

Appendix 5: Site Pro-Formas

Land North A56 and A682 Junction [ADD2]



GROSS SITE AREA:
5.99 ha

ESTIMATED NET DEVELOPABLE AREA:
4.79 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located within the Green Belt and has a sloping topography from the west down to the east where the brook at the bottom of the valley meets the A682. The site is large, although the net developable area is significantly reduced by the probable need for platforming and levelling.	
Strategic Road Access	The site is within 1km of the A56.	Very Good
Local Accessibility	The site currently has no access route, although this could be provided either from the north or to the west through EMP25. There are bus stops within 400m with services to Accrington, Blackburn, Haslingden, Rawtenstall and Rochdale.	Average
Proximity to Urban Areas and Access to Labour and Services	Whilst the site is located outside the urban boundary it has excellent accessibility to the local labour markets in Haslingden and Rawtenstall. There are some local services at the roundabout to the west.	Very Good
Compatibility of Adjoining Uses	The site is bound to the west by the A56, to the north by the A681 and to the south by the A682. To the east of the site lies predominantly agricultural land with one residential property, and the site is bound by a small brook.	Very Good
Developmental and Environmental Constraints	The site is located on a hill that rises to the west and lowers to the east. The topography would require significant platforming and some levelling. The far eastern part of the site has a significantly reduced developable area due to the gradient. This may reduce the viability of the site, although it is located in an area with significant market demand. Overhead lines cross the edge of the site to the east. The site would require a new access road, either directly from the A682 or from the roundabout to the west through site EMP25. There are no other obvious development constraints.	Average / Poor
Market Attractiveness	The site is located where there is particularly strong market demand for industrial sites. The location would be particularly attractive to B2 or B8 employment uses.	Good

	The site would require platforming or significant levelling works which may lower the viability of the site.
Barriers to Delivery and Timescales	The site would need to be released from the Green Belt and hence it would be necessary for RBC to demonstrate that an exceptional circumstances case can be made. It requires platforming and levelling works before it can be fully developed. However, the site is located in an area of strong market demand which would improve the attractiveness to developers. Based on this, the site is likely to be delivered within 5 to 10 years.
Potential Future Uses	Due to the location of the site it would be most suitable for several smaller sized units for B2 or B8 employment uses.
OVERALL SITE RATING	Good
RECOMMENDATION	Allocate for employment

SITE SUMMARY:

The large site is designated Green Belt land and hence an exceptional circumstances case would need to be made by RBC in its emerging Local Plan Part 2, although it is well contained by existing borders. The site would require a new access road and platforming or levelling works but is located where there is greatest market demand. The site would be attractive for industrial occupiers due to its excellent location in proximity to the A56.

Land adj Rising Bridge Primary School [ADD3]



**GROSS SITE AREA:
3.94 ha**

**ESTIMATED NET DEVELOPABLE AREA:
3.35 ha**

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently designated Green Belt land and is used for grazing. The site has an undulating topography but is contained by the A56 to the east; Rising Bridge Road to the west; and adjacent residential uses and primary school to the north.	
Strategic Road Access	The site is within 1km of the A56 accessed via Rising Bridge roundabout.	Very Good
Local Accessibility	The site currently has a private access road which would need improvements to accommodate HGVs. A new access road could be provided directly from Rising Bridge roundabout if alterations were made to the road layout. Bus stops are located within 400m in Rising Bridge with services to Accrington, Bury, Rochdale and Manchester City Centre.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rising Bridge which has a small local labour market catchment but good access to local services.	Average
Compatibility of Adjoining Uses	The site is bound to the east by the A56 and to the west by Rising Bridge road. There are sensitive uses to the north including Rising Bridge Primary School and a chapel. There is a natural buffer between the site and the chapel from a grassy embankment. To the south lies wooded green space. The site is large enough to ensure that the borders with adjacent uses could be suitably buffered.	Average
Developmental and Environmental Constraints	The site has no obvious development constraints. The site is predominantly level but some land that would need levelling. Whilst the site is designated Green Belt, it is well contained by surrounding road networks and developed land.	Good
Market Attractiveness	The site is well located with excellent access to the A56 at Rising Bridge roundabout. This area has the strongest levels of market demand in Rossendale Borough and would be attractive to developers and potential occupiers.	Very Good

Barriers to Delivery and Timescales	The only known barriers to delivery are the need to develop a suitable local access road onto the site and the need to demonstrate exceptional circumstances before the site can be released by RBC from the Green Belt. The site is located in an area of strong market demand so could be developed relatively soon after being released. On this basis the site could be delivered in 1 to 5 years due to its attractiveness to the market.
Potential Future Uses	With appropriate buffering to the adjacent land uses to the north, the site could be appropriate for a range of B class uses. The site's location would generate most interest from B2 and B8 land uses.
OVERALL SITE RATING	Very Good
RECOMMENDATION	Allocate for employment uses

SITE SUMMARY:

The predominantly level site is within the Green Belt but has excellent proximity to the A56 and the wider strategic road network. The site is in a location of strong market demand and, once released from the Green Belt and local access has been developed, it is likely that it could be delivered within 1 to 5 years. This area of the Borough has an identified need for B2 and B8 land uses which would be appropriate on this site.

