportionment of any land requirement to the National Park Authority area is therefore likely to be minor in nature. Nevertheless, it is advised that this apportionment is the subject of discussion and agreement, between CDC and the National Park Authority in accordance with the Duty to Cooperate.

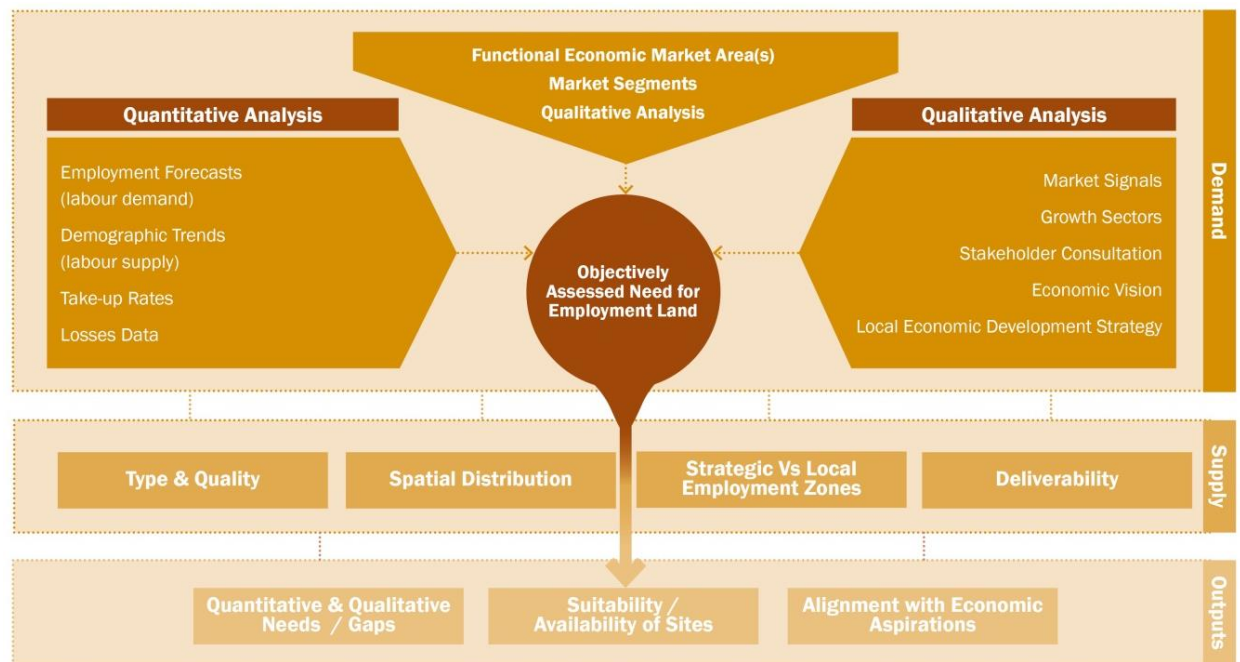
- 1.8 It should be noted that there are a variety of factors and drivers to consider when objectively assessing business needs for a local area. This study utilises a combination of both quantitative and qualitative analyses to explore these issues within the context of Craven District and addresses these to draw overarching conclusions and policy implications. An important consideration for any work of this type is that it is inevitably a point-in-time assessment. This study has incorporated the latest data and other evidence available at the time of preparation. The accuracy and sources of data derived from third party sources has not been checked or verified by Lichfields.
- 1.9 As part of the study, and to ensure it reflects local characteristics and issues, consultation was undertaken with a range of stakeholders including commercial agents and business organisations.

Methodology

- 1.10 In March 2014, the Government released the Planning Practice Guidance [the Practice Guidance] to provide practical support for practitioners and inform the implementation of the National Planning Policy Framework [the Framework]. With regards to assessing economic development needs, the Practice Guidance² states that local authorities should:
- 1 Consider their existing stock of land, identifying the demand for and supply of employment land and determine the likely business needs and future market requirements;
 - 2 Consider the locational and premises requirements of particular types of business;
 - 3 Consider projections and forecasts to help identify where sites have been developed for a specific economic use;
 - 4 Analyse supply and demand to identify whether there is a discrepancy between quantitative and qualitative supply and demand for employment sites; and
 - 5 Identify where gaps in local employment land provision exist by comparing the available stock of land with the requirements of the area.
- 1.11 The methodology that has been used to undertake the ELR conforms to the requirements of the Framework and the Practice Guidance and is summarised in Figure 1.1.

²2a-030-20140306

Figure 1.1 ELR Methodology



Source: Lichfields

Structure of the Report

1.12

The report is structured as follows:

- 1 **Economic Context** (Section 2.0) – a review of current economic conditions and recent trends in the District and its economic strengths and weaknesses that may affect future needs for employment space;
- 2 **Overview of Employment Space** (Section 3.0) – analysis of the current stock and trends of employment space in the District in terms of mix of uses, development rates, gains and losses, age of premises, and provision in adjoining local authority areas;
- 3 **Stakeholder Consultation** (Section 4.0) – outlining the consultation Lichfields has undertaken with local businesses, agents and other key stakeholders to ensure commercially realistic and robust outputs;
- 4 **Craven Commercial Property Market** (Section 5.0) – a review of the local commercial property market, including the supply of and demand for different types of employment space within Craven and the needs of different market segments;
- 5 **Review of Current Employment Sites Portfolio** (Section 6.0) – assessment of the quality of current and potential employment land supply against defined criteria including its attractiveness to the market and its ability to meet future needs;
- 6 **Future Requirements for B Class Employment Space** (Section 7.0) – estimates of future employment space requirements for B-Class sectors in quantitative terms, drawing on employment forecasts and other factors;
- 7 **Demand/Supply Balance** (Section 8.0) - assesses the balance between current land supply and future needs, in both quantitative and qualitative terms, by comparing forecast requirements with availability of existing sites;

- 8 **Overall Conclusions and Policy Implications** (Section 9.0) – considers policy and other measures needed to support the existing site portfolio and maximise economic growth in Craven.

2.0 Economic Context

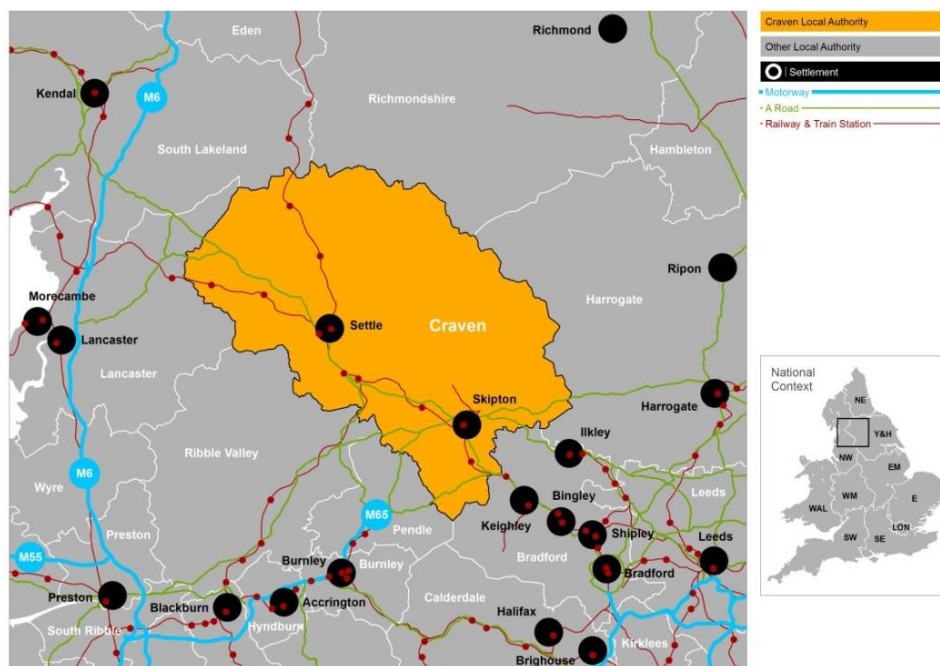
2.1 This section establishes the economic and labour market context for the study by summarising recent economic conditions and trends in Craven relative to Yorkshire and the Humber (the region it lies within) and the national economy. This is important for identifying the prevailing strengths and weaknesses of the local economy and the factors likely to influence the future demand for employment space.

Spatial Overview

2.2 Craven District is located in North Yorkshire, situated between the authorities of South Lakeland and Richmondshire to the north, Harrogate to the east, Bradford and Pendle to the south and Ribble Valley and Lancaster to the west.

2.3 Craven is a predominantly rural District, approximately two-thirds of which is within the Yorkshire Dales National Park to the east and north of the District. The remaining western and southern part of the District contains the four largest settlements, the market towns of Skipton (the largest settlement by a considerable margin), Bentham and Settle and the village of Glusburn / Cross Hills. According to the 2011 Census, the District’s population stands at just over 55,400 and is within the top ten most sparsely populated local authority areas in England.³

Figure 2.1 Spatial Context of Craven District



Source: Lichfield analysis

2.4 Given the rural nature of Craven many local people need a car out of necessity due to limited public transport links. Whilst Craven has a rail network coverage linking the major settlements with areas outside the District including Bradford and Leeds, rural bus services in the area have been subject to cuts in recent years⁴.

³ Craven Draft Local Plan (2014) page 7

⁴ Craven District Council (2014) Draft Local Plan, page 7

Economic Conditions and Trends

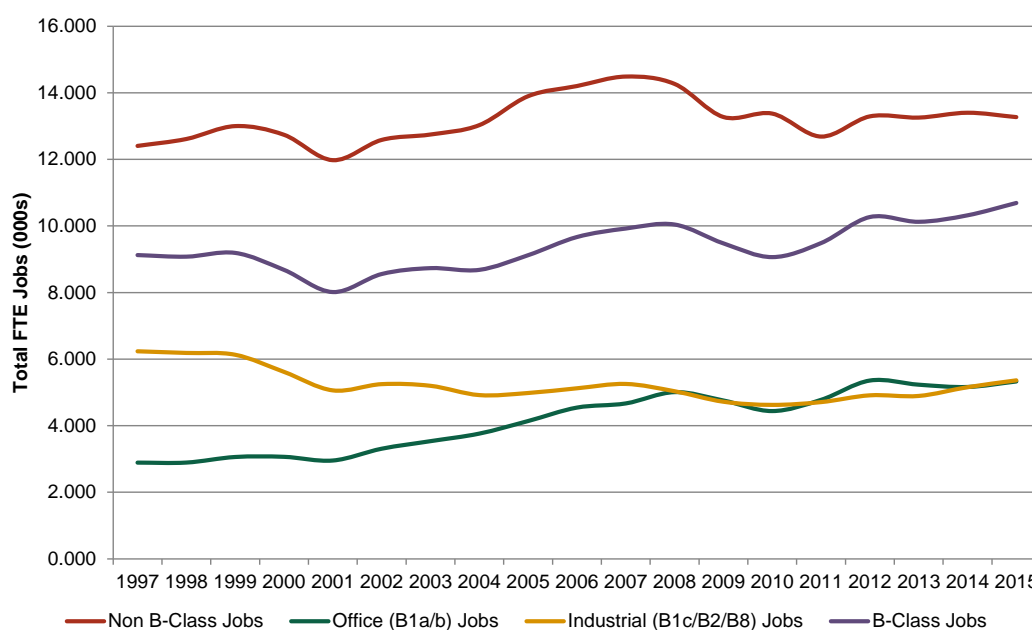
2.5 Current economic conditions and trends in Craven are summarised below, with comparisons made (where appropriate) with regional and national averages. Data is from the October 2016 (post-Brexit) Experian Regional Econometric Model [REM] and published Office for National Statistics [ONS] sources unless indicated otherwise and relate to Craven District as a whole, including that part within the National Park.

Employment

2.6 Craven District accommodated 23,960 FTE jobs in 2015, representing an increase of 10.3% above its 1997 level, greater than the growth within the Yorkshire and the Humber region (8.5%) over the same period.

2.7 Overall, the proportion of B class jobs in the District has remained relatively stable over recent years, representing between 40-45% of all jobs in Craven (Figure 2.2). In terms of B-Class sectors, declining employment in industrial sectors⁵ (-14% over the same time period) has to an extent been offset by a substantial growth in office-based jobs (+84%).

Figure 2.2 Changes in Total FTE Jobs and B Class Jobs in Craven, 1997 – 2015



Source: Experian 2016 / Lichfields analysis

2.8 Figure 2.3 lists jobs across the broad industrial sectors and compares the proportion based within Craven District against comparable figures for the wider region and nationally. In employment terms, the largest employment sector in Craven in 2015 was Professional and Other Private Services⁶ (23.2%), while the Public Services⁷ (18.2%) and Accommodation, Food Services & Recreation⁸ (12.2%) sectors also accounted for a high proportion of workforce jobs. Finance and Insurance has a particular concentration in employment within the District, with

⁵ B1c/B2 industrial sectors in addition to B8 distribution sectors

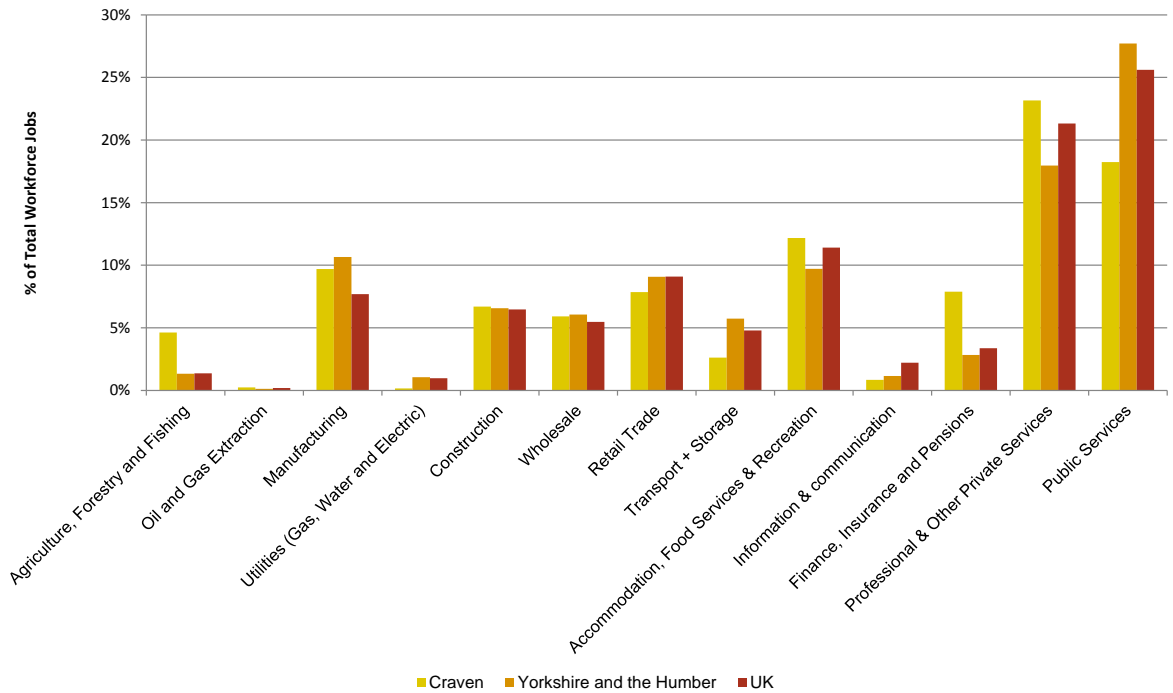
⁶This broad sector includes the SIC2 sectors of Professional Services, Real Estate, Administrative & Support Services and Other Private Services.

⁷ This broad sector includes the SIC2 sectors of Public Administration & Defence, Education, Health and Residential Care & Social Work.

⁸ This broad sector includes the SIC2 sectors of Accommodation & Food Services, Recreation, Media Activities and Telecoms.

Skipton Building Society particularly prominent in the area. By contrast, Information and Communication, as well as Utilities, employ a lower percentage of workers relative to the regional and national averages. Whilst Public Services account for a large percentage of the overall workforce, the District shows less reliance on this sector than the wider region or country as a whole.

Figure 2.3 Workforce Jobs by Sector in Craven (2015)



Source: Experian 2015 / Lichfields analysis

2.9 Between 1997 and 2015, employment growth within Craven District was primarily driven by Professional Services (which increased by 2,200 jobs), Finance (+1,540 jobs), Administrative and Support Services (+1,350 jobs), and Education (+1,000 jobs). At the same time, job losses were recorded in the manufacturing (-710) and retail (-460) sectors.

Productivity

2.10 Productivity (measured by Gross Value Added [GVA] per worker) within Craven’s labour force currently stands at £42,029 per worker, which is higher than the regional equivalent (£38,714) but lower than the national rate of £45,608.⁹

Business Demography and Enterprise

2.11 Craven is predominantly a ‘small business’ economy. As illustrated in Figure 2.4 the District has a higher proportion of ‘micro’ firms employing fewer than 10 workers (89.7%) than both Yorkshire and the Humber (86.8%) and Great Britain more generally (88.3%). As a result, there are relatively few firms employing between 10 and 49 workers (8.6% versus 10.9% in Yorkshire and the Humber and 9.6% in Great Britain), between 50 and 249 workers (1.4% versus 1.9% in Yorkshire and the Humber and 1.7% in Great Britain) and large firms employing over 250 workers (0.3% versus 0.4% in Yorkshire and the Humber and Great Britain overall)¹⁰.

⁹ Experian (2015)

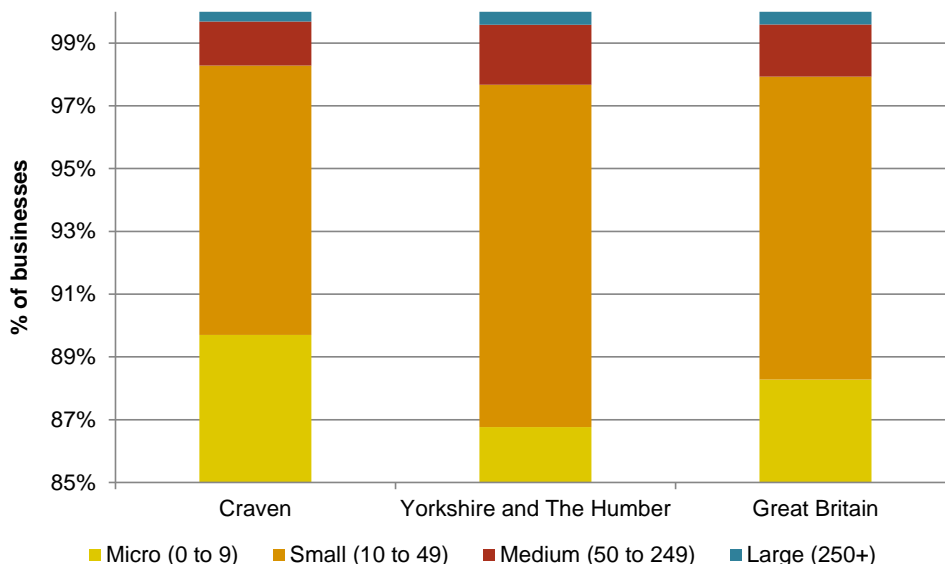
¹⁰ ONS, UK Business Statistics: Activity, Size and Location 2012

2.12

Nevertheless it is important to note that Craven is home to several large businesses of a national, and even international scale, including several in the Financial and Healthcare sectors (which have a strong presence in Craven as well as the wider Leeds City Region). A selection of these large companies located within Craven include:

- 1 **Angus Fire:** a manufacturer of fire protection products that has been in operation for over two hundred years, with customers in over a hundred countries and specialisms across a wide range of industrial sectors;
- 2 **Dales Pharmaceuticals:** UK operation for the international pharmaceuticals company. Dales Pharmaceuticals hold licences for manufacture, assembly and importation of medicinal products for human and veterinary use, including investigational medicinal products and specialist services, such as Home Office Controlled Drug licences;
- 3 **Homeloan Management Limited [HML]:** the largest third-party financial administration company in the UK and Ireland, with approximately £44 billion of assets currently under management;
- 4 **Principle Healthcare International:** the UK’s leading producers of vitamins, minerals and food supplements. The company heads up a group which serves some of the major retailers in the UK, Europe and internationally;
- 5 **Skipton Building Society:** the UK’s fourth largest building society, with £13.9 billion of assets and a national presence represented by a network of around 100 branches across the country; and
- 6 **Systagenix:** world leader in the development and manufacture of advanced wound care products. The company distributes products and services to more than 100 countries, and employs 800 people worldwide including an experienced team of R+D Scientists at the Centre of Excellence for Wound Healing in Gargrave;¹¹

Figure 2.4 Business size, 2012



Source: ONS (2012) UK Business Statistics: Activity, Size and Location

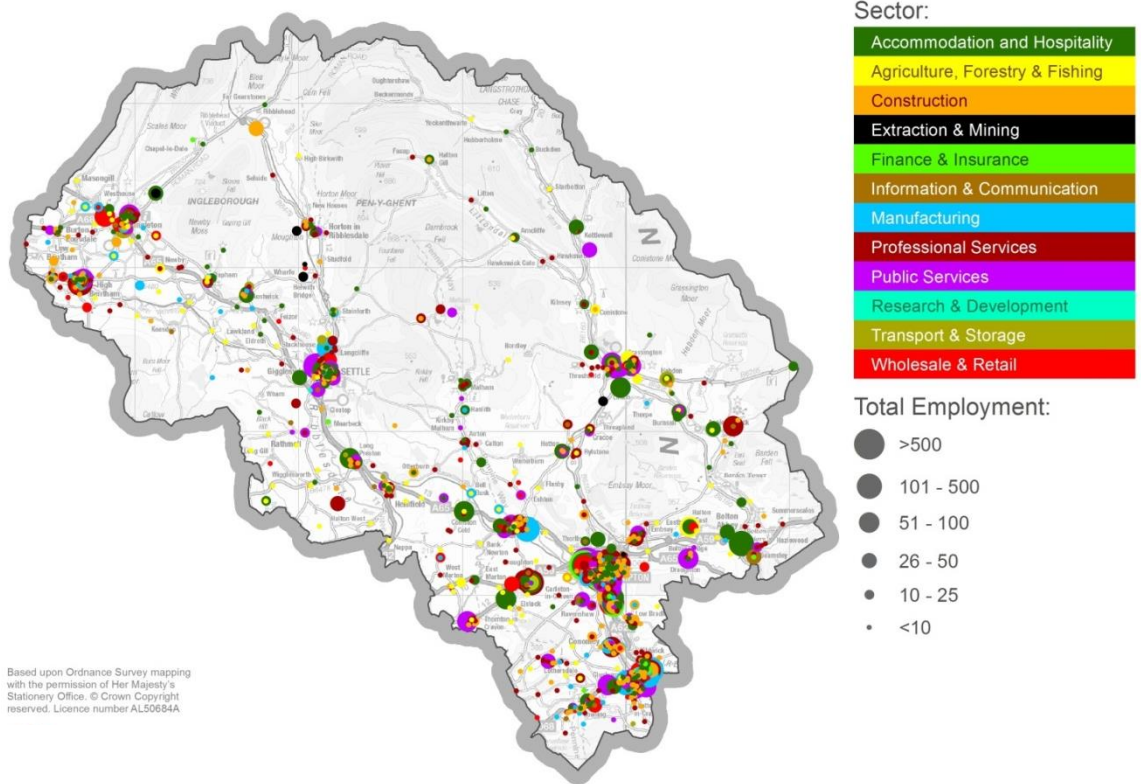
¹¹ York, North Yorkshire & East Riding Local Enterprise Partnership (2013) Strategic Economic Plan, Part 2, page 133

- 2.13 The District supports relatively low levels of business start-up relative to the national average, with just over 78 new business registrations per 10,000 working age population in Craven compared with 86 across Britain as a whole. However, the area performs better in this measure relative to the regional rate, in which just 69 businesses are registered per 10,000 working age population.¹²
- 2.14 In contrast, self-employment in Craven is well above the regional and national average, with 27.4% of the working-age population falling within this category compared with just 8.7% regionally and 10.0% nationally in 2014¹³ (a fact partially explained by the rural nature of the District and the types of jobs that tend to flourish in such areas, such as leisure/recreation activities linked to tourism, hospitality and independent retail operations). Consultation with local businesses has shown that many of those who are self-employed and work from home (such as highly-educated private sector consultants) are drawn to the area in order to live and work in an attractive environment.
- 2.15 Drawing on Inter-Departmental Business Register [IDBR] data, the spatial distribution of key business clusters within Craven is presented in Figure 2.5 and Figure 2.6. This data has been analysed to identify any inconsistencies or anomalies which may affect future modelling; any examples of agglomeration economics; and clustering of businesses in ‘sector hubs’.
- 2.16 As both figures indicate, there is a diverse mix of business sectors within Craven, with concentrations scattered around the authority. However, it is clear that the principal employment area within the District is the area in and around the south of the District (encompassing Skipton but also Cross Hills and Sutton-in-Craven, in addition to Gargrave). Within Skipton itself a large number of Public Services and Professional Services firms are evident. Clusters of businesses are also evident in the smaller, yet significant, settlements of Settle, Ingleton and Bentham. There is a close correlation between the number and frequency of businesses and the strategic road network, with large hubs of firms visible to the east and west of Skipton via the A59 and to the south via the A629, and along the A65 which runs horizontally north of the District’s southern boundary.

¹²ONS, Business Demography Statistics 2013

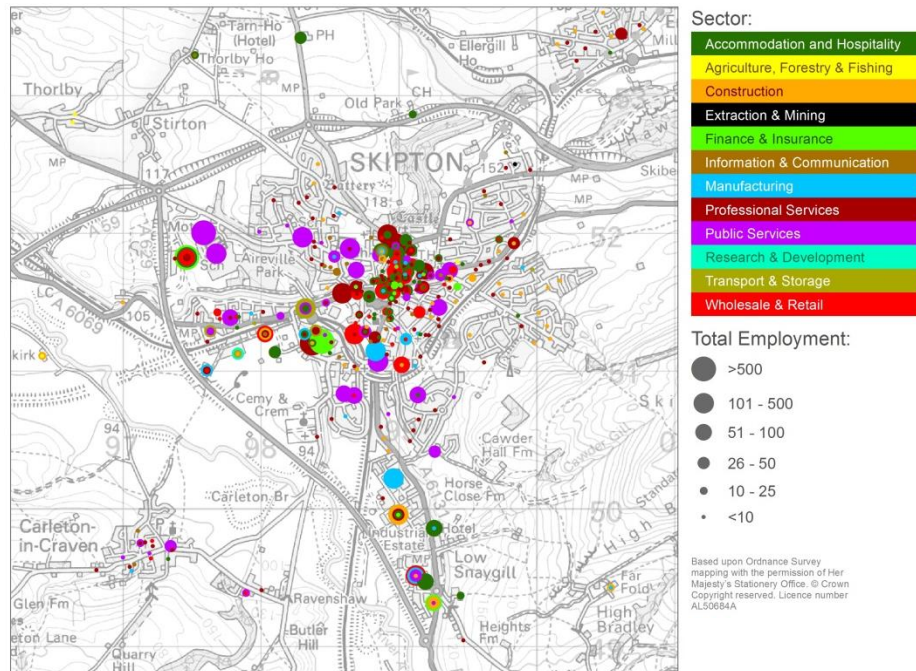
¹³ONS Annual Population Survey (Jul 2013-Jun 2014)

Figure 2.5 Total Employment by Sector, Craven District



Source: ONS: IDBR

Figure 2.6 Total Employment by Sector, Skipton Town



Source: ONS: IDBR

Knowledge-Based Industries

- 2.17 Knowledge-based industries include those sectors where value-added is derived from the accumulation of knowledge, which is often fostered through innovative activities and the increasing use of technology. Such sectors tend to have greater growth potential and signal an economy's competitiveness. In this regard, around 15% of businesses within Craven District were classified as 'knowledge-based' in 2008, which is slightly lower than surrounding authorities (17%) and much lower than the national (22%) average (Table 2.1).¹⁴

Table 2.1 Share of Knowledge-Based Businesses in Craven and its surrounding authorities, 2008

National Ranking (out of 380)	District	Knowledge-Based Businesses (% of Total Businesses)
123	Harrogate	22.8
226	Ribble Valley	18.0
242	Bradford	17.7
283	Craven	15.4
227	Lancaster	15.3
293	South Lakeland	15.3
279	Richmondshire	13.8
313	Pendle	13.4

Source: UK Competitiveness Index 2010 / Lichfields analysis

Note: The discrepancy between the dates in the caption and the source of this table is due to the source data being collected in 2008, whilst the final report was not published until 2010.

- 2.18 However other, more recent, research has provided more favourable data regarding Craven. An Insight report by Experian in 2009¹⁵ considered that Craven District ranked as one of the most economically resilient local authority areas in the north of England (within categories such as place, business, people and community) in terms of its ability to weather economic shocks (such as the recession of 2008).
- 2.19 In a subsequent Local Growth Research report, published in 2012,¹⁶ Experian (with the BBC) identified several sectors in which Craven-based firms have 'export potential' (i.e. opportunities to grow by exporting their products and services to markets abroad) as well as containing a higher proportion of firms in sectors which were deemed to be short-to-medium term 'growth sectors' (such as Media Activities, Computing & Information Services and Finance, Insurance & Pensions).

Labour Market

- 2.20 The economic activity rate (i.e. the share of working-age residents either in or seeking employment) in Craven, at 83.2%, is higher than both the regional rate (76.3%) and the national rate (77.3%). This suggests that a relatively limited amount of capacity exists to grow the labour supply from current residents.
- 2.21 Historically, Claimant Unemployment levels in Craven have been lower than the regional and national rates. Levels rose significantly in Craven between 2008 and 2009 (as they did across the region and Great Britain as a whole, reflecting the onset of the recession), with Claimant Count levels peaking at 2.3% in January 2010. Since then, the proportion of JSA claimants in

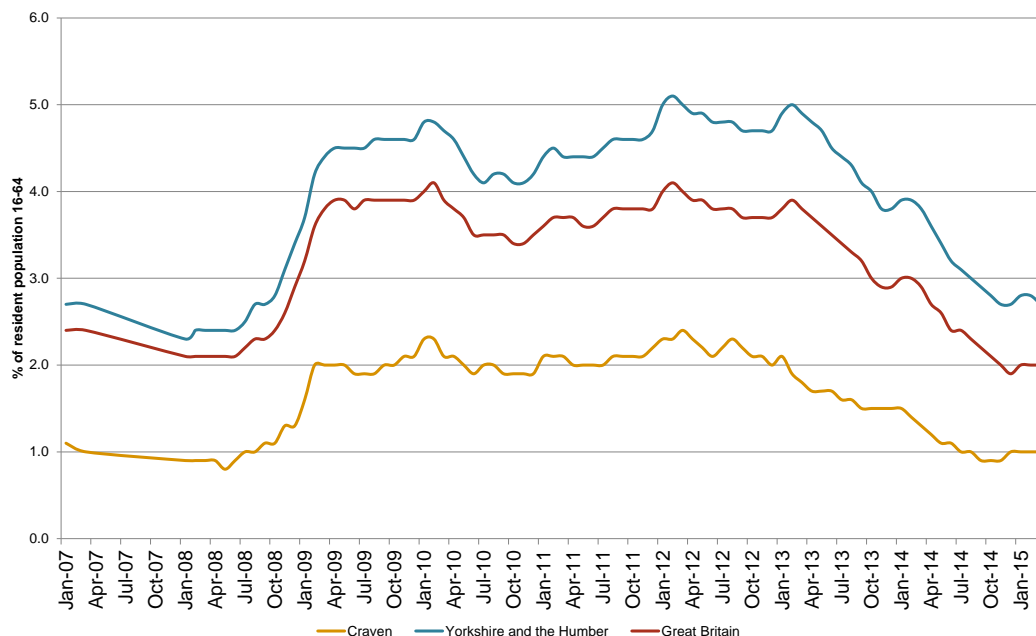
¹⁴ UK Competitiveness Index (2010)

¹⁵ Experian (2009) The Insight Report – Quarter 4, 2009

¹⁶ Experian / BBC (2012) Local Growth Research

the District has remained fairly consistent, only breaching the recessionary peak once (in March 2012), when the rate rose to 2.4%. Since 2012 the rate has steadily fallen, reaching a six year low of 1.5% at March 2015.¹⁷

Figure 2.7 Changes in JSA Claimant Rates in Craven, with regional and national comparisons, 2007-2015



Source: ONS Jobseeker's Allowance / Lichfields analysis (2015)

- 2.22 On the wider ONS Annual Population Survey measure¹⁸, the District's unemployment rate is higher, at 3.5%, although this is still below the regional and the national average of 7.4% and 6.2% respectively.
- 2.23 The proportion of working age residents claiming Employment and Support Allowance [ESA] and incapacity benefits provides another indicator of labour market participation. In Craven this is equivalent to 3.9%, which again sits well below the regional (6.7%) and national equivalents (6.3%).
- 2.24 In 2013 (the latest available data), the job density figure¹⁹ in Craven was 1.02, higher than the regional density (0.74) and the density across Great Britain as a whole (0.8). This means that there are slightly more jobs based in the District than there are working-age residents to fill them. This could suggest a high level of demand for jobs within Craven's labour market, which would align with the previous figures suggesting very low levels of unemployment amongst local residents.
- 2.25 Whilst resident wages in Craven (at £461 per week) are lower than across Yorkshire and the Humber (£479) and Great Britain (£521) as a whole, those who work in the District earn more than those who reside in the District, with workplace wages (at £479 per week) around 4% higher than average resident wages, and equal to the regional average (Figure 2.8). This is quite unusual for relatively affluent rural Districts in reasonably close proximity to urban conurbations, where the reverse is usually true. It suggests that many of the highly skilled jobs

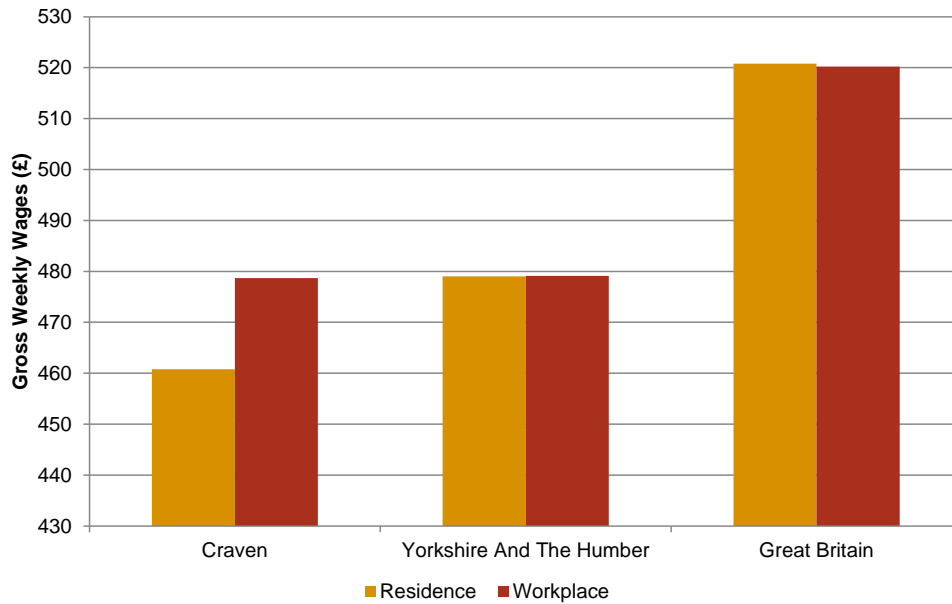
¹⁷ ONS (2015) Claimant Count

¹⁸ This records all those searching for work but who are currently unemployed regardless of whether they are claiming jobseekers allowance or not

¹⁹ The ratio of jobs to resident population aged 16-64, often used as a measure of labour demand

on offer at local companies such as Systagenix and the Skipton Building Society, which are likely to be highly paid, are being taken up by in-commuters from elsewhere in the sub-region (and beyond), whilst many of the more traditionally lower paid leisure/recreation/hospitality sectors are taken up by local residents.

Figure 2.8 Mean Gross Weekly Earnings

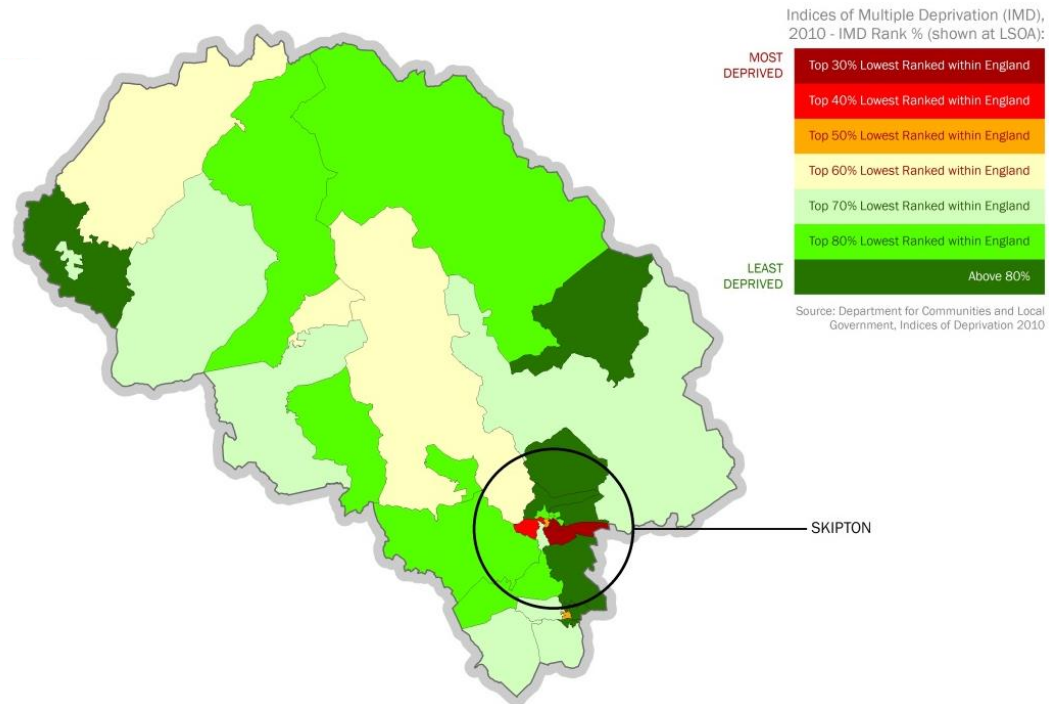


Source: Annual Survey of Hours and Earnings 2013

2.26

Craven has relatively low levels of deprivation, with a ranking of 241st out of 326 local authorities areas based on the Indices of Multiple Deprivation (2010), placing the District in the 40% least deprived in England. However, this District-wide profile masks some variation within Craven (Figure 2.9), with long term unemployment and worklessness remaining entrenched in pockets of deprivation in Skipton. Three Lower Super Output Areas (LSOA) within Craven (all in and around Skipton) falling within the top 40% most deprived areas in England.

Figure 2.9 Levels of Deprivation within Craven District



Source: DCLG (2010) Indices of Multiple Deprivation

Functional Economic Market Area

- 2.27 This sub-section provides a broad overview of Craven and its likely position within a wider or as a standalone Functional Economic Market Area [FEMA] looking at local authority level data for commuting. The following provides an up to date analysis of the extent of the FEMA in accordance with the Practice Guidance and using the latest 2011 Census data on migration and commuting rates.
- 2.28 The Practice Guidance provides advice on how a FEMA can be defined. It states that the geography of commercial property markets should be thought of in terms of the requirements of the market regarding the location of premises and the spatial factors used in analysing demand and supply. The Practice Guidance goes on to state that since patterns of economic activity vary from place to place, there is no standard approach to defining a FEMA, however, it is possible to define FEMA's taking account of factors including travel to work areas and housing market areas [HMAs].²⁰
- 2.29 More detailed guidance of how to define a FEMA is provided by the CLG, which states that examining commuting flows can help to define the functional economic market area of an economy.²¹ These commuting flows can be assessed using the latest travel-to-work flow data from the 2011 Census.
- 2.30 At the time of the 2011 Census, 8,918 residents commuted in to Craven on a daily basis against 9,220 out-commuters, giving a net total of 302 out-commuters. The District has high levels of out-commuting to Bradford and Leeds, although the former city also has high levels of commuters travelling into Craven in return. Craven is a net exporter of labour, with a daily net outflow of around 302 workers, equivalent to around 1.46% of all workplace jobs within the

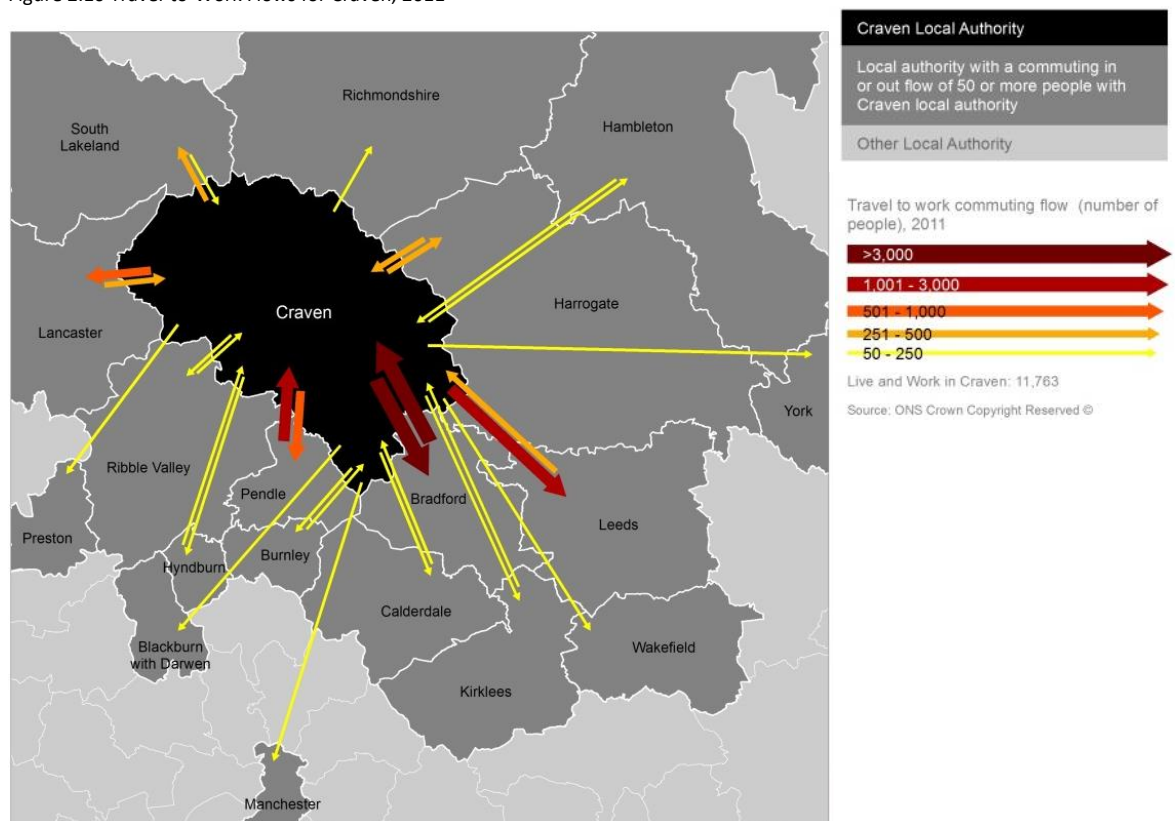
²⁰ Planning Practice Guidance (2014) §2a-012-20140306

²¹ CLG, Functional Economic Market Areas: An Economic Note, 2010

District. A later job densities figure (2013) shows a rate slightly greater than one (i.e. there are more jobs located in the District than there are members of the working age population, implying the District is a net importer of labour).