Land North of Winfields [ADD4]



GROSS SITE AREA:
3.51 ha

ESTIMATED NET DEVELOPABLE AREA:
2.98 ha

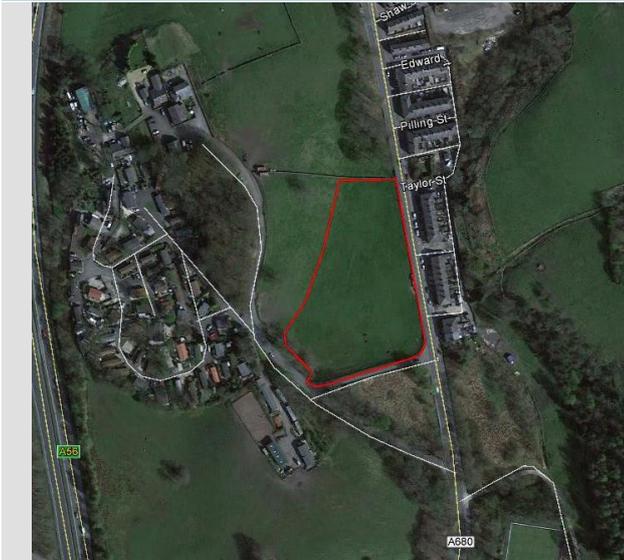
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located in the Green Belt, to the north of the existing Winfields Business Park (EMP23). The site is currently used for grazing and is within a rural setting.	
Strategic Road Access	The site is located beside the A56 via the Rising Bridge roundabout.	Very Good
Local Accessibility	The site can be accessed by the existing Winfields business park but does not have an access road onto the site. Construction at the north end of EMP23 may require an alternative access to the site from the north which is not the preferred approach. The site is within 400m to bus stops on the A680 with services to Rochdale, Accrington and Bury.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is adjacent to the popular Winfields business park but is in a peripheral location in Acre. Whilst there is a small local labour market catchment and no local services the site could be easily reached by its excellent proximity to the strategic road network.	Average / Poor
Compatibility of Adjoining Uses	The site is to the north of the existing Winfields business park (EMP23), is bound to the west by the A56 and to the east by agricultural land. There is a small cluster of residential uses to the north of the site though they are separated by an access road.	Good
Developmental and Environmental Constraints	The site requires an access road which may be compromised by the development on the northern plot of Winfields (EMP23). Topography is an issue on much of the site though it levels out to the north. The site would require levelling works and potential platforming. There are no other obvious barriers to delivery. The long and narrow character of the site would limit development options.	Poor
Market Attractiveness	The site would provide an extension to the popular Winfields business park and feature excellent access to the A56 and wider strategic road network. The site falls within an area of relatively strong market demand and	Good

	would be expected to receive significant interest if allocated for employment uses. However access to the site and topography are constraints to development.	
Barriers to Delivery and Timescales	The site would need to be released from the Green Belt in order to be delivered. Whilst topography and site access may be an issue in the short term the popular location of the site means that it could come forward in 5 to 10 years.	
Potential Future Uses	The site would be appropriate for a range of B-class uses, though due to its location B2 and B8 are likely to receive strongest levels of demand.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment	

SITE SUMMARY:

The large but narrow site is within the Green Belt and adjacent to the already popular Winfields business park (EMP23). There are development constraints to overcome, although the site is located in an area of high market demand. If allocated the site would be expected to be delivered in 5 to 10 years.

Land South of Winfields [ADD5]



GROSS SITE AREA:
1.08 ha

ESTIMATED NET DEVELOPABLE AREA:
0.97 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises Green Belt land which is currently used for grazing. It has a small area but is level and with no obvious constraints to development.	
Strategic Road Access	Within 1km access to A56 via Rising Bridge roundabout.	Very Good
Local Accessibility	Site currently has no access road and would require ramped access as the level of the site is approximately 1 to 2m lower than the road side. Bus stop adjacent site on main road with services to 464 to Rochdale and 484 Bury to Accrington.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is in Acre on the periphery of Haslingden and Rising Bridge. It has a very modest immediate labour market catchment and no local services, but all are accessible within 1 to 2 km.	Average
Compatibility of Adjoining Uses	To the east, the site borders the A680 and there is a small cluster of residential uses bordering this. The site is surrounded by agricultural uses to all other aspects.	Average
Developmental and Environmental Constraints	The site has flat topography and greenfield characteristics, so there are no obvious barriers to development. A new access road onto the site is required. Surface water flooding may be an issue as the site is lower than the road and surrounding land.	Good
Market Attractiveness	The site is well located in the Borough and provides excellent access to the A56. This area receives the most market demand and would likely receive strong levels of interest from developers and potential occupiers.	Very Good
Barriers to Delivery and Timescales	The site would need to be released from the Green Belt and would risk narrowing the strategic Green Belt gap between Acre and Haslingden. If the site were allocated it would likely be delivered in 1 to 5 years due to the location of the site and its attractiveness to the market.	
Potential Future Uses	The site would be more suitable for B1c development due to its proximity to residential uses.	
OVERALL SITE RATING	Average	

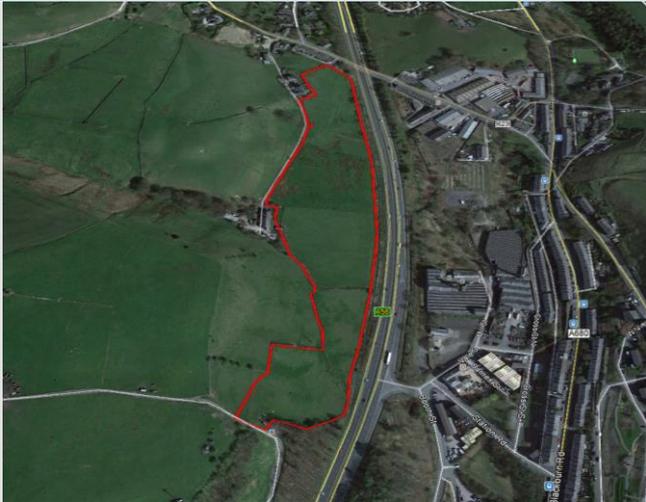
RECOMMENDATION

Do not allocate for employment

SITE SUMMARY:

Small but level greenfield site which would provide good access to the A56 at the Rising Bridge roundabout. The site would need to be released from the Green Belt. If the site were allocated it should accommodate B1 uses to ensure compatibility with adjacent residential uses. Due to the strong market demand for sites in this area of the Borough, it is likely that the site could be delivered in 1 to 5 years.

Carrs Industrial Estate North Extension[ADD6]



**GROSS SITE AREA:
5.69 ha**

**ESTIMATED NET DEVELOPABLE AREA:
4.84 ha**

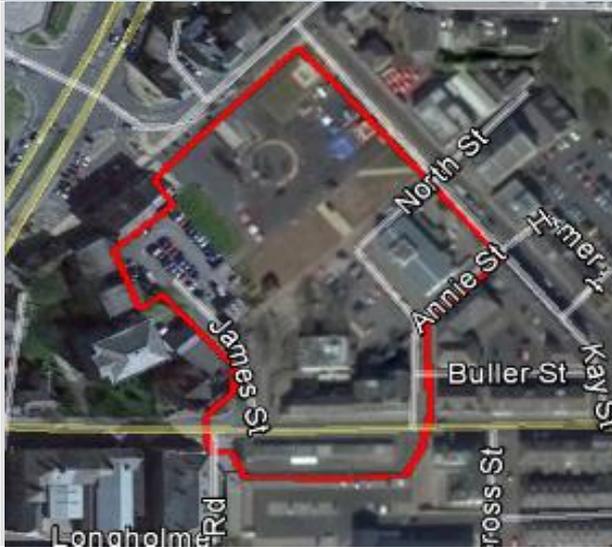
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently used as grazing land, and is outside the urban area. It is designated as countryside land rather than Green Belt. This large site has minor undulations but is generally level and without mature trees or other obvious development constraints.	
Strategic Road Access	The site is within 1 km away from an access point to the A56.	Very Good
Local Accessibility	The closest access point is to the south on the road leading to Sunny Field Farm from Commerce Street. The access road would need widening so that it is accessible for HGVs. The nearest bus stops are located on Blackburn Road with services to Accrington, Blackburn, Rawtenstall, Rochdale and Manchester, but are more than 400m from the site.	Average
Proximity to Urban Areas and Access to Labour and Services	Whilst the site is outwith the urban area it is in close proximity to Haslingden and would be well served by the immediate local labour market catchment. Local services within Haslingden would be accessible.	Good
Compatibility of Adjoining Uses	The site is set within a rural context and is close beside Carrs industrial estate to the south. There are a small number of residential properties to the north.	Very Good
Developmental and Environmental Constraints	The site has a mostly level topography and is large enough to be considered a potential strategic site for the Borough. Improvements would need to be made to the closest access route. There are no other obvious barriers to development.	Very Good