2.31 Whilst the Census data is 2 years older than the job densities figure, the working age population element of the job density measure is based on a snapshot of the workforce and is less robust as a result; furthermore, it is not quite comparing like with like, as the job density figure includes local residents of working age, who may be unemployed or out of work due to incapacity or some other reason. For these reasons, it is considered that for the purposes of this FEMA assessment, the 2011 Census data represents an appropriate data source to underpin the analysis.

Figure 2.10 Travel-to-Work Flows for Craven, 2011



Source: Census 2011 / Lichfields analysis

2.32 The ONS defines labour market areas as those areas where the bulk of the resident population also work within the same area. Defining labour market areas requires an analysis of commuting patterns to identify Travel to Work Areas [TTWAs] for local economies. A commonly accepted approach to defining TTWAs is that generally around 75% of an area's resident workforce work in the area (the first test) and at least 75% of the people who work in the area also live in the area (the second test). The area must also have a working population of at least 3,500. It is worth noting that to define a Housing Market Area [HMA], a figure of around 70% is generally seen as being the threshold for self-containment in terms of internal movement patterns.

2.33 Applying this methodology to the 2011 Census, Craven comprises the workplace for 68% of the District's resident working population and the area of residence for 67% of the District's workers. Based upon this data it is clear that a strict interpretation of the Guidance suggests that Craven does not form a FEMA in and of itself, which may be expected given it is a rural district with strong links to other conurbations.

- 2.34 However, once Bradford’s commuting figures are grouped with Craven and viewed as one area, these figures slightly rise to 75% and 72% respectively (see Table 2.2).²² In looking at the extent of self-containment alone, this is below a commonly adopted FEMA threshold of 75%. However, it is very close to the 70% threshold for housing self-containment.
- 2.35 Combined with Bradford it would comprise a FEMA; however, Bradford itself functions as a large scale economic area in its own right, interacting with other places such as Leeds. It is therefore reasonable to consider Craven as well as Bradford as being independent FEMAs for practical purposes.
- 2.36 Furthermore, previous analysis of Travel to Work Areas [TTWAs] across the country was carried out by ONS in 2015, based on 2011 commuting patterns (Figure 2.11). From the modelling work undertaken, ONS considered that Craven District was a self-contained TTWA, centred on Skipton.
- 2.37 On this basis, and owing to the historically high level of self-containment of Craven and its essential rural nature, in accordance with the Practice Guidance Lichfields considers that Craven comprises a FEMA in its own right.

Figure 2.11 ONS Travel-to-work-area analysis based on 2011 Census commuting data



Source: ONS (2015)

- 2.38 In accordance with the Duty to Cooperate, it is recommended that CDC continue to partake in close discussions with adjoining authorities to ensure that their economic strategies and emerging development plan polices align.

²² It should be noted that 2,182 (7.8%) of Craven’s working residents were classified by the 2011 Census as having no fixed place of work. This group is likely to include sole traders and skilled trade workers who undertake their work at various sites on a job-by-job basis. It is anticipated that many of these residents will largely work within the District, and so for the purposes of this assessment they have been included in Craven’s self-containment figures

Table 2.2 Commuting data and FEMA tests

	Live and work in LA	Resident workforce population	Workplace population	Net commuters	Residence for workers	Workplace for Craven residents
Craven	18,696	27,916	27,614	-302	67%	68%
Craven and Bradford	182,888	247,863	242,245	-5,618	74%	75%

Source: ONS (2011) Census

Conclusions

- 2.39 Craven has recorded reasonably strong levels of employment growth over the last 18 years (a 10% increase in FTE jobs between 1997 and 2015). The proportion of B class jobs has remained largely the same during this period, with declining industrial employment (-14% over the same time period) being offset by growth in office jobs (+84%).
- 2.40 Professional Services, Public Services and Accommodation, Food Services & Recreation account for a high proportion of jobs within the District, with a particular concentration of employment within Finance and Insurance sectors. By contrast, Information & Communication and Utilities employ a lower percentage of employees relative to the regional and national averages.
- 2.41 The business base in Craven accommodates a higher share of 'micro' firms but a lower share of firms larger than 10 employees compared with regional and national rates. Whilst it is characterised by relatively low levels of business start-ups, it has a high rate of self-employment, which is likely to be at least partly attributable to the attractive, rural nature of the District. The largest concentrations of businesses are in and around Skipton, although the smaller settlements, such as Settle (towards the centre of the study area) and Benthams (to the west), as well as the surrounding rural areas also play an important role in accommodating firms and jobs. Despite much of the economy consisting of small, indigenous employers, it also contains a number of nationally and internationally influential companies including Skipton Building Society and Systagenix.
- 2.42 The District is characterised by relatively positive labour market indicators including high levels of economic activity, low claimant unemployment and generally low levels of deprivation (although some pockets of deprivation do exist in Skipton). Workplace wages are higher than resident wages, indicating that better paid jobs within the District being taken up by in-commuters is one of the characteristics of the labour market. Craven is a generally balanced net exporter of labour, with a net outflow in the order of around 300 workers according to the 2011 Census. Owing to the historically high level of self-containment of Craven, the complicated relationship with Bradford (which itself has strong relationships with the likes of Leeds and other Yorkshire Boroughs) and its essential rural nature, it is reasonable to consider the district as a FEMA in its own right.

3.0 Overview of B-Class Employment Space

3.1 This section provides an overview of the current stock of B-Class employment space in Craven, while also summarising recent trends and changes to the supply of this employment space. The amount of employment land and floorspace has been considered across the three main types of employment uses (i.e. office [B1a/b], manufacturing [B1c/B2], and warehouse and distribution [B8]).

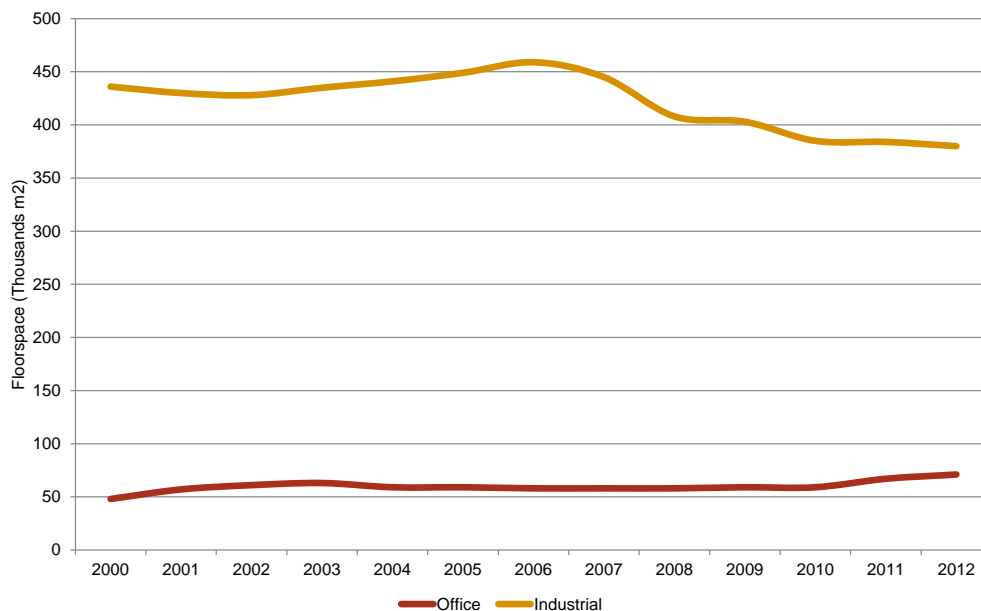
3.2 This analysis uses data from the following sources:

- Commercial floorspace data from the ONS and various datasets from the Valuation Office Agency (VOA);
- Monitoring data on commercial space from Craven District Council; and
- EGi Property Link database and other commercial property sources.

Current Stock of Employment Space

3.3 In 2012, Craven contained around 451,000 sq.m of B-Class floorspace. The total stock of commercial office floorspace in the District increased by 48% between 2000 and 2012, a higher rate of growth than was achieved across the region (+24% over the same period) or England as a whole (+16%). Industrial floorspace on the other hand fell over this period, by around 13%. This contrasts with the region, which saw flat-lining growth, and a shallower national decrease of -3% over the same 12 year period (Figure 3.1).

Figure 3.1 Change in Commercial/Industrial Floorspace in Craven, 2000 – 2012



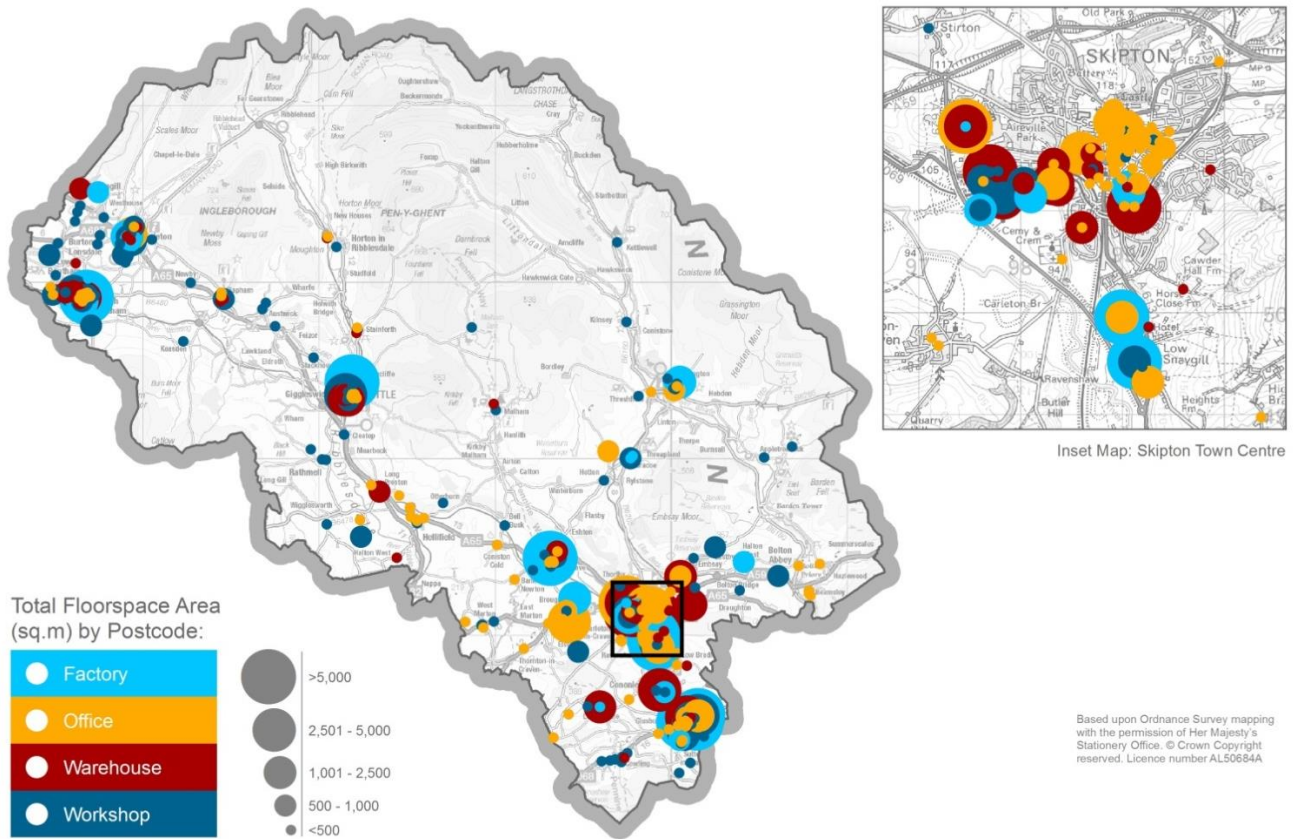
Source: VOA (2012) Business Floorspace / Lichfields analysis

Spatial Distribution

3.4 Figure 3.3 presents the spatial distribution of B-Class employment space across Craven using the latest available VOA data. This indicates that the majority of employment sites are located in and around Skipton, with large sites in the west and south of the town and nearby at Broughton Hall on the A56/A59 and at Cross Hills in south Craven. Other hubs of business

floorspace are located in Settle (towards the centre of the District), and Bentham and Ingletton further west.

Figure 3.2 Spatial Distribution of Employment Floorspace in Craven, 2010



Source: VOA 2010 / Lichfields analysis

Development Rates

Gross Completions

- 3.5 Data on gross completions from the date of CDC's last Local Plan (1999) were analysed. Such data provided by CDC did not record the use-class of these developments, but instead the total gross amount of land developed for B-Class employment uses. Prior to 2003/04 data on gross development across individual years were not recorded, so averages have had to be applied to the total level of development arising over that period.
- 3.6 In total across Craven during the period 1999/00 to 2004/05 14.51 ha was developed, equivalent to an average of 2.42 ha per annum. Following on from this period, however, development of land for employment uses dropped significantly, so that over the period 2005/06 – 2013/14 just 4.04 ha was developed, equivalent to an average of 0.45 ha per annum. Notable developments over this period include the 2.1ha of B1a offices on greenfields at Gargrave Road, Skipton, completed 2010/2011 (occupied by New Home Loan Management).
- 3.7 Commercial property agents considered that the initial slowdown in completions could be explained by a lack of allocated, oven-ready employment sites to develop (with the development that did occur being on windfall sites). This was of course exacerbated from 2008/09 onwards by the financial crisis, which had the effect of reducing the availability of credit to developers as well as producing a much more challenging business environment for expansion.

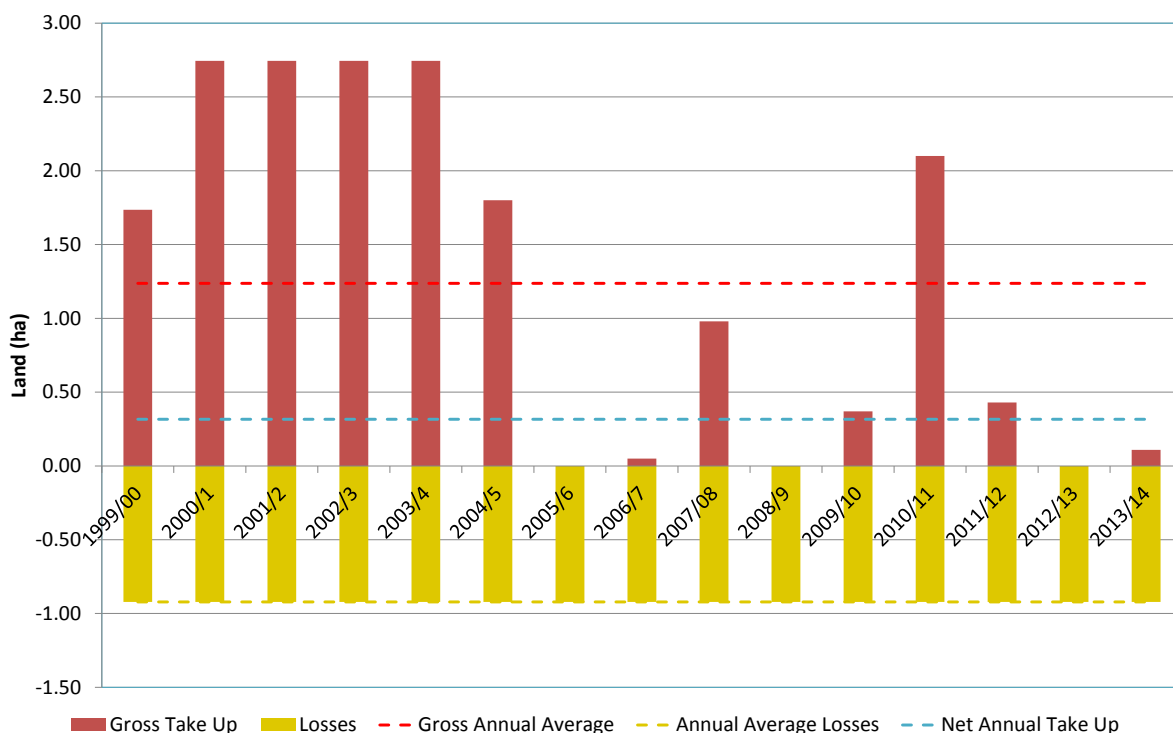
3.8 In summary, over the period 1999/2000 – 2013/2014, a total of 18.55 ha of employment land was developed at a rate of **1.24 ha a year**.

Losses and Net Completions

3.9 CDC also provided details of the extent of losses to B-Class employment land. As with the gross completions data provided, such data was not sufficiently detailed to enable a split between different use-classes lost to be identified. Between the adoption of the 1999 Local Plan and the 2013/14 monitoring year there has been a total of 13.82 ha of losses to employment land within the District, which averages out at 0.92 ha a year. CDC did, however, identify that a large percentage of these losses (6.6 ha) related to the conversion of mills, which were often lost to residential purposes (such as the Belle Vue Mills Skipton).

3.10 Across the period as a whole the net development rate (i.e. taking account of losses of employment space) was positive (0.32 ha annually), reflecting a level of losses of employment space which did not outpace the level of new build B1, B2 and B8 (Figure 3.3).

Figure 3.3 Net Development Rates in Craven, 1999/00 – 2013/14



Source: CDC / Lichfields analysis

Note: Individual take-up data was not available for the years 2000/01 – 2003/04 so an average figure of total B-Class development for these years has been applied

Note: Individual losses data was not available for the years 1999/00 – 2013/14 so the total figure of losses to B-Class employment land has been divided equally

Changing Requirements for Employment Space

3.11 Given that this study assesses Craven’s business needs over the longer term (to 2032), it is relevant to consider some of the key drivers and macro trends that are likely to influence the type, scale and locational requirements for employment space in the District over this period. Because it is impossible to know precisely what impact they will have, it will be important to

closely monitor their implications within the context of the District's evolving portfolio of land and sites for business.

- 3.12 These trends as set out below, mainly relate to office occupier requirements; aside from the use of increasingly advanced technologies and resulting efficiencies, the nature of industrial activity in future is not expected to have a significant impact upon spatial requirements for workspace. These trends should also be considered within the context of increasing flexibility in the way in which workspace is used, whereby business activity and operations do not always align neatly with any one particular use class.

Space-Less Growth

- 3.13 At the national level, long-term trends show the growth in the number of office workers outpacing office floorspace, particularly over the past decade. For instance, over the period 1997 – 2015 the percentage of workers within Craven employed in office-based sectors increased by 84%, during which time very little new employment development took place. As a result, the density ratio of sq.m per employee has declined, partly due to technology with devices such as computers having reduced in size making it possible for workspaces to become smaller and more compact. Use of office floorspace has become increasingly efficient, sometimes configured to allow dedicated, complementary amenity space and collaborative workspace.

Technology

- 3.14 Increasingly sophisticated technology is changing the way in which firms and employees interact with each other and reduces the need for a fixed workplace. For instance, mobile and wireless technology allows information to be accessed almost anywhere from a single platform while video conferencing negates the requirement for face-to-face interaction in many situations. The traditional 'desk' can be situated almost anywhere, whether inside a building, in a café, on the move, or in a public open space. Furthermore, cloud computing enables IT services to be piped into an office building through the internet, reducing the space required by a building's IT infrastructure.

Rise of the Self-Employed

- 3.15 Self-employment nationally is at its highest level for 40 years according to data from the ONS, at 4.6 million people or 15% of the total UK workforce. Since 2008 there has been a significant growth in self-employment, with two thirds of all employment growth relating to this group. Partly due to the rural nature of the District, the rise of broadband and the increasing ease with which 'homeworking' is possible (which is explored in the next section), self-employment is at a far higher rate within Craven than both regional or national averages and therefore this issue is particularly relevant for this study.
- 3.16 While the most common jobs for the self-employed are in construction, taxi driving and carpentry, over the past five years (given the increase in the availability of broadband) there has also been significant growth in self-employment among industries such as management consultancy, information technology and chartered accountants – professions that typically have some requirement for office space. As mentioned previously, many of those who are self-employed (such as well-educated consultants in sectors such as engineering) are drawn to Craven in order to live and work in an attractive environment. The implication is that these self-employed workers will either work from home (see below) or seek more formal, small scale workspaces for example with access to shared facilities and opportunities to collaborate with like-minded entrepreneurs.

Homeworking

- 3.17 An improvement to broadband connectivity combined with more tolerance of working remotely by employers has led to a rise in the levels of home working in the UK. According to the ONS the number of homeworkers in the UK amounted to 4.2 million in the first three months of 2014, equivalent to 13.9% of the total workforce. Craven itself shows even higher rates of those working at or from home at 4,700 (or 17% of the resident population²³). Businesses are increasingly adapting their practices to account for the varying lifestyle of modern workers, many of whom often need to balance flexible working hours with family commitments and busy social schedules.
- 3.18 The changing attitudes towards homeworking have had an impact on space requirements across some sectors. For some companies increased levels of remote working can lead to a reduction in the proportion of permanent or formal desk space required and the introduction of hot desking/hoteling systems in the office.

Employment Space in Adjoining Areas

- 3.19 It is also important to understand the extent of available employment land in adjoining local authorities and any major new economic developments coming forward there which might compete with CDC for future demand. A brief review has therefore been undertaken (below) of the current position in each area.

Yorkshire Dales National Park

- 3.20 Duty to Cooperate discussions between CDC and the National Park have identified that the National Park sees the settlements of Settle and Skipton as important to the future economic sustainability of the Park. The National Park resolved to adopt the Yorkshire Dales Local Plan on the 20th December 2016.
- 3.21 Whilst the National Park has never sought to quantify the exact amount of employment land within its boundaries, it acknowledges that it is reliant on many micro-businesses which usually fall outside of the standard B-Use Classes (such as Tourism and Leisure-related firms). The draft Local Plan nevertheless allocates several employment sites, some of which lie within Craven District (Table 3.1), although it should be noted that all of these sites are mixed-use and it is currently unknown the exact quantum of B-Class land that may be provided within these sites.

Table 3.1 Allocated Employment Sites within the Craven area of the Yorkshire Dales National Park

Site	Size	Proposed Uses
Threshfield Quarry	5.0	B1, B2, B8, C2, D1, C1
Linton Camp	5.28	B1, C1, C2, visitor accommodation
Horton in Ribblesdale	0.48	B1, B2, B8
Giggleswick Quarry	3.01	B1, B2, B8, D1, solar farm
Langcliffe Quarry	1.01	B1, B2, B8, C1, C2, live work
TOTAL	14.78	-

Source: Yorkshire Dales National Park Planning Authority (2015) Local Plan, Appendix 3

- 3.22 A total of 14.78 ha has been allocated for employment use within the Craven district area of the National Park. Given the scale and population of the National Park, as well as the type of jobs

²³ ONS (2011) Census

commonly found within the area, the land allocated is likely to be disproportionate to the size of the population of the Craven area of the National Park, which may suggest an over-provision of land. However, it should be noted that all of the sites are proposed to be mixed-use, hence the exact quantum of B-Class land that may be provided within these sites is currently unknown. For this reason, making judgements on the amount of B-class employment land that is likely to be delivered in the National Park which will meet the needs of Craven District residents (and could, therefore, be 'netted off' the Craven District employment land supply), is highly problematic. It is therefore recommended that CDC continues to monitor and review planning applications upon these sites in conjunction with the National Park Authority, to test whether the needs of Craven District residents are being (at least partly) met in the National Park and hence whether more/less B-Class employment land ought to be provided within the District's administrative boundaries as a result.

Harrogate Borough Council

- 3.23 Harrogate's Employment Land Review (2015) concludes that between 20-25 ha of additional employment land (a mix of B1 and B8 sites) will be required over the period 2014-2035. Discussions with Officers from Harrogate Borough Council have identified no need for employment space within Craven District or any cross-boundary employment sites (the majority of the boundary between the two Districts lying within Nidderdale Area of Outstanding Natural Beauty) or other Duty to Cooperate issues.

Bradford City Council

- 3.24 The Bradford Metropolitan District Council Employment Land Review (2010, with an update 2011) concluded that there was a need for up to 214 ha of employment land across the plan period to 2030. The Core Strategy lists a figure of 135 ha, a conservative figure based upon past completions, which the Council believes it can accommodate within its boundaries.
- 3.25 Silsden is an area close to the Craven LA boundary where a significant amount of employment land allocated. It has proved popular with businesses and attracts employees from Craven District. Latest population projections obtained by CDC (from Edge Analytics) show Craven experiencing negative natural change (i.e. a greater number of deaths than births) in the District, with Bradford showing a high level of net in-migration. In addition to this, there is also significant commuting to work in both directions between the two authorities. This demonstrates that there is a reasonably strong economic relationship between the two areas.

Pendle Borough Council

- 3.26 Pendle Borough Council's Employment Land Review (2014) identifies a need for 68 ha of employment land between 2013 and 2030. Having identified the available stock of employment sites across the Borough there is a projected shortfall of 25.03 ha over the plan period. The Broughton Hall employment site within Craven is mentioned as a site which may be capable of meeting the requirements of Pendle businesses which are unable to find sites or premises to meet their future needs within Pendle Borough itself.
- 3.27 The West Craven Business Park is situated on the northern outskirts of Earby with dedicated access from the A59. It is located within Pendle, but is also very close to the Pendle / Craven LA boundary. As such, there exists a significant amount of net in-commuting to Pendle from Craven. Pendle's Core Strategy aims to claw back out-commuting. Pendle's allocated employment sites and existing employment areas are focused along the M65 Corridor and at Barnoldswick. Duty to Cooperate meetings between the two authorities have clarified that Pendle is seeking to claw back out-commuters from Burnley and elsewhere in Lancashire more generally as opposed to Craven District.

- 3.28 There is therefore some localised movement from employment areas on either side of the boundary. Minor localised cross-boundary relationships with adjoining local authority areas exist, but there is no suggestion that there is a need to make provisions across boundaries and duty-to-cooperate discussions have confirmed this.

Ribble Valley

- 3.29 Ribble Valley's Employment Land Review (Update, 2012) concludes that the Borough had a shortfall of around 8 ha of employment land to 2028, and recommended the Council to identify further land allocations for B1a/B1b/B1c and B2 uses to fill this shortfall.
- 3.30 CDC discussions with Officers from Ribble Valley have identified no cross-boundary Duty to Cooperate issues.

South Lakeland District Council

- 3.31 South Lakeland's Employment Land Review (2012) concluded that the forecast employment land requirement between 2010 and 2025 is 6.2 ha, at an average of 0.4 ha per annum. The Council does not require any assistance from surrounding authorities in order to meet this requirement.
- 3.32 There is a 1 ha area of employment land as part of a larger mixed-use development within the town of Kirby Lonsdale, a settlement which lies in close proximity to Craven's north-west settlements of Ingleton and Bentham. However, there are currently no cross boundary sites or on-going work between South Lakeland District Council and CDC in relation to the delivery of employment land or inward investment initiatives.
- 3.33 As with Pendle Borough, there is therefore some localised movement from employment areas on either side of the boundary. Minor localised cross-boundary relationships with adjoining local authority areas exist, but there is no suggestion that there is a need to make provisions across boundaries and duty-to-cooperate discussions have confirmed this.

Lancaster City Council

- 3.34 Lancaster City Council's Employment Land Review concluded that the City requires around 49.5 ha of land over the Plan period (2011-2031) to cater for future business growth and economic development needs. Given that the total available supply of employment land within the City equates to around 59.9 ha, this leaves the City with a surplus requirement of around 10.4 ha.
- 3.35 The Craven settlement of Bentham is identified by LCC as having shopping, leisure and housing market relationships with nearby Lancaster City. The City also attracts a certain amount of commuters from north Craven. Aside from these points, it is understood that recent Duty to Cooperate meetings between LCC and CDC have not identified any other significant employment relationships that would need to be addressed through this ELR.

Conclusions

- 3.36 Craven's employment space is dominated by industrial (factory and warehousing) uses which account for over 60% of the total stock. The District's commercial office stock is also relatively significant at around 70,000 sq.m and has been growing in scale in recent years whilst the reverse is true for manufacturing.
- 3.37 Over the six years between 1999/00 and 2004/05 the District witnessed a relatively large and steady rate of employment land development (with an average of 2.42 ha developed annually). Following this however, development reduced significantly to just 0.45 ha over the period 2005/06 – 2013/14. It is thought that this was due to a combination of a perceived lack of

available employment sites combined with a tightening of finances and a more challenging business environment following the financial crisis.

- 3.38 CDC has recorded losses to non B-class employment land of 13.82 ha between the start of the previous Local Plan (1999/00) and 2013/14, at an average of 0.92 ha a year. Across the period as a whole the net development rate (i.e. taking account of losses of employment space) was positive (0.32 ha annually), reflecting a level of losses of employment space which did not outpace the level of new build B1, B2 and B8.
- 3.39 A number of key drivers and macro trends are likely to influence the type, scale and locational requirements for employment space in the District over the plan period, including self-employment, homeworking and increasing use of technology amongst many growth sectors. It is therefore important that CDC monitors and responds to these changing preferences to ensure that business needs can be met within the District.

4.0 **Stakeholder Consultation**

Introduction

- 4.1 Stakeholder consultation is important in order to inform commercially realistic and robust outputs of an ELR. In accordance with best practice and the Framework, consideration has been given to views of local businesses, local agents, surrounding local authorities and other key stakeholders in preparing this ELR.

Employment Land Stakeholder Consultation

- 4.2 Discussions with key stakeholders (including representatives from business organisations such as the Chamber of Commerce) as well as representatives of many of the key businesses based in the District (identified by CDC Officers) have assisted the formulation of views on key economic issues, delivery assumptions, gaps in the market, constraints, market failure, and opportunities in the area.
- 4.3 A further element of the consultation process involved undertaking a business survey in order to gain a better understanding of the needs of businesses operating within Craven and the main factors that support and inhibit business growth. Questionnaires were sent to key local businesses in June 2015 and sought feedback on a number of issues including:
- 1 future expansion plans;
 - 2 the locational requirements of particular types of business;
 - 3 the suitability of their existing sites and availability of land for future expansion; and,
 - 4 perceived strengths and weaknesses of Craven as a business location.
- 4.4 A summary of the business survey's key findings are set out in Section 5.0.
- 4.5 In accordance with the Duty to Co-operate, consultation has taken place with adjoining local authorities. The purpose of this was to identify cross boundary work being undertaken and to understand the extent of their employment land portfolio and any major new economic developments which might compete with Craven for future demand. Details of these discussions are presented in Section 3.0.
- 4.6 This consultation has provided a wider view of economic potential and market demand in order to supplement statistical data and employment forecasts. The main findings of this consultation are set out in various sections of this study and have helped to inform the conclusions and recommendations set out in Chapter 9.0.
- 4.7 A list of consultees contacted is included in Appendix 1.

5.0 **Commercial Property Market Signals and Intelligence**

5.1 This section provides an overview of the commercial property market in Craven, including recent trends in demand and supply. The findings incorporate feedback from discussions with a number of commercial property agents currently active in the District (see Appendix 1) and where appropriate this has been supplemented with information derived from a number of sources including the Business Survey, commercial property availability databases and other published reports.

UK Property Market Overview

5.2 Prior to the EU referendum on 23rd June 2016, the UK economic recovery, which began in 2013, had become firmly entrenched and sentiment in commercial property appeared to be the most positive it had been for many years. Improvements in market conditions had been supported by the greater availability of real estate debt and equity finance, occupier demand is steadily increasing, and generally rents and capital values were broadly stable. The Brexit vote has of course affected this stability and there is now some uncertainty as to how strongly the UK economy will perform over the coming years.

5.3 Much of the office market activity is focusing on the best performing locations in the South East or major provincial cities. In more economically marginal locations, and those without a significant existing commercial property market, there is still uncertainty and lenders and developers are likely to remain cautious, particularly in the light of the Brexit vote.

Market Geography

5.4 Skipton is the principal town in the District and is a town of regional significance. It is accessed via the A59 along with the A65, which are the main strategic road links running through the District. Agents commented that given the nature of the vast majority of companies based in Craven, the proximity of employment locations to either the A59 or A65 road is not essential for a successful business location as relatively few logistics companies are based in the District. Micro businesses, which Craven has a high proportion of, tend to be relatively indigenous in nature and feel a strong sense of loyalty to an area. Proximity to strategic transport links are not as important to these firms as they would be to, say, a logistics company or manufacturing businesses with strong supply chain requirements, so they tend to base decisions on where to locate on where they have historically been based, in part to retain staff. To illustrate this point, agents cited the success of Bentham Industrial Estate, which despite being located some distance from the A65, has proven successful in attracting businesses.

5.5 The A65 makes most of the main settlements within the District relatively easy to access. Whilst agents admitted many areas in the District suffer from minor local congestion at peak times (especially as the A65 attracts traffic coming to and from the Lake District) this was caveated by the comment that congestion did not reach a severity which would dampen market interest in employment sites along this strategically important road. Whilst Skipton is busy, agents considered that the bypass around the town centre prevents major congestion from occurring.

5.6 Following the end of the recession and the beginning of the recovery, agents have seen an increase in enquiries and positive sentiment; however, the rate at which these enquiries are being converted into deals (and also the rents they obtain for commercial and industrial properties) are lower than expected, given the scale of the recovery and length of time since the recession has passed. Agents were therefore pessimistic about the prospect of speculative

development returning before further improvements to the industrial and, particularly, the commercial property market, take place.

Market Segments

Offices

- 5.7 The District offers a mix of newer build, higher spec office accommodation (such as Broughton Hall outside of Skipton) combined with older, more dated offices. This variety in the stock provides more choice for potential occupiers, and hence even the poorer quality stock does not generally remain vacant for any great length of time, with occupiers with lower budgets who cannot afford Grade A accommodation. It was noted by certain agents that whilst there are new-build, high-spec offices in the District, many of these are not built to as high a standard as comparable Grade-A new build offices in nearby Cities such as Leeds. To compensate, the rents paid for such units are likely to be lower than these higher specified offices in the larger conurbations.
- 5.8 Craven has never been perceived by the market as a major office location, with only a small (but nevertheless important) handful of major office occupiers in the area. The office market has primarily been driven by existing indigenous occupiers growing and expanding/relocating within the same area rather than significant inward investment moving into Craven from beyond due to very strong competition from more established locations (notably Leeds).
- 5.9 The local office market is generally driven by smaller occupiers seeking offices of between 100 sqm and 500 sqm, with the principal office location being Skipton (specifically the Town Centre). Having said this, there is also a sizeable amount of good quality office space located in edge-of-centre business parks, notably Acorn Business Park beside the A629 bypass towards the south of Skipton. Overall, the mix of offices within the District provides a wide variety of quality and prices which agents believed adequately suits the needs of modern businesses.
- 5.10 Whilst the supply of office stock outside of Skipton is very low, this modest supply is matched by proportionate low demand - indeed, one agent described the office market outside of Skipton as being 'virtually non-existent'. Agents noted that it is outside of Skipton where there is an increasing trend of businesses which otherwise may have sought an office in the past, are now operating without the need of one – often from their own living room, given the advances of the internet and technology more generally.
- 5.11 Agents noted that one reason behind the lack of office demand within Craven outside Skipton is that nearby competing office locations, such as Keighley, provide office accommodation of a similar standard which is better located (in terms of being more accessible to strategic transport links and large conurbations), often at cheaper rents.
- 5.12 The introduction of Permitted Developed rights has not been a particularly problematic issue for Craven. One exception cited by agents was the recent conversion of offices which were once occupied by Skipton Building Society into residential units. This 'Providence Quarter' development, comprising 39 residential apartments, has proved to be very popular and sold out in just five weeks.
- 5.13 Furthermore, some office accommodation in Skipton Town Centre which was formerly a row of terraced properties, and was generally characterised by their small size and poor specification, have now recently been converted back into residential use. Agents consider these examples (and their popularity) may set a precedent for further office-to-residential conversions to occur, although the lack of parking spaces may be a limiting factor when considering the extent of future conversions.

- 5.14 The last new office developments in the District occurred around 3-4 years ago, when the former Belle Vue mills were converted into 80,000 sqft of office space. These are now occupied by Craven District Council and North Yorkshire County Council amongst others (although it should be noted that this development was pre-let). Whilst agents felt that market conditions would have to significantly improve before speculative development could occur, the success of the proposed mixed-use Wyvern Park development (which is likely to provide a substantial amount of new commercial floorspace) will be a good litmus test of whether a step-change in the Skipton office market is approaching. Overall, agents considered that supply and demand within the office market in Craven (focused around Skipton) was generally fairly balanced, at least in comparison to the industrial market.
- 5.15 Current rents for offices within the District vary slightly, depending (as would be expected) on both the size of the unit and its location. In terms of size, a large unit can be let for between £6-8 sqft, whereas smaller units are usually let for anything between £8-10 sqft. Rents within the District also vary, with an office in Settle typically fetching around £6-7.5 sqft, whereas the rate for an equivalent office in Skipton would be between £8-11 sqft (depending on the age and quality of the unit).
- 5.16 Agents caveated these figures with the comment that, because the office premises in question are often quite small, many landlords provide a 'per month' rate as opposed to a square footage rate, and so the rents paid by tenants can vary significantly depending on the landlord, the location, and the degree to which the occupant wishes to remain in the immediate area. The recession saw a drop in rental values of approximately 25%. Since then rents have edged up to an extent, although not as much as the agents might have expected given the length and strength of the recovery.

Industrial

- 5.17 The supply of industrial properties are characterised by a few large industrial estates containing multiple units, alongside smaller standalone units (often workshops within rural areas – see Figure 3.2). The largest industrial area within the District is Snaygill Industrial Estate beside the A629 bypass to the south of Skipton. There are very few large industrial units, with the most common size of unit being between 2,000 – 5,000 sqft (180 – 480 sqm) nursery/incubator units. Large industrial estates outside of Skipton include Saworth Industrial Estate in Settle and Bentham Industrial Estate in Bentham.
- 5.18 In terms of demand for industrial units, the area in and around Skipton is seen as a 'hub' where the majority of industrial demand is focussed.
- 5.19 Whilst industrial estates exist in other settlements within the District, the demand for these units tends to be more muted. For instance, whilst agents noted that Asquith Industrial Estate in Gargrave is an attractive, busy industrial estate, as demand for units in this settlement is proportionately lower there are always units which remain vacant. Likewise, the last major industrial development in Settle was Saworth Industrial Estate in the 1970s. As with the office market, the majority of activity is driven by existing companies relocating and expanding rather than significant inward investment moving into the area.
- 5.20 Agents noted that due to the consistent demand for small industrial units of up to 5,000 sqft (480 sqm), and particularly between 2,000 – 5,000 sqft (180 – 480 sqm), combined with a shortage of supply of these units, they often have to turn away enquiries for such properties. Although there is a continued demand from occupiers across a much broader range of sizes, agents noted that there is proportionately lower demand for these types of very small/very large units.

- 5.21 Many industrial firms make products for distribution locally; with the District being many miles from the major motorways, large sheds for B8 distribution are rarely needed/viable. However, there remains occasional demand for larger industrial units of up to 70,000 sqft (6,500 sqm). One agent highlighted a search for a 100,000 sqft (9,300 sqm) unit within the District (on behalf of Grassington Dairies), which resulted in the firm having to locate outside of the District when no suitable unit within Craven was readily available.
- 5.22 Typical rental levels for industrial units across the District vary from around £7/sq ft for smaller units to between £4.50 / £5 sq ft for larger units. Agents noted that, unlike office rents, these rates don't tend to vary much depending on where a unit is located within the District. Furthermore, agents noted that these rates had not dropped by the same degree as office rents did following the recession. Whilst there has not been a huge recovery since the end of the economic downturn, these are still reasonably healthy rental levels for industrial property (reflecting the lack of supply within the District).
- 5.23 Vacancy rates on modern industrial estates are now at a relatively low level having recovered from higher levels during the recession. An improvement in the general economy and occupier confidence coupled with very limited new development has enabled most landlords to reduce void levels as rental values have increased (to a limited extent) across a range of stock.
- 5.24 The main obstacle agents identified which restrains further commercial and industrial development within the District is a lack of finance. This hesitancy of banks to lend restricts developers, who are unable to build, but also businesses, who are unable to gain finance to expand into new premises.
- 5.25 Agents noted the increasing trend of firms who have outgrown their current premises in Craven seeking to remain in the area, but being unable to find suitable premises are forced to locate in areas within other Districts which have a larger stock of available industrial premises. This is an issue throughout the Aire Valley region, but agents noted it is an acute problem in Skipton. They considered that this was the reason behind some firms migrating from Craven into nearby locations such as Bradford City, which includes Keighley (where the stock is still limited but less so than in Craven).

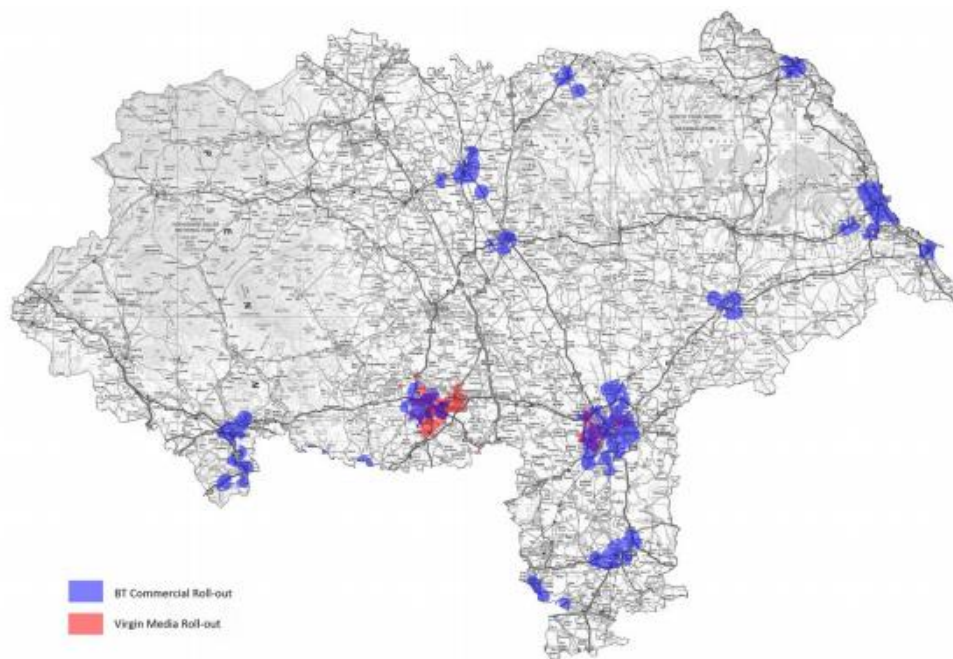
Rural Employment Space

- 5.26 As previously discussed, agents note that businesses and their staff like to remain in the locations where they have historically been based, continuing to provide for the community that they have in the past (and in which many of their employees live). As such, agents consider that rural locations within the District continue to be viable, with continued growth of this type of premises considered inevitable to meet the needs of what is essentially a local market consisting of rural businesses which operate in the area. These premises can also play an important role in providing affordable workspace and retaining home-based businesses within the local community. As these locations are characterised by existing businesses expanding, as opposed to new businesses locating, demand can be very patchy.
- 5.27 Many rural businesses face particular challenges to their continued economic growth and prosperity, including poor infrastructure and access to facilities (such as high speed broadband); low density/agglomeration of firms leading to a poorer choice of local employment opportunities for rural residents; and limited access to affordable housing for employees in many areas. The availability of broadband (explored in more detail below) is essential to ensuring the growth and expansion of the local rural economy and should continue to be recognised by relevant planning policy in the District.