Market Attractiveness	The site is located in an excellent location in close proximity to the A56. This area receives the greatest demand for industrial premises in the Borough and also attracts enquiries from businesses based outside Rossendale. The site would help to meet requirements highlighted by commercial agents and key local businesses for a new strategic site with good access to the A56.	Very Good
Barriers to Delivery and Timescales	There are no obvious barriers to delivery. The site is located in an area of strong market demand. The large size of the site means that it would likely be fully delivered in 5 to 10 years.	
Potential Future Uses	The size of the site would be appropriate for a range of B-class employment uses, though current market demand in this area is primarily for B2 and B8.	
OVERALL SITE RATING	Very Good	
RECOMMENDATION	Allocate for Employment uses	

SITE SUMMARY:

This large site is predominantly level and would help meet the requirement for new strategic employment sites in this part of the Borough. The site needs improvements to the existing access road to the south but is located where there is greatest market demand in Rossendale. The site could accommodate key local employers and help to retain them within Rossendale. It is relatively level and is not designated Green Belt land.

Site Name: Valley Centre [EMP01]



GROSS SITE AREA:
1.57 ha

ESTIMATED NET DEVELOPABLE AREA:
0.23 ha (estimated from to 10,000 sq ft B1(a) office space)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Site currently comprises public open space, a small area of car parking, a vacant office building (use class B1) and a vacant industrial unit (B8). The site is owned by the Council. The proposals map identifies the site as being within the Town Centre of Rawtenstall. It is understood that an application has been approved with conditions for the redevelopment of the site as a wider mixed use development (ref. 2015/0476) as part of the 'Spinning Point' scheme. This will involve the redevelopment of the site for a bus station and retail/cafe units (Use Classes A1, A2, A3, A4, A5 or B1), including associated facilities, car parking and landscaping, demolition of former police station, town hall annex, public toilets and part demolition of existing buildings.	
Strategic Road Access	The site is approximately 2km from the A50 which can be accessed by the A682 which runs to the east of the site.	Good
Local Accessibility	The site can be accessed by the A681 and the A682 to the south and east of the site. A one way system surrounds the site. A bus service is in operation along Bacup Road to the south of the site, bus stops located immediately adjacent to the site. Formal onsite parking has been provided on the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within Rawtenstall Town Centre within the Urban Boundary. Rawtenstall is identified as being a primary urban area within the Borough providing access to a wide range of services and a labour supply.	Very Good
Compatibility of Adjoining Uses	The site is located within the centre of Rawtenstall, the surrounding land uses comprising a mix of commercial	Very Good

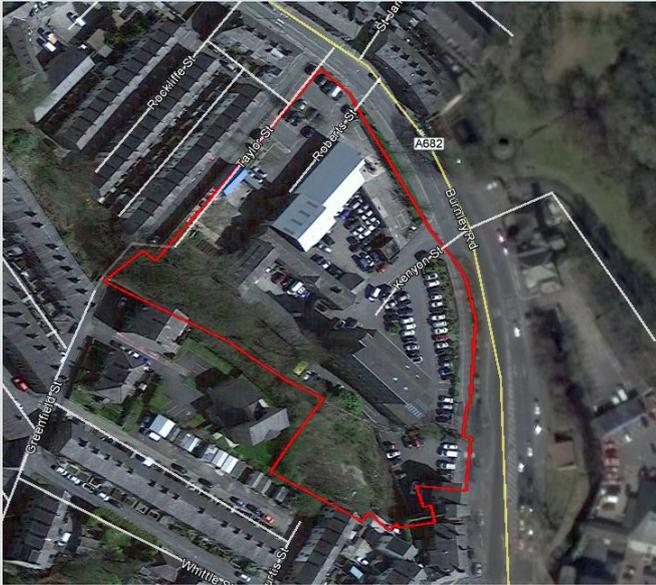
	and retail. The site is bound to the north by Bank Street, to the east by Kay Street, to the south by Bacup Road and to the west commercial development. The site is therefore contained by existing built development and there is no land surrounding the site that would accommodate expansion.	
Developmental and Environmental Constraints	The site is within the Rawtenstall Conservation Area and is currently in use as an informal recreation space. An electricity substation is located on the site. No other constraints are identified. The site is located with Flood Zone 1 and is not identified on the Council's SFRA as being at risk of flooding.	Average
Market Attractiveness	The site has good strategic road and local access. The current vacant buildings detract from the overall market attractiveness of the site, the vacant buildings being in poor condition and vandalised. These vacant buildings have the potential for office or retail development (use Class B1 and use class A).	Average
Barriers to Delivery and Timescales	<p>The site currently comprises informal public open space, a disused police station and a vacant office building. The site has an extant planning permission for a mix of uses including B1 employment. It is understood that the site is available, is publically owned and being actively promoted.</p> <p>The site offer good prospects of viability especially in the case of a mix-used allocation including retail units and residential uses. It is therefore considered that the site could come forward in the next 0-5 years.</p>	
Potential Future Uses	The site could accommodate a mixed use scheme featuring an element of B1a office use.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for mixed use, including an element of B1a office use.	

SITE SUMMARY:

The site lies between the A681 and the A682 and has good local accessibility with a bus service operating to the south of the site providing access to Rochdale, Bury, Burnley, Todmorden, Water and Bacup. Formal onsite parking is provided, circa 25 spaces. The site has significant potential for redevelopment, the vacant office and industrial units being in poor condition.

An application has been approved with conditions for the redevelopment of the site as a wider mixed use development. This will involve the redevelopment of the site for a bus station and retail/cafe units (Use Classes A1, A2, A3, A4, A5 or B1), potentially including an element of B1a office. It is considered that the site remains suitable for a mix of uses including B1a office.

Site Name: Land at Robert Street [EMP02]



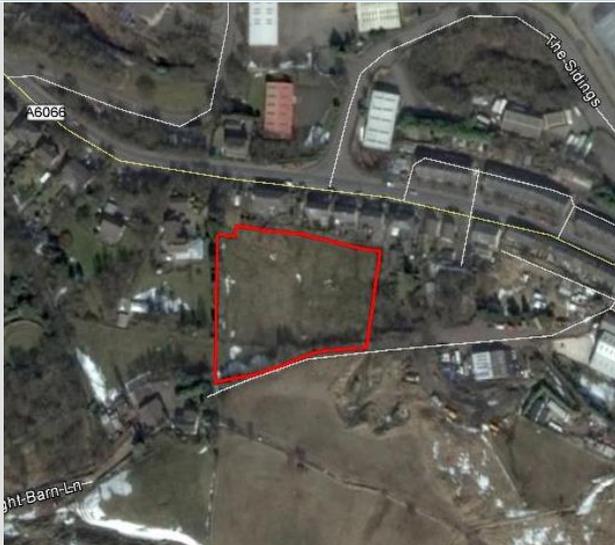
GROSS SITE AREA:
1.04 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes, comprising a large car parking area and a mix of B1, B2 and B8 land uses. The main occupier on the site is the Kingfisher Business Centre (use class B1).	
Strategic Road Access	The site is approximately 2km from the A56 which can be accessed from the A682 which runs immediately to the east of the site.	Good
Local Accessibility	The site can be accessed from Burnley Road (A682) which runs along the eastern boundary of the site. A bus service is in operation along this road providing access to Burnley and Skipton, a bus stop is located immediately outside of the site. Formal on-site parking is provided.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within the urban area of Rawtenstall, within the Urban Boundary. Rawtenstall is identified as a primary urban area within the Borough providing access to a range of services and a labour supply.	Very Good
Compatibility of Adjoining Uses	The site is located within the urban area of Rawtenstall within a predominantly residential area. The site is bound: to the north by residential properties; to the east by Burnley Road with retail units (use class A3 and A5) beyond; and, to the south and west by a steep embankment and mature trees.	Average
Developmental and Environmental Constraints	The site comprises a large office building and two smaller buildings that are in use as an MOT / Service Garage. The site is fully developed and there is no land	Poor

	<p>surrounding the site that would accommodate expansion. It is therefore considered that the site has limited development potential.</p> <p>The site has a slightly undulating topography gently rising to the west. Mature trees are situated along the western boundary of the parcel. Part of the site is also included within the Rawtenstall town centre conservation area. No other constraints were identified on the site.</p>	
Market Attractiveness	The site currently comprises 3 vacant units. It is characterised by a modern office development and smaller industrial units which are dated. The site is reasonably well maintained and has good strategic road and local access; however the site is fully developed and has not future development potential.	Average
Barriers to Delivery and Timescales	The site is fully developed and there is no land surrounding the site that would accommodate expansion. It is therefore considered that the site has limited future development potential and that the future development of the site would need to be through the intensification of the existing use.	
Potential Future Uses	The site is in an appropriate employment use.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for employment uses.	
SITE SUMMARY:		
<p>The site lies on the north eastern edge and is located to the west of the A682 (Burnley Road), a bus service is within operation along this road providing access to Burnley and Skipton. Formal on-site parking is provided for c20 spaces. The site is well maintained, the Kingfisher Business Centre providing attractive, good quality office accommodation and car parking provision. However, the site is fully built out and has a limited future development potential.</p>		

Land adjacent to New Line [EMP03]