Rural Broadband Provision

- 5.28 Availability of broadband has significant positive economic, environmental and social impacts. Recent research²⁴ emphasises that at the local level, economic impacts arise from construction effects, productivity growth, enterprise creation, job creation and increased labour force participation. Broadband is also an enabler for international trade and innovation. BT estimates that for a typical rural area, provision of superfast broadband could lead to an annual increase in GVA of 0.3% per annum over 15 years.²⁵ The availability and quality of broadband coverage are therefore increasingly essential to the relative attractiveness of an area to do business.
- 5.29 The Government's Universal Service Commitment aims to ensure that everyone will have access to at least basic broadband (with a download speed of 2 MBs). However, as bandwidths available in urban areas improve it is possible that a 'digital-divide' is emerging.²⁶
- 5.30 Poor availability of superfast broadband (Figure 5.1) combined with intelligence which suggested that the market was unlikely to serve these more sparsely population locations led the European Regional Development Fund [ERDF] to invest in the 'Superfast North Yorkshire' project.

Figure 5.1 Pre-Superfast North Yorkshire Broadband Coverage



Source: Regeneris (2015): 'Final Evaluation of Superfast North Yorkshire' Figure 2.1

- 5.31 The project aims to improve access to and utilisation of high speed broadband infrastructure by SMEs in North Yorkshire in order to contribute to improving the competitiveness of the business base. It defined areas in which rollout of superfast broadband was not expected to be provided by a commercial provider in the next three years, in addition to providing a business support service to advise eligible SMEs on how to maximise adoption.

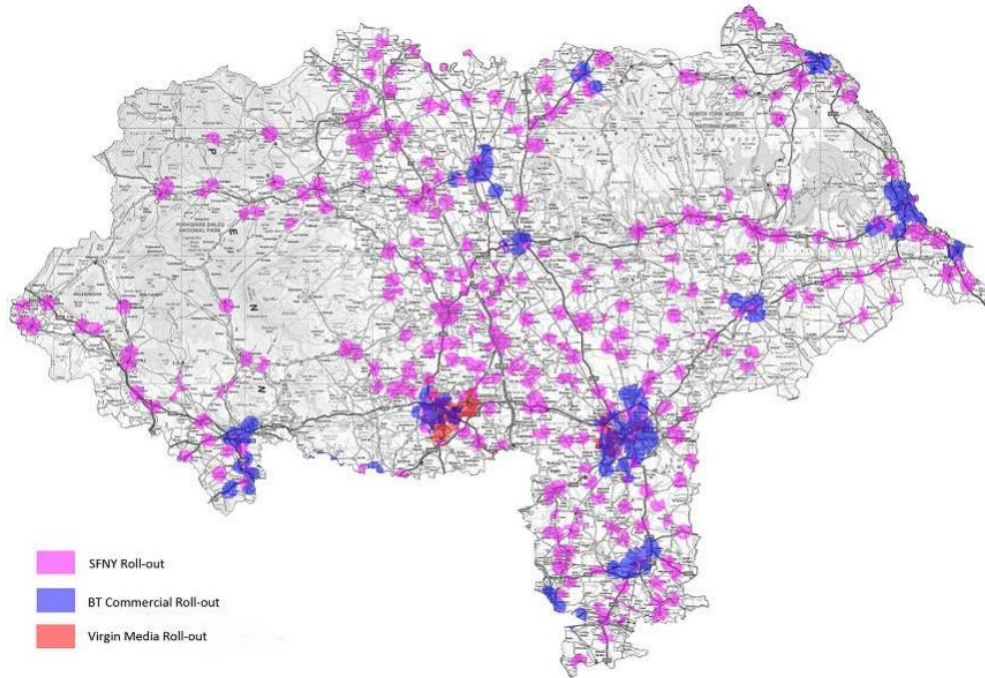
²⁴SQW (February 2013): 'UK Broadband Economic Impact, Literature Review'

²⁵Regeneris, on behalf of BT (2012): 'Superfast Broadband: Boosting Business and the UK Economy'

²⁶SQW (February 2013): 'UK Broadband Economic Impact, Literature Review'

5.32 A Regeneris report evaluating the first phase of this programme’s rollout stated that its two main objectives - to deliver 77% coverage for SFB (set at 25 Mbps) and 100% coverage of basic broadband (2Mbps) amongst premises in the ‘North Yorkshire Intervention Area’ - have been achieved on time and on budget.

Figure 5.2 Superfast North Yorkshire Phase 1 Coverage



Source: Regeneris (2015): ‘Final Evaluation of Superfast North Yorkshire’ Figure 5.2

5.33 The budget of first phase of the scheme totalled £31m, and review calculated that the Net Additional GVA resulting from the scheme totals £36m, meaning the project has a return on investment (thus far) of £1.20 (per £1 invested). The evaluation concludes:

The net additional GVA impacts of the infrastructure and business support elements of the programme represent strong value for money. Impacts realised to date have already created a positive return on investment. If the future projected impacts materialise the net additional impact will increase substantially to £220m over the next two years, providing an overall return on investment of £7 net additional GVA for every £1 invested²⁷

Provision for Small Firms/Start-ups

5.34 Whilst a limited number of small industrial unit developments exist in the District, enabling start up/ small companies to locate in modern premises, the lack of development activity in Craven prior to and during the recession has meant that the vacancy rates on these modern estates are very low, giving companies limited options when seeking new premises.

5.35 Because of this agents agreed that there was a further requirement for the provision of small, ‘no frills’ industrial units for small ‘start-up’ companies. Agents were split on the issue of whether landlords were being flexible enough to new tenants – some believed landlords needed to

²⁷ Regeneris (2015): ‘Final Evaluation of Superfast North Yorkshire’, paragraph 1.2

display more flexibility with regard to start-up firms, such as by providing shorter leases (most tend to be around 3 years in length).

- 5.36 Other agents, on the other hand, believed that landlords are already flexible in the way they currently operate, because they are incentivised to be so for fear of not having their building occupied and hence losing out on rental income in addition to being liable to pay void business rates.

Future Growth Potential

- 5.37 Many businesses in the District are now seeking modern, purpose-built, premises. As a result of this shortage and the preference to become an owner occupier (stimulated in part by very low interest rates making capital loans an attractive proposition), a growing number of businesses in Craven are understood to be now looking to purchase the freehold interest in industrial buildings or acquire land on which to develop their own schemes. However there remains an imbalance between the limited supply of these freehold industrial properties and the high demand for them.

- 5.38 Despite improved market conditions, local agents are very much of the view that speculative industrial development is unlikely to occur in Craven District for the foreseeable future. This is due in part to the fact that development funding is now very difficult to secure without an occupier in place. This has become a major issue for all types of commercial property, regardless of where it may be located, but it also reflects a reluctance to jump into what are still generally perceived to be 'choppy waters'. Developers remain fearful about speculatively developing schemes and, if they fail to be let, face uncertainty over when lettings would take place (whilst losing out on letting revenue) in addition to the liability of paying expensive void business rates.

Business Premises Survey

- 5.39 A Business Survey was undertaken as part of this study (prior to the EU Referendum result) in order to gain a better understanding of the needs of businesses operating in Craven and the main factors that support or inhibit business growth. This involved hand-delivering a number of the surveys to key businesses as well as e-mailing others an online version of the survey. In total, 81 firms completed the Survey, across a range of B class sectors and locations across the District.

- 5.40 A summary of the key findings are set out below.

Business Profile

- 5.41 When compared to the actual demography of business size within the study area, the firms which responded to the survey encompassed a slightly higher percentage of small and medium businesses (10-249 employees) and a slightly lower percentage of 'Micro' (0-9 employees) and larger (250+ employees) businesses across the study area as a whole. Those who responded to our survey fell within the following categories:

- 1 'Micro' (0-9 employees): 63%;
- 2 Small (10-49): 31%;
- 3 Medium (50-249): 6%;
- 4 Large (250+ employees): 0%.

- 5.42 64% of staff lived in Craven District, with the remainder commuting into the Borough for work from further afield (elsewhere in the North West, Yorkshire or the UK). This is in contrast to

where these firms' suppliers, customers and competitors were based. Only 23% of the respondent's competitors were based within Craven District; 25% of their customers (much of which is related to the degree of tourism the District experiences) and just 7% of suppliers.

Current Business Premises

5.43 Respondents fitted into a wide range of industrial sectors, with the most common being General Manufacturing (23%) and Construction (13%). The majority of companies (63%) considered that their current premises/site met their space requirements. Furthermore, the majority of respondents rated their current premises as being of a high quality, with 55% selecting either 4 or 5 stars to describe the quality of their premises, compared to fewer than 13% rating their premises just 1 or 2 stars. 30% of respondents felt their premises were too small to meet their needs, whilst less than 8% felt their premises had surplus space.

5.44 Half of all businesses have been based in their current premises for over 10 years. Of the 56 companies that were previously located elsewhere, 28 (50%) were based within the same town or village. This re-emphasises the point highlighted previously that many businesses within Craven District are indigenous and serve the local communities they have historically been based within.

5.45 Premises were most likely to be selected based upon the following factors:

- 1 Availability of on-site car parking;
- 2 Quality of premises;
- 3 Cost of premises; and
- 4 Security of premises.

5.46 Despite what certain agents stated, the flexibility of terms was not a factor that many businesses who responded to the survey specifically considered when selecting their current premises. However it should be noted that this factor is likely to be more relevant for micro firms, a lower proportion of which responded to our survey.

5.47 The location was most likely to be selected based upon the following factors:

- 1 Access to the road network;
- 2 Proximity to home;
- 3 Quality of environment;
- 4 Proximity to customers; and
- 5 Availability of local workforce.

Future Growth Plans

5.48 37 firms (47% of those surveyed) are considering expanding their business premises by an average of 840 sqm²⁸, with the majority of those planning to do so (84%) within the next 1-5 years.

5.49 75% of respondents who stated they plan to expand, plan to relocate to other premises. Of these, 58% plan to stay within the same town/village, 25% elsewhere within Craven and 17% outside Craven District. Over 80% of those who wish to relocate plan on moving to an industrial estate. For those who did not wish to relocate, many planned on expanding their existing site. Skipton Auction Market, for instance, has expanded its premises (which trades livestock) by

²⁸ It was decided that one respondent's answer of a 20,000 sqm expansion should be excluded so as not to skew the other results.

building work units (of both offices and light industrial purposes) for associated agriculture firms, such as agricultural training, animal health product manufacturing etc.

5.50 Business reserves are twice as likely to be used to finance future growth plans as loans are, possibly due to the stricter lending criteria and fewer loans that commercial agents cite as a barrier to further commercial development and business expansion.

5.51 A lack of finance was not a particularly common response to the issue of barriers to further expansion, although again this may be due to demography of the survey's respondents – gaining finance is likely to be more challenging for smaller businesses. By far the most common barrier to further expansion was identified as a lack of suitable land and premises (67% of respondents highlighted this concern), in addition to the availability of a local workforce (33%) and a lack of affordable premises (26%).

Craven as a Business Location

5.52 Overall respondents were satisfied with Craven as a business location, with nearly three quarters (70%) rating it as a 4 or 5 (out of 5), compared with fewer than 7% giving the District a rating of 1 or 2.

5.53 In terms of positives, respondents praised the natural environment and its proximity to Lancashire, Cumbria and West Yorkshire (ensuring they are in close proximity to the markets they serve).

5.54 Negatives relating to the area as identified by the survey responses (supported by similar views expressed in the stakeholder consultation) focused on the general lack of commercial property availability. The lack of suitable premises places pressure on the affordability of such premises, with some respondents noting that rental values in Craven are greater than equivalent properties in nearby areas outside of the Authority such as Keighley or Colne. This pressure on prices has the effect of limiting relocation and/or expansion, particularly for small businesses.

5.55 Whilst demand for smaller premises seems to be greatest, the lack of larger properties is also cited as a criticism of the Authority. Units often become vacant when businesses have outgrown their premises and have to leave the area because suitable commercial property to expand into is simply not available. If a firm outgrows its premises and is unable to find a larger unit, the business will often relocate to an authority in which such premises are available.

5.56 In addition to criticisms relating to the availability of premises, transport was a theme of a number of the other criticisms. The distance to the motorway network and the quality of transport infrastructure more generally was cited as restraining the growth of the District; for instance, by constraining the types of businesses (such as logistics and distribution firms) which are able to operate in the area. Heavy goods vehicles such as lorries and tractors, find it challenging to reach businesses via the low bridges and narrow roads in more rural settlements such as Bentham, and firms stated that they lose out on business as a result of this. Other criticisms related to Craven's infrastructure included the quality of broadband provision and mobile-phone reception within the District.

5.57 Despite the good quality of education within the District, stakeholders noted that many school leavers are not retained, often setting up businesses elsewhere due to a perceived 'lack of opportunity' within Craven District. Some businesses hire 'entry-level' staff and train them up internally, whereas others require staff with professional and/or technical qualifications. Expansion is likely to require more of these technical staff. Because of the relative size of the District and its associated labour force, firms often have to look for candidates from further afield. Because of the relatively remote location of the District, the potential distance necessary

to commute can reduce the potential pool of candidates applying for these positions which makes recruitment more challenging.

Conclusions

- 5.58 The District's commercial property market is largely centred upon Skipton town, where the majority of the District's office stock is located. However, the rural geographical nature of the District means that its industrial property market is largely localised and heavily reliant on a relatively large base of SMEs.
- 5.59 Accessibility to the A65 is an important (but, due to the nature of companies based in Craven, not essential) aspect of the District's property market. At the same time, many rural employment sites throughout the District have poor access to this strategic road network but are still viable, serving indigenous markets despite their peripheral location and more limited demand outside of the key centres.
- 5.60 Craven has a slight shortage of available office stock, which is reflected in the District's relatively low office vacancy rate (4.9%). Whilst the office market is not as large or established as the District's industrial market, what limited supply there is tends to be focused within Skipton and the surrounding areas. The Skipton area has a wide variety of stock ranging from higher calibre, high spec offices (which achieve comparatively higher rental levels) to older, more dated office stock. These cater for different sorts of businesses and so are in reasonably high demand; this is in contrast to more central/northern parts of the District where the office market is more muted.
- 5.61 The supply and demand for industrial accommodation is even more imbalanced than the District's office stock, with a vacancy rate of just 2.6%. Demand is generally for small to medium sized industrial premises up to 5,000 sq.ft and is mainly from local firms (implying a need across the smaller settlements within the District in addition to in and around the regional centre of Skipton), although there is demand for larger premises as well. Agents noted there is demand for the development of larger premises as well, so as not to lose firms who have outgrown their accommodation to competitor locations with a wider selection of business premises, such as Keighley).
- 5.62 There is scope for greater provision of modern, serviced accommodation (ideally with flexible contracts with shorter leases, as is the case with elsewhere) for start-up and small businesses, of which Craven has a disproportionately large number, in order to enable local firms to expand and/or upgrade. Likewise there appears to be an imbalance between the limited number of freehold industrial properties and high demand from firms who wish to become owner-occupiers.
- 5.63 Demand for rural employment space in Craven is reported as being steady. It will be important that the District continues to safeguard against any future downturns in more traditional rural activities by encouraging the conversion and re-use of rural buildings for non-agricultural uses in order to grow and diversify the employment offer in Craven's rural economy.

6.0 Review of Employment Sites Portfolio

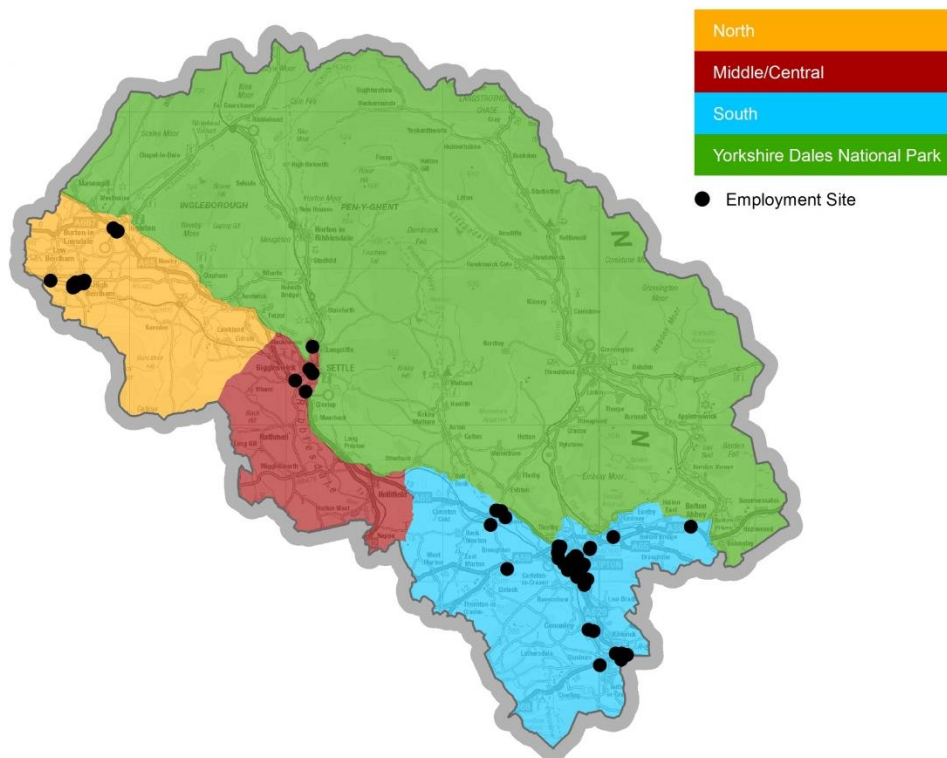
Introduction

6.1 This section presents the findings of an assessment of employment land supply in Craven, which considered the characteristics and quality of existing and undeveloped employment sites in the District and their suitability to meet future employment development needs.

Overview of Assessed Sites

6.2 The ELR considered all those sites which could form part of a meaningful and deliverable employment land portfolio and could, therefore, potentially be allocated for employment use in the emerging Local Plan. In consultation with CDC Officers it was agreed that the assessment should be focused on 54 employment sites, including current and potential future employment sites. The location of the larger sites is presented in Figure 6.1.

Figure 6.1 Map of Craven Employment Sites Assessed



Source: Lichfields

Committed Supply of Employment Space

6.3 The committed stock of employment space in the study area comes from three key sources:

- 1 **Local Plan allocations:** sites allocated for employment development under policies in the Local Plan (that have not yet been fully built out);
- 2 **Non allocated employment sites:** sites which are in use for employment purposes but which have not been formally allocated for such a purpose; and,

- 3 **Sites with extant planning permissions:** other sites with extant planning permission (i.e. permissions that have not yet expired and could be implemented) for employment development (as at July 2015).

6.4 The committed supply of employment space has been identified by CDC Officers as falling within the above categories.

Local Plan Allocations

6.5 The Craven District Local Plan (1999) allocated a number of sites for industrial and business use. Whilst the majority of these have since been fully developed, some of the allocations still contain areas of vacant developable land capable of accommodating future employment uses. The following employment allocations contain a total of 6.80 ha (net) of potential future employment land:

- 1 Aireside Mills, Cononley (0.16 ha)
- 2 Angus Fire, Bentham (0.80 ha);
- 3 Snaygill and Airedale Business Centre (0.68 ha);
- 4 Land east of Sandylands Leisure Centre, Skipton (0.05 ha)
- 5 Land south of Firth Street Mill, Skipton (0.30 ha)
- 6 High Bentham Industrial Estate (0.20 ha);
- 7 Mill Lane, Low Bentham (0.14 ha)
- 8 New Road Industrial Estate, Ingleton (1.77 ha);
- 9 Land adjacent to Gargrave Station, Gargrave (0.30 ha)
- 10 Saworth Industrial Estate (0.20 ha); and,
- 11 Engine Shed Lane, Skipton (2.20 ha)

Non-Allocated Existing Employment sites

6.6 The Council has provided details of 21 existing employment sites, with a gross area of 51.28 ha (4.45 net available land) which are not formally allocated / protected for employment use. These sites include:

- 1 Bolton Abbey (0.41ha gross / 0.00 ha net);
- 2 Broughton (11.08 ha / 0.34 ha);
- 3 Cononley Mill (1.75 ha / 0.56 ha);
- 4 Junction Mills, Cross Hills (1.41 ha / 0.00 ha);
- 5 South of Riparian Way, Cross Hills (1.46 ha / 0.21 ha);
- 6 East of Riparian Way, Cross Hills (1.2 ha / 0.50 ha);
- 7 Canal Wharf, Gargrave (0.31 ha / 0.00 ha);
- 8 Systagenix, Gargrave (7.95 ha / 0.00 ha);
- 9 Hayfield Mill, Glusburn (3.29 ha / 0.00 ha);
- 10 Bentham Auction Mart (1.75 ha / 0.92 ha);
- 11 Land North East of Bentham Industrial Estate (0.83 ha / 0.47 ha);
- 12 Atkinson Vos Site (0.73 ha / 0.14 ha);
- 13 John Roberts Paper Mill, Settle (2.27 ha / 0.00 ha);

- 14 Belle Vue Square, Skipton (0.54 ha / 0.00 ha);
- 15 Ronaldsway House, Skipton (0.12 ha / 0.00 ha);
- 16 Firth Street Mill, Skipton (2.07 ha / 0.00 ha);
- 17 North of Skipton Railway Station 'A' (0.31 ha / 0.00 ha);
- 18 North of Skipton Railway Station 'B' (0.05 ha / 0.00 ha);
- 19 Skipton Auction Mart (9.11 ha / 1.31 ha);
- 20 Gateway House opposite Skipton Auction Mart (1.87 ha / 0.00 ha);
- 21 Skipton Building Society (2.77 ha / 0.00 ha).

Sites with Extant Planning Permission

- 6.7 CDC monitoring data records the amount of employment space with extant planning permissions for B-Class uses, details of which have not been forwarded to Lichfields for assessment. It is understood that the total stock of sites with extant planning permission for such uses totals **2.63 ha** within Craven District.

Approach

- 6.8 All 54 employment sites were inspected and, in accordance with the former 'brown book' Government Guidance on Employment Land Reviews (2004), assessed against the following criteria:
- 1 Strategic road access;
 - 2 Local accessibility;
 - 3 Rail access;
 - 4 Proximity to Urban Areas and Access to Labour and Services;
 - 5 Site characteristics and development constraints;
 - 6 Proximity to incompatible uses;
 - 7 Market Attractiveness;
 - 8 Barriers to Delivery; and,
 - 9 Planning Factors
- 6.9 Although flood risk is considered as part of the assessment, it is recognised that location within a flood zone does not necessarily (in itself) preclude certain types of commercial uses from coming forward for development.
- 6.10 Details of the criteria used to assess the sites are provided in Appendix 2. Appendix 3 contains a table summarising the assessment of each site against these criteria, whilst Appendix 4 provides a pro-forma containing site photographs, red-line boundaries on an aerial map, a site description / assessment, the final rating and recommendation for each of the assessed sites.
- 6.11 The broad categories of 'very good', 'good', 'average', 'poor' and 'very poor' are intended to provide a broad indication of the overall quality of employment land supply rather than a comparison of one site against another.
- 6.12 It should be noted, however, that this assessment process in itself does not necessarily provide a complete picture of the local significance of certain sites. A site could, for example, be considered as having the potential of satisfying particular business or sector needs, which can be important reasons for retaining it, even if it does not perform well against conventional site

assessment criteria. A broader commentary is therefore provided on each site to supplement the formal scoring exercise.

- 6.13 It is also important to note that the assessment is based on the current conditions and intrinsic qualities of each site and the associated rating has been derived on this basis. It is possible that the rating and relative ranking of sites could change in future if measures were to be put in place to improve their functioning as employment sites (for example through new infrastructure and servicing).
- 6.14 We have not undertaken detailed site viability analysis or been provided with details regarding land ownership, with the site assessments based on site observations and desk-based analysis from publically available data.
- 6.15 The assessment provided and the recommended site portfolio in the following sections is presented on a 'without prejudice' basis as evidence to inform the preparation of Craven's Local Plan. It does not constitute Council policy, and future employment allocations will be determined through the formal consultation process as part of the Local Plan.

Overview of Sites

- 6.16 As summarised in Table 6.1, in overall terms approximately 228 ha (gross) of employment land was assessed in this study.

Table 6.1 Distribution of assessed employment sites in Craven District

Type/Location	Number of sites	Total Gross Site Area (ha)	% of total gross site area
North	13	37	16%
Central	5	31	14%
South	36	160	70%
Total			

- 6.17 85.96 ha of the land assessed comprised sites which are wholly allocated for employment use. 51.28 ha of existing but unallocated employment land (including vacant land within the curtilage of those sites) was also assessed. In addition, 91.03 ha of other unallocated land was assessed, including sites currently in non-employment use (such as retail units and train stations) and undeveloped land. The latter was put forward by CDC and comprised sites submitted as part of a call for sites process and other sites which the Council wished to be assessed.

Site Assessment Results

- 6.18 A summary of site rankings is provided in Table 6.2.

Table 6.2 Site Scoring Summary

Site Score	Number of sites	Size (ha) (gross) (%)	Size (ha) (net) (%)
Very Good	4	47.99 (21%)	10.02 (12%)
Good	28	122.02 (54%)	33.61 (41%)
Average	18	45.84 (20%)	27.71 (34%)
Poor	4	12.41 (5%)	10.92 (13%)
Very Poor	0	0.00 (0%)	0 (0%)
Total	54	228.27 (100%)	82.26 (100%)

Source: CDC / Lichfields analysis

6.19 The final recommendation for each site is informed by the site assessment and commentary (in Appendices 3 and 4 respectively) but is essentially based on a rounded qualitative judgement which reflects a detailed consideration of the following key issues:

- 1 **Sustainability** – whether a site demonstrates characteristics that make it sustainable, such as being: previously developed land; accessible by public transport; compatible with neighbouring uses; and in an area at a lower risk of flooding;
- 2 **Market Attractiveness** – whether a site is: financially viable from a developer’s point of view (taking into account the possible need for site remediation, levelling and off-site and on-site infrastructure work); in an area of strong demand; and likely to be viewed as attractive by agents/occupiers;
- 3 **Policy Adherence** – whether there are any known policy constraints affecting the site or immediate surrounding area. These may relate to the natural, built and/or historic environment.

6.20 Overall, the assessments of existing sites indicate that the District has a reasonable range of employment sites of varying quality and type. The majority of sites assessed accommodate a mix of B2 and B8 uses, with a number of sites in and around the larger settlements containing some B1 uses.

Table 6.3 Summary of Site Assessments

Site Name [Ref]	Size (Ha) (net)	Rank
Snaygill Industrial Estate/Airedale Business Centre, Skipton	0.68	Very Good
Land adjacent to B6480, Settle Bypass	8.03	
Skipton Auction Mart	1.31	
Belle Vue Square, Skipton	0.00	
Land East of Sandylands Leisure Centre, Skipton	0.05	Good
Land off Brackenber Lane, Settle Bypass	5.86	
Riparian Way, Cross Hills	0.00	
South of Riparian Way, Cross Hills	0.21	
East of Riparian Way, Cross Hills	0.50	
Aireside Mills, Cononley	0.16	
Engine Shed Lane, Skipton	2.20	
Sandylands Business Park, Skipton	0.00	
Bentham Industrial Estate	0.20	
North of Skipton Railway Station 'A'	0.00	
John Roberts Paper Mill, Settle	0.00	
Gateway House, opp Skipton Auction Mart	0.00	
Skipton Building Society Offices, Skipton	0.00	
South of Skipton Building Society Offices, Skipton	0.00	
The Sidings, Settle	0.00	
New Road Industrial Estate, Ingleton	1.77	
Land North of Skipton Auction Mart	1.51	
Land South of Skipton Auction Mart	3.01	

Land East of Skipton Bypass	11.12	Average
Land south of Ingleton Industrial Estate	5.04	
Saworth Industrial Estate, Settle	0.20	
Skipton Rock Quarry	3.54	
Land South of Ingleton Industrial Estate	2.94	
Hayfield Mill, Glusburn	0.00	
Systagenix, Gargrave	0.00	
Canal Wharf, Gargrave	0.00	
Industrial Estate off Eshton Road, Gargrave	0.00	
Broughton	0.34	
Land North East of Bentham Industrial Estate	0.47	Average
Land East of Snaygill Industrial Estate	6.97	
Land South of Willow Way, Skipton	8.49	
Skipton Road Industrial Estate, Cross Hills	0.00	
Land South of Firth Street Mill, Skipton	0.30	
North of Skipton Railway Station 'B'	0.00	
Land adjacent to Gargrave Station, Gargrave	0.30	
Land North of Skipton Road, Gargrave	1.95	
Angus Fire, High Bentham	0.80	
Mill Lane, Low Bentham	0.14	
Land South of Springfield, Bentham	0.81	
Land West of Bentham Industrial Estate	2.03	
Atkinson Vos Site, Bentham	0.14	
Land East of Skipton Auction Mart	1.93	
Land West of Tatterhorn Lane, Ingleton	2.82	
Bolton Abbey	0.00	
Cononley Mill	0.56	
Firth Street Mill, Skipton	0.00	
Ronaldsway House, Skipton	0.00	Poor
Land East of Bentham Auction Mart	9.83	
Land South-West of Bentham Industrial Estate	0.17	
Bentham Auction Mart	0.92	
Total	82.26	

Source: Lichfields analysis

Future Supply of Employment Space

6.21 In addition, and as requested by CDC, Lichfields assessed a number of sites which are not currently allocated, do not benefit from extant planning permission for B-Class employment development and are not part of any committed employment site.

6.22 The two key sources of this potential future employment land supply are:

1 **Call for Sites:** sites submitted by landowners or developers through the emerging Local Plan ‘Call for Sites’ process.

2 **Other Sites:** sites put forward by Craven District Council.

6.23 Together, these sources of available supply amount to an estimated net developable area of **71.01 ha** of potential employment space, as summarised in Table 6.4.

6.24 These sites have been assessed in the same way as the supply of committed employment sites and against the same criteria. However, the actual amount of land that will be required to meet any identified quantitative or qualitative need is considered in Sections 7.0 and 8.0 of this report.

Table 6.4 Potential Employment Space (net) in Craven District

Source	Potential new Employment Space (ha) (net)
Existing Supply of Employment Land	
Local Plan Allocations	6.80
Non-Allocated Existing Employment Sites	4.45
Sites with Extant Planning Permission	2.63
Sub-Total	13.88
Potential Future Supply of Employment Land	
Potential Future Employment Sites provided by CDC	71.01
Sub-Total	71.01
Total	84.89

Source: Craven DC / Lichfields analysis

Conclusions

6.25 Overall, the assessment of identified employment sites indicates that the District contains a reasonable range of employment sites of differing quality and type. The sites vary from managed industrial estates and business parks to remote rural sites with single occupiers. A recurring theme across many of the more rural sites is their constrained local road access, although the majority are located within 5km of a strategic highway.

6.26 Additionally, the rural areas were generally found to be lacking in B1(a)/(b) space and predominantly comprised B1(c)/B2/B8 uses. However, more varied sites (in terms of their potential employment uses) were to be found in and around Skipton, and also areas to the south, such as Crosshills.

6.27 53% of the potential future employment land was assessed as being either ‘Good’ or ‘Very Good’, whilst 13% of the available future employment land was identified as ‘Poor’ (the remaining 34% being identified as average). The majority of sites assessed had less than one hectare of net developable space, however, 17 sites had more than one hectare available, ten of which were categorised as being either ‘Good’ or ‘Very Good’.

7.0 Future Requirements for Employment Space

- 7.1 This section considers future economic growth needs in Craven by drawing on several methodologies that are guided by the Practice Guidance. These scenarios are used to inform the assessment of the District's future employment land needs for office and industrial (i.e. manufacturing and distribution) uses. It should be noted that the modelling work, and the projections underpinning it, were undertaken after the result of the EU Referendum in June 2016, with post-Brexit REM modelling used.
- 7.2 Due to the nature of the data made available by Experian, BRES and ONS, the modelling data underpinning this analysis incorporates job growth and labour force that is ostensibly based within the administrative boundaries of Craven District, but which sits within the Yorkshire Dales National Park. However, as stated previously, it is not considered that this anomaly has any discernible impact upon the findings for the employment OAN as the majority of industrial centres in Craven District are located outside the National Park. In addition, the vast majority of jobs based within the National Park are related to non-B class uses, such as tourism, mining and quarrying, and leisure, which do not have a direct impact upon the requirement and supply of B-class employment land. The apportionment of any land requirement to the National Park Authority area is therefore likely to be relatively minor in nature.
- 7.3 As a final point it is important to note that the Yorkshire Dales National Park Authority's most recent ELR²⁹, undertaken towards the end of 2013, recommended that given the size and scale of economic activity in the Park, no additional employment land should be allocated in the Yorkshire Dales Local Plan.
- 7.4 In accordance with the Duty to Cooperate, we understand that discussions have been held between CDC and the National Park on this matter.

Methodology

- 7.5 The Framework requires local authorities to “set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth” [§21]. Considering this in evidence base terms, this should be underpinned by a “clear understanding of business needs within the economic markets operating in and across their area” [§160].
- 7.6 Within this context, a number of potential economic scenarios have been developed in this study to provide a framework for considering future economic growth needs and B-Class employment space requirements in Craven up to 2032.
- 7.7 In line with Practice Guidance, these scenarios draw upon:
- 1 projections of employment growth in the main B-Class sectors (**labour demand**) derived from economic forecasts produced by Experian to inform its Regional Econometric Model (REM);
 - 2 consideration of **past trends in completions of employment space** based on monitoring data collected by Craven District Council, and how these trends might change in the future; and

²⁹Arup on behalf of the Yorkshire Dales National Park Authority (October 2013): “Project 2: Identify Employment and Business Land, Needs and Opportunities”, page 65

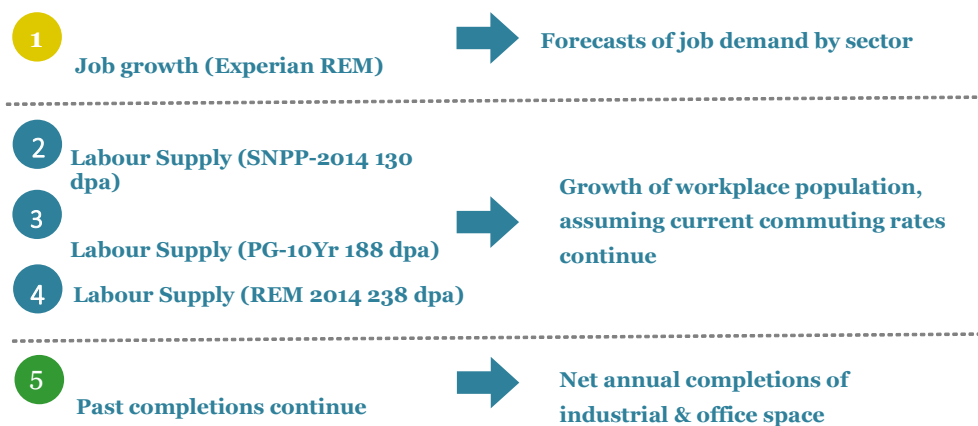
- 3 estimating future growth of **local labour supply** based on the latest housing requirements contained in Craven District’s emerging SHMA³⁰, and the amount of jobs and employment space that this could support, based on the SHMA’s demographic model runs.

7.8 All these approaches have limitations and consideration needs to be given as to how appropriate each is to the circumstances in Craven. Further, to be robust, the economic growth potential and likely demand for employment space in Craven needs to be assessed under a variety of future scenarios, to reflect both lower and higher growth conditions that could arise in the future.

7.9 It is important to acknowledge that there will be an element of landless growth / contraction here, whereby job growth/decline will not automatically give rise to an immediate increase/decrease in floorspace, or land, requirements. This is due in part to the current spare capacity across many firms in northern England, where companies that have laid off staff in the immediate aftermath of the recession, have been operating out of the same building and hence can accommodate a return to past staffing levels without having to physically expand their operations. Such latent capacity will have a bearing on the extent to which CDC may wish to tailor its B1/B2/B8 allocations going forward, and should be monitored over time.

7.10 It should also be noted that the ultimate judgement as to the level of need that Craven should plan for is not purely quantitative, and that there will be a number of qualitative factors to consider (discussed in other sections).

7.11 These factors will influence the employment space requirements that will need to be planned for, and which must be considered alongside the following modelled scenarios:



A. Forecasts of Job Growth

7.12 The Regional Econometric Model [REM] provides economic and labour market estimates and forecasts for the UK, Yorkshire & the Humber region and local authorities within that region. It is operated by Experian Business Strategies and the Regional Economic Intelligence Unit.

7.13 Data was provided on the October 2016 version of the REM as it relates to Craven District and as such they represent initial ‘post Brexit’ projections for the District (recognising the considerable uncertainty that lies ahead for the UK economy in general due to the referendum result).

³⁰ Arc4 (2016) Craven District SHMA

- 7.14 It is important to note that there are inherent limitations to the use of economic forecasts of this type, particularly within the context of recent changes in the economy. National macro-economic assumptions are taken as the starting point and then modelled down to the regional and local levels by reference to the existing economic profile and sectoral composition of an area.
- 7.15 Local level data is less comprehensive and reliable than at national and regional levels, which can affect how the modelling is calibrated. Similarly, top-down forecasts do not take account of specific local factors that might influence employment growth. However, forecasts are seen as a valuable input to indicate the broad scale and direction of future economic growth within different sectors, which helps assess the future land requirements of a local area.
- 7.16 Population projections are just one of several inputs used to produce economic forecasts both in terms of future changes in working-age population (i.e. which directly impacts on the demand for jobs) and total population (i.e. which create demand for consumption activities). It is also important to note that population projections are frequently revised, as are assumptions around future working-age populations, economic activity rates and national changes to the pension age.
- 7.17 It should be noted that Lichfields often includes ‘policy on’ projections in ELR demand forecasting work, which essentially accelerates growth in key sectors to align with projects/LEP policies that seek to buck long term trends that would ordinarily be reflected in Experian/REM forecasting models.
- 7.18 Following discussions with Craven District Council Officers, it was agreed that in this instance it would not be appropriate to take forward such a scenario for Craven District. The emphasis of the Council is less on targeting a step change in growth that would justify a hypothetical ‘policy on’ model, but rather its focus is on enhancing and improving existing skills levels of the resident workforce and enabling local companies to expand and meet their growth aspirations within the District.

Scenario 1: Experian REM Job Growth

- 7.19 Experian’s REM takes account of the existing economic structure of each Local Authority in Yorkshire and the Humber (broken down by economic sector) and the historical relationship between the regional performance of an industry and the performance observed at the Local Authority level. The forecasts of job growth by sector used here reflect recent trends and economic growth projections at national and regional level, and how economic sectors in Craven have fared relative to the regional / UK growth in the past. These forecasts also reflect the current post-Brexit economic climate. They are not constrained by either labour supply or land availability.
- 7.20 The forecasts of job growth by sector reflect recent trends and are based upon projections at the regional level and how sectors within Craven have fared relative to historic growth in the region. For example, where particular sectors have performed well compared with the regional average (i.e. Yorkshire and the Humber) the forecasts generally assume that these sectors will continue to drive growth within the District in the future. These projections also reflect the current post-recession economic climate.
- 7.21 The Leeds City Region LEP identifies six priority industries in its Strategic Economic Plan [SEP] that have been developed in consultation with local business and public sector partners. These industries are identified by the LEP as having growth potential and which they plan to promote and support in the years ahead.

- 7.22 These include:
- 1 innovative manufacturing;
 - 2 financial and professional services;
 - 3 health and life sciences;
 - 4 low carbon and environmental industries;
 - 5 digital and creative industries; and
 - 6 food and drink³¹

7.23 These projections indicate an overall growth of 2,400 jobs for Craven over the 20 year period (Table 7.2), equivalent to around 120 jobs per year. Table 7.1 shows the projected employment growth amongst 12 broad industrial sectors within the plan period.

Table 7.1 Employment Sectors in Craven, 2012 – 2032 [Experian REM]

Sector	Net Additional FTE Jobs (2012 – 2032)	% Change (2012 – 2032)
Accommodation, Food Services & Recreation	+1,100	+46%
Construction	+400	+27%
Finance & Insurance	+400	+16%
Wholesale & Retail	+400	+11%
Public Services	+300	+7%
Professional & Other Private Services	+200	+4%
Agriculture, Forestry & Fishing	0	0%
Extraction and Mining	0	0%
Information & Communication	0	0%
Transport & Storage	0	0%
Utilities	0	0%
Manufacturing	-400	-21%
TOTAL	+2,400	+11%

Source: Experian REM 2016 / Lichfields analysis

- 7.24 This analysis indicates that Accommodation, Food Services & Recreation, Construction, Finance & Insurance and Wholesale & Retail are expected to be key drivers of employment growth within the District over the next 20 years. The only sector forecast to incur employment losses during this period is manufacturing (notably Metal Products and Other Manufacturing).
- 7.25 It can be seen that there is not necessarily a match between the sectors that the LEP is aiming to target and those in which the Experian REM forecasts project employment growth within.
- 7.26 The total employment change in Craven resulting from these forecasts is shown in Table 7.2, alongside the forecast job growth in the B-Class sectors. This includes an allowance for jobs in other non B-Class sectors that generally use office or industrial space (see Appendix 5 for a full breakdown).

³¹ Leeds City-Region LEP (2014) SEP: Part A: Growth Plan, page 26

Table 7.2 Forecasted Employment Change in Craven, 2012 – 2032 [Experian REM]

	Number of Jobs		Change (2012 – 2032)
	2012	2032	
Offices/R&D (B1a/B1b)*	5,027	5,527	+500
Manufacturing (B1c/B2)**	2,371	2,052	-319
Distribution (B8)***	1,700	1,850	+150
Total B-Class Jobs	9,099	9,429	+331
Total Jobs in All Sectors	22,400	24,800	+2,400

Source: Experian REM October 2016 / Lichfields analysis

Note: * Includes publishing and a proportion of government offices.

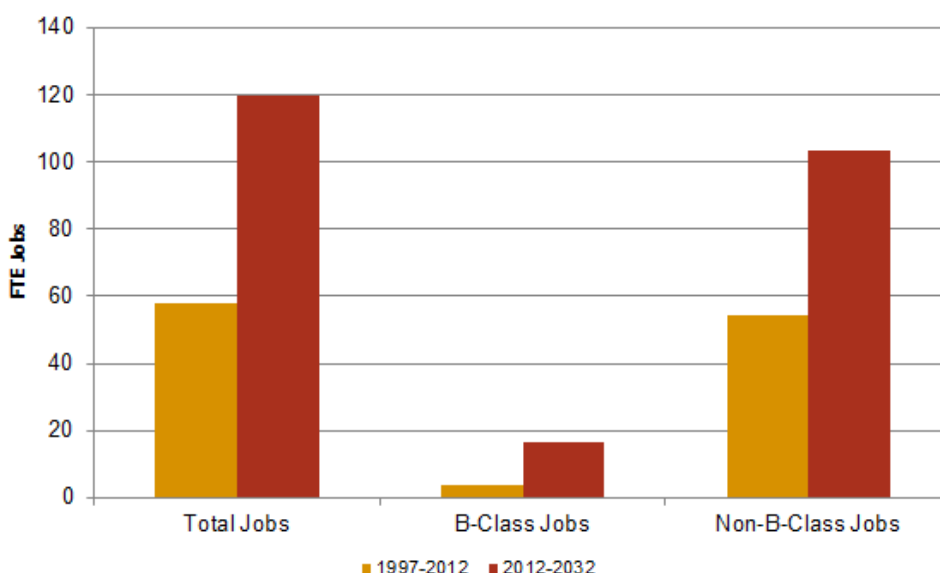
** Includes vehicle repairs and some construction activities.

*** Includes parts of transport and communication sectors that use industrial land.

7.27 These figures indicate moderate overall net job gains in B-Class sectors (331 jobs) within Craven up to 2032, with particularly strong growth in office activities, moderate gains in distribution jobs counteracted by a moderate decline in manufacturing jobs. This is within the context of total job growth of 2,400 jobs forecast for the District over the plan period, predominantly in the accommodation and food services and residential care & social services sectors. It should be noted that these key growth sectors will also require additional floorspace to accommodate an increase in employment over the period to 2032 (including some conventional office space), although the spatial implications of this growth are considered using different methodologies and other forms of technical evidence.