**GROSS SITE AREA:
0.61 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.488 ha (Assumed 80% net developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises vacant grassland and is undeveloped. The proposals map identifies the site as 'White Land'.	
Strategic Road Access	The site can be accessed approximately 0.2km from the A6066 which is located to the north of the site and then merges into the A681 providing access to the A56.	Good
Local Accessibility	Site can be accessed off the A6066 via Height Barn Lane which runs to the south and east of the site. Height Bank Lane is a single track road which is in poor condition and inclines steeply up to the site. A bus service is in operation along the A6066, with bus stops located adjacent to Height Bank Lane.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located on the urban edge of Bacup just outside of the Urban Boundary. Bacup is identified in the Borough as a primary settlement, providing good access to services and labour supply.	Good
Compatibility of Adjoining Uses	The site is well contained by existing built development. The site is bound to the north by residential properties, to the east by an industrial land use, to the south by Height Barn Lane and to the west by agricultural land and a tree line.	Poor
Developmental and Environmental Constraints	The site is currently undeveloped, comprising vacant grassland. The site has an undulating topography, sloping from south to north. The western and eastern boundaries of the site are also dominated by mature trees. The site is located within Flood Zone 1 and is not located in, or adjacent to, a Conservation Area.	Good
Market Attractiveness	The site is currently undeveloped and partially adjoins	Poor

	industrial land uses to the east. Access to the site is poor; Height Barn Lane being in poor condition and single track. The site also backs onto residential properties. It is therefore considered that the site is not suitable for employment development.	
Barriers to Delivery and Timescales	The site is currently vacant; however the access to the site via Height Bank Lane is poor and would need addressing in order to support the future development of the site. Given that the site backs onto residential properties it considered that employment development on the site would be inappropriate. The site is therefore unlikely to come forwards before 10 to 15 years.	
Potential Future Uses	The site should not be allocated for employment uses.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment uses	
SITE SUMMARY:		
The site currently comprises vacant grassland and is undeveloped. The site has reasonable strategic road access; however, Height Barn Lane is single track road and is in a poor condition. The site partially abuts industrial land but also backs onto residential properties.		

Prinny Hill Road [EMP04]



GROSS SITE AREA:
0.44 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is in existing employment use and comprises B1 and B8 land uses. The main occupier on the site is EleKem. The site is identified on the proposals map as existing employment land.	
Strategic Road Access	The site is approximately 0.5km from the A56 which can be accessed by the A680 which runs immediately to the west of the site.	Very Good
Local Accessibility	The site can be accessed via the A680 which runs immediately to the west of the site. A bus service is in operation along this road providing access to Rochdale and Manchester City Centre. A bus stop is situated adjacent to the site. A small area of parking is available on the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in the urban area of Haslingden within the Urban Boundary. Haslingden is identified as a primary urban area within the Borough, providing access to a wide range of services and a sufficient labour supply.	Very Good
Compatibility of Adjoining Uses	The site is located in the urban area of Haslingden within a predominately residential area. The site is separated from a more substantial area of employment to the west of the A56. The site is bounded: to the north by mature woodland; the east by the A680; to the south and south west by residential properties; and, to the west and north west by mature woodland.	Average
Developmental and Environmental Constraints	The site is fully developed and is tightly bound by existing built development and mature trees. Consequently there is no land surrounding the site that would accommodate	Average

	<p>expansion. It is therefore considered that the site has limited future development potential.</p> <p>The site has a relatively flat topography, mature trees border the north western boundary of the site. The site is located within Flood Zone 1 and the Council's SFRA identifies the site as having a maximum flood risk of 0-1 metre. No other development constraints were identified on the site.</p>	
Market Attractiveness	<p>The site is located within a predominantly residential area and is separated from existing employment development to the west of the site by the A56. The site is fully developed and has limited future development potential. The site is characterised by a modern office units and modern industrial units and is reasonably well maintained.</p>	Average
Barriers to Delivery and Timescales	<p>The site is already fully developed and there is no land surrounding the site that would accommodate expansion, it is therefore considered that the site has limited future development potential. Future development of the site would need to be through the intensification of the existing use.</p>	
Potential Future Uses	<p>The site is an appropriate employment use</p>	
OVERALL SITE RATING	<p>Good</p>	
RECOMMENDATION	<p>Retain for employment purposes.</p>	
SITE SUMMARY:		
<p>The site currently comprises B1 and B8 development, the main occupier on the site being EleKem. The site is characterised by a modern office development and a modern industrial unit. The site has good strategic road and local access however is situated within a predominantly residential area, separated from existing employment development to the west. The site is fully developed and is tightly bound by existing built development and mature trees. Consequently there is no land surrounding the site that would accommodate expansion. It is therefore considered that the site has limited future development potential.</p>		

Rossendale Motor Sales, Bury Road [EMP05]



**GROSS SITE AREA:
0.29 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.058 ha (Assumed 20% Developable Area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in B8 use comprising a large industrial unit which is occupied and a scrap yard. The proposals map identifies the site as white land. The site is privately owned.	
Strategic Road Access	The site is approximately 0.9 km from the A56 which can be accessed from the A682. This runs immediately to the south of the site.	Very Good
Local Accessibility	The site can be access via Bury Road (A682) to the south of the site via a narrow single track road which slopes steeply down towards to the site. A bus service is in operation along Bury Road providing access to Rawtenstall, Todmorden, Burnley and Bury. A bus stop is located immediately outside of the site. No formal car parking is provided on the site.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in the urban area of Rawtenstall within the Urban Boundary. Rawtenstall is identified as a primary urban are within the Borough providing access to a wide range of services and a labour supply.	Very Good
Compatibility of Adjoining Uses	The site is located within the urban area of Rawtenstall within a predominantly residential area. The site is bound; to the north by mature woodland; to the east by scrap yard; to the south by the curtilages or residential properties; and, to the west by vacant grassland. The site is therefore well-contained on three sides by landscape features and existing development.	Average
Developmental and Environmental Constraints	The site is fully developed and is constrained by mature woodland and existing built development on 3 sides. There is a modest area of vacant grassland to the west of	Average

	the site which could accommodate a small expansion of the existing employment site. It is therefore considered that the site has limited development potential. The site is located within Flood Zone 1; however the site is located within 50m of a Flood Zone 3 area. A number of mature trees border the site. There could be some potential contamination issues associated with the current use of the site.	
Market Attractiveness	The site is located within a predominantly residential area separated from the employment land development at New Hall Hey by mature woodland and a railway. The site currently comprises large industrial unit and is fully developed and limited future development potential.	Poor
Barriers to Delivery and Timescales	The site is already fully developed and there is a small amount of vacant grass land which could accommodate a small extension. However, the site is tightly contained by existing built development and it is therefore considered that the site has limited future development potential. Future development of the site would need to be through the intensification of the existing use.	
Potential Future Uses	The site is an established employment use and serves local need.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Retain for employment purposes.	

SITE SUMMARY:

The site is currently in use for B8 purposes and is characterised by a large industrial shed. The site is fully developed apart from a small area of hardstanding which is currently in use for parking and the storage of machinery. The site can be accessed via a narrow road which slopes from east to west. Although the site is included within the urban boundary of Rawtenstall it is within a predominantly residential area separated from the New Hall Hey business park by the river. The site has limited development and environmental constraints however the small areas of vacant land both on the site and surrounding the site would only be able to accommodate a small extension; it is therefore considered that the site remains as a local employment site.

Area Occupied By Mill Premises Along River [EMP06]



GROSS SITE AREA:
1.34 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes supporting B2 and B8 uses. The site is characterised by two large industrial units and a vacant mill building which have multiple, local occupiers. The Local Plan Proposals Map identifies the site as existing Employment Land.	
Strategic Road Access	The site is less than 1km from the A56 which can be accessed which can be accessed via the A680 and Bolton Road North to the south and west of the site.	Very Good
Local Accessibility	The site can be accessed directly off the A680. There is a blind bend immediately to the south of the site which will impact on the visibility splays coming out of the site. A bus service is in operation along Rochdale Road (A680) providing access to the local service centres. Informal onsite parking is provided which is shared between the different businesses that occupy the site.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is within Edenfield, inside the Urban Boundary. Edenfield is identified as a smaller settlement within the Borough and has limited access to services and labour. The site is relatively remote from services and a labour supply. Notwithstanding this, the site is less than 4km from Rawtenstall Town Centre which provides access to a wider range of services and a substantial labour supply.	Average
Compatibility of Adjoining Uses	The site is located on the urban edge of Edenfield and is separate from the existing built development of the settlement. The site is well contained by the roads network and mature woodland. The site is bound to the north by a steep embankment and Plunge Road; to the east by mature woodland; to the south partially by mature woodland and the A680; and to the west by the A680.	Average

Developmental and Environmental Constraints	<p>The site is already fully developed and contained by existing built and landscape features. There is also little land surrounding the site that could accommodate any future expansion. It is therefore considered that the site has limited future development potential.</p> <p>The site is located within Flood Zone 3 and has a significant flood risk, greater than 1.3 a year. Mature trees are located on the boundaries of the site; a wildlife site is situated adjacent to the site.</p>	Poor
Market Attractiveness	The site is characterised by dated industrial units and a part vacant mill building. There is the potential for the redevelopment and intensification of the site; however given its location and the quality of development on the site it has limited market attractiveness.	Average
Barriers to Delivery and Timescales	The vacant mill building and the other poorer quality buildings would require extensive refurbishment to meet the standards of modern day businesses. Given its isolated location and average market attractiveness it is considered that the site could most likely come forward in 6-10 years.	
Potential Future Uses	B-Class employment use is considered appropriate future use.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain for employment.	

SITE SUMMARY:

The site has good strategic road and local access due to its proximity to the A56 / M66 junction. The site is located on the edge of the residential settlement of Edenfield and is isolated from existing employment development. The established poor quality industrial estate is fulfilling local need and would be suitable for redevelopment and improvement works. The site should be retained for employment use.