7.28 This projected net increase of 331 B-Class jobs up to 2032, which underpins this estimate of future employment space needs, is equivalent to an average of 17 additional B-Class jobs each year. This is higher than the B class job growth achieved in Craven during the period 1997 to 2012, which Experian data indicates increased by just 4 jobs per annum (Figure 7.1).

Figure 7.1 Annual Job Growth Implied by the Experian REM forecasts (versus historical data)



Source: Experian REM 2016 / Lichfields analysis

7.29 Total FTE jobs growth is also expected to exceed the level of growth recorded in the District between 1997 and 2012 which, at around 120 jobs per annum, is forecast to be more than double historic trends (Figure 6.1). On the basis of past performance, because the baseline Experian

REM job growth scenario is predicting a higher rate of FTE employment growth than in the past this scenario could be regarded as a more optimistic estimate of employment growth, even allowing for the uncertainties surrounding Brexit.

- 7.30 The B-Class element of these FTE employment growth forecasts have been converted to net future employment space requirements by applying the latest published density figures for employment space, which takes account of recent trends in occupancy for the different B-Class uses. To estimate space requirements, the following average ratios have been applied to job forecasts:
- 1 **Offices:** 1 job per 14 sqm for general office space;
 - 2 **Industrial:** 1 job per 49 sqm as a (combined) average across B1c and B2 uses (based on the relatively small scale indigenous nature of Craven's industrial companies); and
 - 3 **Warehousing:** 1 job per 70 sqm for general, smaller scale warehousing (assumed to account for all of Craven's total stock)
- 7.31 These assumptions are based on the latest HCA guidance on employment densities 2015³². The guidance takes into account recent trends in changes of employment space usage, with the main change being the more efficient use of office space through flexible working and hot-desking.
- 7.32 It should be noted that as the labour supply scenarios were provided to Lichfields in workforce jobs rather than FTEs, slightly lower densities were applied from the HCA Guidance (specifically 1 B1a job per 12.5 sqm; 1 B1c/B2 job per 45 sqm and 1 B8 job per 65 sqm).
- 7.33 An adjustment has been made to reflect the fact that vacancy rates in Craven are currently around 5% for commercial floorspace and around 3% for industrial/warehousing floorspace. On the basis that a figure of 10% more accurately reflects 'normal' market conditions, the model has assumed that where current rates are lower, the future supply should be adjusted so that the stock is brought back into balance and to achieve a vacancy rate of 10% overall. So in Craven, an area with a relatively low vacancy rate for both office and industrial units, the model ensures that slightly more land is provided to 'boost' vacancy rates to the required level.
- 7.34 Where a reduction in jobs is forecast (e.g. manufacturing), the associated negative floorspace was halved (in line with common methodological practice amongst ELRs undertaken elsewhere across the country), to reflect the fact that job decline at a particular company does not automatically translate into a comparable loss of floorspace, at least not in the short-medium term, due in part to companies being locked into leasing agreements etc.

Table 7.3 Experian REM Job Growth Based Net Employment Space Requirements in Craven, 2012 – 2032

	Floorspace (sq.m)
Offices (B1a/B1b)	11,972
Manufacturing (B1c/B2)	-7,827
Distribution (B8)	21,728
Total B-Class Jobs	25,873

Source: Lichfields analysis

B. Future Labour Supply

- 7.35 It is also important to take into account how many jobs, and hence how much employment space, would be necessary to broadly match forecast growth of the resident workforce in the District. In contrast to the other approaches, this approach focuses on the future supply of

³² HCA (November 2015), Employment Densities Guide, 3rd Edition

labour rather than the demand for labour. This scenario then indicates the amount of new jobs needed to match the future working-age population, and how much employment space would be needed to accommodate these jobs.

7.36 A Strategic Housing Market Assessment [SHMA] 2016 Update has recently been undertaken by Edge Analytics on behalf of Craven District Council. Using the PopGroup demographic modelling tool and its outputs, the SHMA ran 8 demographic and employment-led scenarios, each with three variant headship rates (incorporating the 2008-based, 2012-based and 2014-based sub-national household projections [SNHP]). The 8 scenarios resulted in dwelling requirements ranging from -30 dwellings per annum [dpa], based on a ‘Natural Change’ scenario with 2014-based SNHP headship rates, all the way up to 238 dpa based on a Jobs-led 2014 REM scenario (again with the 2014-based SNHP headship rates, although the 2008-based SNHP results in a higher figure of 281 dpa).

7.37 Of these scenarios, the SHMA concluded that:

*“The Objectively Assessed Need figure for Craven District is **214** (a baseline of 130, with a long-term migration adjustment to 188 and a further uplift of 26 to take account of market signals. This figure takes account of the need to deliver more affordable and market housing for an increasing number of households, long-term trends in migration and supports economic growth. The full objectively assessed dwelling need over the Plan Period 2012-2032 (20 years) is for up to 4,280 dwellings.” [paragraph 1.34]*

7.38 On this basis, for the purposes of the ELR, we have modelled the baseline scenario of 130 dpa and the long term migration adjustment to 188 dpa. Although Edge Analytics has not modelled the 214 dpa in PopGroup, the closest proxy is the 238 dpa associated with the SHMA’s ‘Jobs-Led REM 2014’ Scenario.

7.39 It is understood that the 2nd scenario, of 188 dpa, represents the closest proxy to Craven’s OAN albeit it has been uplifted to 214 dpa to address worsening market signals. The resultant projections are presented in Table 7.4. They have been modelled by Edge Analytics using the PopGroup demography modelling tool. It indicates that the net job growth for Craven could range from a low of 362 to a high of +2,948 depending on the level of housing growth targeted.

Table 7.4 SHMA Housing OAN Modelling Outputs (using 2014-based SNHP headship rates)

	Craven		
	2012	2032	Change
SNPP-2014 (130 dpa)			
Population	55,457	57,922	2,465
Households	24,671	27,030	2,359
Dwellings	27,111	29,703	2,592
Labour Force	28,951	28,627	-324
Jobs	27,177	27,539	362
PG-10Yr (188 dpa)			
Population	55,457	60,517	5,060
Households	24,671	28,089	3,418
Dwellings	27,111	30,867	3,755
Labour Force	28,951	30,168	1,217
Jobs	27,177	29,021	1,844
REM 2014 (238 dpa)			
Population	55,457	62,765	7,308

Households	24,671	29,012	4,341
Dwellings	27,111	31,881	4,770
Labour Force	28,951	31,315	2,365
Jobs	27,177	30,124	2,948

Source: Edge Analytics (2016)

7.40 To translate this job growth into employment floorspace requirements, similar assumptions concerning vacancy rates and employment densities (adjusted for workforce jobs rather than FTEs) as per the econometric demand side forecasting work were applied to the job projections.

7.41 The results are presented in Table 7.5. Under these three scenarios, addressing the future employment requirements of local residents would mean a requirement of between –8,654 sqm and +29,097 sqm of B-class employment space (net) between 2012 and by 2032 for Craven.

Table 7.5 Craven B-Class Net Floorspace Required from Labour Supply Growth Scenarios, 2012-2032

Use	Craven		
	SNPP-2014 (130 dpa)	PG-10Yr (188 dpa)	Jobs REM 2014 (238 dpa)
Offices (B1a/b)	5,075	9,662	13,079
Industrial (B1c/B2)	-13,467	-10,709	-8,654
Warehousing (B8)	-262	18,723	24,671
Total	-8,654	17,677	29,097

Source: Lichfields analysis

Net Employment Space Requirements

7.42 Drawing together the results from each of the future economic scenarios, Table 7.6 summarises the net floorspace requirements for the four labour demand/labour supply scenarios for Craven up to 2032.

Table 7.6 Net Floorspace Requirements in Craven by Scenario to 2032 (sqm)

Scenario Use	Labour Demand	Labour Supply		
	1. Experian REM Job Growth	2) SNPP-2014 (130 dpa)	3) PG-10Yr (188 dpa)	4) Jobs REM 2014 (238 dpa)
Offices (B1a/b) (sqm)	11,972	5,075	9,662	13,079
Industrial (B1c/B2) (sqm)	-7,827	-13,467	-10,709	-8,654
Warehousing (B8) (sqm)	21,728	-262	18,723	24,671
TOTAL	25,873	-8,654	17,677	29,097

Source: Lichfields analysis

7.43 These labour demand and labour supply forecasts suggest a fairly wide range of potential net space requirements. This ranges between a requirement for around – 8,654 sqm of employment land (based on the 2014 SNPP Labour Supply scenario) and + 29,097 (based on the REM 2014 Labour Supply Scenario).

C. Past Development Rates

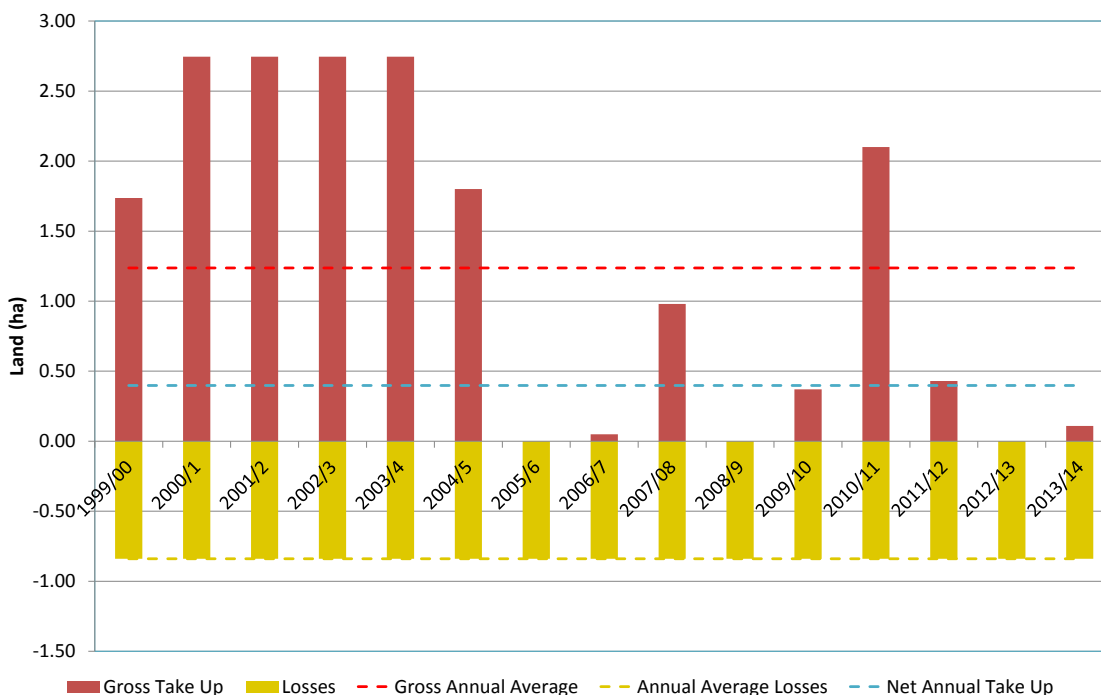
- 7.44 Because they reflect market demand and actual development patterns on the ground, in some cases long term completion rates of employment floorspace can provide a reasonable basis for informing future land needs. Whereas job forecasts show growth in net terms, past trend-based assessments include development that accounts for the redevelopment/recycling of employment sites.
- 7.45 Since CDC's monitoring data does not distinguish between the breakdown of employment land and losses, in order to carry out employment land forecasting assumptions have had to be made with regard to the breakdown of employment land in the District. The share of employment relating to each use-class has been assumed to equate to the rate of development of employment land within the District. As of 2012 these percentages equated to:
- 1 B1a/b Office (52.2%);
 - 2 B1c/B2 Industrial (32.5%); and
 - 3 B8 Warehousing (15.4%)

Scenario 5: Past Development Rates

- 7.46 Monitoring data on past completions by B-Class uses between 1999/00 and 2013/14 was provided by CDC. During this period, average annual net completions for B-Class uses in Craven amounted to 1.24 ha of employment land³³. Following 2004/05 there is a large drop in development, such that the average yearly take-up drops from 2.42 ha (over the period 1999/00 and 2004/05) down to 0.45 ha (over the period 2005/06 – 2013/14).
- 7.47 CDC did not supply losses data broken down by use-class and year, so a total figure (13.82 ha) was averaged across the same year period which take-up data was provided (0.92 ha annually) to create a net take-up rate, as shown in Figure 7.2.

³³ Employment land take-up was not available in floorspace

Figure 7.2 Net Take-Up in Craven District, 1999/00 – 2013/14



Source: CDC / Lichfields analysis

7.48 With this caveat in mind, Table 7.7 presents the net annual take-up for the District by B-use class and projects this rate forward over the 20-year plan period. The data suggests that if past trends were to be replicated in future, this could justify the provision of around 6.32 ha (net) in Craven.

Table 7.7 Net Employment Space Requirements Based on Past Completion Trends, 2012 – 2032

		Annual Net Land Change (ha)	Total Net Land Requirement (2012-2032) (ha)
Craven	Offices (B1a/b)	0.077	1.53
	Industrial (B1c/B2/B8)	0.239	4.78
	Total	0.316	6.32

Source: CDC / Lichfields analysis

7.49 The previous analysis has assumed that past rates of take up will simply continue at the same level for the remainder of the Plan period. This may or may not continue to be the case. For example, future development rates for industrial space may be lower than has been achieved historically as sectors rationalise and/or make more efficient use of space. Clearly the recession and prolonged economic downturn has had a significant effect on the viability of development and in this regard Craven is no different from the majority of other areas outside London and the Greater South East.

7.50 On the other hand, consultation with agents has indicated that the lack of allocations and financing has restrained development. Given the economic recovery (Brexit notwithstanding) and the likelihood of employment allocations within the forthcoming Local Plan future development rates may be higher than has been achieved historically.

Translating Floorspace into Land Requirements

7.51 The next step involves translating floorspace into land requirements for office, industrial and warehousing uses. Land requirements have been calculated by applying appropriate plot ratio assumptions to the floorspace estimates. It has been assumed that a gross area of 1 ha is required to develop 4,000 sqm of industrial or warehousing / distribution space (equal to a plot ratio of 40%). This plot ratio is taken from the former ODPM Guidance on ELRs³⁴ and reflects typical development densities for these uses.

Replacement of Losses

7.52 To convert the net requirement of employment space into a gross requirement (i.e. the amount of employment space or land to be allocated/planned for), an allowance is typically made for some replacement of losses of existing employment space that may be developed for other, non B-Class, uses in future. This allowance ensures that sufficient space is re-provided to account for employment space that is anticipated to be lost in future and provides some protection against continued erosion of employment space.

7.53 Judgements were therefore made on the suitability and degree of the allowance for future losses which it would be appropriate to apply based on the consultants' understanding of supply-side deliverability factors in Craven and current trends in the market. Not all losses need to be replaced as some will reflect restructuring in the local economy, for example as less manufacturing space is needed in future. Consideration has been given to a number of factors and property market dynamics:

- Permitted Development Rights: In May 2013, the Government introduced temporary Permitted Development (PD) Rights to allow for change of use from B1 (a) offices to residential, whereby premises can undergo change of use without the need to obtain planning permission. In October 2015 the Housing Bill made this PD Right permanent; furthermore, the Housing Bill enables developers to demolish offices and replace them with residential units under the same PD rights, subject to certain provisions. These changes may encourage a greater degree of conversion of office and industrial land to residential purposes than previously, and as a result precipitate a higher rate of losses.
- Some commercial property agents stated that there remains an amount of poor quality office units in and around Skipton which is vulnerable to being lost to residential uses as a way of 'clearing out' unsuitable office stock. However, they also stated that there remains a certain level of demand from occupiers for lower-spec – and therefore lower rent – offices, hence the amount that may be lost in this manner is likely to be muted.
- Potential Future losses to Residential Uses identified in the SHLAA: The SHLAA was examined in order to examine the possible extent of existing employment land which may be lost to residential uses in the coming years. This generated a figure of 19.9 ha, or 0.995 ha a year. Whilst not all of these sites will necessarily be lost, windfall sites are not included in this analysis, so these two factors are likely to cancel each other out.

7.54 Whilst the rate of past losses in Craven (0.921 ha annually) partly covers a recessionary period, an economic recovery was underway prior to the EU Referendum. This rate of losses is below the amount of employment land that CDC identifies could be lost to residential uses in the future (0.995 ha). CDC has identified several sites which it believes are vulnerable to being lost to residential purposes (possibly under Permitted Development Rights [PDR]) in the future,

³⁴ ODPM (2004) ELR Guidance Note

which implies an uplift to the rate observed in the past may be suitable (even though losses of offices through PDR has not been a significant issue in the past).

7.55 On balance, it is considered that, given the uncertainties involved, it is prudent to plan for a replacement figure halfway between past losses (0.921 ha annually) and future losses (0.995 ha annually). Consequently, allowance has been made for the replacement of around **0.96 ha** of employment land annually in Craven, or 19.16 ha over the 20-year plan period. This should be monitored by CDC over the coming years and adjusted as necessary, particularly once the current uncertainties regarding Brexit begin to be resolved.

Safety Margin

7.56 To estimate the overall requirement of employment floorspace that should be planned for in allocating sites, and to give some flexibility of provision, it is usual to add an allowance as a safety margin (i.e. for such factors as delays in some sites coming forward for development).

7.57 The former South East England Planning Partnership Board [SEEPB] guidance on employment land assessments³⁵ recommended an allowance that is equivalent to the average time for a site to gain planning permission and be developed, typically about two years. For Craven, the margins set out in Table 7.8 were added for B-Class use based on two years of average gross take-up and is considered to be an appropriate level relative to the estimated scale of the original requirement.

Table 7.8 Safety Margin Allowances (Office and Industrial)

Use	Average Annual Gross Take-up (ha)	Safety Margin Added (ha)
Total	1.274	2.548

Source: Lichfields analysis

Gross Employment Space Requirements

7.58 The results of the scenario modelling for the five sets of projections, including an allowance for a margin of choice and the replacement of losses, are summarised in Table 7.9.

Table 7.9 Craven Gross Employment Land Comparisons 2012-2032 (ha)

CRAVEN		Office	Industrial	
		B1a/b	B1c/B2	B8
1. Experian REM Job Growth	2012-2032 (net)	2.99	-1.96	5.43
	2012-2032 (gross)	25.63		
	+ Flexibility factor	28.18		
2) SNPP-2014 (130 dpa)	2012-2032 (net)	1.27	-3.37	-0.07
	2012-2032 (gross)	17.00		
	+ Flexibility factor	19.55		
3) PG-10Yr (188 dpa)	2012-2032 (net)	2.42	-2.68	4.68
	2012-2032 (gross)	23.8		
	+ Flexibility factor	26.13		

³⁵ SEEPB (2009) Economic and Employment Land Assessments Supplementary Guidance Consultation Document. Although the SEEPB no longer exists and the formal status of this guidance is unclear, it is considered to be a source of good practice.

4) Jobs REM 2014 (238 dpa)	2012-2032 (net)	3.27	-2.16	6.17
	2012-2032 (gross)	26.44		
	+ Flexibility factor	28.98		
5) Past Completions	2012-2032 (net)	1.53	4.78	
	2012-2032 (gross)	25.48		
	+ Flexibility factor	28.03		

Source: Lichfields analysis

Note: * totals rounded

7.59 In summary, the demand-led, supply led and past-completions range of indicative total gross land requirements over the plan period 2012 to 2032, factoring in a 2-year margin of choice, results in the following range of demand projections of between **20 and 29 ha** of office and industrial land for Craven.

Sensitivity Testing

7.60 Clearly the levels of future demand for B-use class land projected by the various employment-based projections differ significantly. The projections are largely trend-based; in particular, the rate of past completions has been (at least partly) recorded during an unprecedented recession in the commercial market nationally. It is likely that the actual performance of Craven economy and commercial property market will lie somewhere between the lower labour demand scenarios and the higher past completions /policy on labour demand projections.

7.61 In order to provide a clearer steer as to what level of growth the District should be planning for, it is important to apply a series of reality checks.

Adjustments to Plot Ratios

7.62 The estimates of land requirements are clearly highly sensitive to the various assumptions used. The job / floorspace ratios and plot ratios adopted here reflected those in the former ODPM guidance³⁶. At present, it is assumed that the plot ratio³⁷ of 40% is generally applied to industrial space and warehousing.

7.63 If a lower level were applied to all types of employment land of, say, 30%, this would make a fairly modest difference to the overall gross requirement, resulting in between -0.7 ha decrease and a 2.4 ha increase in the gross requirements for Craven (with the Labour Supply 238 dpa scenario seeing the highest rate of change and the Labour Supply 130 dpa seeing a negative rate of change).

7.64 However, given that Craven is seeking to move away from a more traditional industrial economy and towards an economy focused more towards the service sector (albeit recognising that advanced manufacturing sectors, such as pharmaceutical and chemical manufacturing at the Wyvern Business Park may have a very important part to play in the area's future) which tend to have higher plot densities. With the Framework's requirement for office space to be located in town centres rather than out of centre, this could point to plot densities increasing, rather than decreasing in future. On this basis, it is considered reasonable to assume that the majority of future development in the districts will be at plot ratios closer to 40% than 30%.

³⁶ Employment Land Reviews Guidance Note, ODPM (2004)

³⁷ A plot ratio is the total building square meterage (building area) divided by the site size square meterage (area of the plot). Therefore, a plot ratio of 150% would indicate that the total floor area of a building is 1.5 times the gross area of the plot on which it is constructed. For practical purposes, this would equate to a 3 storey building with fifty percent plot coverage, the remaining plot area being occupied, for example, by access roads, parking and landscaping.

No Allowance for Vacant Units

- 7.65 As noted above, an allowance has been made in the modelling work to bring the total stock of commercial and industrial floorspace into balance. At present, the stock of office and industrial floorspace that is currently vacant in Craven is below what might be considered a ‘reasonable’ level of vacancy necessary to ensure the smooth functioning of the market (at around 10%). As such, Lichfields’ model seeks to avoid under-providing floorspace in the future which could have the effect of further restraining current vacancy levels. Hence an adjustment is made to bring the likely future vacancy figure back up to around 10%. This has the effect of increasing the amount of land that is required for 4 of the 5 scenarios.
- 7.66 To test the likely extent of this impact, Lichfields ran a sensitivity test that excluded any uplift to address the vacancy rate. This had the effect of reducing the amount of employment land required under all of the scenarios, from a broadly neutral change (130 dpa labour supply scenario) to 4.5 ha (238 dpa labour supply scenario).
- 7.67 In general, whilst the sensitivity testing demonstrates that a reduction in the total amount of employment land could be justified in the authority were a different assumption to be taken in the modelling concerning vacancy levels, in general, Lichfields considers the approach taken to be justified. There is a danger that under-providing floorspace in areas which already have a deficit of land will only serve to exacerbate the mismatch between supply and demand, driving up rental levels and making business creation/expansion less likely overall.

Adjustments to the Margin of Choice

- 7.68 Another significant assumption in terms of sensitivity testing is the 2.55 ha 2-year safety margin added. A 2-year margin of choice may ordinarily be seen as being reasonable, particularly in the light of uncertainties in the commercial property market given Brexit and the need to provide market ready sites to prevent occupiers from moving beyond the District when searching for appropriate sites. Hence an increased margin of choice would help to provide a balanced portfolio.
- 7.69 In summary, it is suggested that the approach taken in defining a two-year margin of choice remains valid.

Split between B1/B2/B8

- 7.70 In terms of how the 20 ha – 29 ha range for Craven could be split between the B1a/ B1b, B1c/B2 and B8 uses, it is not possible to directly translate the split into gross requirements, as the data is not sufficiently robust to enable a precise breakdown of land lost/margin of choice by use type.
- 7.71 Furthermore, there are a number of conflicting considerations:
- 1 Based on the current ‘stock’ of floorspace in Craven, there is a considerable supply of industrial/warehousing units, comprising 84% of all B-class floorspace in the District, compared to 16% for B1a office³⁸;
 - 2 The Experian REM job growth forecasts indicate strong growth in B1a/b office and B8 warehousing; and a decline in demand for B2 industrial. The REM forecast suggests higher growth in B1a/b office floorspace, a slightly lower growth in B8 floorspace and a lower decline in B2 land requirements;

³⁸ VOA: Business Floorspace Statistics (2012)

- 3 The lowest level of labour supply growth (130 dpa) is associated with a reduction in B1c/B2 and B8 floorspace. The other two labour supply scenarios, are associated with strong growth in office and warehousing alongside a reduction in manufacturing employment space;
- 4 Past completions data have not been recorded by office, industrial and warehousing developments and hence an analysis of this is unable to assist in deciding the split between B1a/b, B1c/B2 and B8;
- 5 From a qualitative perspective, agents consider there to be a gap in supply for small, modern industrial units (particularly in the 200 sqm to 500 sqm size bracket, although demand does exist for larger properties). This type of property dominates demand in the areas of the District outside of Skipton and its surrounding settlements, often for indigenous companies. Because demand is focused on indigenous firms, demand for employment land is broadly proportionate to the size of the settlement and its population. Agents stated this is why an employment location such as the Saworth Industrial Estate, despite being popular, continues to have vacant units.
- 6 As with the industrial market, the office market historically has been driven by local companies expanding and relocating, with very little inward investment seen. However, relative to neighbouring authorities, office rents are not particularly competitive. The poor quality of office stock combined with rental values has caused agents to observe an increasing trend for companies which may have previously operated from offices to become home-based. The office market has not recovered to the same extent as the industrial sector has since the recession and therefore rental levels and occupier demand are still below levels achieved prior to this period, especially outside of Skipton and its surrounding areas (the key office location within the District). Agents were pessimistic about the future of this market, although they stated the introduction of the Wyvern Park development will act as a test for how the market responds to a large injection of modern office and industrial units into the District's supply.

7.72 On the basis of the points above, it is considered that an indicative split of 15% for B1a/B1b office, 85% for B1c/B2/B8 industrial and warehousing land could be appropriate.

7.73 This seeks to balance the replacement of some existing industrial stock with the continued strong demand in this sector going forward (as per consultation with agents); the limited past growth in office requirements but with potential for future demand (as per employment forecasts); and the demand for B8 warehousing (recognising that this land hungry sector requires a disproportionate amount of land relative to employment generated).

Conclusions

7.74 In interpreting the outputs of this section, regard should be had to the Practice Guidance which states that local authorities should develop an idea of future economic needs based on a range of data and forecasts of quantitative and qualitative need. In this respect, planning for employment growth should avoid relying on single sources of data or projections which tend to rely upon a number of different variables which are inevitably subject to change.

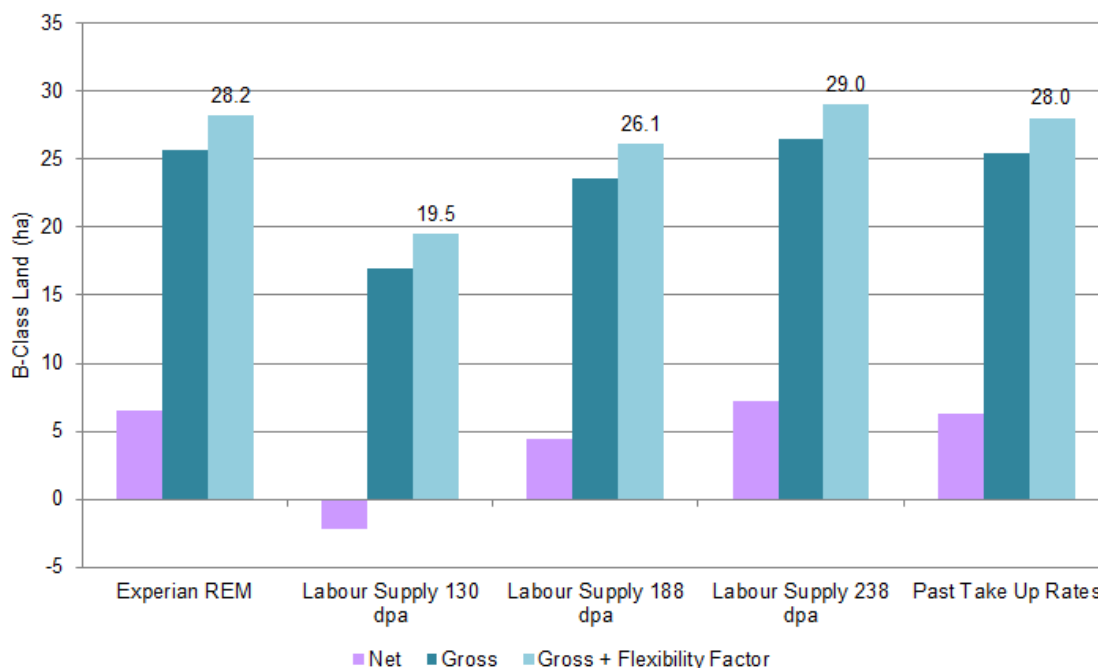
7.75 It is also important to recognise that there are inevitably uncertainties associated with modelling assumptions under any of the future growth scenarios considered. In particular, there are some inherent limitations to the use of local level employment forecasts generally and also where there may be data anomalies in the source data used to build the forecasts (which then have the potential to become exacerbated over time). In addition, it should be noted that economic forecasts do not take into account market shocks, and because they are regularly updated the resulting employment outputs will change across CDC's plan period (particularly once the

implications of Brexit begin to reveal themselves). Furthermore the past take-up and losses data provided by CDC was not split by use-class or year, so assumptions had to be made regarding apportioning this data for the purposes of forecasting.

7.76

Five different scenarios of future employment space requirements were considered, based on a number of approaches which reflect economic growth (Experian REM); past development trends and potential labour supply scenarios (using three different dwelling requirements adapted from the SHMA). The results are summarised in Figure 7.3.

Figure 7.3 Modelling Scenarios –Craven Employment Land Requirements 2012-32



Source: Lichfields analysis

7.77

In summary:

- 1 The Experian REM baseline scenario reflects a view of the level of future growth in the economy based on the sector mix within the local economy and the area's relationship to broader macroeconomic assumptions. No allowance is made within this scenario for any specific projects or policy driven economic stimuli. This scenario projects a need for 28.2 ha of employment land over the period to 2032.
- 2 The labour supply based projections provide a useful benchmark for comparison with the labour demand approach, and produces floorspace requirements that sit predominantly below the past completions and Experian REM job growth scenarios. The three SHMA scenarios result in employment land requirements of 19.6 ha, 26.1 ha and 28.9 ha, depending on the scale of housing requirement targeted (130 dpa, 188 dpa and 238 dpa respectively).
- 3 It is understood that the likely housing OAN figure to be taken forward is 214 dpa, in which case for the housing need and employment land need to align fully, a figure of around 28 ha would be required;
- 4 Based on past trends, a requirement of 28.0 ha would be required. This is based on the assumption that past trends represent a reasonable basis for planning moving forward, as in the 'predict and provide' approach to planning for employment land.

7.78 In summary, the range of employment land requirements resulting from the five projections is from a low of 20 ha to a high of 29 ha. Excluding the lowest labour supply projection on the basis that this is unlikely to inform the housing OAN, the realistic employment land OAN range is likely to be in the order of around 26 ha to 29 ha over the 20-year plan period to 2032.

8.0 Demand/Supply Balance

Introduction

- 8.1 This section draws together the forecasts of future employment land needs in Section 7.0 and the estimates of land available on the area's existing and allocated employment sites in Section 6.0 to identify any need for more provision of employment space, or surpluses of it, in both quantitative and qualitative terms.

Quantitative Balance

- 8.2 The previous section identified a need for between 26 ha and 29 ha of employment space up to 2032, including a modest safety margin largely to allow for delays in sites coming forward for development, reflecting a wide variation in the level of growth that could be supported by Craven's economy over the plan period.

Pipeline Supply

- 8.3 The detailed site surveys discussed in Section 6.0 and Appendix 4 provide a snapshot of the current available employment land within the District. This section compares actual levels of available land with anticipated requirements to understand the extent to which new allocations may be required.
- 8.4 In terms of how the employment land requirements relate to the current employment land portfolio, various factors make any such quantitative analysis an inexact science. On the supply side of the equation the total amount of land available at any given point in time is indeterminate. The exact amount depends upon:
- 1 The size of private reserves (i.e. industrial land held with existing buildings for expansion). These are normally excluded from the analysis as they are not generally available for development;
 - 2 The number of windfall sites arising which are not presently allocated for employment uses, but which may become available for such uses;
 - 3 The number of further sites becoming available through the recycling of land currently in industrial use.
- 8.5 Bearing these points in mind, and as set out in Section 6.0, the detailed site surveys provide a snapshot of the current available employment land across the District. This comprises:
- 1 Sites allocated for employment development in the Local Plan that remain partially undeveloped;
 - 2 Current employment sites not formally allocated in the Local Plan; and,
 - 3 Other sites with extant planning permission for B Class uses.
- 8.6 The existing space available to help meet future needs is estimated to comprise 13.88 ha (net), as set out Table 8.1.

Table 8.1 Existing Supply of Employment Land within Craven District

Source	Employment Space (ha) (net)
Existing Supply of Employment Land	
Local Plan Allocations	6.80 (17 sites)
Vacant Land within Existing Employment Sites	4.45 (21 sites)
Sites with Extant Planning Permission for B-Class Employment Development	2.63
Total	13.88

Source: CDC / Lichfields analysis

- 8.7 As noted in Section 6.0, CDC requested that Lichfields assess 38 of these employment sites, 17 of which comprise the current supply of employment land. Three sites, with a net developable area of 1.99 ha (14.3% of existing supply), were ranked as ‘Very Good’; 22 sites, with a net developable area of 5.63 ha (40.6% of the existing supply), were ranked as ‘Good’, 11 sites, with a net developable area of 2.71 ha (19.5% of existing supply), were ranked as ‘Average’, and the remaining two sites were ranked as poor, with a net developable area of 0.92 ha (6.6% of existing supply).
- 8.8 In terms of whether the current employment land portfolio is suitable for the authority going forward to 2032, reference is made to the Framework, which states that:
- “Planning policies should avoid the long term protection of site allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities” [§22].*
- 8.9 Of the sites assessed, none were deemed to be unsuitable for continued employment purposes, and therefore none are recommended for de-allocation in this report. This judgement is not based solely on the grade given to a particular site, but is also informed by a rounded consideration of factors set out in the Practice Guidance³⁹, including:
- 1 The suitability of the site in accordance with the development plan, emerging plan policy and national policy;
 - 2 Market and industry requirements in the FEMA;
 - 3 Physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination (as far as is practicable given the limited scope of this ELR and based on the information provided to Lichfields by CDC Officers);
 - 4 Potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation;
 - 5 Appropriateness and likely market attractiveness for the type of development proposed;
 - 6 Contribution to regeneration priority areas in Craven; and,
 - 7 Environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

³⁹ ID: 3-018-20140306

- 8.10 Notwithstanding the advice contained in the Framework, it is also appropriate to acknowledge that the UK entered a recession in 2008 which lasted for five quarters and resulted in a substantial decline in manufacturing output. Local Authority data on completion figures confirms that the onset of the recession subdued the development of employment land within the District and this figure has remained low ever since.
- 8.11 Whilst traditional indicators such as rates of unemployment show that Craven has indeed recovered from the recession, and whilst there is strong activity in the commercial property market, there has a yet to be a significant upturn in new build development and considerable uncertainty remains regarding the likely implications of Brexit. Consequently, it is necessary to adopt a judicious approach when considering sites for de-allocation and to recognise that the lack of activity on any given site over recent years does not necessarily indicate that it is unattractive to the commercial property market at present, or will remain unattractive for the duration of the Plan period.
- 8.12 Of the sites assessed, there are 11 sites which are currently allocated for employment land and which contain undeveloped land which should be protected for expansion (and as such would not be available on the open market, for instance if they form a natural extension to an existing business). These sites are summarised below:
- 1 Aireside Mills, Cononley [ALLOC3] – 0.16 ha available land for expansion;
 - 2 Snaygill Industrial Estate/Airedale Business Centre, Skipton [ALLOC4] – 0.68 ha land available;
 - 3 Land east of Sandylands Leisure Centre, Skipton [ALLOC6] – 0.05 ha land available ;
 - 4 Engine Shed Lane, Skipton [ALLOC7] – 2.20 ha land available;
 - 5 Land south of Firth Street Mill, Skipton [ALLOC8] – 0.30 ha available land;
 - 6 Land adjacent to Gargrave Station [ALLOC10] – 0.30 ha available land;
 - 7 Saworth Industrial Estate, Settle [ALLOC13] – 0.20 ha available land;
 - 8 New Road Industrial Estate, Ingleton [ALLOC14] – 1.77 ha available land;
 - 9 Angus Fire, High Bentham [ALLOC15] – 0.80 ha available land;
 - 10 Bentham Industrial Estate [ALLOC16] – 0.20 ha available land; and,
 - 11 Mill Lane, Low Bentham [ALLOC17] – 0.14 ha available land.
- 8.13 The allocated employment sites therefore have 6.8 ha of land available to accommodate future growth.
- 8.14 Of the 21 sites assessed which are currently employment sites but which are not formally allocated, many have at least some undeveloped/under-utilised land which should be retained and protected for employment (totalling 51.28 ha gross, or 4.45 ha net). There are, however, some sites which may be better suited to alternatives uses, or mixed use development with an element of employment use. These sites are outlined below:
- 1 Cononley Mill - [Ref: UNALLOC3], 1.75 ha (0.56 ha net) - Allocate as a mixed use opportunity site.
 - 2 Junction Mills, Cross Hills [Ref: UNALLOC4], 1.41 ha (0.00 ha net) – Potential mixed use opportunity site retaining some employment use should the opportunity for redevelopment arise.
 - 3 Bentham Auction Market [Ref: UNALLOC10], 1.75 ha (0.92 ha net) - Allocate for mixed uses.

- 4 Atkinson Vos Site, Bentham [Ref: UNALLOC12], 0.73 ha (0.14 ha net) - Protect northern part of site (0.46 ha) for employment uses, allocate southern part of site (0.27 ha) for alternative uses subject to mitigation of flood risk.
- 5 Ronaldsway House, Skipton [UNALLOC15], 0.12 ha (0.00 ha net) – Do not protect for employment use, consider alternative uses if opportunities arise.
- 6 Firth Street Mill, Skipton [UNALLOC16], 2.07 ha (0.00 ha net) - Do not protect the northern part of the site (0.93 ha) for employment use - consider for alternative uses. Protect the southern part of the site (1.14 ha) for employment uses.
- 7 North of Skipton Railway Station ‘A’ [UNALLOC17], 0.31 ha (0.00 ha net) – Allocate for mixed use employment led development should the opportunity for redevelopment arise.
- 8 North of Skipton Railway Station ‘B’ [UNALLOC18], 0.05 ha (0.00 ha net) – Allocate as mixed use opportunity site should the opportunity for redevelopment arise.

8.15 Taking into account the above recommendations, the site assessments conclude that 4.45 ha of the 51.28 ha (gross) unallocated employment land is available for future development. Due to the nature of some sites and Lichfields’ recommendations above, this may be as employment development, or for alternative uses which may include employment as part of a mixed use scheme. This latter approach would reduce the overall supply of employment land from this source from the 4.45 ha stated,

8.16 In addition to the above, following the site assessments it was considered that part of Saworth Industrial Estate, which is an existing employment allocation, could be suitable for accommodating alternative forms of development:

- Saworth Industrial Estate, Settle [ALLOC13], 9.99 ha (gross, 0.20 ha net) – Consider Mixed Use Opportunity Site for northern area (2.45 ha gross).

8.17 Where it has been suggested that parts of sites are retained in employment use or are allocated for alternative uses, these are highlighted on the site plans included with the site assessment pro-formas (Appendix 4).

8.18 It should also be noted that the site assessments have not been informed by detailed site investigation work or site ownership information (other than where this has been provided by CDC). In addition, viability analysis has not been undertaken.

8.19 A broad comparison of estimated demand for B-Class space against the identified supply is presented in Table 8.2. This indicates that Craven District does not have sufficient employment space (in quantitative terms up to 2032) to meet the needs arising from the demand forecasting work. The potential surplus/shortfall of space under the preferred scenarios would vary from -12.12 under the Labour Supply 188 dpa scenario (3) to -15.12 ha under the Labour Supply: 238 dpa scenario (4).

Table 8.2 Demand/Supply of B Class Employment Space in Craven (to 2032)

	Demand/Supply Balance (ha)
Requirement for B Class Space (ha)	26 - 29
Adjusted Existing Supply of Employment Space (net) (ha)	13.88
Surplus (+)/Shortfall (-) (ha)	-12.12 to - 15.12

Source: CDC / Lichfields analysis

8.20 In summary, the identified supply within Craven significantly under-provides against the employment space needs that arise under the preferred forecasting projections, in quantitative terms at least.

8.21 This demand/supply analysis assumes that the authority's undeveloped employment allocations come forward in their entirety for employment development over the plan period, and that all extant employment planning permissions will be developed. Any significant deviation from this broad assumption would have an impact upon the overall balance, for example by tightening the existing surplus of employment space or resulting in an increase in the shortfall under some of the more optimistic scenarios.

8.22 In purely quantitative terms therefore, this suggests that the identified pipeline supply as it currently stands, does not provide sufficient employment land to meet Craven's economic development needs to 2032.

Qualitative Factors

8.23 Even where no quantitative shortfall of employment space is identified, in some circumstances additional land may be needed for qualitative reasons, in order to:

- 1 Improve the choice of provision for occupiers;
- 2 Meet gaps in the supply of particular types of premises;
- 3 Improve or modernise the quality of current provision and so help attract more occupiers; and/or
- 4 Provide a better spatial distribution of employment sites to meet the needs of different settlements.

8.24 In addition, consultation with local businesses across the authority indicated that whilst 85% of respondents are considering expanding their premises within the short / medium term, only 25% of which are looking to expand within their current site. For those looking to relocate, 83% are keen to stay within the district although a lack of suitable premises was identified as the main obstacle to expansion (and many stated they would be willing to look for premises outside of the District if none were available within Craven).

8.25 Qualitative needs are considered for each broad property type below.

Industrial

8.26 Commercial agents commented that occupier sentiment for industrial accommodation across the District appears to be strong and likely to continue to be so for the foreseeable future (the uncertainties surrounding Brexit notwithstanding). Further market improvements as the economy recovers may lead to increased levels of new development taking place as freehold and rental values increase, although agents were hesitant with regard to at which point speculative development would return. Vacancy levels have also been modest for some time, preventing the churn, intensification and upgrading of existing sites that would be expected to take place within a normal market environment (i.e. one that faces few land constraints).

8.27 According to local agents there remains an acute shortage of good quality industrial accommodation across the District. One agent explained that he is currently representing a firm that would like to stay in the area, but is having so much difficulty in identifying a suitable, good quality industrial building that the company is considering the possibility of acquiring equivalent premises in alternative districts where there is a greater supply of industrial premises available. There is therefore a risk that an underlying shortage of good quality business accommodation could threaten the District's longer term ability to retain the business base

needed to facilitate continued economic growth. This is especially relevant given the government's plan to remove the revenue support grant and replace local authority's ability to fund themselves by the retention of business rates, incentivising a broad tax base.

- 8.28 Furthermore, very low interest rates have made capital loans an attractive proposition for many businesses, a growing number of which are now looking to purchase the freehold interest in industrial buildings or acquire land on which to develop their own modern, purpose-built, premises. Demand for these types of freehold premises now outstrips supply.

Offices

- 8.29 Whilst Craven is not perceived by the market to be a major office location (particularly in the context of competing areas nearby such as Leeds), there is still a sizeable amount of office accommodation within the District. This is largely split between the newer / recently renovated office stock, which tends to be of a higher quality and also located in and around Skipton. There is also a market for dated, poorer quality office stock, which tends to accommodate smaller, lower value businesses looking for affordable premises. Outside of Skipton the office market is stagnant. Agents noted that office occupiers have become more discerning since the recession and now expect accommodation to be presented to a good standard. With the roll-out of super-fast broadband (and within the context of continued economic uncertainty) it is understood that many micro businesses are choosing to work from home as opposed to leasing poorly presented office space.
- 8.30 There is some demand for small office suites and serviced office-type units that are able to offer flexible space. Agents underlined the significance that office occupiers attach to the availability of on-site car parking, although this is something which many town centre sites in Craven struggle to offer.

Potential Employment Sites

- 8.31 Both the quantitative and qualitative analyses conclude that there is a need for new employment land allocations in Craven. Ensuring an adequate choice of types of sites is vital if the needs of different employment sectors are to be met.
- 8.32 To address this, an analysis has been made of additional employment sites that have been forwarded by CDC for assessment. In total, 16 such sites have been identified and assessed. CDC may choose to allocate a quantity of employment land over and above the identified OAN target, for instance if it was felt that the previous lack of allocations and therefore employment developments has resulted in unrevealed demand within the District.
- 8.33 It should be noted that given that an OAN range has been identified, with different employment land requirements depending upon where on the scale the Council wishes to align with, the decision on how many and which sites to allocate, or choose not to take forward, is ultimately a policy choice for CDC.
- 8.34 Clearly, any site-specific recommendations contained in this document cannot be viewed in isolation. Recommendations will need to be taken forward and tested through the proper preparation of policy by CDC and subject to formal consultation as part of the Local Plan preparation process.
- 8.35 Of the 16 additional sites that were assessed, 6 sites (with a net area of 24.89 ha) are considered potentially suitable to be allocated for future employment use.

8.36 These sites are summarised below:

- 1 Land north of Skipton Auction Mart [Ref: SK080], 1.51 ha net – Allocate for employment use subject to detailed Ecological and Landscape & Visual assessments;
- 2 Land south of Skipton Auction Mart Ref: [SK113], 3.01 ha net – Allocate for employment use;
- 3 Skipton Rock Quarry [Ref: SK135], 3.54 ha net – Allocate for employment use (not B1) subject to detailed Ecological Appraisal;
- 4 Land adjacent to B6480, Settle [Ref: SGO63, SGO64 & SGO67], 8.03 ha net – Allocate for employment use subject to an assessment of the appropriate level of employment land required at Settle in the context of the potential suitability of land at Brackenber Lane.
- 5 Land off Brackenber Lane, Settle Bypass [Ref: SGO83 & SGO84], 5.86 ha net - Allocate for employment use subject to an assessment of the appropriate level of employment land required at Settle, the necessary mitigation of flood risk, and in the context of the potential suitability of land adjacent to B6480, Settle.
- 6 Land south of Ingleton Industrial Estate [Ref: IN022 & IN035], 2.94 ha net – Allocate as an extension to the existing industrial estate.

8.37 Another site has been considered potentially suitable to be allocated for mixed-use, with an element of B-Class employment land:

- Land East of Skipton Bypass, Skipton (Ref: SK049), 23.17 ha gross – Allocate for employment led mixed use development (11.12 ha net developable area).

8.38 Land to the east of Bentham Auction Mart (ref: HBO28, 10.35 ha gross, 9.83 net) is not recommended to be allocated for employment use, based on the site boundary provided to Lichfields by CDC for assessment in this study. However, if the unconstrained parts of the site were to come forward for mixed use including an element of B-class employment this might be appropriate, if the aspirations of the emerging Local Plan are realised. Given the size of this site and the complexity of delivering parts of it, it is recommended that it be subject to a further detailed assessment before its inclusion in the portfolio is recommended.

8.39 The other eight sites assessed as part of a potential future supply of employment land were not recommended to be taken forward as employment allocations.

Conclusions

8.40 The matrix at Appendix 3 identifies site specific recommendations for the committed and potential employment sites in Craven, summarised in Table 8.3.

Table 8.3 Recommended Portfolio of Employment Land (net) in Craven to 2032

Recommendation	Number of Sites	Net Developable Area (ha)
Retain current Employment Allocations for employment use	17	6.8
Retain and protect existing (non-allocated) employment sites	21	4.45*
Other sites with extant planning permission for employment use to be retained (not assessed as part of this ELR)	-	2.63
Potential Employment Sites not currently part of the District's portfolio	16	71.01
Existing/Potential Employment Sites assessed by Lichfields	54	82.26
Potential new sites recommended to be allocated for B-Class employment uses	6	24.89
Potential mixed use allocation on Land East of Skipton Bypass, Skipton	1	11.12**
Existing allocations to be released from employment use	0	0.00
Potential sites not recommended to be taken forward	9	35.00
Adjusted Employment Land Portfolio	45	49.89

Source: CDC / Lichfields analysis

*1.48 ha (net) of this land has been identified as being suitable for mixed use development which could include B-class uses. It is not possible at this stage to quantify the amount of employment development which would come forward as part of a mixed use scheme, and therefore the adjusted amount of employment space may be lower than stated in the Table.

**Recommended as a mixed-use allocation with a B-class component, hence the amount of land likely to be brought forward for B1/B2/B8 uses would be significantly lower than 11.12 ha.

8.41

Section 7.0 identified that between 26 ha and 29 ha is required over the 20-year plan period to 2032 for Craven. With only 13.88 ha of pipeline employment land supply Craven faces a quantitative shortfall. To help address this shortfall, 7 sites have been identified as having the potential to make a sustainable and viable contribution to the overall employment portfolio, totalling 49.89 ha (net) recommended for further consideration through the Local Plan process. It should be noted that this is an over-estimation of the potential amount of employment land in Craven District, given that some of the sites, most notably the potential mixed-use allocation on Land East of Skipton bypass, are recommended to be brought forward for a mix of uses of which B1/B2/B8 floorspace is likely to be a modest component.

9.0 **Conclusions and Policy Implications**

9.1 This section draws together overall conclusions and considers potential policy approaches in relation to employment space for the emerging Local Plan as well as other measures which may be required to support Craven's economic growth objectives.

Overview of Craven's Economy

9.2 Craven has a relatively successful economy, which has recorded reasonably strong job growth in recent years, particularly within B-Class office employments. Whilst the District is characterised by relatively low levels of business start-up, it has above average rates of self-employment. Workplace wages are higher than resident wages, indicating that better paid jobs within the District are taken by in-commuters. Craven is a generally balanced net exporter of labour, with a net outflow in the order of 302 according to the 2011 Census. Owing to the historically high level of self-containment of Craven and its essential rural nature, it is reasonable to consider the district as a FEMA in its own right.

9.3 Craven's employment space is dominated by industrial (factory and warehousing) uses which account for around two thirds of the District's total stock. Whilst growth in the District's commercial office stock has been increasingly significant in scale in recent years, the reverse is true for manufacturing stock.

9.4 Over the six years between 1999/2000 up to 2004/05 the District witnessed a relatively large and steady rate of employment land development. Following this, however, development reduced significantly, due to a combination of a perceived lack of available employment sites combined with a tightening of finances and a more challenging business environment following the financial crisis. Losses to non B-class employment land have been large enough to ensure net development rates have been negative since 2005/06, with the exception of two years which saw a relatively high rate of development, although these were on greenfield sites.

9.5 The District's commercial property market is largely centred upon Skipton town, where the majority of the District's office stock is located. However, the rural geographical nature of the District means that its industrial property market is largely localised and heavily reliant on a relatively large base of SMEs.

9.6 Accessibility to the A65, which runs throughout the District, is an important aspect of the District's property market. At the same time, many rurally located employment sites throughout the District have poor access to this strategic road but still appear to be viable, serving indigenous markets despite their peripheral location and more limited demand outside of key centres.

9.7 Craven has a slight shortage of available office space which is reflected in the District's relatively low office vacancy rate (4.9%). Whilst the office market is small, what limited supply (and demand) there is tends to be focused within Skipton and the surrounding areas, and has a wide variety of stock ranging from higher calibre, higher specification offices to older, more dated office stock.

9.8 The amount of slack within the industrial market is very tight, with vacant properties occupied very quickly. Demand is generally for small to medium sized industrial premises up to 5,000 sq.ft and mainly from local firms, although there is demand for larger premises as well. There is scope for greater provision of modern, serviced accommodation for start-up and small businesses in order to enable local firms to expand and/or upgrade.

Policy Approaches

- 9.9 The scenarios considered in Section 7.0 indicate the broad scale and type of growth arising from different approaches to modelling the District's future employment space needs. In the context of the Framework, the District's policy approaches should aim to at least meet Craven's employment space needs in full so that its economy is not constrained, recognising that developments in adjoining areas will be a key influence. This is particularly important in the aftermath of a period of economic recession, Brexit uncertainties and the Government's Productivity Plan: *'Fixing the Foundations'* (2015).
- 9.10 However, to facilitate a flexible and responsive policy framework it will be necessary not just to focus on meeting forecast quantitative requirements (which will fluctuate over time), but to think about the qualitative opportunities and risks that flow from particular policies. This might be concern with how delivery can be prioritised in some locations or for some types of employment uses and how scope can be created for meeting as yet undefined inward investment opportunities.
- 9.11 Planning for employment land will need to be balanced against pressures from other land uses, as well as other Local Plan objectives such as planned housing growth. B-class employment space also competes with non B-class uses, some of which may also generate local economic benefits or have identified needs that the Framework indicates should be supported. This is especially relevant in Craven, where only a small percentage of total employment growth within the District over the plan period is likely to be within B-class sectors.
- 9.12 This requires choices in the Local Plan about which sites to protect or allocate for employment development, or which to consider for mixed use development (either in whole or part). That judgement must ultimately take account of:
- the local benefits of B-class sectors and the need to maintain a diversified and resilient economy that is open to growth and new economic opportunities as they arise (as envisaged by the Framework);
 - the economic and other outcomes (e.g. labour market) if some sectors become displaced or are otherwise constrained from expanding within this part of North Yorkshire;
 - the need to encourage growth of high quality jobs Craven District to address the disparity between resident employee earnings (lower) and workplace earnings (higher);
 - the trade-off between seeking more intensive use of the current supply of sites and thereby yielding higher net job creation over time, and identified business needs (as specified in the Framework) which may for some activities or sectors imply a less efficient use of land in order to function effectively; and
 - maintaining a delivery trajectory for employment space with short, medium and longer-term opportunities over the life of the Plan.
- 9.13 The emerging Local Plan will need to plan for a choice of sites and locations to meet the needs of particular sectors and occupier needs. Some further commentary on the approach and potential options for providing for the different B-class uses in the District is considered below.

Industrial Uses

- 9.14 Craven represents a reasonably strong industrial location, with a mix of firms serving both indigenous needs in addition to firms serving national and international markets.
- 9.15 Vacancy rates on modern industrial estates are now at a relatively low level having recovered from slightly higher void levels during the recession. An improvement in the general economy

and occupier confidence coupled with very limited new development prior to and during the recession has caused vacancy levels to remain low across a range of sizes and ages of stock.

- 9.16 Agents report a gap in supply for modern industrial units, particularly in the 200 sqm to 500 sqm size bracket suitable for B1c, B2 and B8 uses although there is a continued demand from occupiers across a much broader range of sizes. Whilst demand is strongest in and around Skipton, consultation has indicated there is a need within all main settlements within the District, especially given local businesses' propensity to remain within the area they have traditionally been based within.

Office Uses

- 9.17 The office market in Craven is relatively small and indigenous, lacking the critical mass to attract larger office occupiers, particularly in light of strong competition from nearby established centres such as Leeds. The vast majority of office stock, in addition to office demand, is located in and around Skipton. The quantity, and quality, of office stock in the settlements outside Skipton tends to weaken. Demand for these premises remains relatively low as a consequence, and what demand exists tends to be indigenous in nature. Agents also cited evidence of people who may have otherwise usually occupied offices instead working from home (although the variable provision of broadband was raised as a concern of local businesses).
- 9.18 Whilst there has been some examples of conversions of offices to residential under permitted development rights, and whilst agents generally believed that there may be an appetite from developers for further conversions, they felt these are likely to be focused on poor quality offices which show limited market demand.

Future Requirements

- 9.19 The demand forecasting analysis concluded that the employment land OAN for Craven indicated a range of between 26 ha and 29 ha.
- 9.20 The analysis in Section 7.0 concluded that an indicative split of 15% for B1a/B1b office and 85% for B1c/B2/B8 industrial and warehousing land, would be appropriate for the District.
- 9.21 Across the District overall, therefore, this would equate to a need for between 26 ha and 29 ha over the 20-year plan period, or 6.5 ha – 7.25 ha across five-year rolling supply periods.
- 9.22 This indicative split sought to balance the current strong appetite for industrial stock with aspirations for heightened demand in this sector going forward, in addition to the very limited demand for office requirements outside of Skipton and the surrounding settlements.
- 9.23 This is set against an overall adjusted current supply of 13.88 ha (net) in the District including commitments (as set out in Section 6.0).
- 9.24 There is therefore potentially a significant shortfall in Craven District even if the lower end of the employment land OAN range is pursued. This potential shortfall is supported by qualitative market feedback which indicates that the District requires more industrial space in particular to accommodate robust indigenous growth and enable the necessary churn and upgrading/intensification of existing sites.
- 9.25 In this context, a number of options emerge:

1. Allocate new industrial sites

- 9.26 The option of allocating additional sites for industrial development would increase the current choice of sites and provide the District with new development opportunities of the size and scale

necessary to accommodate indigenous firms expansion (of which the majority of development within Craven takes the form of, as opposed to external inward investment). This should be set out in more detail in a new Policy of the emerging Local Plan, setting out precise locations and sites to allocate.

- 9.27 Within the current climate of fragile (in the context of uncertainties surrounding the likely impact of Brexit) demand and limited access to finance/capital for development, focus should be placed upon those sites in areas of strongest market demand, that have the greatest appeal to potential occupiers and developers, and that are most readily available to be brought forward for development (i.e. have the fewest infrastructure barriers such as poor access and environmental issues).
- 9.28 The best performing potential new allocations are set out in Section 8.0. Of the 16 potential new sites that were appraised, Lichfields recommended that 6 sites, totalling 24.89 ha (net), could be considered for allocation for B-class uses in the emerging Local Plan, with a further potential mixed use allocation on Land East of Skipton Bypass, Skipton providing a further 11.12 ha (only a proportion of which would be B-class uses).
- 9.29 When added to the 13.88 ha of current allocations/commitments, the 7 potential new employment/mixed use sites could deliver a significant boost to the District's employment land portfolio. If all of them were to come forward for B-Class in their entirety, the supply would significantly exceed even the upper end of the identified quantitative need. Therefore this analysis is intended to act as a starting point that will provide CDC with the flexibility to allocate sites that most closely fit with their wider policy aspirations.
- 9.30 Lichfields considers that the focus should be on providing further industrial and warehousing allocations. Although the econometric projections suggest a potential growth in office jobs over the plan period in the District, there are concerns regarding the amount of office space that is required, given the office market remains weak (especially outside of Skipton) and further office allocations could serve to weaken their attractiveness still further.
- 9.31 That said, it may be appropriate to consider allocating at least one new office site/extending an existing better performing site in the District in order to provide the choice and flexibility for occupiers, as well as sites of the scale and size to potentially enable Craven to attract larger office occupiers that historically the area has been unable to do. This would also provide the opportunity for high quality space for office development to be located in the areas of the District that continue to attract strongest demand (such as in and around Skipton) and that can provide longer term, sustainable and viable development opportunities.

2. Intensification of existing sites

- 9.32 The upgrading and refurbishment of existing industrial areas, and where possible, redevelopment so that they can be used more efficiently provides a further option for accommodating future requirements. Better utilisation of the existing industrial stock could be achieved through gradual redevelopment of individual plots, for example replacing a large older unit with development of modern smaller units for which there is good demand.
- 9.33 There may be limited scope to upgrade and renew some of the poorer performing sites, to ensure that this space remains attractive and viable to the market. In the first instance, this approach could focus on older employment sites that do not currently reflect modern working layouts, densities, technology and premises and perform relatively poorly based on recent site assessments. This may comprise redevelopment, but qualitative improvements can also be delivered through refurbishment of existing buildings to some extent.

3. Policy Delivery Mechanisms

- 9.34 Alongside provision of new supply as noted above, upgrading and renewal of the District's existing stock of office accommodation will also be important. It will not only ensure that this space remains attractive to the market, but may also provide the opportunity to create some additional supply. This may comprise redevelopment, but qualitative improvements can also be delivered through refurbishment of existing buildings to some extent.
- 9.35 Barriers to the redevelopment of industrial premises in the District include reluctance to provide finance, alongside potential viability considerations even given the current (uncertain) market climate. Better utilisation of the stock on these estates could be achieved either through gradual redevelopment of individual plots (e.g. replacing a large older unit with development of modern small units (particularly move on workspace) for which there is good demand, or the sub-division of larger units.
- 9.36 Based on experience elsewhere, qualitative improvements on the larger estates could also include the stripping and repainting of older industrial units, and making environmental, security and traffic management improvements through a Business Improvement District [BID] mechanism. Similar processes of gradual upgrading could be encouraged on larger industrial areas to ensure they can make a positive contribution to meeting some of Craven's future growth requirements.
- 9.37 There may also be the potential to explore different funding sources to enable small/medium firms to upgrade premises or develop new premises if the market does not deliver these improvements, either through gap funding assistance or de-risking through up-front finance. This could include a number of forms of direct Council/LEP financial support such as a Business Improvement Grant, direct lending to small firms and/or mortgage support, as well as grants to install renewable energy equipment. Such measures may be harder to fund in the current economic climate but could appear worthwhile as future actions.
- 9.38 Section 106 agreements could potentially be used, either directly or indirectly, to deliver workspace. This particularly applies to schemes which involve a mixed-use redevelopment of existing employment land. Provision could be either on-site or in some cases, at an alternative location. It should be noted that the ability for projects to generate sufficient profit to enable such levies may be limited in all but the most buoyant markets. Any requirement to use S106 to cross fund employment development from residential or retail uses will need to be underpinned by strong evidence justifying the need and viability of such an approach. CDC may also wish to explore the potential for using CIL to deliver infrastructure, such as highways and communications infrastructure, to support the delivery of employment sites. This would be subject to such provision according with the legislation and regulations governing CIL.
- 9.39 Whilst this approach offers the prospect of new employment space in Craven, there are some potential problems in ensuring such provision is attractive to the market. The layout of the site and uses, particularly for mixed-use schemes, can make a significant difference to their commercial appeal, with most office occupiers for example wanting a relatively high profile location towards the front of a site and without any potential for amenity conflicts. In addition, there may be issues about matching the type of space delivered to demand in that area.
- 9.40 Where the development lies within an area of low industrial and office demand, subject to the legal provisions governing such approaches, funding from sources such as CIL/s.106 contributions could be pooled and used to develop workspace space on other sites, perhaps including those in Council ownership, and loans or grants to firms to support upgrading of premises. This could also potentially be used to fund further enterprise or incubation workspace.

- 9.41 It may be appropriate to explore opportunities to de-risk planning issues for certain types of development, in a way that is appropriate to the site context. This could include, for example, Local Development Orders [LDOs], design codes, or other forms of planning brief to provide greater certainty on the types of development that will be supported by the Council.
- 9.42 LDOs allow Councils to identify specific areas/sites where express planning permission is not required for certain types of development. Examples applying to industrial estates, for example, could include alterations or certain levels of extensions to premises, construction of new employment premises within specified limits, and some types of change of use. In some situations, this approach could provide benefits to occupiers/developers through greater flexibility, speed, certainty of outcome and reduced cost.
- 9.43 Mixed use schemes can also be a way forward in delivering some new office or industrial space. This is more likely to be effective on larger schemes such as the potential allocation on Land to the East of Skipton Bypass.
- 9.44 The market alone is unlikely to deliver these improvements. Encouragement for owners/developers may be necessary, and could be aided by a range of planning and economic development interventions including:
- A Local Plan policy encouraging such forms of upgrading, although this will only work in combination with other actions;
 - Continued and stronger Local Plan policy protection for certain industrial sites (reducing the potential for residential ‘hope value’ pricing out development);
 - Local initiatives to publicise to local firms case studies of successful upgrading of business premises, including costs, local contractors involved and rental or other benefits achieved;
 - Encouragement of mixed use developments to help facilitate and cross-subsidise the creation of B-class premises; and
 - CDC economic development officers engaging with owners on upgrading of premises.

Other Policy Issues

Constructing a delivery trajectory for employment sites

- 9.45 In light of significant uncertainty surrounding the future pipeline of employment land supply and the potential emergence of a number of new sites for employment allocation, it would appear sensible to identify a realistic delivery trajectory for employment sites over the plan period to 2032 to enable the Council to evidence how their portfolio of allocations, extant planning permissions and other development opportunities will support delivery of new space over the short, medium and long-term (structured broadly in five year periods).
- 9.46 This accords with the approach set out in the former SEEPB guidance on employment land assessments which encouraged local authorities to demonstrate a five-year rolling supply of employment land, alongside a requirement in the Framework for local planning authorities to plan proactively to meet the development needs of business as well as guidance in the Government’s White Paper⁴⁰ for local authorities to support growth and development through ensuring a responsive supply of land that supports business growth.
- 9.47 Where any gaps are identified, the Council will want to consider options for how this can be addressed (potentially as part of the emerging Local Plan). It is helpful for sites to be assessed on a consistent basis in order to determine at broadly what point in the Plan period they may

⁴⁰ HM Government, Local Growth: Realising Every Place’s Potential, October 2010

become available, and how important any individual site is for meeting either office or industrial needs within any rolling five-year period.

9.48 As noted above, across the District overall, the employment land OAN generated a need for between 6.5 ha – 7.25 ha across five year rolling supply periods. In determining the likely timing and availability of land that could meet these 5-year requirements, this delivery trajectory should have regard to:

- the planning status of sites (extant planning permission, allocation etc);
- development constraints/costs and known requirements for infrastructure;
- current developer/landowner aspirations; and
- market delivery and viability factors.

9.49 The assessment also offers a basis to continually assess the potential role of a site in meeting employment land and other emerging Local Plan objectives (and, inter alia, the policy benefits that would accrue if earlier delivery of the site was encouraged). The trajectory should be linked to the annual monitoring process and periodically updated to ensure the rolling supply of employment land during the Plan period.

Affordable space for small businesses

9.50 As noted in the Commercial Market Analysis Section, there is a gap in the market for small ‘no frills’ industrial units let on relatively flexible, short term leases. It is understood that no developers are currently building for this market and as a result Craven has limited existing provision of space geared towards small, start-up businesses. However, given the District’s concentration of SME’s and strong track record of micro business activity, it is important that CDC provide this type of space (alongside wider business support) if indigenous business growth is to be encouraged and retained within the District. Demand for this type of small scale, affordable space is also likely to continue to grow in future as businesses increasingly seek flexible and efficient workspaces, including those that offer hot-desking and shared facilities.

9.51 Whilst re-development and intensification of the District’s existing employment sites should be encouraged to allow sites to be used more efficiently and accommodate additional employment space, it will be important to re-provide any cheaper/affordable business units that currently occupy these sites either on-site or elsewhere within the District. This could involve delivery of new, purpose-built space and/or the refurbishment of older accommodation into affordable start-up space. Based on experience elsewhere, two approaches to providing such premises could be considered:

- 1 seek provision of small units within larger employment developments, residential or mixed use schemes; this could be achieved as part of the s106 obligations with the developer delivering the units for management by the Council or another operator. Caution will be needed during a period of market uncertainty to ensure this does not damage delivery of potentially valuable development; and
- 2 encouraging conversion/sub-division of older industrial space into a number of small, lower cost office units (e.g. a small business centre) which can provide a more cost effective option than provision of new bespoke space; if the market did not bring this forward, such a scheme could be instigated by the Council with a development partner or consortium.

Monitoring

- 9.52 Reflecting guidance set out in the Practice Guidance, it will be important to monitor future change in the demand and supply of employment space to identify changing patterns and inform any policy responses required.
- 9.53 Although the Council monitors planning permissions granted for employment (B class) uses in the District on an on-going basis and records them in their Annual Monitoring Reports (AMRs), they do not appear to monitor or record the specific nature of past development (in terms of B-class use). This makes it difficult to accurately assess the scale and nature of employment development that is occurring within the District. Furthermore, it appears that the only sites recorded within the take-up statistics were of developments within allocated employment sites. Development of windfall sites were therefore not included in these statistics.
- 9.54 Specific items which it could be useful to monitor are identified below and should be incorporated into the Monitoring Framework of the emerging Local Plan:
- levels of future demand for office/industrial space and which of the study's estimates of future requirements this best relates to;
 - how much of the currently identified supply of employment space commitments are likely to come forward and whether any new sites emerge;
 - the extent and type of any losses of existing employment land to non B-uses, particularly residential (part of the on-going monitoring of office losses under the amended Permitted Development rights) and in a more detailed format than existing monitoring arrangements (i.e. recording the quantum of office floorspace lost); and
 - any on-going deficiencies in provision for specific types of employment premises (e.g. small, low cost, business or industrial units)

Appendix 1: Consultees

Name	Organisation
Bill Barron	Skipton Building Society
Paul Williams	Angus Fire
Jeremy Eaton	Skipton Auction Market
Jeremy Smith	John Roberts Paper
Michelle Hodgson	Audioworks
John Blyzniuk	Lonsdale Health
Edward Fairhurst	Fairhurst Stone Merchants
Chris Ashcroft	Dechra Pharmaceuticals
Stephen Dennis	Bentham Auction Market
Paul Bilbie	Guyson
Denise Storrie	Cirteq
Dave Waring	Joda Freight
Rachel Fryers	Merritt and Fryers
Matthew Mason	Federation of Small Businesses
Alistair Witherington	South Craven Together
Mike Atkinson	Atkinson & Associates
Mark Williams	Dacre, Son and Hartley (Dacres Commercial)
Jeff Bradley	Windle Beech Winthrop
Anthony Jackson	Carter Towler
Alan Picken	Commercial Agent
Adrian Green	York, North Yorkshire and East Riding Enterprise Partnership
Peter Stockton	Yorkshire Dales Planning Authority
James Langler	Harrogate Borough Council
Jonathan Dicken	Pendle Borough Council
Andrew Marshall	Bradford City Council
Ian Marr	North Yorkshire County Council

Appendix 2: Site Assessment Criteria

The proposed criteria for assessing the quality/condition of allocated and other existing sites reflecting the particular circumstances of the local authority area are set out below. These criteria mainly relate to the inherent value of a site rather than current conditions on it, although such characteristics would also be noted. Additional criteria would apply to undeveloped allocated/development sites although ownership and availability information may not be possible to obtain in many cases and a judgement may need to be made on these.

Each site is given a score of between 1 and 5 against each criterion with 1 being the lowest and 5 being the highest. No individual weightings are attached to different criteria.

Scorings can reflect a combination of different factors applying to the same criteria and a balanced judgment has to be made on an appropriate overall score.

Strategic Road Access

Very Good = within 2 Km of strategic road junction/ via good unconstrained roads

Very Poor = over 5 Km from strategic road junction/access, and/or through constrained/local roads, and/or through town centre or residential areas etc.

NB: Strategic road is typically defined as a motorway or 'A class' trunk road.

Local Accessibility

Very Good = via free moving good roads avoiding residential areas/difficult junctions; unconstrained vehicle access to the site with good visibility/lack of queuing; close access to range of town centre public transport services

Very Poor = difficult/narrow road access, via residential roads, difficult site access junction, congested local roads; low level/limited range/infrequent public transport services nearby

Proximity to Urban Areas and Access to Labour and Services

Very Good = near centre of urban area with wide range of services nearby; proximity to sizeable residential areas providing local labour supply

Very Poor = remote isolated site, no local services or residential areas nearby

Site characteristics and development constraints

Very Good = generally level site, regular shape, over 3 ha in size; low flood risk (Zone 1); no conservation or landscape constraints on scale of development; no adverse ground conditions or abnormal development costs; no other significant constraints on new development

Very Poor = sloping/uneven site; under 0.5 ha, irregular/narrow shape, other severe constraints; within flood risk Zone 3; conservation or landscape constraints on scale of development; adverse ground conditions or abnormal development costs

Proximity to incompatible uses

Very Good = Within larger employment area/no incompatible surrounding land use

Average = B1 use adjoining residential/other sensitive uses

Very Poor = B2/B8 adjoining residential/other sensitive uses

Market Attractiveness

Very Good = high profile/high quality appearance, managed site; good environment and quality of occupiers; under 10% vacant; viewed as attractive by agents/occupiers; recent investment/development activity, strong demand, units rarely available

Very Poor = run-down unattractive appearance/location; attracts lower end users and over 25% vacant space/buildings; vacant units not marketed; no recent investment; units remain vacant for lengthy period]

Rail Access

Access to, or potential for access to, rail freight network

Barriers to Delivery

Identify any factors that would constrain development of the site for employment uses e.g. site occupied, need for infrastructure

Planning Factors

Identify any planning designations or policy constraints that could affect development of the site for employment uses

Appendix 3: Site Assessment Matrix

Area	Settlement	Site Name	Ref.	Gross Area (ha)	Net Developable Area (ha) (estimated)	ASSUMPTIONS / REASONING FOR NDA CALCULATION [FOR INTERNAL USE ONLY]	Site Status	Strategic Road Access	Local Accessibility	Rail Access	Proximity to Urban Areas and Access to Labour and Services	Site characteristics and development constraints	Proximity to incompatible uses	Market Attractiveness	Overall Site Grade	Market Interest	Planning Factors	Barriers to Delivery	Recommendation
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EXISTING SUPPLY OF EMPLOYMENT SPACE

LOCAL PLAN ALLOCATIONS

South	Cross Hills	Riparian Way, Cross Hills	ALLO1	11.79	0.00	As measured on GIS with adjustments following visual site survey	Allocation in Local Plan Unallocated in emerging Local Plan.	Very Good - on busy roundabout at junctions of A629/A6068	Very Poor - High levels of localised congestion caused by level crossing on A6068. Bus stops located on western boundary of site. Cononley station just over 2km N.E.	Poor - No connection but may be potential for one to be created in the future	Very Good - On northern boundary of Cross Hills and in close proximity to Glusburn, Sutton-in-Craven, Steeton and Slisden.	Average - Generally level, regular shape. No physical constraints visible. Majority of site within flood zone 2 or 3.	Very Good - No incompatible neighbours	Very Good - Managed site, good quality occupiers. Modern units and attractive units, stone built offices with a mixture of green steel and stone/steel cladding to upper floors on industrial units. Well maintained environment, planting.	Good	Small amount of vacant units, which are being marketed by agents as high quality/modern space. However, lettings board indicates that work on phase 2 of the site has stalled (was due to commence Summer 2011).	Expansion land at east of site lies within Green Wedge (BE3). Remainder of site either allocated for employment/industrial use or white land.	Highway Congestion	Retain and protect for employment use
South	Cross Hills	Skipton Road Industrial Estate, Cross Hills	ALLO2	4.68	0	As measured on GIS with adjustments following visual site survey	Allocation in Local Plan	Very Good - direct access onto A6068	Very Poor - High levels of localised congestion caused by level crossing on A6068. Bus stops located on western boundary of site. Cononley station just over 2km N.E.	Poor - No connection but may be potential for one to be created in the future	Very Good - On northern boundary of Cross Hills and in close proximity to Glusburn, Sutton-in-Craven, Steeton and Slisden.	Average - Relatively flat site Flood zone 1. Three B2 units adjacent to expansion land. Access road is narrow but suitable for small scale development	Poor - Large residential area to south	Poor - Low environmental quality dominated and not visible from main road.	Average	No lettings boards visible.	Southern section allocated for Cross Hills Railway Station. Remainder for employment.	Neighbouring Uses/Highway Congestion	Retain for employment use
South	Cononley	Airside Mills, Cononley	ALLO3	1.41	0.16	As measured on GIS with adjustments following visual site survey	Allocation in Local Plan	Very Good - A269 is 0.4km east of the site	Good - Local road bordering site to south linking the site to the A269 to the east and Cononley and Cononley Station to the west	Poor - No connection but may be potential for one to be created in the future	Good - Cononley 0.2km to west and small residential development adjacent to site.	Poor - Predominately developed site. Surrounded by flat agricultural land to the east and north. River borders site to north and site falls fully in Flood Zone 3	Poor - Residential development on and bordering the site to the east and south	Average - Existing employment site. To the west of the site there are low end users, poor environmental quality. East of the site is occupied by residential development.	Good	No lettings boards visible, no vacant residential units.	Allocated for employment uses.	Neighbouring Uses/Flood Risk	Retain and protect remaining employment area for employment use, redraw site boundary to exclude housing area from allocation
South	Skipton	Snaygill Industrial Estate/Airedale Business Centre, Skipton	ALLO4	29.89	0.68	Plot to the south of WWTW as measured on GIS.	Allocation in Local Plan	Very good - direct access from A629/A6131	Very good - Bus stops along A6131. Direct road access avoids residential areas and difficult junctions.	Poor - No connection but there is potential for one to be created in the future	Very Good - On the southern outskirts of Skipton with good access to the town centre.	Average - Flat site. Majority of site is within Flood Zone 3. Big sheds with some 2 storey offices in the south, units more sparse and more heavy industry in the northern part, including cement works.	Very Good - No incompatible neighbours	Good - Southern part of site (Acorn Business Park) is attractive with tree lined streets, many uses open to the public including McDonalds and Aldi. Northern part (Snaygill) has a more run down appearance and contains some heavy industry.	Very Good	Acorn - Westlake & Co. Snaygill - Dacres and Westlake & Co. Planning application 63/2014/14916 - for Partial Demolition, Extension And Refurbishment Of The Existing Guyson International Advanced Manufacturing Facility And The Redevelopment Of Part Of The Site For New Pets at Home and Wickes store due to go to committee shortly	Majority of site allocated for employment/industrial use. Land to east of A6131 and sewage works unallocated but within development limits.	Environmental constraints (high risk of flooding)	Retain and protect for employment use
South	Skipton	Sandylands Business Park, Skipton	ALLO5	2.45	0.00	Site fully developed	Allocation in Local Plan. Emerging Local Plan allocates site for 'Employment - opportunity for enhancement (a broader range of commercial uses; improvements to car parking and pedestrian/cycling permeability)'	Average - Close to A6131 but that section of the A6131 is busy with town centre traffic.	Average - Slow traffic through town centre and residential area. Difficult junction at entrance to site. In close proximity to public transport links (bus and train)	Poor - No connection but there is potential for one to be created in the future	Very Good - walking distance to residential areas and town centre.	Average - Large 2/3 storey sheds with little or no vegetation. Flat site. Unattractive boundary treatments (railings). Mixture of B1(a), B2 and D2 uses (gym and bowling). Parts of site lie within flood zone 2.	Average - Residential use along eastern border adjacent to B1/B2 and B8.	Average - All units seem to be occupied with a mixture of uses but environmental quality is low.	Good	No lettings boards visible.	Railway designated for Protection of Railway Trackbeds and Infrastructure (T7). Southern half of site below railway is an established industrial area. Land to north of railway lies with Skipton Conservation Area.	Neighbouring Uses	Retain and protect for employment use
South	Skipton	Land east of Sandylands Leisure Centre, Skipton	ALLO6	0.48	0.05	Site almost fully developed	Allocation in Local Plan Emerging Local Plan safeguards site under draft policy EC2.	Average - Close to A6131 but that section of the A6131 is busy with town centre traffic.	Average - Slow traffic through town centre and residential area. In close proximity to public transport links (bus and train)	Poor - No connection but there is potential for one to be created in the future	Very Good - walking distance to residential areas and town centre.	Average - Relatively flat site which is well screened by existing vegetation and contains modern B1/B2 building. Small amount of land for expansion to rear.	Good - Residential use to north east but separated by Eller Beck. No other incompatible uses	Good - Site is fully occupied by good quality tenant and is in good location	Good	No lettings boards visible.	Site is designated as an existing employment commitment.	Access	Retain and protect for employment use
South	Skipton	Engine Shed Lane, Skipton	ALLO7	7.30	2.20	As measured on GIS with adjustments	Allocation in Local Plan	Average - Less than 2km from an A-road but this runs through Skipton Town centre, other connecting roads are through town centre/residential areas.	Average - In close proximity to public transport links (bus and train) but site access road is poor - narrow and potholed. Difficult junction onto Carleton New Road.	Poor - No connection but there is potential for one to be created in the future	Very Good - walking distance to residential areas and town centre.	Average - Flat and narrow piece of land with a range of occupiers and building types, including new large shed development.	Good - Sports club borders site to east, otherwise no sensitive neighbours.	Average Site has low environmental quality with visually unattractive units however it appears to attract a range of occupiers.	Good	Marketed by Westlake & Co.; Roger Tiffany and Hayfield Robinson. New warehouse under construction.	Site is designated as an existing employment commitment.	Access	Retain and protect for employment use
South	Skipton	Land South of Firth Street Mill, Skipton	ALLO8	0.37	0.30	As measured on GIS with adjustments	Allocation in Local Plan. Allocated for housing in emerging Local Plan.	Average Less than 2km from an A-road but this runs through Skipton Town centre, other connecting roads are through town centre/residential areas.	Poor In close proximity to public transport links (bus and train) but Sackville Street/ Firth Street is very busy with parked cars either side of the road, including delivery vans.	Very Poor No potential	Very Good - walking distance to residential areas and town centre.	Average Steeply sloping site containing studios/offices and timber yard with canal to western boundary. Flood zone 1.	Poor Small row of dwellings on same side of street	Poor Attractive building is vacant (studio/office) but is bordered by timber yard.	Average	Attractive building being marketed by private agent.	Southern section (timber yard) allocated for employment. Rest of site white land but with Conservation Area.	N/A (Fully Developed)	Retain for employment use

South	Skipton	South of Skipton Building Society Offices, Skipton	ALLOC9	1.38	0.00	Fully developed	Allocation in Local Plan	(4/ Very Good) A631 Bordering West of Site	Very Good A631 Bordering West of Site with bus stops in close proximity to the site along this road.	Very Poor No potential	Good Residential bordering south and east of the site. Skipton Building Society offices to north who currently use the site for car parking (Car parking was underprovided - even with the two storey parking facility on site it was very crowded/busy)	Average Site is mostly occupied by parking for Skipton Building Society offices which are on a gradual hill to the north - a small amount of flat empty landscaped land is free from development to the west of the site	Average Existing landmark offices to north of the site. Existing residential bordering east of site, and the development of new residential to the south.	Good Attractive landscaped office environment	Good	No lettings boards available, no vacant office units	Site is designated as an existing employment commitment.	N/A (fully developed)/Landscape	Retain and protect for employment use
South	Gargrave	Land adjacent to Gargrave Station, Gargrave	ALLOC10	0.75	0.30	As measured on GIS with adjustments	Allocation in Local Plan	Average - Less than 1km from A65 but accessed via narrow local road (Church Street).	Average - Adjacent to train station and bus stops are just over 400m to the north. Difficult junction to site and roads are narrow.	Poor - Train station site but no separate freight connection.	Average - 500m to centre of Gargrave and residential areas.	Good - Flat, narrow site. Some overhead pylons at site entrance. Flood zone 1.	Average - One dwelling to north east of site.	Poor - Not visually attractive. Would suit low end user or potential rail freight.	Average	No lettings boards visible.	Site is designated as an existing employment commitment.	Site dimension/Access	Retain for employment use
South	Gargrave	Industrial Estate off Eshton Road, Gargrave	ALLOC11	0.53	0.00	Site fully developed	Allocation in Local Plan	Good - Less than 1km from strategic road but accessed via a residential street.	Good - Close to town centre, clearly signposted from A65. Bus stops are less than 400m from the site. Good level of car parking within site.	Very Poor - No potential	Average - Adjoins northern Gargrave, close to High Street.	Good - Compact site mainly 2 storey units in white stone with brown cladding to upper floors. Flat. Canal separates site from plot B (potential for mooring). Flood zone 1.	Average - Residential directly to south and west of B1 uses.	Average - Managed site. Mainly industrial occupiers.	Good	Actively marketed. Westlake and Co. 7 suits in Wharf Building £5/sqft. Office suits to let with JNAC Industrial	Allocated for employment uses.	N/A (Fully Developed)/Neighbouring Uses	Retain and protect for employment use
Central	Settle	The Sidings, Settle	ALLOC12	1.32	0.00	Site fully developed	Allocation in Local Plan	Average - Approximately 2km from A65 however this is via some residential streets.	Good - Local roads can be busy and run through residential areas. Site access point is good. Less than 400m to bus stops and train station. Decent site junction.	Poor - No connection but there is potential for one to be created in the future	Very Good - walking distance to residential areas and town centre.	Good - Flat, narrow site with units laid out along one side of road. Mixture of uses including soft/indoor play centre. Flood zone 1.	Average - Residential use along eastern boundary	Good - Managed site. Low quality units but in attractive setting.	Good	Unit at northern end to let with JR Hopper. All other units occupied according to entrance board.	Majority of site is within Established Industrial Area. Northern section (train station) is within Settle - Carlisle Conservation Area.	N/A (Fully Developed)/Access	Retain and protect for employment use
Central	Settle	Saworth Industrial Estate, Settle	ALLOC13	9.99	0.20	As measured on GIS with adjustments	Allocation in Local Plan	Average - Approximately 2km from A65 however this is via some residential streets.	Good - Local roads can be busy and run through residential areas. Site access point is good. Less than 400m to bus stops and train station.	Very Poor - No potential	Very Good - walking distance to residential areas and town centre.	Average - River along western boundary. Some trees. Flat site. Overhead power lines in between saworth field and New Road. Majority of site is flood zone 3. Kings Mill is Grade II listed - just outside but adjoining site.	Average - Northern part of site constrained by residential development - adjoins garden centre and also a cement factory.	Poor - Low end users, lots of metal railings - poor environmental quality. Tip site.	Good	Yard/parking land to let next to recycling centre (marketed by council).	Noted as Established Industrial Area/existing employment commitment. Former county council depot at north is unallocated.	Flood Risk/Neighbouring Uses	Retain and protect southern and central sections of site for employment use (0.2 ha net developable). Consider Mixed Use Opportunity Site for northern area (2.45 ha gross as shown in red on pro-forma). Retain rest of site for employment
North	Ingleton	New Road Industrial Estate, Ingleton	ALLOC14	4.81	1.77	As measured on GIS with adjustments	Allocation in Local Plan	Very Good - Direct access onto A65	Very Good - direct from A65 and bus stops are adjacent to the site (on A65 and Laundry Lane)	Very Poor - No potential	Average - On southern edge of Ingleton - close to the centre but it is only a small centre.	Good - Residential use along northern side of A65 for the length of the site.	Good - Managed site. High quality, leafy, dry stone walls. Attractive setting. Mixture of uses and occupants.	Good	Marketed by Carter Trowler and Fisher Wrathall. 2A, 2B, 5C to let,	Adjacent to special landscape area.	Flood risk on expansion area	Retain and protect for employment use	
North	High Bentham	Angus Fire, High Bentham	ALLOC15	6.32	0.80	Plot of vacant land to the north but due to rest of site being in single ownership it is unlikely that this would be developed by another operator.	Allocation in Local Plan	Very Poor - More than 5km from strategic A road and accessed through constrained local roads.	Poor - Difficult site access for deliveries, narrow local roads. Adjacent to train station and close to bus stops.	Poor - No connection but there is potential for one to be created in the future	Average - Located at centre of Bentham close to high street and residential areas.	Good - could not gain access to full site* Slopes from north to south. Large site with room for development at north. Flood zone 1, 5, 7 Ha	Average - Some resi and town centre uses border the site to the north and east.	Average - Dated looking building at entrance but appears to be well maintained.	Average	No lettings boards visible.	Allocated for employment uses.	Neighbouring uses/Site character	In view of importance of the site to the Bentham economy, retain and protect existing employment uses (0.8 ha to the north as expansion area)
North	High Bentham	Bentham Industrial Estate, High Bentham	ALLOC16	1.38	0.20	As measured on GIS with adjustments	Allocation in Local Plan	Very Poor More than 5km from strategic A road and accessed through constrained local roads.	Poor Access is through a residential area on slow narrow roads. Narrow junction onto Duke Street opposite Mayfield Avenue. More than 400m to bus stop but close to train station.	Poor No connection but there is potential for one to be created in the future. Good potential and space for connection.	Average Located at centre of Bentham close to high street and residential areas.	Good Flat site. Electricity pylons (wooden poles), space for expansion. Small part of site within Flood Zone 2	Very Good No incompatible neighbours	Good	No lettings boards visible. No vacant units.	Allocated for employment uses.	Access	Retain and protect for employment use	
North	Low Bentham	Mill Lane, Low Bentham	ALLOC17	1.11	0.14	As measured on GIS with adjustments	Allocation in Local Plan	Very Poor - 5.5km from the A65	Poor - Constrained, local roads and access to north (under a small railway bridge). B6480 0.1 km north from site.	Very Poor - No potential	Average - Residential area bordering site to north, existing business units on site.	Poor - Site is predominately occupied to the north by residential and to the south by small commercial units. A river borders to the east and the north of the site and the site is in Flood Zone 3.	Poor - Residential development is established to the north of the site	Average	Residential units to be let to the north of the site	Allocated for employment uses.	Access/Neighbouring Uses/Flooding	Retain for employment use	

85.96 6.80

EXISTING UNALLOCATED SITES

South	Bolton Abbey	Bolton Abbey	UNALLOC1	0.41	0.00	Fully developed	Unallocated	Very Good - direct access from A59	Very Good - Bus stops directly outside site. Good wide access points onto A59	Very Poor - No Potential	Very Poor - Site is in an isolated location, approximately 7km to Skipton.	Poor - Site is compact and drops down away from A59. Bound by trees and flood zone 3 to south. Hambleton Quarry SSSI lies to south of railway line.	Very Poor - Row of terrace houses within site close proximity to kitchen showroom, café and haulage company.	Poor - Unmanaged site in isolated location	Average	No lettings boards visible.	High value landscape area	Neighbouring Uses	Retain for employment use
South	Broughton	Broughton	UNALLOC2	11.08	0.34	As measured on GIS with adjustments	Unallocated	Very Good - A59 bordering site to north	Average - A59 borders site to north - bus services operate along A59 connecting site with Skipton and towns in Lancashire to the west.	Very Poor - No Potential	Poor - Site is isolated. No residential areas in (walking) proximity, but bus services operate along A59. Offices already established on site.	Good - Attractive, well landscaped site, however the site is with a Grade II listed Registered Park and Garden and also contains a number of listed properties.	Very Good - No nearby residential and the site is surrounded by agricultural land	Very Good - Attractive, occupied, high quality office and commercial space existing.	Good	No lettings boards available, no vacant office units	Heritage constraints	Heritage Asset/Distant from nearby settlements	Existing site to be protected for employment use

South	Cononley	Cononley Mill	UNALLOC3	1.75	0.56	As measured on GIS with adjustments	Unallocated	Unallocated	Good- 1km from A629. Cononley Lane is fairly free flowing but junction between Cononley Lane and A629 is difficult.	Very Poor - Close to bus and train links but lots of on street parking adjacent to site and level crossing cause extensive and frequent congestion.	Poor - No connection but there is potential for one to be created in the future	Poor - On eastern edge of Cononley which is only a small village. 5km to Skipton, 3km to Cross Hills.	Average - Mill building with land to north for expansion and on site car parking. Level site. Flood zone 1	Good - Some residential use to west but separated from site by railway.	Average - Mill building could be suitable for re-occupation by a range of different tenants	Average	Marketed by Hayfield Robinson. Sign says space recently let.	White land but outside of Development Limits.	Heritage Asset/Local Congestion	Allocate for mixed use opportunity site
South	Cross Hills	Junction Mills, Cross Hills	UNALLOC4	1.41	0	Fully developed	Unallocated	Unallocated	Very Good - A629 Skipton Road 0.1km north west of site	Very Good - B6265 Bordering western edge of site with bus stops opposite entrance to site	Very Poor - No Potential	Good - Large residential site west of the site into Cross Hills, and close proximity to public transport services near site. Site also accessible by foot	Average - Site is well established and occupied. Small narrow access. In parts (towards the rear of the site) the site is unkept. Adjoining agricultural land to north, east and south predominately used for rearing animals.	Poor - Residential street established at the entrance of the site which is very narrow and requires large vehicles to pass by.	Average - Manufacturing business on the site is predominately older buildings with unkept surroundings, the offices to the south are of a better quality.	Good	No lettings boards available, no vacant office units - a well established business existing on the site	High value landscape area	Access/Neighbouring Uses	Potential mixed use opportunity retaining some employment use
South	Cross Hills	South of Riparian Way, Cross Hills	UNALLOC5	1.46	0.21	As measured on GIS with adjustments	Unallocated.	Unallocated.	Very Good - on busy roundabout at junctions of A629/A6068	Very Poor - High levels of localised congestion caused by level crossing on A6068. Bus stops located on western boundary of site. Cononley station just over 2km N.E.	Poor - No connection but there is potential for one to be created in the future	Very Good - On northern boundary of Cross Hills and in close proximity to Glusburn, Sutton-in-Craven, Steeton and Silsden.	Average - Generally level, regular shape. No physical constraints visible Part of site in flood zone 2	Very Good - No incompatible neighbours	Very Good - Managed site, good quality occupiers. Modern units and attractive units, stone built offices with a mixture of green steel and stone/steel cladding to upper floors on industrial units. Well maintained environment, planting.	Good	Small amount of vacant units, which are being marketed by agents as high quality/modern space. However, lettings board indicates that work on phase 2 of the site has stalled (was due to commence Summer 2011).	N/A	Local Congestion	Existing site to be protected for employment use
South	Cross Hills	East of Riparian Way, Cross Hills	UNALLOC6	1.2	0.5	As measured on GIS with adjustments	Unallocated.	Unallocated.	Very Good - on busy roundabout at junctions of A629/A6068	Very Poor - High levels of localised congestion caused by level crossing on A6068. Bus stops located on western boundary of site. Cononley station just over 2km N.E.	Poor - No connection but there is potential for one to be created in the future	Very Good - On northern boundary of Cross Hills and in close proximity to Glusburn, Sutton-in-Craven, Steeton and Silsden.	Average - Generally level, regular shape. No physical constraints visible. Flood zone 3.	Very Good - No incompatible neighbours	Very Good - Managed site, good quality occupiers. Modern units and attractive units, stone built offices with a mixture of green steel and stone/steel cladding to upper floors on industrial units. Well maintained environment, planting.	Good	Small amount of vacant units, which are being marketed by agents as high quality/modern space. However, lettings board indicates that work on phase 2 of the site has stalled (was due to commence Summer 2011).	Expansion land at east of site lies within Green Wedge (BE3).	Local Congestion	Existing site to be protected for employment use
South	Gargrave	Canal Wharf, Gargrave	UNALLOC7	0.31	0.00	Site fully developed	Unallocated	Unallocated	Good - Less than 1km from strategic road but accessed via a residential street.	Good - Close to town centre, clearly signposted from A65. Bus stops are less than 400m from the site. Good level of car parking within site.	Very Poor - No Potential	Average - Adjoins northern Gargrave, close to High Street.	Average - Caravan park to north east	Average - Mixture of industrial and office/studio space. Could appeal to a wide range of occupiers	Good	Actively marketed. Westlake and Co. 7 suits in Wharf Building £5/sqft. Office suits to let with JNAC Industrial	Outside of development limits	Neighbouring uses	Existing site to be protected for employment use	
South	Gargrave	Systagenix, Gargrave	UNALLOC8	7.95	0.00	As measured on GIS with adjustments	Unallocated	Unallocated	Very Good - Direct access onto A65	Very Good - Dedicated access road from A65 with good wide junction. Just over 400m from bus stops but still close proximity to centre of Gargrave	Very Poor - No Potential	Average - On eastern periphery of Gargrave.	Poor *unable to access whole site* Northern half is green, quite a few trees. River along southern boundary site appears to slope down to river. Whole of site is flood zone 3.	Very Good - No incompatible neighbours	Very Good - Well maintained site - would suit high profile operator similar to existing	Good	No evidence of marketing	No saved policies affecting site.	Ownership constraints/Flood Risk	Existing site to be protected for employment use
South	Glusburn	Hayfield Mill, Glusburn	UNALLOC9	3.29	0.00	As measured on GIS with adjustments	Unallocated	Unallocated	Very Good - direct access onto A6068	Good - Bus stops directly outside site. Some congestion common in Cross Hills centre.	Very Poor - No Potential	Very Good - Cross Hills town centre/high street is in close proximity. Residential areas of Glusburn and Cross Hills very close.	Good - Attractive Mill building at front of site with good kerb appeal. Whole of site is in Flood Zone 2	Poor - Residential use borders site to west with school to east	Good - Limited development constraints and good potential kerb appeal make the site an attractive proposition.	Good	No lettings boards visible.	Unallocated white land within development limits.	Heritage Asset/Neighbouring Uses	Existing site to be protected for employment use
North	High Bentham	Bentham Auction Mart	UNALLOC10	1.75	0.92	As measured on GIS with adjustments	Adopted LP - unallocated. Emerging LP - part of site excluding cattle market is allocated for mixed housing and employment	Unallocated	Very Poor - More than 5km from strategic A road and accessed through constrained local roads.	Poor - visibility at junction to site, narrow local roads. Bus stop within 400m and close to train station.	Poor - No connection but there is potential for one to be created in the future	Average - Located at centre of Bentham adjacent to high street and resi areas.	Very Poor - Cattle market adjacent to residential	Poor - Attractive local environment and setting but low end occupiers in isolated location from strategic road network.	Poor	No lettings boards visible.	Majority of site outside development limits.	Access/Neighbouring Uses	Allocate for mixed uses	
North	Bentham	Land North East of Bentham Industrial Estate	UNALLOC11	0.83	0.47	As measured on GIS with adjustments	Unallocated	Unallocated	Very Poor - 4.2km south west of the nearest strategic road (A65)	Good - 0.3km south of the B6480 through Bentham	Poor - No connection but there is potential for one to be created in the future	Average - Low scale industrial uses currently on site to the east with vacant land to the west. Residential in close proximity to the south and north.	Good - The site is removed from residential neighbours. Current businesses do occupy the site.	Poor - Unkept site, used in part as a scrap yard with temporary structures of low quality.	Average	No lettings boards visible	Topography/Access	Retain for employment use		
North	High Bentham	Atkinson Vos Site, Bentham	UNALLOC12	0.73	0.14	As measured on GIS with adjustments	Unallocated	Unallocated	Very Poor - More than 5km from strategic A road and accessed through constrained local roads.	Poor - Access is through a residential area on slow narrow roads. Narrow junction onto Duke Street opposite Mayfield Avenue. More than 400m to bus stop but close to train station.	Very Poor - No Potential	Average - In close proximity to high street and resi areas.	Average - The southern section of the site (B8) is surrounded by residential development. However the majority of the site is detached from other uses.	Average - Southern part of site considered to have low market attractiveness due to shabby appearance of storage yard and proximity to dwellings. Northern section of site would be attractive to similar user as existing.	Average	No lettings boards visible. No vacant units.	Land to west of Duke Street is outside development limits. Area to north is allocated for employment	Access/Neighbouring Uses	Northern part of site - Protect for employment uses Southern part of site - Allocate for alternative uses subject to mitigation of flood risk	
Central	Settle	John Roberts Paper Mill, Settle	UNALLOC13	2.27	0.00	As measured on GIS with adjustments	Unallocated	Unallocated	Average - 2km from the A65 strategic road to the south west of the site	Average - 0.2km from the B6480 to the south. Infrequent bus services operate along Langcliffe Road.	Very Poor - No Potential	Average - Site is slightly isolated from Settle, residential area to east but could be easily accessed by car, public transport or bicycle	Good - Site is mostly developed and occupied by a current user. Unkept car park to east of site near access - underused.	Average - The site is removed from permanent residential neighbours. There is an adjoining caravan park to the north	Good - Established well maintained site with room for expansion. Would appeal to similar occupier as existing	Good	No letting boards visible	High value landscape area	Neighbouring uses/Flood Risk	Existing site to be protected for employment use
South	Skipton	Belle Vue Square, Skipton	UNALLOC14	0.54	0.00	As measured on GIS with adjustments	Unallocated	Unallocated	Very Good Strategic Road A6069 bordering the south of the site	Very Good Strategic Road A6069 bordering the south of the site, with bus stops in close proximity to the site, close to the centre of Skipton and existing employment uses	Very Poor - No Potential	Very Good Site is in close proximity to Skipton town centre which can access the site by a range of transport modes and on foot. Existing offices within site.	Good Site is occupied by a redeveloped building converted into good quality offices. The site is bordered by a river to the north and strategic road to the south. Little room for further development on the site	Average Residential neighbours to the west but this should not cause an issue for office based occupiers	Very Good High quality offices in a prominent location	Very Good	Letting boards visible	n/a	Flood Risk/Local Congestion	Existing site to be protected for employment use

South	Skipton	Ronaldsway House, Skipton	UNALLOC15	0.12	0.00	As measured on GIS with adjustments	Unallocated	Average - A6069 close to the site but accessed via residential streets	Good - Bus stops in close proximity on Gargrave Road to the north. Walking distance to town centre. The site is accessible via narrow residential streets	Very Poor - No Potential	Very Good - Site is in close proximity to Skipton town centre which can access the site by a range of transport modes and on foot. Existing offices within site.	Very Poor - Uneven terrain on entrance and very steep and narrow roads surrounding the site. Site is developed.	Poor - Site is in the centre of a large residential area but could accommodate an office based occupier	Very Poor - Established site - currently occupied as a day care centre which suffers due to limited size and poor kerb appeal.	Poor	No letting boards visible	N/A	Access/Neighbouring Uses	Do not protect for employment use, consider alternative uses if opportunities arise
South	Skipton	Firth Street Mill, Skipton	UNALLOC16	2.07	0.00	Fully developed	Unallocated	Average - Less than 2km from an A-road but this runs through Skipton Town centre, other connecting roads are through town centre/residential areas.	Poor - In close proximity to public transport links (bus and train) but Sackville Street/ Firth Street is very busy with parked cars either side of the road, including delivery vans.	Very Poor - No Potential	Very Good - walking distance to residential areas and town centre.	Average - Steeply sloping site containing studios/offices and timber yard with canal to western boundary. Flood zone 1.	Poor - residential use directly to east	Poor - Attractive building is vacant (studio/office) but is bordered by timber yard.	Average	Attractive building being marketed by private agent.	Within Conservation Area	N/A (Fully Developed)	Do not protect the northern part of the site for employment use. Consider for alternative uses. Protect the southern part of the site for employment uses, or consider alternative uses as part of more comprehensive proposal reflecting recommendation for northern part of site and recommendation for land to south.
South	Skipton	North of Skipton Railway Station 'A'	UNALLOC17	0.31	0.00	As measured on Good Earth with adjustments	Unallocated	Good - Strategic Road A6069 bordering the south of the site	Good - Strategic Road A6069 bordering the south of the site, with bus stops in close proximity to the site	Very Poor - No Potential	Very Good - walking distance to residential areas and town centre.	Average - Site is fully developed with little parking for workers/visitors.	Average - Residential use to the west, separated from the site by the bridge over the railway	Average - Established site - currently occupied by a car repair centre	Good	No letting boards visible	Site Dimension/Access	Allocate for mixed use employment led development	
South	Skipton	North of Skipton Railway Station 'B'	UNALLOC18	0.05	0.00	As measures on GIS with adjustments	Unallocated	Good - Strategic Road A6069 bordering the north of the site	Good - Strategic Road A6069 bordering the north of the site, with bus stops in close proximity to the site	Very Poor - No Potential	Very Good - walking distance to residential areas and town centre.	Poor - Site is fully developed with little parking for workers/visitors. Majority is developed with a large foodstore bordering to the east and a firestation to the west.	Average - Residential to the north of the site, fire station bordering site	Very Poor - Existing buildings and yard are scruffy and unserviced	Average	No letting boards visible	Site dimension/Access	Allocate for mixed opportunity site	
South	Skipton	Skipton Auction Mart	UNALLOC19	9.11	1.31	As measured on GIS with adjustments	Protected under draft Policy EC2 in emerging Local Plan.	Very Good - adjacent to roundabout at A65/A59/A629 junction	Good - Gargrave Road is free flowing and site has good private access road with good junction. Bus stops on gargrave road	Very Poor - No Potential	Very Good - On the northern outskirts of Skipton with good access to the town centre.	Poor - Undulating site with lots of trees and planting. The potential expansion land slopes steeply to the south. Vast majority of site is flood zone 1.	Very Good - Good separation distance from other land uses. College borders site to east but is adjacent to open land within site.	Very Good - Prestige feel with high quality occupiers. Modern stone buildings with agricultural sheds to rear of the site. A-class uses and hotel at north of site. Site has good visibility from A629	Very Good	No vacant units. No lettings boards visible.	No saved policies affecting site.	Topography	Existing site to be protected for employment use
South	Skipton	Gateway House, opp Skipton Auction Mart	UNALLOC20	1.87	0.00	As measured on GIS with adjustments	Unallocated	Very Good - Strategic Road bordering north of site, and A65 roundabout to west	Good - Local HML Shuttlebus linking the site to central Skipton and surrounding residential areas. Dedicated private access drive	Very Poor - No Potential	Very Good - On the northern outskirts of Skipton with good access to the town centre.	Poor - Majority of the site is developed on the top of the hill. Gradient becomes steep at entrance point and undeveloped part of site to east.	Good - Agricultural land to north. Nucleated residential to east.	Very Good - High quality offices on a well landscaped and prominent site.	Good	No letting boards visible	Topography/Landscape	Existing site to be protected for employment use	
South	Skipton	Skipton Building Society	UNALLOC21	2.77	0.00	Fully developed	Unallocated	Very Good - A631 Bordering West of Site	Very Good - A631 Bordering West of Site	Very Poor - No Potential	Very Good - Within built up area of Skipton and good links to town centre	Average - Site contains a number of attractive buildings. Grounds and site entrance are landscaped to a high quality, however the site is fully developed with no room for expansion	Average - Site is bordered by residential development to south and east but this causes little concern for existing office use.	Good - Attractive landscaped office environment	Good	No lettings boards available, no vacant office units	n/a	N/A (fully developed)	Existing site to be protected for employment use

FUTURE SUPPLY OF EMPLOYMENT SITES

POTENTIAL EMPLOYMENT SITES

South	Skipton	Land North of Skipton Auction Mart	SK080	1.59	1.51	As measured on GIS with adjustments	Not allocated.	Very Good - Strategic Road bordering north of site, and A65 roundabout to west	Average - Local HML Shuttlebus linking the site to central Skipton and surrounding residential areas	Very Poor - No Potential	Good - 1.5km from centre of Skipton and relatively large local population	Average - Uneven gradient, currently agricultural land (grazing animals), site bordered by trees with some wasteland to the south.	Good - Road and agricultural land to north and west. Eastern border of the site is an existing high quality office development	Good - Site is adjacent to existing high quality office space and education facilities to the south of the site. Public transport already established and next to a prominent travel node (A65 roundabout)	Good	No lettings boards visible, no vacant office units	High value landscape area and Green Wedge designation. SINCE to the north	Topography /Access/L&V Impact/Ecology	Allocate for employment use subject to detailed Ecological and Landscape & Visual assessments
South	Skipton	Land East of Skipton Auction Mart	SK095	1.93	1.93	As measured on GIS with adjustments	Not allocated	Very Good - Strategic Road bordering north of site, and A65 roundabout to west	Shuttlebus linking the site to central Skipton and surrounding residential areas, however topography and existing road layout would make access into the site very difficult	Very Poor - No Potential	Good - 1.5km from centre of Skipton and relatively large local population	Very Poor - Undulating site with lots of trees and planting. The potential expansion land slopes steeply to the south. Vast majority of site is flood zone 1.	Average - Good separation distance from other land uses. College borders site to east but is adjacent to open land within site.	Good - Prestige feel with high quality occupiers. Modern stone buildings with agricultural sheds to rear of the site. A-class uses and hotel at north of site. Site has good visibility from A629	Average	No lettings boards visible.	High value landscape area	Topography / L&V Impact	Do not allocate for employment land
South	Skipton	Land South of Skipton Auction Mart	SK113	3.66	3.01	As measured on GIS with adjustments	Not allocated	Very Good - adjacent to roundabout at A65/A59/A629 junction	Average - Gargrave Road is free flowing and site has good private access road with good junction. Site only accessible through Skipton Auction Mart	Very Poor - No Potential	Good - 1.5km from centre of Skipton and relatively large local population	Poor - The land slopes steeply to the south. Flood zone 3 to the south of the site bordering the river	Good - Good separation distance from other land uses.	Good - Prestige feel with high quality occupiers. Modern stone buildings with agricultural sheds to rear of the site. A-class uses and hotel at north of site. Site has good visibility from A629	Good	No lettings boards visible.	High value landscape area	Topography /Access/L&V Impact	Allocate for employment use
South	Skipton	Land East of Skipton Bypass	SK049	23.17	11.12	As measured on GIS with adjustments	Unallocated in Local Plan but mixed employment and housing site in emerging plan.	Good - Strategic road A629 bordering site to south but is raised and not directly accessible, A6163 0.3km to the east of the site.	Average - Carleton Road borders the site to the east which has bus stops in close proximity to the site	Very Poor - No Potential	Average - Residential areas to east and north of site in walking distance	Average - Currently in use as agricultural land, majority of the site is currently flat agricultural land. Flood Zone 3 to the north of the site and Flood zone 2 to the north east.	Average - Site engulfs an existing crematorium and cemetery.	Good - Large, strategically accessible site in close proximity to residential areas.	Good	No lettings boards visible	High value landscape area	Neighbouring Uses/Flood Risk	Allocate for employment led mixed use development



South	Skipton	Land South of Willow Way, Skipton	SK094	9.44	8.49	As measured on GIS with adjustments	Not allocated	Average - Strategic road A629 bordering site to south but is raised and not directly accessible, A6163 0.1km to the east of the site.	Average - Carleton Road borders the site to the west which has bus stops in close proximity to the site	Poor - No connection but there is potential for one to be created in the future	Average - Residential area bordering north of the site, and existing industrial estate established to the east	Poor - Currently in use as agricultural land, majority of the site is currently flat agricultural land, Eller Beck runs through western edge of site resulting in the site being predominately Flood Zone 3 and 2 to the south	Average - Large residential area bordering the north of the site.	Good - Large, strategically accessible site in close proximity to residential areas.	Average	No lettings boards visible	High value landscape area	Neighbouring Uses/Flood Risk /Access	Do not allocate for employment land
South	Skipton	Land East of Snaygill Industrial Estate	SK101 & SK116	7.34	6.97	As measured on GIS with adjustments	Not allocated	Average - A6163 bordering the western side of the site and A629 0.2km south of the site	Good - A629 bus route running along the site linking the site to Skipton to the north	Very Poor - No Potential	Average - Residential area bordering north of the site, and existing industrial estate established to the west	Poor - Currently in use as agricultural land, majority of the site is currently flat agricultural land, River bordering the western edge of the site. Flood Zone 3 to the west of the site	Average - Close residential to the north, established Industrial estate to the west	Good - Large, strategically accessible site in close proximity to residential areas and existing industrial estate	Average	No lettings boards visible	High value landscape area	Access/Flood Risk	Do not allocate for employment land
South	Skipton	Skipton Rock Quarry	SK135	4.21	3.54	As measured on GIS with adjustments	Draft allocation in emerging plan	Very Good - Direct access onto A65	Good - Private access road from A65 with good junction. More than 400m to bus stop.	Very Poor - No Potential	Average - On eastern outskirts of Skipton, south of Embsay, however site is not easily accessible by walking/public transport.	Poor - Quarry site. Steep rock face to south, heavily wooded to north. Flood zone 1.	Very Good - No incompatible neighbours	Poor - Suitable to heavy industry/specialist only.	Good	No sign of marketing	High value landscape area	Topography / Ecology	Allocate for employment use (not B1) subject to a detailed Ecological Appraisal
Central	Settle	Land adjacent to B6480, Settle Bypass	SG063, SG064 & SG067	8.45	8.03	As measured on GIS with adjustments	Not allocated	Very Good - Strategic A65 road to the southern border of the sites	Good - B640 runs through the centre of the three sites with bus stops to the north linking the site to Settle.	Poor - No connection but there is potential for one to be created in the future	Average - 0.5km south of Settle, nucleated residential units to the north	Good - Predominately agricultural land. Sites to the west are flat agricultural land, Eastern site is bordered by trees and a steep incline	Good - Nucleated residential properties bordering site to the north	Very Good - Large, strategically accessible site with large amount of space for development	Very Good	No lettings boards visible	High value landscape area	Neighbouring Uses/unrelated to local settlement (Settle)	Allocate for employment use subject to an assessment of the appropriate level of employment land required at Settle and in the context of the potential suitability of land at Brackenber Lane.
Central	Settle	Land off Brackenber Lane, Settle Bypass	SG083 & SG084	8.97	5.86	As measured on GIS with adjustments	Not allocated	Very Good - Strategic A65 road to the southern border of the sites	Good - Brackenber road and Raines Lane border the sites which connect to the A65 to the south. Giggleswick station in close proximity (0.1km) to the south west	Very Poor - No Potential	Average - 0.5km south of Settle, nucleated residential units to the north	Average - Flat agricultural land bordered by walls. High risk of surface water flooding	Very Good - Little coftick, wholly nucleated residential and business premises on edge of sites.	Very Good - Large, strategically accessible site with large amount of space for development	Good	No lettings boards visible	High value landscape area	Unrelated to local settlement (Settle)	Allocate for employment use subject to an assessment of the appropriate level of employment land required at Settle, the necessary mitigation of flood risk, and in the context of the potential suitability of land at adjacent to B6480, Settle.
North	Bentham	Land South of Springfield, Bentham	HB027	0.90	0.81	As measured on GIS with adjustments	Not allocated.	Very Poor - No Strategic Roads in close proximity	Good - B6480 bordering north of the site	Very Poor - No Potential	Good - Residential to north east and western borders of site, site accessible on foot and bus stops on the B6480 to the north	Average - Uneven terrain, unsuitable for building. Currently agricultural with a public footpath in close proximity to the north. Small river runs along eastern edge	Poor - Residential use bordering 3 sides of the site	Good - Well kept surrounding properties and roads	Average	No lettings boards visible	High value landscape area	Topography/Neighbouring Uses/Access	Do not allocate for employment land
North	High Bentham	Land East of Bentham Auction Mart	HB028	10.35	9.83	As measured on GIS with adjustments	Adopted LP - unallocated. Emerging LP - part of site excluding cattle market is allocated for housing	Very Poor - More than 5km from strategic A road and accessed through constrained local roads.	Poor - Poor visibility at junction to site, narrow local roads. Bus stop within 400m and close to train station.	Poor - No connection but there is potential for one to be created in the future	Good - Located at centre of Bentham adjacent to high street and resi areas.	Poor - Steep slope southwards towards railway and also steep bank to beck which runs through centre of site. Lots of trees and hedgerows within site. Site includes estate agent and dwelling facing the high street and agricultural building to rear (cattle market). Flood zone 1.	Very Poor - Cattle market adjacent to residential	Average - Attractive local environment and setting but low end occupiers.	Poor	No lettings boards visible.	Majority of site outside development limits.	Access/Topography/Landscape	Do not allocate for employment land, however if unconstrained parts of the site were to come forward for mixed uses containing employment this might be appropriate, if the aspirations of the emerging Local Plan are realised
North	Bentham	Land West of Bentham Industrial Estate	HB032	2.14	2.03	As measured on GIS with adjustments	Not allocated.	Very Poor - No Strategic Roads in close proximity	Poor - Site is accessible via narrow access road past a residential estate.	Poor - No connection but there is potential for one to be created in the future	Good - Residential area to the south east. Close proximity to footpaths linking the site to existing industrial units to the east	Average - Overhead power cables over the eastern edge of the site. Site is predominately agricultural surrounded by trees.	Average - Southern part of the site constrained by existing residential and a caravan park to the south west.	Poor - Attractive setting but at the edge of a small settlement which is already well served by employment land.	Average	No lettings boards visible	Outside of development limits	Neighbouring Uses/Access/Topography	Do not allocate for employment land
North	Bentham	Land South-West of Bentham Industrial Estate	HB029	0.19	0.17	As measured on GIS with adjustments	Not allocated.	Very Poor - No Strategic Roads in close proximity	Poor - Site is accessible via narrow access road past a residential estate.	Very Poor - No Potential	Average - Residential bordering west and east. Caravan park to the south.	Poor - Flat agricultural land surrounded by residential uses. Site is small in size and contained by dry stone walls. Flood Zone 3 covers the majority of the south of the site	Poor - Southern part of the site constrained by existing residential and a caravan park to the south west.	Poor - Scuffy, small, low end site.	Poor	No lettings boards visible	Outside of development limits	Neighbouring Uses/Access	Do not allocate for employment land
North	Ingleton	Land south of Ingleton Industrial Estate	IN022 & IN035	3.67	2.94	As measured on GIS with adjustments	Not allocated.	Good - Close access onto A65	Very Good - direct from A65 and bus stops are adjacent to the site (on A65 and Laundry Lane)	Very Poor - No Potential	Average - On southern edge of Ingleton - close to the centre but it is only a small centre.	Good - The site has an attractive rural appearance, is relatively flat and is predominantly located within Flood Zone 1.	Good - Caravan park to north east but sufficiently separated from the site	Average - Attractive local environment and setting - existing site to north contains a wide variety of users	Good	Marketed by Carter Trowler and Fisher Wrathall. 2A, 2B, 5C to let,	High value landscape area	Access	Allocate as an extension to existing industrial estate
North	Ingleton	Land West of Tatterhorn Lane, Ingleton	IN031	2.97	2.82	As measured on GIS with adjustments	Not allocated.	Very Good - Direct access onto A65 to the north of the site	Good - Located on A65 but new access would need to be created close to residential access points. Bus stops are adjacent to the site (on A65 and Laundry Lane)	Very Poor - No Potential	Average - On southern edge of Ingleton - close to the centre but it is only a small centre.	Poor - Currently agricultural farmland/grazing animals. Undulating topography and overhead power lines	Poor - Bordering residential street to west with narrow access	Average - Close to existing business park and close proximity to the A65	Average	No lettings boards visible	High value landscape area	Access / Neighbouring uses	Do not allocate for employment land
South	Gargrave	Land North of Skipton Road, Gargrave	GA025	2.05	1.95	As measured on GIS with adjustments	Not allocated	Very Good - Direct access onto A65 at south of site	Average - Gargrave 0.5 miles west of site, no visible public transport links near the site	Very Poor - No Potential	Average - On eastern periphery of Gargrave	Poor - Flat agricultural land, with Flood Zone 3 covering the north of the site. Bordered by canal to north.	Average - Some residential properties and sports club bordering the site	Average - Flat, accessible site with good strategic transport links but unclear market demand due to amount of existing employment space in Gargrave	Average	No lettings boards visible	High value landscape area	Flood Risk	Do not allocate for employment land

Appendix 4: Site Assessment Pro-Formas


Cross Hills

Riparian Way, Cross Hills	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Highway Congestion / Flood Risk</p>	<p>GROSS SITE AREA: 11.79 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Riparian Way (11.79 ha) is a very large site which is characterised by large modern industrial units to the east, with B1(a) and Sui Generis uses (vehicle showrooms) to the west. It suffers from localised traffic problems caused by the Cross Hills level crossing, although benefits from very good strategic road links. It is in close proximity to local labour markets and public transport. The site is managed and has an attractive appearance. The majority of the land falls within Flood Zones 2 and 3, including the expansion land (Flood Zone 3). Work on the expansion land appears to have stalled, indicating a decline in market interest. Elsewhere within the site, there are a number of vacant units which are being marketed as ‘high quality/modern’ space.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	



Cross Hills

Skipton Road Industrial Estate, Cross Hills	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / Highway Congestion</p>	<p>GROSS SITE AREA: 4.68 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Skipton Road Industrial Estate (4.68 ha) enjoys excellent highway links being at the roundabout serving the A629 and A6068, however, the site's local accessibility is compromised by the level crossing on the A6068, which causes frequent tailbacks onto the roundabout and along the A629. It is in close proximity to local labour markets and public transport links. The site is relatively flat with a change in levels at the very north. The internal access roads are poor. Part of the site lies within Flood Zone 2. The site has an unattractive road frontage onto the A6068. All of the units appeared to be occupied.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain for employment use</p>	



Cononley

Aireside Mills, Cononley	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / Flood Risk</p>	<p>GROSS SITE AREA: 1.41 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.16 ha</p>
<p>Aireside Mills, Cononley, is a former industrial site to the east of the settlement of Cononley, (0.3km to the west of the site) and the strategic A629 Skipton Road in close proximity (0.4km) to the east. The site is predominantly subject to redevelopment for housing with a newer employment building to the west and an older car maintenance business within the heart of the site.</p> <p>The entire site lies within Flood Zone 3, and the River Aire also runs along the site’s northern and western boundary. Further residential units are located to the south.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect remaining employment area for employment use, redraw site boundary to exclude housing area from allocation</p>	

Skipton

Snaygill Industrial Estate/Airedale Business Centre, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Environmental Constraints / Flood Risk</p>	<p>GROSS SITE AREA: 29.89 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.68 ha</p>
<p>Snaygill and Airedale Business Centre (29.89 ha) is the largest employment site within Craven. The site contains or is adjacent to a variety of complementary uses, such as a public house and hotel and benefits from excellent transport links. Public transport accessibility is good, with bus stops along the A6131. The southern portion of the site is attractive, with tree lined streets leading to B1 (a) offices. There are some retail units on the site. An application (63/2014/14916) for the partial redevelopment of the Guyson International Advanced Manufacturing Facility for a new Pets at Home and Wickes was approved in September 2015. To the north, the site predominantly comprises B2 and B8 uses and has a more industrial character. A waste water treatment works is located in the north east corner of the site and the majority of the site lies within Flood Zones 3a and 3b.</p>	
<p>OVERALL SITE GRADE:</p> <p>Very Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	



Skipton

Sandylands Business Park, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / access constraints</p>	<p>GROSS SITE AREA: 2.45 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Sandylands Business Park (2.45 ha) is situated in the west of Skipton, characterised by large, modern industrial units. The site borders the Sandylands Sports Centre and playing fields to the west and residential development borders the site to the east, with the landscaped area of a beck intervening. The railway line forms the site’s northern boundary and Skipton station lies to the north east, although there is no direct road or footpath link. The site’s location close to the railway station may represent an opportunity to incorporate this land for a wider regeneration proposal. The SFRA shows that the central part of the site falls within Flood Zone 2.</p> <p>The site’s accessibility by car is via Carleton New Road from which the site has a tight (poor visibility) access.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	



Skipton

Land east of Sandylands Leisure Centre, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access</p>	<p>GROSS SITE AREA: 0.48 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.05 ha</p>
<p>Land east of Sandylands Leisure Centre comprises a site inhabited by a single business occupier with direct access onto Carleton New Road to the north of the site. The site is opposite the Sandylands Business Park. Land at the rear of the existing building may be used for expansion.</p> <p>The site is well maintained and landscaped and borders agricultural land to the east and sports pitches to the south and west. A residential development is in close proximity to the north east of the site.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain for and protect for employment use</p>	

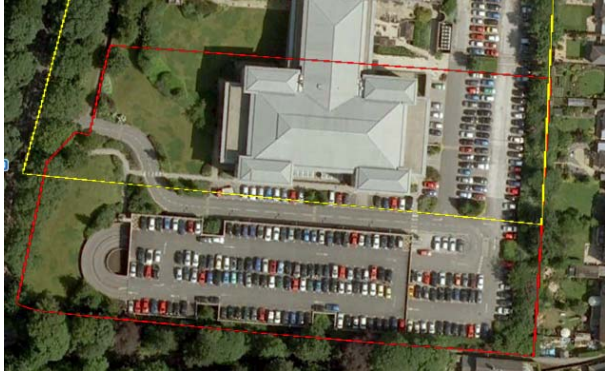

Skipton

Engine Shed Lane and Ings Lane, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access / Flood Risk</p>	<p>GROSS SITE AREA: 7.30 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 2.20 ha</p>
<p>Engine Shed Lane and neighbouring land (7.30 ha) comprises a narrow developed piece of land which is bordered by the railway line to the north, along with two large plots of greenfield land to the west and south, adjacent to the A629 but with no connection to it. The site is within walking distance of residential areas and the Town Centre. The environmental quality of the site is poor in part, with unattractive units occupied by some 'low end' users. The site access is shared by HGV and regular traffic, however this demonstrates the site to be attractive to a range of businesses. The internal access roads are narrow and poorly maintained. The majority of the existing site and neighbouring land lies within Flood Zone 3. Some recent market interest in the site is exemplified by the recent construction of a new warehouse unit.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	

Skipton

Land south of Firth Street Mill, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access / Topography</p>	<p>GROSS SITE AREA: 0.37 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.30 ha</p>
<p>Firth Street Mill (0.37 ha) is located within a constrained town centre site accessed via congested residential streets with poor manoeuvrability, although this does give the site good access to local labour markets and town centre services. The site slopes steeply, with the Leeds-Liverpool Canal forming its western boundary. There is an attractive studio/office building at the south of the site adjacent to the timber yard (Merritt & Fryers), which is currently vacant and being marketed to let. The site is mainly used for open storage.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain for employment use</p>	

Skipton

South of Skipton Building Society Offices, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>N/A</p>	<p>GROSS SITE AREA: 1.38 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>The land south of Skipton Building Society Offices is occupied by Skipton Building Society and is part of the company's head office complex. The site is bordered to the west by the A6131 and the main offices of Skipton Building Society to the north. The site is predominately occupied by single office building and a two storey deck car park.</p> <p>The site is flat with space for potential development to the west which is currently landscaped to a high quality along the access road. Residential uses (The Regents Estate) are already established to the east of the site and also residential development exists to the south.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	



Gargrave

Land adjacent to Gargrave Station, Gargrave	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p style="text-align: center;">Site dimension / Access</p>	<p style="text-align: center;">GROSS SITE AREA: 0.75 ha</p> <p style="text-align: center;">ESTIMATED NET DEVELOPABLE AREA: 0.30 ha</p>
<p>Land adjacent to Gargrave Railway Station (0.75 ha) is a small, narrow site accommodating one warehouse unit and a yard currently used for the storage of aggregates. A dwelling borders the site to the north.</p> <p>It is less than 1km from the strategic road network but the site is accessed via narrow local roads and a difficult site junction. The location of the passenger station limits the potential for rail connection to the site. The land immediately to the north of the site is at high risk of surface water flooding.</p>	
<p>OVERALL SITE GRADE:</p> <p style="font-size: 1.2em;">Average</p>	
<p>SITE RECOMMENDATION:</p> <p style="font-size: 1.2em;">Retain for employment use</p>	



Gargrave

Industrial Estate off Eshton Road, Gargrave	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring Uses</p>	<p>GROSS SITE AREA: 0.53 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>The Industrial Estate off Eshton Road (0.53 ha) is an established site in the north east of the settlement of Gargrave. The site is accessed via a residential street and an access point bordered by residential properties; the strategic road network (A65) is 0.2km to the south. The site is fully developed but includes a vacant unit to let adjacent to the site access point.</p> <p>The site is bordered to the north by the Leeds – Liverpool canal and residential properties to the west and south. The SFRA shows some limited potential for surface water flooding but this is not considered to be a barrier to continued employment use.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	

Settle

The Sidings, Settle	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access</p>	<p>GROSS SITE AREA: 1.32 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>The Sidings (1.32 ha) is a narrow site, with one internal access road along the eastern boundary, and employment units along the western boundary adjoining the railway line. There is no rail freight connection, although there may be potential for this to be created in the future. It has low vacancy rates and includes a children’s soft play centre. The site is close to the centre of Settle with access to the south via the B6480, connecting to the A65 1.5km south of the site.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	


Settle

Sowarth Industrial Estate, Settle	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Flood Risk / Neighbouring uses</p>	<p>GROSS SITE AREA: 9.99 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.20 ha</p>
<p>Sowarth Industrial Estate (9.99 ha) is a large industrial estate close to the centre of Settle with good access to local labour markets. It is bordered to the west by the River Ribble.</p> <p>Approximately 50% of the site (western half) lies within Flood Zone 3. The strategic road network is 2km to the south, and the site is accessed via residential areas. The environmental quality of the site is low, with unattractive boundary treatments and overgrown vegetation in parts. The site includes a number of vacant yards to let. The former North Yorkshire County Council Highways depot to the north of the site is listed for sale and may have potential for employment uses, but is not located within the allocated area. The site adjoins Kings Mill, which is Grade II listed, and along with the north western part of the site has been redeveloped for housing. Retail uses (Booths supermarket and 'Lay of the Land' garden centre) occupy the north western part of the site, nearer the town centre.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect southern and central sections of site for employment use (0.2 ha net developable). Consider Mixed Use Opportunity Site for northern area (2.45 ha gross) (shown in red)</p>	

Ingleton

New Road Industrial Estate, Ingleton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Flood Risk on expansion area</p>	<p>GROSS SITE AREA: 4.81 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 1.77 ha</p>
<p>New Road Industrial Estate (4.81 ha) comprises a relatively large industrial estate on the A65 with good local road access courtesy of a dedicated junction with large visibility splays and a right turning lane from the west. Bus stops are located directly opposite the site. A number of retail uses are contained within the site and three of the 13 units were vacant at the time of the site visit. The site includes a large amount of greenfield land for expansion to the south, part of which falls within Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	

High Bentham

Angus Fire, High Bentham	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / Site character</p>	<p>GROSS SITE AREA: 6.32 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.80 ha</p>
<p>Angus Fire (6.32 ha) is solely occupied by Angus Fire Ltd, and is used as the company’s head office and production facility. The site slopes from north to south where it borders the railway line and High Bentham railway station (no freight connection). Due to the nature of the occupying business, the site has an industrial appearance which juxtaposes with its setting adjacent to High Bentham’s retail centre. Site access is made difficult due to the change in level and potential conflicts between delivery vehicles and rail passengers. There is space to expand within the site but this is bordered by residential uses to the north.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>In view of the importance of the site to the Bentham economy, retain and protect existing employment uses (0.8 ha to the north as an expansion area)</p>	

High Bentham

Bentham Industrial Estate, High Bentham	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access</p>	<p>GROSS SITE AREA: 1.38 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.2 ha</p>
<p>High Bentham Industrial Estate (1.38 ha) is situated to the south of Angus Fire and is an attractive, well maintained and fully occupied site. The site is separated from any sensitive adjoining neighbours. There is space for expansion within the site. Access to the site is via a residential street. Open land lies to the south of the site.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain and protect for employment use</p>	

Low Bentham

Mill Lane, Low Bentham	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access/Neighbouring uses / Flood Risk</p>	<p>GROSS SITE AREA: 1.11 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.14 ha</p>
<p>Mill Lane is situated to the west of Low Bentham Fish Farm. The site is attractive and well maintained. The northern part of the site has been developed for housing; however, the remaining developed part of the site contains small scale attractive employment units, which are all occupied. Room for expansion/further development is available in the east of the site towards the river, which runs along the eastern boundary. The northern and eastern part of the site falls within Flood Zone 3, whereas the southern part of the site is designated as Flood Zone 2 in the SFRA. Access to the site is narrow and requires going under a railway bridge at the top of Mill Lane, which is unsuitable for larger vehicles.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain for employment use</p>	



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Bolton Abbey

Bolton Abbey	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses</p>	<p>GROSS SITE AREA: 0.41 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Bolton Abbey (0.41 ha) is a small site to the south west of the settlement of Bolton Abbey. The site is fully developed and includes a kitchen supply/fitting business. The site borders a steam railway to the south east which is a prominent tourist attraction in the area.</p> <p>The site is strategically located to the south of the A59, which has a bus stop to the north east of the site. The site has some established residential properties along its northern edge.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain for employment use</p>	


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Broughton


Broughton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Heritage Asset / Distance from nearby settlements</p>	<p>GROSS SITE AREA: 11.08 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.34 ha</p>
<p>Broughton (11.08 ha) comprises a multiple occupier site with direct access onto the A59 and an attractive frontage providing good kerb appeal. The topography of the site falls away from the north to the south east. The agricultural land between the site and Skipton to the east and Gargrave to the north ensures that the site has no incompatible neighbouring uses. The site is, in any event, largely occupied by B1 business class occupiers. Much of the western part of the site north of Broughton Beck is Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	

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Cononley



Cononley Mill, Cononley	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Heritage Asset / Local Congestion</p>	<p>GROSS SITE AREA: 1.75 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.56 ha</p>
<p>Cononley Mill (1.75 ha) is an attractive and imposing historic mill building approximately 1km west from the A629 on the edge of Cononley. The mill building itself appears to be in a relatively poor state of repair and the surrounding outbuildings are of low quality. The level crossing which is located within the site boundary causes frequent localised congestion outside of the main building. The site lies within Flood Zone 1.</p> <p>At the time of the site visit it appeared that the mill building was largely vacant, however a lettings board claimed space had been recently let. The site is located outside of the defined development limits of Cononley village, but within easy walking distance of the settlement. The site would be a sustainable location for the provision of local jobs in close proximity to the village, so some employment provision should be retained, however, the Mill building and some adjoining land may lend itself to residential conversion/development.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for mixed use opportunity site</p>	

Cross Hills


Junction Mills, Cross Hills	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access / Neighbouring uses</p>	<p>GROSS SITE AREA: 1.41 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>The site is located on the eastern edge of Cross Hills, 0.25km south of Airedale Trading Park and opposite a large residential estate which lies to the west of the B6265. Public transport access is available and the site is within easy walking distance of the nearby settlement of Cross Hills, albeit severed by the B6265. The site has a narrow access via a residential street which could be challenging to manoeuvre larger vehicles down. The proximity of the housing adjacent the site entrance and the employment building gives rise to the potential for use conflict.</p> <p>Apart from the surrounding uses mentioned above, the site is surrounded by agricultural land to the north and eastern boundaries. The land to the west of the site is at risk of surface water flooding.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Potential mixed use opportunity retaining some employment use</p>	

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Cross Hills

South of Riparian Way, Cross Hills	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Local Traffic Congestion</p>	<p>GROSS SITE AREA: 1.46 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.21 ha</p>
<p>Land south of Riparian Way (1.46 ha) could form an extension to the existing allocated business park on Riparian Way. This site is surrounded by large industrial units to the east and west which are characteristic of the estate as a whole. The site suffers from intermittent localised traffic congestion at the Riparian Way entrance due to the railway level crossing which can result in congestion along the B6265 to the west, but does benefit from very good strategic road links as a result of the proximity of the A629. The site borders a railway line to the south and is partly designated as Flood Zone 2. It is in close proximity to local labour markets and public transport links.</p> <p>The site is partially developed with new industrial units occupying the eastern part of the site.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	



Cross Hills

East of Riparian Way, Cross Hills	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Local Traffic Congestion / Flood Risk</p>	<p>GROSS SITE AREA: 1.20 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.5ha</p>
<p>Land east of Riparian Way (1.20 ha) is a site located to the east of the large, established Riparian Way employment site which is characterised by large modern industrial units to the east with B1(a) and Sui generis uses (vehicle showrooms) to the west. The site has been built out as an extension of the site to the east.</p> <p>The area suffers from intermittent localised traffic congestion at the Riparian Way entrance to the site due to the railway level crossing, which can result in congestion along the B6265 to the west, but does benefit from very good strategic road links as a result of the proximity of the A629. The site is in close proximity to local labour markets in Cross Hills and public transport links. The entire site is designated as Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	


Gargrave

Canal Wharf, Gargrave	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses</p>	<p>GROSS SITE AREA: 0.31 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Canal Wharf (0.31 ha) comprises a converted mill building and parking to the east and a loading yard to the west. The site borders the Leeds-Liverpool canal to the south and residential properties. There are also some further residential properties bordering the site to the north. The site is currently used by multiple occupiers with industrial uses to the east of the site and offices within the converted mill building.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	

Gargrave

Systagenix, Gargrave	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Land Ownership / Flood Risk</p>	<p>GROSS SITE AREA: 7.95 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Systagenix (7.95 ha) comprises a single occupier site with direct access onto the A65 and an attractive frontage providing good kerb appeal. The site falls away gently from the north to south and the whole of the site lies within Flood Zone 3. The agricultural land between the site and the village of Gargrave ensures that the site has no incompatible neighbours. Undeveloped parts of the site may lend themselves to occupier expansion subject to flood risk issues, but this may be a challenge.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	

Glusburn

Hayfield Mill, Glusburn	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Heritage Asset / Neighbouring uses</p>	<p>GROSS SITE AREA: 3.29 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Hayfield Mill (3.29 ha) is located on the A6068 with bus stops located directly adjacent to the site. The site had good access to local labour markets from the settlements of Cross Hills, Sutton-in-Craven, Eastburn and Steeton. The site is solely occupied by Cirteq Ltd, and is dominated by the mill building which fronts onto the A6068. The more recent extensions to the west of the mill are less visually appealing than the mill itself. The site also includes a small terrace of dwellings to the east of the mill and undeveloped land to the east of these for possible future expansion; however any expansion will be constrained by these dwellings and the school further to the east. The entire site lies within Flood Zone 2 and is at risk of surface water flooding.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	

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Bentham

Bentham Auction Mart, Bentham	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access / Neighbouring uses</p>	<p>GROSS SITE AREA: 1.75 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.92 ha</p>
<p>Bentham Auction Mart (1.75 ha) is an established employment site to the south of Bentham. The site access point, which abuts Main Street, has poor visibility. The site is occupied by one user who occupies both the site buildings and land for the storage of vehicles.</p> <p>The access to the site is tight in-between two rows of existing residential properties onto Main Street to the north, which can become congested with traffic travelling through Bentham.</p>	
<p>OVERALL SITE GRADE:</p> <p>Poor</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for mixed uses</p>	

Bentham

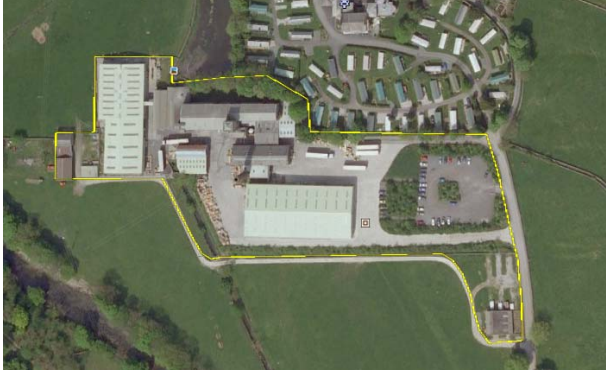
Land North East of Bentham Industrial Estate	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Topography / Access</p>	<p>GROSS SITE AREA: 0.83 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.47 ha</p>
<p>Land North East of Bentham Industrial Estate (0.83 ha) is a small site to the south of Bentham. The access road to the site is narrow and steep with poor visibility onto Station Road. The site itself is occupied by a small number of residential buildings, some low end business and left over land currently used for scrap and open storage. The environmental quality of the site is low.</p> <p>The site is well located bordering a railway line and station to the north and Station Road to the east which is a main road into the centre of Bentham.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Retain for employment use</p>	

Bentham

Atkinson Vos Site, Bentham	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access / Neighbouring uses / Flood Risk</p>	<p>GROSS SITE AREA: 0.73 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.14 ha</p>
<p>The Atkinson Vos site (0.73 ha) accommodates an industrial unit and yard to the north and a storage yard to the south. The industrial unit to the north is modern and occupied by one user. The storage yard to the south is bordered by residential properties and has a narrow access point to the north onto a narrow road.</p> <p>The southern part of the site is identified as Flood Zone 3 within the SFRA, whilst the northern part is Flood Zone 2.</p>	
<p>OVERALL SITE GRADE: Average*</p> <p>*Northern part of site: Good *Southern part of site: Poor</p>	
<p>SITE RECOMMENDATION:</p> <p>Northern part of site: Protect for employment uses Southern part of site (shaded red): Allocate for alternative uses subject to mitigation of flood risk</p>	

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Settle

John Roberts Paper Mill, Settle	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / Flood Risk</p>	<p>GROSS SITE AREA: 2.27ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>John Roberts Paper Mill (2.27 ha) is an established industrial site to the north of Settle, approximately 1.3km from the town centre and 0.3km from the small settlement of Langcliffe to the east. Accessed via Langcliffe Road, the site is separated from residential areas to the south by agricultural land. The site borders a caravan park to the north. The site is well maintained to the south, although the parking areas in the east of the site are poorly maintained. The majority of the site falls within Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	



Skipton

Belle Vue Square, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Flood Risk / Local Congestion / Flood Risk</p>	<p>GROSS SITE AREA: 0.54 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Belle Vue Square (0.54 ha) houses the offices of Craven District Council close to Skipton town centre. The landmark building demonstrates how a former industrial mill building can be brought into a new, high quality office use.</p> <p>The site borders the strategic A6069 to the south which is a direct road into Skipton to the east and connects to further strategic roads (A59) to the west. However, the site is located in Skipton town centre and adjacent roads can become congested. The site is also in close proximity to Skipton Railway Station to the west (0.2km) and benefits from access to local town centre services and a large residential working population. The Leeds – Liverpool canal borders the site to the north. The site lies within Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Very Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	

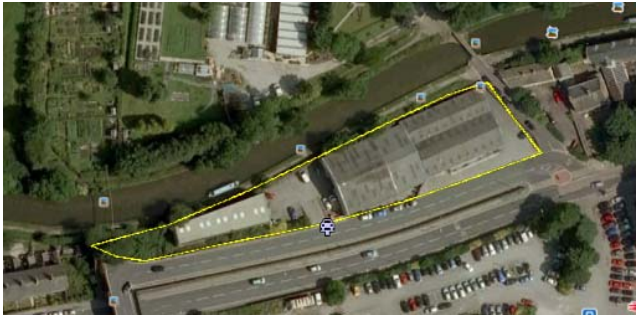

Skipton

Ronaldsway House, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access/Neighbouring uses</p>	<p>GROSS SITE AREA: 0.12 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Ronaldsway House (0.12 ha) is a small site west of Skipton Town Centre. It is situated within a residential area, surrounded by housing. Access to the site is poor via narrow residential roads to the north and via a narrow bridge to the south with an acute turn into the site access drive from a bend in the main road opposite a priority junction. The site is currently occupied by one user with a limited provision for guest and employee parking.</p>	
<p>OVERALL SITE GRADE:</p> <p>Poor</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not protect for employment use, consider alternative uses if opportunities arise</p>	



Skipton

Firth Street Mill, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access/Neighbouring uses</p>	<p>GROSS SITE AREA: 2.07 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Firth Street Mill (2.07 ha) is a densely developed and constrained town centre site accessed via residential roads, although this does give it good access to local labour markets and town centre services. The southern parts of the site slope towards the Leeds – Liverpool Canal, which forms the site’s western boundary.</p> <p>The majority of the southern part of the site is occupied by a single builders merchant and timber yard (Merritt & Fryers), with bathroom showroom and some residential properties also in this location. More disparate and lower quality employment space accommodates the site towards the north, nearer Skipton town centre and residential areas.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not protect the northern part of the site (0.93 ha) for employment use. Consider for alternative uses. Protect the southern part of the site (1.14 ha) for employment uses, or consider alternative uses as part of more comprehensive proposal reflecting recommendation for northern part of site and recommendation for land to south.</p>	

Skipton

North of Skipton Railway Station 'A'	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Site dimension / Access / Flood Risk</p>	<p>GROSS SITE AREA: 0.31 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>North of Skipton Railway Station 'A' (0.31 ha) benefits from a good location south-west of Skipton town centre, with the station 0.1km to the south and the A6069 also to the south of the site. The site access is steep and taken from the A6069 on a gradient. The site is small and occupied by two users on two well maintained sites. The site borders the Leeds – Liverpool canal to the north. The site is located within Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for mixed use employment led development</p>	

Skipton



North of Skipton Railway Station 'B'	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Site dimension / Access / Flood Risk</p>	<p>GROSS SITE AREA: 0.05 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>North of Skipton Railway Station 'B' (0.05 ha) benefits from a good roadside location south west of Skipton town centre, with the station 0.1km to the west and the A6069 bordering the north of the site. The site lies adjacent to the town's Morrison's supermarket, but has no rear access and vehicular access/parking from the road may be problematic. The site has the potential to house a small business with its proximity to surrounding residential and business/retail uses. The site is located within Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate as Mixed Opportunity Site</p>	

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Skipton

Skipton Auction Mart, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Topography</p>	<p>GROSS SITE AREA: 9.11 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 1.31 ha</p>
<p>Skipton Auction Mart (9.11 ha) has good kerb appeal and very good transport links, being located at the A65/A59/A629 roundabout. It also has good accessibility to Skipton Town centre and residential areas. The site is fully occupied and has a good quality environment with attractive modern buildings. There is space adjacent to the site for expansion (south and north-east) but this constrained by the steeply sloping topography.</p>	
<p>OVERALL SITE GRADE:</p> <p>Very Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment uses</p>	

Skipton



Gateway House, opposite Skipton Auction Mart	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Topography / Landscape</p>	<p>GROSS SITE AREA: 1.87 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Gateway House, opposite Skipton Auction Mart (1.87 ha) is a high quality office development to the north west of Skipton. The site has very good road transport links, being located at the A65/A59/A629 roundabout and also has good accessibility to Skipton Town centre and residential areas. The site is fully occupied and has a good quality environment with new buildings surrounded by landscaped grounds and car parking.</p> <p>There is a potential opportunity for a modest expansion to the south within the site, but this is constrained by the steeply sloping topography and Gargrave Road which borders the site to the south.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	

50463 Craven District Employment Land Review – Non Allocated Employment Sites (Existing Employment Sites Containing Pieces of Unused Land)

Skipton

Skipton Building Society	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>N/A</p>	<p>GROSS SITE AREA: 2.77 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.00 ha</p>
<p>Skipton Building Society Offices (1.89 ha) forms the headquarters for the company and is located to the north east of Skipton town centre. The site contains a number of attractive buildings all occupied by one user. The grounds and entrance to the site are landscaped to a high quality.</p> <p>The site is close to Skipton town centre offering a range of town centre facilities and public transport and accommodates substantial staff car parking areas. Topographically the site is situated on a hill in the north of town, close to the exit to the A59/A65 routes eastwards to Harrogate and Leeds.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Existing site to be protected for employment use</p>	



Skipton

Land North of Skipton Auction Mart, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Topography / Access / Landscape & Visual Impact / Ecology</p>	<p>GROSS SITE AREA: 1.59 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 1.51 ha</p>
<p>Land north of Skipton Auction Mart (1.59 ha) has good kerb appeal and very good transport links, being located at the A65/A59/A629 roundabout. It also has good accessibility to Skipton town centre and residential areas. There is an attractive office building to the east of the site which is fully occupied.</p> <p>The site is bordered by the A65 to the north and has varying topography which slopes down from east to west. The woodland to the north of the site is designated as a Site of Importance for Nature Conservation (SINC). Access is a potential constraint subject to detailed investigation and the impact on views from the west would need to be addressed. The visual impact of the development of this gateway site may be increased due to the changing topography, and any future development proposal would need to be subject to an appropriate screening and landscaping scheme, as well as a thorough ecological appraisal to understand the potential impact on the adjacent SINC.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for employment use subject to detailed Ecological and Landscape & Visual assessments</p>	



Skipton

Land East of Skipton Auction Mart, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Topography / Landscape & Visual Impact</p>	<p>GROSS SITE AREA: 1.93 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 1.93 ha</p>
<p>Land to the east of Skipton Auction Mart (1.93 ha) has good kerb appeal and very good transport links, being located at the A65/A59/A629 roundabout. It also has good accessibility to Skipton town centre and residential areas. The existing site is fully occupied and has a good quality environment with attractive modern buildings nearby. This site provides potential for expansion to the established area to the west. Full site development is likely to be restricted by its steep topography.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate</p>	

Skipton

Land South of Skipton Auction Mart, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Topography / Access / Landscape & Visual Impact</p>	<p>GROSS SITE AREA: 3.66 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 3.01 ha</p>
<p>Land to the south of Skipton Auction Mart (3.66 ha) has good kerb appeal and very good transport links, being located at the A65/A59/A629 roundabout. It also has good accessibility to Skipton town centre and residential areas. The site is currently agricultural land which undulates towards the canal along the southern boundary.</p> <p>This site could form an expansion to the established Skipton Auction Mart complex to the north, subject to a suitable access arrangement being formed, with access only available realistically through the existing complex, and also subject to appropriate screening and landscaping.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for employment use</p>	



Skipton

Land East of Skipton Bypass, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring Uses / Flood Risk</p>	<p>GROSS SITE AREA: 23.17 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 11.12 ha</p>
<p>Land East of Skipton Bypass (23.17 ha) is a large area of land in predominantly agricultural use north east of the A629. The site is predominately flat and surrounds the Skipton Crematorium at its south-eastern boundary. The land falls partly within Flood Zone 3, however following completion of the Skipton Flood Alleviation Scheme (expected in 2017), it is believed this land will be suitable for accommodating employment development, in flood risk terms.</p> <p>Planning permission was approved in March 2016 for a mixed use development covering much of the site and comprising residential (225 units) and employment uses (ref: 63/2015/15792). The application site would provide 5.1 ha of employment land, however, it is noted that a further 6.02ha of employment land could be provided to the north of the application site (and within the ELR site boundary) following the completion of the flood alleviation scheme – hence the estimated net developable employment area of 11.12 ha.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for employment led mixed use development</p>	



Skipton

Land South of Willow Way, Skipton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / Flood Risk / Access</p>	<p>GROSS SITE AREA: 9.44 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 8.49 ha</p>
<p>Land South of Willow Way, Skipton (9.44 ha) is a large site with strategic and local road and rail transport links in close proximity. Current access is already established from Willow Way to the north into the site. Housing borders the site to the north. An existing industrial estate is established to the east of the site (separated from the site by the railway line) which is predominately occupied. The eastern part of the site lies within Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate</p>	



Skipton

Land East of Snaygill Industrial Estate	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access</p>	<p>GROSS SITE AREA: 7.34 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 6.97 ha</p>
<p>Land to the East of Snaygill Industrial Estate comprises two areas of land parallel to the existing Industrial Estate. The site borders the strategic road A6163 to the west and is close to the A6269 to the south. The site comprises flat agricultural land in Flood Zone 1. The canal constrains potential access from the main road and access from the side road to the north, over the canal bridge, is single file traffic only and therefore unsuitable.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate</p>	


Skipton

Skipton Rock Quarry	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Topography / Ecology</p>	<p>GROSS SITE AREA: 4.21 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 3.54 ha</p>
<p>Skipton Rock Quarry (4.21 ha) benefits from very good strategic and local vehicular access due to its direct connection with the A65. The nature of the site, which includes an area of former quarry workings, HGV repairs yard and an area of woodland, lends itself to the specialist/heavy industry sector. Its isolated location away from sensitive neighbouring land uses is also helpful in this regard.</p> <p>However, the site is bordered to the south by a Site of Importance for Nature Conservation (SINC), and a detailed ecological appraisal would need to be undertaken to ascertain whether the site can be developed without significant harm to this nature conservation area.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for employment use (not B1) subject to a detailed Ecological Appraisal</p>	

Settle

Land adjacent to B6480, Settle	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / proximity to local settlement (Settle)</p>	<p>GROSS SITE AREA: 8.45 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 8.03 ha</p>
<p>Land adjacent to B6480 benefits from good strategic and local accessibility with the A65 (Settle Bypass) bordering the south of the site with the potential for direct access via B6480 and also rail links nearby (Settle). The site comprises predominately flat agricultural land currently used for grazing animals. Residential properties are located close to the site's northern boundary.</p>	
<p>OVERALL SITE GRADE:</p> <p>Very Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for employment use subject to an assessment of the appropriate level of employment land required at Settle and in the context of the potential suitability of land at Brackenber Lane.</p>	



Settle

Land off Brackenber Lane, Settle Bypass	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Unrelated to local settlement (Settle) / Flood Risk</p>	<p>GROSS SITE AREA: 8.97 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 5.86 ha</p>
<p>Land off Brackenber Lane, Settle Bypass (8.97 ha) benefits from close proximity of the A65 strategic road to the south. The site is relatively flat with a small change in level to the north. The site is not in close proximity to existing labour markets, however it is within walking distance of Giggleswick Railway Station which offers services to Lancaster, Skipton, Leeds and other settlements within Craven.</p> <p>The site lies within Flood Zone 1, however the Strategic Flood Risk Assessment (SFRA) shows that the entire southern part of the site (to the south of Watery Lane) suffers from surface water flooding, as well as the majority of the northern part (save for the eastern and western extents of the northern part).</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate for employment use subject to an assessment of the appropriate level of employment land required at Settle, the necessary mitigation of flood risk, and in the context of the potential suitability of land at adjacent to B6480, Settle.</p>	



Bentham

Land South of Springfield, Bentham	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Topography / Neighbouring uses / Access</p>	<p>GROSS SITE AREA: 0.90 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.81 ha</p>
<p>Land south of Springfield, Bentham (0.90 ha) is a small site to the east of High Bentham, with the village in close proximity and accessible bus routes on the bordering B6480 road to the north. The accessibility onto the road via an existing access point is narrow with low level of visibility to the left due to an existing property. Topographically, the site is flat farmland to the north but the land becomes steep towards the south of the site.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate for employment use</p>	

Bentham

Land east of Bentham Auction Mart	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access / Topography / Landscape</p>	<p>GROSS SITE AREA: 10.35 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 9.83 ha</p>
<p>Land east of Bentham Auction Mart (10.35 ha) is a large site compared to the size of the village, which already accommodates substantial employment areas, and it is considered that the development of the whole site could represent an unsustainable level of development in this location. However, the aspirations for Bentham as a Tier 2 Service Centre in the emerging Craven Local Plan are noted.</p> <p>The site comprises greenfield land in an attractive setting. The site is undulating, with a steep slope southwards towards the railway and also steep banking to the beck which runs through the centre of the site. Trees and hedgerows separate the fields within the site. The site access point which abuts Main Street has poor visibility, although new access points could be created at the east of the site, such as off Pye Busk, however these are constrained by existing residential uses. Southern part of site at risk of surface water flooding.</p>	
<p>OVERALL SITE GRADE:</p> <p>Poor</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate for employment use, however if unconstrained parts of the site were to come forward for mixed uses containing employment this might be appropriate, if the aspirations of the emerging Local Plan are realised</p>	

Bentham

Land West of Bentham Industrial Estate, Bentham	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / Access / Topography</p>	<p>GROSS SITE AREA: 2.14 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 2.03 ha</p>
<p>Land west of Bentham Industrial Estate (2.14 ha) is in agricultural use. The site is bounded to the west by a caravan park, by an existing industrial site to the south and east and by the railway line to the north. The existing employment site to the east is of low environmental quality. The site is accessible by a narrow road to the south-east which also serves the neighbouring uses and the residential area further to the south. The site is topographically steep compared with neighbouring land, which probably rules the site out for employment uses.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate for employment use</p>	

Bentham

Land south-west of Bentham Industrial Estate, Bentham	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Neighbouring uses / Access</p>	<p>GROSS SITE AREA: 0.19 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 0.17 ha</p>
<p>Land south-west of Bentham Industrial Estate (0.19 ha) is a small, agricultural site south west of an existing industrial estate to the south of the settlement of Bentham . The site is accessed by a narrow residential road which would be unsuitable for large vehicles, or more than one vehicle passing at once.</p> <p>The site is flat and walled along each border, with residential properties on the western and eastern borders. To the south is a caravan park which is used throughout the year. Existing industrial use (Atkinson Vos Site) is in close proximity to the north east. Site lies within Flood Zone 2.</p>	
<p>OVERALL SITE GRADE:</p> <p>Poor</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate for employment use</p>	

Ingleton

Land south of Ingleton Industrial Estate, Ingleton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access / Flood Risk</p>	<p>GROSS SITE AREA: 3.67 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 2.94 ha</p>
<p>Land south of Ingleton Industrial Estate (3.67 ha) provides a strategic site to the expansion of the existing Ingleton Industrial estate to the north. Currently the site is flat, agricultural land with limited narrow access to the north west, but is in close proximity to the A65 to the north. The eastern and western parts of the westernmost parcel of land lie within Flood Zone 3.</p> <p>The existing industrial estate to the northern border contains a mixture of uses, including some retail units. Three of the 13 units were vacant at the time of the site visit.</p>	
<p>OVERALL SITE GRADE:</p> <p>Good</p>	
<p>SITE RECOMMENDATION:</p> <p>Allocate as an extension site to the existing industrial estate</p>	

Ingleton

Land west of Tatterhorn Lane, Ingleton	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Access / Neighbouring Uses / Flood Risk</p>	<p>GROSS SITE AREA: 2.97 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 2.82 ha</p>
<p>Land west of Tatterhorn Lane (2.97 ha) forms a large site to the south of Ingleton village. Currently the site is in agricultural use. The site is undulating (becoming steeper to the east) and has good strategic access onto the A65 to the north with bus routes established. Local accessibility however along the western and eastern edges of the site is narrow and limited to smaller vehicle use. Some residential properties border the site to the north east and west. The majority of the site is located within Flood Zone 3.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate for employment</p>	

Gargrave

Land north of Skipton Road, Gargrave	
	
<p>POTENTIAL BARRIERS TO DELIVERY:</p> <p>Flood Risk</p>	<p>GROSS SITE AREA: 2.05 ha</p> <p>ESTIMATED NET DEVELOPABLE AREA: 1.95 ha</p>
<p>Land north of Skipton Road, Gargrave (2.05 ha) comprises agricultural land to the north east of the settlement of Gargrave, opposite the established Systagenix employment site. This site is strategically located along the A65 and is in close proximity to Gargrave to the west and immediately to the existing football and cricket grounds. The Leeds-Liverpool Canal borders site to the north, and the site is within Flood Zone 3 and 2.</p>	
<p>OVERALL SITE GRADE:</p> <p>Average</p>	
<p>SITE RECOMMENDATION:</p> <p>Do not allocate for employment</p>	

Appendix 5: Definition of B Class Sectors

The method used for re-categorising the employment forecasts by sector into B-Class uses is summarised below.

Experian Sector	Proportion of Jobs by Use Class		
	B1 office	B2 industrial	B8 warehousing
Agriculture, Forestry & Fishing	Non B-Class		
Extraction & Mining	Non B-Class		
Food, Drink & Tobacco	0%	100%	0%
Textiles & Clothing	0%	100%	0%
Wood & Paper	0%	100%	0%
Printing and Recorded Media	0%	100%	0%
Fuel Refining	0%	100%	0%
Chemicals	0%	100%	0%
Pharmaceuticals	0%	100%	0%
Non-Metallic Products	0%	100%	0%
Metal Products	0%	100%	0%
Computer & Electronic Products	0%	100%	0%
Machinery & Equipment	0%	100%	0%
Transport Equipment	0%	100%	0%
Other Manufacturing	0%	100%	0%
Utilities		91%	
Construction of Buildings	Non B-Class		
Civil Engineering	Non B-Class		
Specialised Construction Activities	0%	61%	0%
Wholesale	0%	10%	75%
Retail	Non B-Class		
Accommodation & Food Services	Non B-Class		
Land Transport, Storage & Post	0%	0%	61%
Air & Water Transport	Non B-Class		
Recreation	Non B-Class		
Media Activities	100%	0%	0%
Telecoms	100%	0%	0%
Computing & Information Services	100%	0%	0%

Experian Sector	Proportion of Jobs by Use Class		
	B1 office	B2 industrial	B8 warehousing
Finance	100%	0%	0%
Insurance & Pensions	100%	0%	0%
Real Estate	100%	0%	0%
Professional Services	100%	0%	0%
Administrative & Supportive Services	4%	0%	0%
Other Private Services	Non B-Class		
Public Administration & Defence	10%	0%	0%
Education	Non B-Class		
Health	Non B-Class		
Residential Care & Social Work	Non B-Class		

Source: BRES 2015 / Lichfields analysis

Appendix 6: Experian REM Forecasts

Experian Sector	FTE Jobs		
	2012	2032	Change 2012-2032
Agriculture, Forestry & Fishing	600	600	0
Extraction and Mining	0	0	0
Food, Drink & Tobacco (manufacture of)	400	300	-100
Textiles & Clothing (manufacture of)	0	0	0
Wood & Paper (manufacture of)	0	0	0
Printing and Recorded Media (manufacture of)	0	0	0
Fuel Refining	0	0	0
Chemicals (manufacture of)	0	0	0
Pharmaceuticals (manufacture of)	500	700	200
Non-Metallic Products (manufacture of)	0	0	0
Metal Products (manufacture of)	400	200	-200
Computer & Electronic Products (manufacture of)	0	0	0
Machinery & Equipment (manufacture of)	200	100	-100
Transport Equipment (manufacture of)	0	0	0
Other Manufacturing	400	200	-200
Utilities	0	0	0
Construction of Buildings	300	400	100
Civil Engineering	700	900	200
Specialised Construction Activities	500	600	100
Wholesale	1,700	1,900	200
Retail	1,800	2,000	200
Land Transport, Storage & Post	700	700	0
Air & Water Transport	0	0	0
Accommodation & Food Services	1,900	3,000	1,100
Recreation	500	500	0
Media Activities	0	0	0
Telecoms	0	0	0
Computing & Information Services	300	300	0
Finance	2,300	2,600	300
Insurance & Pensions	0	0	0
Real Estate	200	300	100
Professional Services	2,100	2,200	100
Administrative & Supportive Services	2,200	2,200	0
Other Private Services	400	500	100

Experian Sector	FTE Jobs		
	2012	2032	Change 2012-2032
Public Administration & Defence	400	400	0
Education	2,000	2,000	0
Health	600	600	0
Residential Care & Social Work	1,300	1,600	300
Total	22,400	24,800	2,400

Source: Experian REM 2016

Appendix 7: Experian's Data Guide to its UK Regional Planning Service Model

Data Guide

UK Regional Planning Service
March 2015



Our main subscription website:

<http://economics.experian.co.uk/>

Our latest views:

<http://www.experian.co.uk/economics/latest-views-weekly-topic-of-focus.html>



Data Guide

UK Regional Planning Service
March 2015

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Executive summary

This document outlines the current variable coverage in the March 2015 version of the UK Regional Planning Service, and the methodology behind the history and forecast.

[Appendix A](#) includes a glossary of terms.

[Appendix B](#) includes our definitions of the sectors.

[Appendix C](#) has the geography definitions.

[Appendix D](#) contains the most common Frequently Asked Questions

Contact us

Stephen Adams

Managing Economist

T 44 (0) 207 746 8219

E stephen.adams@experian.com

Sunil Joshi

Managing Economist

T 44 (0) 207 746 8230

E sunil.joshi@experian.com

Rebecca Snow

Managing Economist

T 44 (0) 7966 874 720

E rebecca.snow@experian.com

Jon Rawson

Business Development Director

T 44 (0) 7811 270 989

E jon.rawson@experian.com

Peter Gutmann

Managing Economist

T 44 (0) 207 746 8250

E peter.gutmann@experian.com

Experian

Cardinal Place

6th Floor

80 Victoria Street

London SW1E 5JL

www.experian.co.uk/economics

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1 Variable Coverage

Figure 1.1: Variable coverage in the RPS

- ✓ indicates that the variable is available in both the search query tool and the xls files.
- Xls indicates that the variable is available in the xls but not the search query tool.
- UK monthly forecast indicates that the variable is not produced as part of the RPS but can be found in the monthly UK macro forecast on our website.

Variable	UK	Region	County & Local Authority
PRODUCTION			
GDP	UK monthly forecast		
GDP by component of demand	UK monthly forecast		
Gross Value Added	✓	✓	✓
GVA by sectors	✓	✓	✓
LABOUR MARKET			
Employees by sector	✓	✓	✓
Self-employed by sector	✓	✓	✓
Government Trainees by sector	xls	xls	Upon request
Her Majesties Forces Total	xls	xls	Upon request
FTE Employment by sector	✓	✓	✓
Total ILO Employment – Residence based & Workplace based	✓	✓	✓
ILO Unemployment	✓	✓	✓
Unemployment rate	xls	xls	Upon request
Claimant Count	xls	xls	Upon request
Claimant Count rate	xls	xls	Upon request
Labour Force	xls	xls	Upon request
Activity Rate	xls	xls	Upon request
Inactivity Rate	xls	xls	Upon request
DEMOGRAPHICS			
Population: Total, Adult (16+)	✓	✓	✓
Age bands: 0-15, State Working age, State retirement	✓	✓	✓
Population by single or 5 year age band	Upon request	Upon request	Upon request
HOUSEHOLDS			
Nominal disposable Income	✓	✓	✓
Real disposable income	✓	✓	✓
Nominal income by component	xls	xls	Upon request
Nominal consumer spending	✓	✓	✓
Real consumer spending	✓	✓	✓
Cost of Living Index	✓	✓	
House price Index	✓	✓	Upon request
Hours worked	Upon request	Upon request	Upon request
Spending by COICOP category	Upon request	Upon request	Upon request

2 Historical End-points

Figure 1.2: Last historic data point

Variable	UK	Region	County & Local Authority
Gross Value Added	2014q3	2013q4	2013q4
GVA by sectors	2014q3	2013q4	2013q4
Labour market variables	2014q3	2014q3	All 2013q4 except ILO 2014q3
Income	2014q3	2014q3	2012q4
Consumer spending	2014q2	2013q4	2012q4

The historical end-point represents the last period in time for which we apply our processes to collect, calculate or derive data, details of which can be found in chapter 3: Methodology. All time-periods that are in the past but follow the historical end-point are Experian Economics' estimates.

We have not used any regional data published after December 31st 2014 in producing this update of the RPS. It is possible that between this date and the release of the RPS some new history may have been released and/or revised.

Population

The population data provided are the Office for National Statistics (ONS) mid-year-estimates to 1997-2013 (revised 2002-2010). The ONS 2012-based sub-national population projections by single-year age band have been spliced onto the 2013 mid-year estimates and constrained to the 2012 national projections.

UK forecast

This forecast is consistent with an Experian Economics' January 2015 macroeconomic forecast which includes the headline national account number for 2014q3. We explore this further in [section 4](#).

Geographic boundaries

As communicated in previous data guides, we publish data on post-2009 local authority boundaries.

With the ONS gradually phasing out the publication of data on the pre-2009 local authority boundaries, it had become increasingly less credible for Experian to publish up-to-date historical data on these definitions. The table below shows those local authorities which no longer exist as individual entities (2nd column) and the name of the new local authority that has been created by their merger.

Region	Disbanded local authorities	Merged to form:
<i>North East</i>	Chester-le-Street, Derwentside, Durham, Easington, Sedgefield, Teesdale, Wear Valley	County Durham
	Alnwick, Berwick-upon-Tweed, Blyth Valley, Castle Morpeth, Tynedale, Wansbeck	Northumberland
<i>North West</i>	Congleton, Crewe & Nantwich, Macclesfield	Cheshire East

	Chester, Ellesmere Port & Neston, Vale Royal	Cheshire West & Chester
<i>West Midlands</i>	Bridgnorth, North Shropshire, Oswestry, Shrewsbury & Atcham, South Shropshire	Shropshire
<i>East of England:</i>	Mid Bedfordshire, South Bedfordshire	Central Bedfordshire
<i>South West</i>	Caradon, Carrick, Kerrier North Cornwall, Penwith, Restormel	Cornwall
	Kennet, North Wiltshire, Salisbury, West Wiltshire	Wiltshire

3 Methodology

3.1 UK Methodology

The approach for the regional planning service takes the UK variables as exogenous, imposed from the monthly UK forecast.

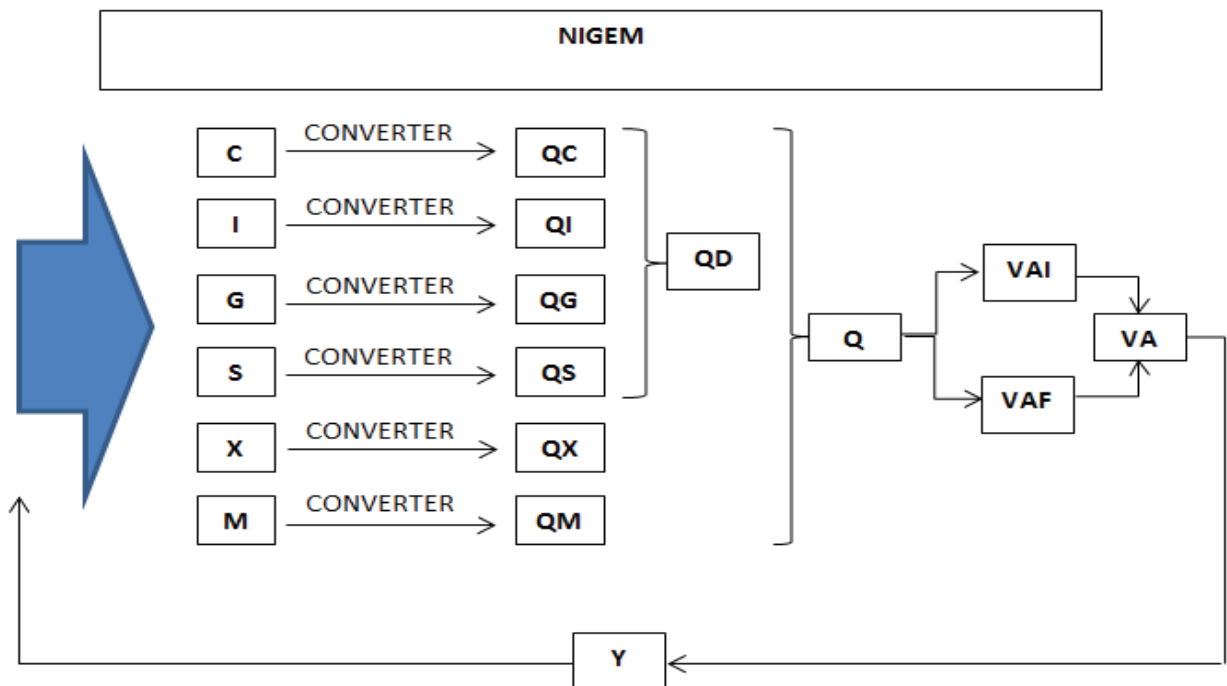
To produce the UK forecast we use a heavily customised version of the National Institute of Social & Economic Research's (NISER) model called NIGEM to provide our core macroeconomic forecast.

NIGEM is a general equilibrium model of the UK and World economy which forecasts, amongst other variables, aggregate GVA, expenditure, income and employment based on the UK National Accounts published by the Office of National Statistics.

To split this core forecast out into industries and sub-sectors we have a Sectoral Model which expands on the forecasts from the core NIGEM model.

We disaggregate total consumption (C), investment (I), government spending (G), stocks (S), exports (X) and imports (M) from NIGEM to a finer level of detail. This provides a highly detailed model of demand (Q) for industry GVA in the UK economy. Using converters derived from the ONS Supply and Use Tables, we convert demand into intermediate (VAI) and final (VAF) value added for each sector. This provides a comprehensive view of how value added is distributed across sectors. The growth rate of total value added (VA) for each industry determines its GVA (Y) growth rate. GVA is constrained in order to forecast total GVA from NIGEM. This Input-Output based model is iterative and captures intra-industry demand.

The industry GVA forecast is used together with wage forecasts to forecast employment by sector (E).



3.2 Regional methodology

3.2.1 History

All economic history used in the RPS is derived from official statistics published by the UK's Office for National Statistics (ONS). Our approach is to use existing statistics in the form they are published to the greatest extent possible. However, this is subject to the following exceptions:

- where there is a lag between an update of aggregate data and the corresponding disaggregation, the disaggregate data is constrained to match the latest aggregates;
- where ONS data is not published at quarterly frequency (for instance it is only annual data), we use a consistent methodology (described below) to construct quarterly data;
- where ONS data is not published at the geography required or in the detail required, we use a consistent methodology to add the necessary data ensuring that it constraints to published data at a higher level of geography or detail;
- on occasion, where ONS data is internally inconsistent we apply techniques to remove these inconsistencies.

The most timely and reliable data at the regional level is the workforce jobs series, published on a quarterly frequency by the ONS. Employee jobs, self-employed jobs and government trainees are published at the level of the SIC 2007 Section providing us with 22 sectors.¹ In order to disaggregate this Section-level data to 2-digit sectors from which we can construct the Experian 38 sectors we use official survey data:

- In the case of employee jobs, we use the Annual Business Inquiry (ABI) and Business Register & Employment Survey (BRES). These are annual surveys which are not updated after being published – further the methodology has changed over the lifetime of these surveys. We apply a principled set of rules to derive consistent employee job shares within the Sections from the surveys.
- The March 2015 RPS uses the 2014 BRES, which provides data up to 2013. A new BRES will be published at the end of 2015 and will provide data up to 2014. Pre-2010 we have made a working-owners adjustment, based on an overlapping year published by NOMIS in February 2013, in line with their recommended techniques for dealing with discontinuities.
- In the case of self-employed jobs, we use data from the Labour Force Survey (LFS).

Workforce jobs is the sum of employee jobs, self-employed jobs, government trainees and Her Majesty's Forces (who are assigned at the sector level to Public Administration and Defence.)

To estimate full-time equivalent employment (FTE), we use data on hours worked in each sector and region derived from the Annual Survey of Hours and Earnings (ASHE). ASHE is also used to derive wage data for each region and sector.² We also use, for this purpose, compensation of employee data from the regional accounts.

GVA measured on the income basis is published in the regional accounts at an annual frequency in current prices. Total GVA lags the latest complete year by 12 months while the industry detail lags by a further year. (i.e. the regional accounts published in December 2014 contained GVA by region up to and including 2013 with industry detail up to and including 2012). With the exception of manufacturing, the industry detail is only at the section level. Beginning with the December 2013 Regional Accounts

¹ The ONS has ceased publishing official 2-digit employee jobs data for the regions. The approach we have taken is consistent with the approach recommended by the ONS to derive 2-digit estimates.

² We do not routinely publish sector level wage forecasts; however, it is available on request.

(which were first incorporated in the March 2014 RPS), manufacturing GVA is available at the sub-section level. To construct the Chain Volume Measure data we follow these steps:

- the data is disaggregated and made quarterly using workforce jobs data;
- the data is deflated at the industry level using the UK deflators for the industries;
- the data is aggregated to produce a regional total – this implicitly creates a regional deflator by taking into account the different weightings of industries within a region.

In the Regional Accounts, the ONS has published experimental alternate GVA accounts on the production basis; these accounts include an estimate of chain volume measure (CVM) GVA for the regions. We have not incorporated these data for the reasons given in the FAQs ([Appendix D.](#))

Income is published in the regional accounts on an annual basis with a full breakdown of income sources and deductions. Income sources are:

- compensation of employees : wages and salaries *plus* employers social contributions
- self-employment income
- Net Property Income : made up of property income received *less* income paid
- transfers from the State (i.e. benefits and pensions)
- other Transfers

Income deductions are:

- taxes
- social contributions
- transfers to others

The sum of income sources *less* income deductions constitutes disposable income. To convert this annual data to quarterly jobs we use (depending on the component) employee jobs, self-employee jobs or the UK quarterly pattern. We constrain these quarterly series to the official UK published data. Real disposable income is obtained by deflating disposable income by the consumer price deflator.

Household spending is derived by sharing out UK nominal expenditure using regional shares of expenditure reported in the Living Costs and Food Survey by type of expenditure. Nominal regional spending is deflated by published UK deflators and then aggregated to produce a regional total. This again implicitly creates a regional cost of living measure which we also publish.

Population projections are obtained from the ONS (2012 projections) and spliced onto the 2013 mid-year-estimates, constrained to the latest national 2012 projections. The mid-year estimates have been revised back to 2002, taking into account the 2011 census results. These were taken into account in the December 2014 RPS so the population numbers are unchanged between then and now.

Our working-age definition incorporates all announced future changes in the state pension age:

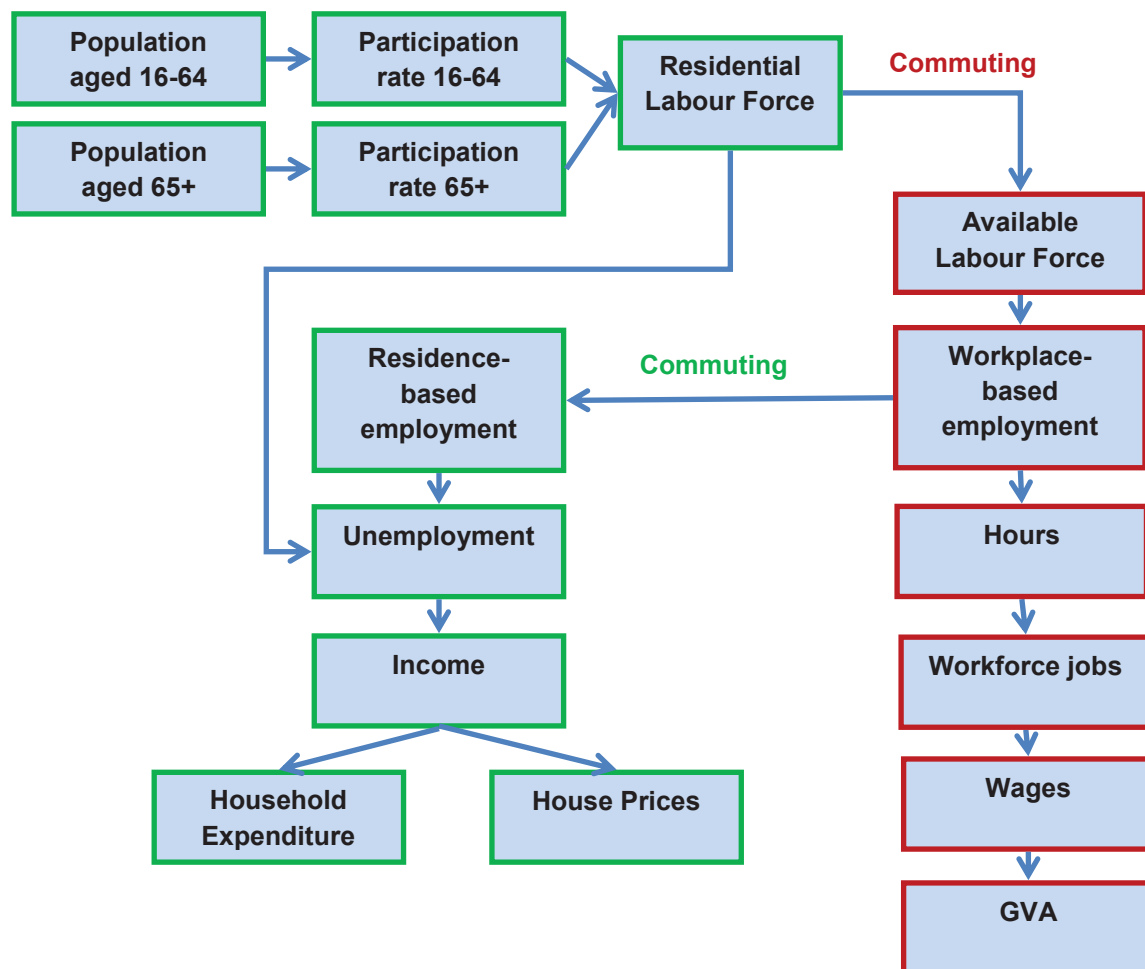
- The state pension age for women is rising from 60 to 65, equal with males. Both will then rise in step to 67 in our current forecast period.
- Female state retirement age started to increase from 60 in April 2012 and will reach 65 by 2018q4.
- From April 2019, both men and women will see their state retirement age rise from 65 to 66, with men reaching 66 by April 2020, and women a few months later in October 2020.
- The move from 66 to 67 is scheduled from April 2026 until April 2028 for both men and women.

In the 2013 Autumn statement it was announced that the rise in state pension age to 68 would be moved forward from 2046 to the mid-2030's. However, with no firm date, we have not yet incorporated this into our working age and state retirement age definitions.

We publish the following breakdown of population: school age (ages 0-15), state working age, state retirement age, adult population (16 and over), total. Beginning in the March 2015 RPS, we also publish both the population aged 16-64 and 65 and over. Although their respective participation rates are not published, they can be derived. Our overall participation rate is based on a ratio of the total labour force to the entire adult population (not only the working age population).

3.2.2 Forecast

The regional model is sequential. Each variable is dependent only on variables earlier in the sequence and not variables later in the sequence. Variables are either workplace-based (red outlined boxes) or residence-based (green-outlined boxes.) Workplace-based and residence-based variables are linked by commuting relationships derived from the Annual Population Survey.



The population – split into two age ranges – is taken from the National and Sub-National Population Projections. We forecast participation rates for these age bands separately as they are subject to different trends. The total residential labour force is the sum of the labour force aged 16-64 and 65-plus. The aggregate participation rate is determined by two factors:

- The participation rate of the two age bands; and

- The share of each of the two age bands in the adult population.

The participation rate for those aged 16-64 is expected to remain relatively stable throughout the forecasting period. However, the rate for those aged 65 and over will grow strongly due to factors such as increasing life expectancy and rising state pension ages.

At the UK level, the share of the adult population aged 65 and over is projected to rise sharply over the next twenty years. There is, however, considerable variation at the regional level. Greater London – the youngest region in the UK – is projected to have a stable share.

These factors combine to produce substantial variation in the labour force forecasts for different regions.

Commuting flows are used to derive the available labour force for a region. This is:

$$\text{Workers Resident in the Region} - \text{Workers Commuting Out} + \text{Workers Commuting In}$$

In the case of Greater London, the South East and the East of England, these flows lead to a substantial difference between the residential labour force and the available labour force. The effect is still present but less pronounced in other regions.

The available labour force is one of the drivers in forecasting workplace-based employment. The other drivers include the industry mix and the performance of industries at the UK level. If industries with a high share in the region are performing well at the UK level, this will benefit the region.

The workplace-based employment is converted back into residence-based employment. This is:

$$\text{Workplace-based Employment} - \text{Workers Living Elsewhere} + \text{Residents Working Elsewhere}$$

From this point, residence and workplace based variables are solved in parallel with residence-based variables dependent on residence-based employment and workplace-based variables dependent on workplace-based employment.

The residential labour force and residence-based employment are used to calculate unemployment. Residential income is driven by employment; and itself drives house price and household expenditure forecasts.

Workplace-based employment drives aggregate hours worked, wages and GVA. These aggregate variables feed into the detailed part of the model, which produces forecasts for each industry:



In each case, we forecast shares of the region within the UK industry. We then share out the UK industry data subject to the constraint of the total that has already been determined and the UK total.

3.3 Local methodology

3.3.1 History

As at the regional level, all local economic history used in the RPS is derived from official statistics published by the ONS. Our approach to using this data is identical to that given above at 3.2.1. However, data at the local level is more likely to be incomplete¹ or inconsistent² than is the case at the regional level. For this reason, there is greater call for the application of techniques to construct missing data and to remove inconsistencies than is the case at the regional level.

In all cases, local area data in a particular region is constrained to match the regional total for the same variable. This has two particular advantages:

- Local data is made consistent with regional data of the same vintage.
- Where local data has been estimated or constructed, the regional data ensure that the estimates together are consistent with more reliable data.

The ONS do not publish a workforce jobs series at the local level. Accordingly, we construct workforce jobs series for each local area using BRES/ABI in the same way that BRES is used at the regional level to disaggregate section estimates. The BRES share for a particular industry of a local area in its parent region is used to disaggregate the regional workforce jobs series for that industry. As BRES is a survey, the figures over time for a particular local area industry combination can be volatile³. Further, certain years' results may be withheld to prevent disclosure of confidential data. Accordingly, to obtain sensible data it is necessary for us to smooth out this volatility and to interpolate over the gaps.

At the local level, the most timely and comprehensive data are ILO data for residence and workplace-based employment and unemployment data on both the ILO⁴ and claimant count basis. These data is obtained directly from NOMIS.

Regional accounts data is provided at sub-regional level for both GVA and income as it is at the regional level. The same methods are used at the local level as at the regional level to process these data. However, sub-regional data is only published for NUTS2 and NUTS3. Since not all local authorities constitute a NUTS3, it is necessary to disaggregate these data to local level. Further, the data provided at NUTS3 are less comprehensive than those provided at NUTS2⁵. We make use of this NUTS2 data by constraining our disaggregated NUTS3 estimates to their parent NUTS2. We then disaggregate these constrained NUTS3 data to local data³.

In the case of GVA, the data provided at NUTS2 is at the section level with sub-sectional data for manufacturing. For NUTS3, several sections are aggregated. In particular, there is less detail in the service sectors. Disaggregation (of industrial data and from NUTS3 to local data) takes place using workforce jobs data at the industry level.

In the case of Income, the data provided at NUTS2 has the same level of detail as at the regional level. For NUTS3, only primary and secondary income estimates are provided. NUTS2 data is disaggregated to NUTS3 using employee jobs (in the case of compensation of employees), self-employed jobs (in the

¹ For some local areas, publication of certain data by the ONS is restricted because to do so would effectively disclose individual responses to ONS data-collection surveys (e.g. if there are only one or two firms in a certain industry in a particular locality.)

² In some cases, sample sizes in ONS data-collection surveys at the local level are very small. This leads to data of comparatively poor quality and relatively high volatility.

³ The volatility represents sampling variability rather than actual volatility in the population data.

⁴ In line with ONS guidelines, we use the official model-based estimates of local unemployment that are more accurate than survey data which suffers from volatility.

⁵ NUTS2 is provided at the same level of detail as NUTS1 (i.e. regional) level.

case of self-employment income), unemployment (in the case of government benefits) and the regional split (in any other case.) These estimates are then constrained for each local to the primary and secondary income estimates provided. Disaggregation from NUTS3 to local level takes place using employee jobs, self-employed jobs, unemployment or population.

No estimates of household spending are provided at the local level. Household spending is, therefore, derived by using the share of local disposable income in regional disposable income.

3.3.2 Forecast

The local authority model is run separately for the local authorities in each region and takes the regional forecast as given. Accordingly, as with local history, local forecasts are constrained to the regional forecasts of the parent region.

Our local model is based on the resolution of demand and supply for labour and takes into account commuting between local areas within a region and across the regional boundary. The properties of the model are these:

- When unemployment is low, labour supply growth is the key determinant of growth.
- When unemployment is high, growth in demand for labour is the key determinant of growth.
- As unemployment decreases,
 - Labour supply growth becomes relatively more important
 - Growth in demand for labour becomes relatively less important
- An area's workplace employment growth depends on labour supply not only in the area but also
 - Labour supply growth in other local areas in the region from which it has historically drawn inward commuters.
 - Its historic share of incoming workers across the regional boundary.
- An area's residence based employment growth depends on demand for labour not only in the area but also
 - Growth in demand for labour in other local areas in the region to which it has historically supplied commuters.
 - Its historic share of outgoing workers commuting across the regional boundary.
- Workplace based employment drives GVA growth.
- Residence based employment drives Income and, accordingly, spending growth.

The starting point is an estimate of the growth in the participation rate of those aged 16-64 and 65-plus in a local area. These are used to derive labour force growth.

In parallel, demand for labour is estimated. This is done at the industry level by linking job growth¹ in a local area to growth in the same industry at the regional level and then constraining demand for jobs by industry to demand for jobs for the same industry at the regional level. The effect of this is:

- Demand for jobs at the local level is fastest in those industries which are performing best at the regional level.
- Total demand for jobs at the local level depends on its industrial structure. Those local areas which have a more than proportionate share of the best performing industries will perform best overall.

The supply and demand for labour is then resolved in the following way:

- Total demand² for jobs for each local area is converted into demand for workers according to the historic ratio between jobs and workers into that local area.

¹ Separately for employee jobs, self-employee jobs, government trainee jobs and Her Majesty's Forces.

² i.e. all industries and job types aggregated.

- The inflow and outflow of workers across the regional boundary is shared out between local areas according to their historic commuting patterns leading to an adjustment in
 - The remaining demand for labour for a local area (*inflow*)
 - The remaining available labour for a local area (*outflow*)
- Workplace demands for workers are converted into residence-based demands according to historic commuting patterns.
 - If unemployment is sufficiently high, these demands are satisfied out of the growth in the labour supply and the pool of available (unemployed) workers.
 - If unemployment is sufficiently low, these demands can only be satisfied out of the growth in the labour supply.
 - If unemployment is above its lower bound but not too high, a proportion of demands are satisfied out of the pool of available workers and the rest are satisfied out of the growth in the labour supply.
 - The model makes short-term adjustments in the labour supply in response to demand conditions to reflect the economic reality that
 - When demand is high, the participation rate rises as potential workers are drawn into the labour force by the relatively buoyant conditions;
 - When demand is low, the participation rate declines as disillusioned workers leave the labour force because of the poor job market conditions;
 - The unemployment rate, accordingly, behaves as expected.
- The satisfied residence supply for labour is converted back into workplace demands and workplace based employment is calculated for each local area. This is then converted back into jobs and used to produce final workforce jobs estimates for each local area.

The consequence of this is that:

- Local areas with high demand may not see all of that demand satisfied if there is insufficient available labour supply to meet those needs. Jobs growth will, accordingly, be slower.
- Local areas with high labour supply may not see higher growth in residence employment if there is insufficient demand for labour to use it up.

GVA growth is then forecast based on growth in workplace-based employment according to equations which link GVA growth to workplace-based employment. Income is forecast by component based on residence based employment (in the case of compensation for employees or self-employment), unemployment (in the case of benefits) and population in any other case. Spending depends on income by component.

4 Key changes since December 2014 RPS

4.1 UK forecast

The March 2015 RPS forecast is consistent with the January 2015 UK macro forecast.

The second estimate of GDP for 2014q4 confirmed that the economy grew by 0.5% q-o-q in real terms, unrevised from the first estimate. Growth in the year to the fourth quarter was also unrevised, at 2.7%. The slowdown in UK economic growth from 2.7% in the year to 2014q4 to an annualised 2% in the final quarter was due to one-off factors, notably the cancellation of capital expenditure in the North Sea after the fall in oil prices and construction weakness.

The December 2014 RPS was consistent with the October 2014 UK macro forecast. The biggest change to our forecast is the outlook for real incomes. This stems from the upturn in household finances in recent months amid extremely low inflation, rising wages and strong employment growth. We expect these factors to continue to support consumer confidence and real income growth in the months.

March RPS forecast. Previous forecast (October 2014 macro = December RPS) in brackets.

UK	2013	2014	2015	2016	2016-2023	2024-2031
GDP growth	1.7% (1.7%)	2.6% (3.0%)	2.4% (2.4%)	2.2% (2.2%)	2.3% (2.3%)	2.4% (2.3%)
Workforce Jobs growth	1.3% (1.4%)	3.5% (3.3%)	1.5% (1.4%)	1.0% (0.9%)	0.8% (0.8%)	0.8% (0.8%)
Unemployment rate	7.6% (7.6%)	6.2% (6.3%)	5.7% (5.9%)	5.4% (5.7%)	5.3% (5.4%)	5.2% (5.4%)
Real Income growth	0.2% (-0.3%)	1.4% (1.3%)	2.3% (1.6%)	2.2% (1.4%)	2.2% (2.3%)	2.2% (2.4%)
Spending Volumes growth	1.7% (2.2%)	2.3% (2.3%)	2.6% (2.3%)	2.1% (2.0%)	2.2% (2.2%)	2.3% (2.3%)
House price growth	3.5% (4.1%)	10.0% (8.4%)	4.0% (7.0%)	3.0% (4.8%)	2.7% (3.6%)	2.7% (3.4%)

January UK Outlook

The following was the outlook in January, consistent with the regional forecast. Our UK macro view is updated monthly and can be found on our website <http://economics.experian.co.uk>.

The UK economy is set for another year of decent growth, underpinned by strong domestic demand. Household spending will benefit from a range of favourable factors including low inflation, rising incomes, labour market strength, the plunge in oil prices and a further strong advance in consumer credit. The expected rise in consumer spending of 2.6% in 2015 will be the joint strongest since 2005. Meanwhile fixed investment, though easing from the robust pace of 2014, will remain buoyant.

Net trade will remain a major drag on growth given the bleak prospects of a significant revival in the eurozone. However, there is an upside risk to the forecast in the event of a stronger-than-expected

eurozone recovery this year. Downside risks stem from the effect on confidence of UK election uncertainties, the possibility of financial turmoil if Greece exits the euro, and concerns that tensions in Eastern Europe could escalate.

Growth prospects for 2015 are highly dependent on domestic demand as the bleak outlook for the eurozone means that exports are likely to continue to struggle.

The key driver of growth this year will be consumer spending, which we expect will gather momentum from the buoyant pace established in 2014. A solid rise in real disposable incomes (+2.4%) alongside lower oil prices and ready availability of consumer credit will boost spending power. The expected advance in spending of 2.6%, up from 2.3% in 2014, will be the joint strongest since 2005.

With the first rise in interest rates expected to be at the end of 2015, a significant impact on exposed households and on consumer demand will not be felt until 2017. Our previous forecast assumed that this would occur in 2016.

Key risks

If the recent pick up in wage growth proves to be a false dawn, and pay growth subsides or even fails to accelerate, then our forecast of household spending growth at 2.6% in 2015 will have to be downgraded

Eurozone weakness is a continuing source of concern. Net trade is likely to remain a drag on UK growth prospects with weak overseas demand and a still relatively strong pound against the euro dampening the outlook for UK exports.

The recovery looks reasonably secure but there are pitfalls ahead, notably the need to extend fiscal restraint after the May election. The economy may not be strong enough to withstand the impact of tighter monetary policy from end-2015.

The poor state of public finances means it will be hard to avoid extending austerity well into the medium term to meet fiscal targets. Cuts could be even harsher than in the first austerity phase. Taxes may have to rise rather than fall to prevent serious cuts in public services or higher borrowing. The 2016-20 growth forecast is vulnerable to these threats.

The effect on confidence of UK election uncertainties, the possibility of financial turmoil if Greece exits the euro, and concerns that tensions in Eastern Europe could escalate are downside risks to the forecast.

4.2 Regional Forecast

Given revisions at the UK level to which our regional data is constrained, changes to the history can be traced back to the following new data (December 2014 RPS endpoint in brackets):

- Regional Workforce Jobs 2014q3 (previously 2014q2)
- BRES 2013 data (previously 2012)
- ILO data for 2014q3 (previously 2014q2)
- Regional accounts GVA and Income for 2013 (previously 2012)

For more information about how the history is constructed refer to [section 3.2.1](#) for regions and [section 3.3.1](#) for local authorities.

It should be noted that the regional workforce jobs numbers were revised in their December by the ONS as follows. We accommodate these for the first time in the March 2015 RPS.

Reclassification of Network Rail

Network Rail has been reclassified, from the private sector to the public sector from October 2002 onwards (except for the period from April 2003 to March 2004 where it is classified to the private sector). This decision results from new guidance in the 2010 European System of Accounts (ESA10).

Public Sector employment

There are revisions to estimates of Public Sector Employment back to the start of the time series in 1999. These revisions take account of late information, updates to seasonal factors, and re-referencing of survey estimates.

BRES

Workforce jobs have been revised back several years, substantially in some instances, as a result of benchmarking to the latest estimates from the annual Business Register and Employment Survey (BRES).

As mentioned in [section 3](#), the quarterly pattern of workforce jobs dictates other variables which are published on an annual basis by the ONS.

March 2015 RPS forecast. Previous forecast (December 2014 RPS) in brackets.

Regional forecast 2016-31 ave. growth	SW	SE	GL	ET	EM	WM	NW	NE	YH	SC	WA	NI
GDP growth	2.3% (2.3%)	2.6% (2.7%)	2.8% (2.7%)	2.4% (2.5%)	2.2% (2.2%)	2.2% (2.1%)	2.1% (2.1%)	2.0% (2%)	2.2% (2.1%)	2.0% (2.1%)	2.1% (2%)	2.1% (1.9%)
Workforce Jobs growth	0.8% (0.8%)	0.9% (0.9%)	1.0% (1%)	0.9% (0.8%)	0.7% (0.7%)	0.7% (0.7%)	0.6% (0.7%)	0.6% (0.8%)	0.7% (0.7%)	0.5% (0.6%)	0.6% (0.6%)	0.6% (0.6%)
Unemployment rate	4.2% (4.6%)	3.9% (4.2%)	6.7% (6.8%)	4.4% (4.4%)	4.8% (4.9%)	6.4% (6.4%)	5.1% (5.2%)	6.9% (6.9%)	5.5% (5.4%)	5.0% (5.2%)	5.6% (5.9%)	5.9% (5.8%)
Real income growth	2.5% (2.6%)	2.6% (2.6%)	2.5% (2.5%)	2.6% (2.7%)	2.3% (2.3%)	2.2% (2.2%)	2.1% (2.2%)	2.0% (1.9%)	2.2% (2.2%)	2.1% (2.1%)	2.1% (2.1%)	1.9% (1.8%)
Spending volumes growth	2.4% (2.5%)	2.5% (2.5%)	2.7% (2.7%)	2.4% (2.4%)	2.2% (2.1%)	2.1% (2%)	2.1% (2.1%)	1.9% (1.8%)	2.0% (2%)	2.0% (1.9%)	1.9% (1.8%)	1.9% (1.8%)
House price growth	3.0% (3.6%)	3.6% (4.2%)	3.6% (4.5%)	3.3% (4%)	2.7% (3.3%)	2.8% (3.4%)	2.6% (3.2%)	2.2% (2.8%)	2.3% (3%)	2.9% (3.5%)	2.5% (3.2%)	2.3% (2.9%)

4.3 Local Forecast

Given revisions at the regional and UK level to which our local data is constrained, changes to the history can be traced back to the following new data (December 2014 RPS endpoint in brackets):

- BRES 2013 data (previously 2012)
- ILO data for 2014q3 (previously 2014q2)
- Regional accounts for 2013 (previously 2012)

5 A note from the ONS on volatility

A change in methodology behind Office for National Statistics (ONS) employment surveys has produced widespread volatility in the historical data, particularly from 2010.

The following is an explanation directly from the ONS, please see [section 3](#) for more information on how we deal with volatility in the official data:

“A fundamental redevelopment of Workforce Jobs sources, classifications, methods and systems was recently undertaken and is explained clearly in the article ‘Revisions to Workforce Jobs’ (Barford 2010). One of the key changes highlighted in this article was the replacement of a matched-pairs estimator with a point-in-time ratio estimator, ONS’s standard method. This change was aimed at removing the bias caused by the matched-pairs method. A matched-pairs method tends to underestimate change over time, as it excludes the births and deaths of businesses in the sample. In essence, only those businesses sampled in two consecutive periods are used to produce estimates of change. This bias used to cause large revisions when the short-term employment surveys series were benchmarked retrospectively to Business Register Employment Survey (BRES) estimates. BRES is an annual survey which selects a larger sample and also uses a point-in-time ratio estimator. The point-in-time estimator includes all sampled businesses in each and every period, which reduces the bias over-time. The trade-off is an increase in volatility caused by the inclusion of the rotated part of the sample for small and medium sized businesses. Sample rotation spreads the administrative burden; ensuring businesses are selected for a limited number of periods.

Unfortunately, the volatility of regional estimates at an industry level has been far greater than anyone anticipated and in general has been met unfavourably by users, particularly those that are interested in regional data. There are a number of instances, for example, whereby businesses have been ‘rotated in’ to a particular region and served to distort the level of jobs for a particular industry, usually for a period of 5 quarters, which is the time a rotated business remains in the sample of the STES.”

Regional employment is the most timely and only source of quarterly data at this level of geography and is used to derive the quarterly profile of other variables in our regional models. Therefore this volatility is reflected in output as well as employment. Please see [section 3](#) for more information on how we deal with volatility in the official data.

Appendix A....Glossary of terms

Glossary of terms

Gross Domestic Product (GDP) Total work done in an economy in a period measured in one of three ways:

- Output Measure: Output of all goods and services less inputs
- Income Measure: Income earned by all parts of the economy
- Demand Measure: Demand for goods and services comprised of
 - Expenditure by Households, NPISH and Government
 - Investment (Gross Fixed Capital Formation) by business and Government
 - Changes in Inventories and Acquisitions less disposals of valuables
 - Exports less imports

GDP is measured in market prices: this means that the prices used to convert output of goods and services into money include taxes and subsidies by the government. Distributors' margins are credited to the industry producing the goods and services not to the distribution industry.

Gross Value Added (GVA) GVA is identical to GDP except that it is measured in basic prices. These prices do not include taxes and subsidies imposed by the government. Distributors' margins are credited to the distribution industry. GVA for an industry is described by either of the following identities:

- GVA is identical to output of the industry less inputs of the industry
- GVA is identical to the sum of
 - Compensation of Employees in the industry
 - Gross Operating Surplus (i.e. profit) earned by capital in the industry

When looking at GVA for an industry, it is important to realise that it only includes the output of that industry (i.e. the value added by that industry.) For example retailing GVA only includes the value added by retailers (e.g. customer service etc).

GVA in the RPS is measured by the place where the work is done (workplace based) and not where the worker resides.

Current Price / Chain Volume Measure (CVM) Data where the unit of measurement is money are available either in Current Price (or Nominal) terms or CVM (or Real) terms. The distinction is important because the buying power of money changes over time. For current price data, no adjustment is made for this fact. CVM data adjusts all figures in a time series to be consistent with the buying power of money in a given year (the reference year). Current Price data, thus, measures values while CVM data measures volumes. For example, Current Price GDP is the money value of production in a given period while CVM GDP is the amount of production. For years before the reference year, CVM data is not additive (thus the sum of GVA for all sectors will not equal total GVA.) In all other years, CVM data is additive.

Productivity A measure of efficiency calculated by estimating output per unit of input

Workforce Jobs A count of the total number of jobs in the UK, a region or industry. It is comprised of

- Employee Jobs: The number of jobs where the occupant is an employee.
- Self-employee Jobs: The number of jobs where the occupant is self-employed
- Government-Sponsored Trainees: The number of jobs where the occupant is on a government training scheme.
- Her Majesty's Forces: The number of jobs in the armed forces (part of Public Administration & Defence).

Workforce jobs and all its components count jobs and not people. This means that where a person has two or more jobs they are counted once for each job that they have. This can be contrasted with the ILO employment measures. Another consequence of counting jobs is that Workforce Jobs is based on the place of work not the residence of the worker

Full Time Equivalent Employment: Our definition is based on total hours worked and is as follows:

FTE = (HOURS) divided by (37.8*13)

Here a constant yard-stick of full-time employment for all industries, regions and industry-region based on thirteen working weeks in a quarter at 37.8 hours a week. 37.8 hours is the average hours worked by a full-time worker in the UK between 1990 and 2009.

ILO Employment The International Labour Organisation (ILO) provides an international standard method of measuring employment. In the UK this is implemented by means of a survey known as the Labour Force Survey (LFS) or Annual Population Survey (APS). It is a people count based on the main job that a person has. Employment comprises:

- Employees: People whose main job is as an employee.
- Self-employed: People whose main job is as a self-employed person.
- Government-Sponsored Trainees: People whose main job is on a government training scheme.
- Unpaid Family Workers: People whose main job is as an unpaid worker in a business owned by their own family.

There are two measures:

- Residence based, which depends on the place of residence of the worker (irrespective of where they work.)
- Workplace based, which depends on the place of work of the worker (irrespective of where they reside.)

The ILO Employment reported is based on the entire population in work ages 16+.

ILO Unemployment The International Labour Organisation (ILO) definition of unemployment covers people who are: out of work, want a job, have actively sought work in the previous four weeks and are available to start work within the next fortnight; or out of work and have accepted a job that they are waiting to start in the next fortnight.

ILO unemployment is only available on a place of residence basis and is based on the entire unemployed population ages 16+.

Labour Force / Economically Active The sum of ILO Unemployment and ILO Employment. That is all people who are in work or who are looking for a work. A person who is in the labour force is said to be Economically Active.

The Labour Force includes the entire Economically Active population ages 16+.

Economically Inactive A person who is not economically active. The principle categories are retirees, students, children, long-term sick or disabled, homemakers and carers. This does not include school-aged people.

Claimant Count Unemployment Measures the number of people who are claiming Jobseekers' Allowance (JSA). This is always less than ILO Unemployment because not everyone who is ILO unemployed is eligible to claim JSA and not all who are eligible claim. Particular important cases are:

- People whose partners work more than 16 hours a week – they cannot claim JSA but may be ILO unemployed.
- People who are past state retirement age – they cannot claim JSA but may be ILO unemployed.

Extra Regio In addition to the 9 English regions and the nations of Scotland, Wales and Northern Ireland, the UK's economic boundary includes the continental shelf and UK government operations abroad (i.e. embassies and HMF abroad). The ONS does not assign income or GVA attributable to these sources to any region or nation. Therefore, the sum of regional Income or GVA does not equal the UK. This also impacts on two industries Extraction & Mining and Public Administration & Defence.

School Age Population Population aged 0-15.

Working Age Population Population above the age of 15 but below the current state retirement age for their gender.

Retirement Age Population The population above state retirement age. The precise retirement date depends on date of birth and, for those born before 6th November 1953, on gender. At present, there is a phased equalisation in progress. After 6th November 2018, both men and women will retire at 65. This will rise to 66 between 6th March 2019 and 6th September 2020 and 67 between 6th April 2026 and 6th March 2027. Our forecasts take account of these changes to retirement legislation.

Adult (16+) Population Number of all people aged 16 and above.

Household Consumer Spending The accounts relate to consumption expenditure by UK resident households, either in the UK or the rest of the world. Spending by non-residents in the UK is excluded from the total

Household consumption includes goods and services received by households as income in kind, in lieu of cash, imputed rent for the provision of owner-occupied housing services and consumption of own production

For national accounting purposes, households are individuals or groups of people sharing living accommodation

Household Disposable Income Household disposable income is the total payment to households (from wages, interest, property income and dividends) less taxes, social security, council payments and interest

Cost of living index Regional consumer spending deflator. Gives an indication of how the value of consumer spending has grown in comparison to the volume.

NUTS (Nomenclature des Unités Territoriales Statistiques – Nomenclature of Territorial Units for Statistics) A European Union standard for classifying the subdivisions of member states. In the case of the UK, the English regions and the three nations are classified as NUTS1. The next level – NUTS2 – typically consists of aggregations of local authorities in the same region. The level below that, NUTS3 consists either of single local authorities or a small aggregation of local authorities in the same NUTS2. In Scotland, some local authorities are divided between NUTS3. NUTS4 and NUTS5 also exist but are not used in the RPS.

Appendix B...Sector definitions

Sector definitions

Experian 38-sector	SIC-2007 division	Falls within Experian 12-sector
Agriculture, Forestry & Fishing	01 Crop and animal production, hunting and related service activities	Agriculture, Forestry & Fishing
	02 Forestry and logging	
	03 Fishing and aquaculture	
Extraction & Mining	06 Extraction of crude petroleum and natural gas	Extraction & Mining
	05 Mining of coal and lignite	
	07 Mining of metal ores	
	08 Other mining and quarrying	
	09 Mining support service activities	
Food, Drink & Tobacco	10 Manufacture of food products	Manufacturing
	11 Manufacture of beverages	
	12 Manufacture of tobacco products	
Textiles & Clothing	13 Manufacture of textiles	
	14 Manufacture of wearing apparel	
	15 Manufacture of leather and related products	
Wood & Paper	16 Manufacture of wood and of products of wood and cork, except furniture; manufacture of articles of straw and plaiting materials	
	17 Manufacture of paper and paper products	
Printing and Reproduction of Recorded Media	18 Printing and reproduction of recorded media	
Fuel Refining	19 Manufacture of coke and refined petroleum products	
Chemicals	20 Manufacture of chemicals and chemical products	
Pharmaceuticals	21 Manufacture of basic pharmaceutical products and pharmaceutical preparations	
Rubber, Plastic and Other Non-Metallic Mineral Products	22 Manufacture of rubber and plastic products	
	23 Manufacture of other non-metallic mineral products	
Metal Products	24 Manufacture of basic metals	
	25 Manufacture of fabricated metal products, except machinery and equipment	
Computer & Electronic Products	26 Manufacture of computer, electronic and optical products	

	27 Manufacture of electrical equipment	
Machinery & Equipment	28 Manufacture of machinery and equipment n.e.c.	
Machinery & Equipment	29 Manufacture of motor vehicles, trailers and semi-trailers	
	30 Manufacture of other transport equipment	
Other Manufacturing	31 Manufacture of furniture	
	32 Other manufacturing	
	33 Repair and installation of machinery and equipment	
Utilities	35 Electricity, gas, steam and air conditioning supply	Utilities
	36 Water collection, treatment and supply	
	37 Sewerage	
	38 Waste collection, treatment and disposal activities; materials recovery	
	39 Remediation activities and other waste management services. This division includes the provision of remediation services, i.e. the cleanup of contaminated buildings and sites, soil, surface or ground water.	
Construction of Buildings	41 Construction of buildings	Construction
Civil Engineering	42 Civil engineering	
Specialised Construction Activities	43 Specialised construction activities	
Wholesale	45 Wholesale and retail trade and repair of motor vehicles and motorcycles	Wholesale & Retail
	46 Wholesale trade, except of motor vehicles and motorcycles	
Retail	47 Retail trade, except of motor vehicles and motorcycles	
Land Transport, Storage & Post	49 Land transport and transport via pipelines	Transport & Storage
	52 Warehousing and support activities for transportation	
	53 Postal and courier activities	
Air & Water Transport	50 Water transport	
	51 Air transport	
Accommodation & Food Services	55 Accommodation	Accommodation, Food Services & Recreation
	56 Food and beverage service activities	
Recreation	90 Creative, arts and entertainment activities	
	91 Libraries, archives, museums and other cultural activities	
	92 Gambling and betting activities	
	93 Sports activities and amusement and	

	recreation activities	
Media Activities	58 Publishing activities	
	59 Motion picture, video and television programme production, sound recording and music publishing activities	
	60 Programming and broadcasting activities	
Telecoms	61 Telecommunications	
Computing & Information Services	62 Computer programming, consultancy and related activities	Information & communication
	63 Information service activities	
Finance	64 Financial service activities, except insurance and pension funding	Finance & Insurance
	66 Activities auxiliary to financial services and insurance activities	
Insurance & Pensions	65 Insurance, reinsurance and pension funding, except compulsory social security	
Real Estate	68 Real estate activities	Professional & Other Private Services
Professional Services	69 Legal and accounting activities	
	70 Activities of head offices; management consultancy activities	
	71 Architectural and engineering activities; technical testing and analysis	
	72 Scientific research and development	
	73 Advertising and market research	
	74 Other professional, scientific and technical activities	
	75 Veterinary activities	
Administrative & Supportive Service Activities	77 Rental and leasing activities	
	78 Employment activities	
	79 Travel agency, tour operator and other reservation service and related activities	
	80 Security and investigation activities	
	81 Services to buildings and landscape activities	
	82 Office administrative, office support and other business support activities	
Other Private Services	94 Activities of membership organisations	
	95 Repair of computers and personal and household goods	
	96 Other personal service activities	
	97 Activities of households as employers of domestic personnel	
	98 Undifferentiated goods- and services-producing activities of private households for	

	own use	
Public Administration & Defence	84 Public administration and defence; compulsory social security	Public Services
	99 Activities of extraterritorial organisations and bodies	
Education	85 Education	
Health	86 Human health activities	
Residential Care & Social Work	87 Residential care activities	
	88 Social work activities without accommodation	

Appendix C...Geography definitions

We forecast at the following geographic breakdowns:

- **UK**
- **Regions (12)**
- **Counties (64)**
- **Local authorities...post-2009 boundaries (347+33 London boroughs)**

A full lookup in excel form can be found [here](#)

Appendix D...FAQ's

- Why does Experian's history for variable x differ from another source / raw survey data?
 - There are several possible reasons.
 - The first is a vintage mismatch. The ONS frequently revises its economic data in order to take account of new information or improved methodology. The date at which Experian has taken data for the current RPS is given in the body of this guide. Another source may have used earlier or later data.
 - The second relates to data processing. As explained in the body of this guide, it is sometimes necessary at the regional level and (particularly) at the local level to process or construct data. Our approach to doing this is explained in the body of this guide. We apply consistent methodologies to process the data. Other sources may carry this out in different ways. When compared against the raw source, our data may differ because, for example:
 - It has been constrained to other sources.
 - It has been converted into CVM data or quarterly data.
 - It has been made consistent with other data or a later vintage of data.
 - The third relates to raw survey data. Raw survey data is often volatile and does not take into account information outside the survey. Official statistics and our data are constructed from the raw survey data to take into account volatility, sampling issues and all available data sources.
- Why does Experian's job history differ from the *ABI* or *BRES*?
 - The *ABI/BRES* are surveys taken from a particular year; they are not updated.
 - *ABI/BRES* is a source for ONS' workforce jobs but it is not the only source.
 - Experian's workforce job history is designed to be consistent with the latest available ONS workforce jobs estimates (which may represent additional data or improved methodology.)
 - Raw survey is often incomplete and suffers from sampling variability, which does not represent true volatility in the underlying population data. This must be removed to ensure high quality data.
- How often are data updated?
 - We always use the latest available data at the cut-off date for history.
 - New GVA data is available from the ONS
 - At the UK Level, three times a quarter.
 - At the Regional and Local level, annually (normally in December.)
 - New Expenditure data is available from the ONS at the UK level twice a quarter.
 - New LFS Employment data is available from the ONS once a quarter.
 - New Workforce Jobs data is available from the ONS once a quarter.
 - New *BRES* is published once a year (normally in December.)
 - New Income data is available from the ONS
 - At the UK level, once a quarter.
 - At the Regional and Local level, once a year (normally in April.)
 - Population projections are published once every two years.
 - New mid-year population estimates are published annually.
 - New *LCFS* is published annually.
- How do revisions to historical data affect your history and forecasts?
 - As explained above, we always take into account the latest historical data.
 - The monthly UK macro forecast is updated after each ONS revision of GDP for a quarter.
 - The RPS is based on a particular UK macro forecast and includes the latest available regional and local data.
 - Forecasts are updated to be consistent with the latest historical data. While this will typically only affect the short-to-medium term, there are times when the long-run is necessarily affected. This will usually be when there has been a substantial revision to history.
- How are past growth trends captured in the forecasts?
 - All our models are econometric models.
 - An econometric model is a model estimated on historical data.

- The coefficients (i.e. interactions) in the model embed historical relationships between variables and historical growth rates in a variable.
- Where we believe that the forecast relationships may differ from history, we make appropriate adjustments to the forecast. This may be the case, for example, where an area has been substantially redeveloped in recent years.
- How are industry/regional/local developments and policies reflected in forecasts?
 - If these developments and policies are reflected in model inputs (for example population) or in history then they will be automatically captured by the model.
 - In any other case, we are able to make appropriate adjustments to take these into account.
 - At the industry level, we taken into account announced developments in that industry which are large enough to affect the growth in the industry at the national, regional or local level (as the case may be).
 - At the regional and local, we taken into account announced developments or policies which are large enough to affect growth at the regional or local level. The local model, in particular, has the facility to take into account the impact of additional population or jobs in a particular area.
 - It is important to realise that many developments or policies may not be sufficiently large enough to affect growth rates or may be implicitly included in the forecast from a higher level of aggregation.
- How does population relate to the employment forecasts?
 - This is discussed in detail in the methodology section above for the regions and the locals.
 - It is important to remember that employment is forecast on both a residence and workplace basis.
 - Residence based employment depends on local population (labour supply) growth but also on demand for work throughout the region and across the regional boundary.
 - Workplace based employment depends on labour supply throughout the region and across the regional boundary.
- What is working age?
 - The definition of working age used based on the state pension age.
 - As the state pension age for men and women changes in line with announced policy, the working age population will change to take this into account.
 - The key changes to the state pension age that have been announced are:
 - A gradual equality in state pension age for men and women.
 - A gradual rise in state pension age for both men and women to 67 (and 68 after the forecast horizon.)
- What is the participation rate / economic activity rate?
 - The participation rate or economic activity rate is the proportion of the population who are either employed or seeking employment (i.e. unemployed.)
 - The participation rate used in our models is based on the entire adult population (16+). This differs from earlier versions of our models which used only the working age population.
 - The participation rate is an endogenous variable in all our models. It is not a fixed assumption.
- What assumptions have been made regarding commuting in the local model?
 - Commuting in the local model is based on estimates given by the ONS.
 - These are based on the Annual Population Survey.
 - Commuting assumptions are fixed over the forecast.
 - However, the outcome for commuting may differ from the assumption because (for example) there is insufficient demand or supply for labour to provide as many workers across a particular commuting relationship.
- How is Full-Time Equivalent employment derived?
 - This is based on the total hours worked (please see the glossary.)
 - The relationship between FTEs and hours is fixed by definition.
 - In different industries, the hours worked per job will differ.
 - Historical data for this is taken from ASHE (please see the body of the guide.)
 - The forecast takes into account changing trends in hours per job. This will necessarily alter the relationship between Full-Time Equivalent employment and jobs.
- How does the weighting of different factors change over the forecast period?
 - There is no fixed rule about the changes in this time.

- The coefficients of the econometric equations are fixed over time
- However, at the local level population growth becomes more important as unemployment decreases.

Appendix E...About us



Our economic forecasting expertise

Experian's team of 18 economists is a leading provider of global, national, regional and local economic forecasts and analysis to the commercial and public sectors. Our foresight helps organisations predict the future of their markets, identify new business opportunities, quantify risk and make informed decisions.

Experian's economics team is part of a 140-strong analytics division, which provides an understanding of consumers, markets and economies in the UK and around the world, past, present and future. As part of the Experian group, the analytics division has access to a wealth of research data and innovative software solutions. Its statisticians, econometricians, sociologists, geographers, market researchers and economists carry out extensive research into the underlying drivers of social, economic and market change.

For more information, visit www.experian.co.uk/economics

Experian

Experian is a global leader in providing information, analytical and marketing services to organisations and consumers to help manage the risk and reward of commercial and financial decisions.

Combining its unique information tools and deep understanding of individuals, markets and economies, Experian partners with organisations around the world to establish and strengthen customer relationships and provide their businesses with competitive advantage.

For consumers, Experian delivers critical information that enables them to make financial and purchasing decisions with greater control and confidence.

Clients include organisations from financial services, retail and catalogue, telecommunications, utilities, media, insurance, automotive, leisure, e-commerce, manufacturing, property and government sectors.

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For more information, visit the Group's website on www.experiangroup.com

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Bristol
0117 403 1980
bristol@lichfields.uk

Cardiff
029 2043 5880
cardiff@lichfields.uk

Edinburgh
0131 285 0670
edinburgh@lichfields.uk

Leeds
0113 397 1397
leeds@lichfields.uk

London
020 7837 4477
london@lichfields.uk

Manchester
0161 837 6130
manchester@lichfields.uk

Newcastle
0191 261 5685
newcastle@lichfields.uk

Thames Valley
0118 334 1920
thamesvalley@lichfields.uk