Former Rossendale and Accrington College Site [EMP07]



**GROSS SITE AREA:
0.76 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.68 ha (Assumed 90% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The former Rossendale and Accrington College site currently comprises vacant grassland and is identified on the Proposals Map as Whiteland within the urban boundary of Rawtenstall. The site previously had planning permission for a hotel (ref. 2008/0761).	
Strategic Road Access	The site is located immediately adjacent to the A682 and the A681, both of which adjoin the A56 which merges into the M66.	Very Good
Local Accessibility	The site can be accessed immediately off the A681 and A682 roundabout. A bus service is in operation along the A681 (Haslingden Road) providing access to Haslingden, Accrington, Blackburn, Rochdale and Rawtenstall. These buses run every 10 minutes; bus stops are located to the north of the site along Haslingden Road (A681).	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rawtenstall, within the Urban Boundary. Rawtenstall is identified as a primary urban area within the Borough, providing access to labour and services.	Very Good
Compatibility of Adjoining Uses	The site abuts residential development to the north of the site and is bound; to the east by the roundabout; to the south by the A682; and, to the west by mature trees and grassland. The site is separated from the New Hall Hey retail business park, which lies to the south of the site, by the A682.	Average
Developmental and Environmental Constraints	The site is currently undeveloped and has the potential to accommodate a mixed use development. The site has a relatively flat topography and is located within Flood Zone	Good

	<p>1. The SRF identifies the site as being with 250m of a main water course; however it does not identify the site as being at risk of flooding.</p> <p>The site is occupied by a number of small trees, mature trees also boarder the site. No other constraints were identified during the site visit.</p>	
Market Attractiveness	<p>The site is currently undeveloped and has the potential to be brought forward as a mixed use development. The site is located within Rawtenstall which is a primary urban area within the Borough. The site has excellent strategic road and local access; however it is separated from the New Hall Hey retail park by the A682. The site also abuts residential development to the north. Sufficient bunding and landscaping work would therefore need to be provided to preserve the residential amenity of these properties.</p>	Good
Barriers to Delivery and Timescales	<p>The site is located within the urban boundary and has limited environmental and development constraints. Given the size of the site and the fact that it is well served by existing infrastructure, it is envisaged that it could come forward in the next 1 to 5 years.</p>	
Potential Future Uses	<p>The site should be brought forward as a mixed use development.</p>	
OVERALL SITE RATING	<p>Very Good</p>	
RECOMMENDATION	<p>Allocate for mixed use development with an element of B1</p>	

SITE SUMMARY:

The site benefits from excellent strategic road access and is within close proximity to Rawtenstall town centre. The site is currently undeveloped and has, in the past, been cleared for a hotel development. There are no obvious major development or environmental constraints that are likely to prevent the site coming forward for development.

New Hall Hey [EMP08]



**GROSS SITE AREA:
8.10 ha**



**ESTIMATED NET DEVELOPABLE AREA:
4.374 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently in use as a retail and business park with substantial plots remaining available to the east and west alongside the A682. It is occupied by a number of large retail users, including Marks and Spencer's, Pets at Home and TK Maxx, as well as food and drink operators Fayre and Square. The site also accommodates the New Hall Hey Business Village, with office accommodation located in a converted Mill building. The site is allocated in the Local Plan as employment land.</p> <p>Planning applications have been submitted relating to vacant land to the east and west of the site which will accommodate the expansion of the park. Planning application ref. 2016/0221 would see the erection of three industrial units (Use Class B2/B8), with ancillary two-storey office accommodation and with associated service yards and staff car parks. Planning application ref. 2016/0221 is for the change of use from retail (A1) to hot food takeaway (A5). The former is awaiting determination; the latter has been refused permission by the Council.</p>	
Strategic Road Access	The site is immediately adjacent to the A682 which merges into the A56 and then onto the M66.	Very Good
Local Accessibility	The site can be accessed by New Hall Hey Road which intersects the middle of the site from the south or from the A682 roundabout to the north of the site. A bus services runs through the middle of the site, the Rawtenstall Circular, a bus stop located within the site. A bus service is also in operation along Bury Road to the south of the site and along Haslingden Road to the north of the site providing access to the wider Borough and Bury. A large area of formal onsite parking is provided.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rawtenstall, within the Urban Boundary. Rawtenstall is identified as a primary urban area within the Borough and has excellent access to labour supply and services.	Very Good

Compatibility of Adjoining Uses	The site is located on the edge of the urban area of Rawtenstall. The site is bound to the north by the A682, to the east by the railway line and employment development; to the south by the railway line; and to the west by mature woodland and the river. It is considered that the site is well contained by existing built development and landscape features.	Good
Developmental and Environmental Constraints	Part of the site has already been developed and accommodated the business and retail park. There are two areas of land which currently remain undeveloped to the east and west of the site; however it is understood that applications have been submitted on these areas of land which will eventually accommodate the expansion of the existing development (see above). The site has a relatively flat topography; part of the site is located within Flood Zone 2, the rest of the site is located within Flood Zone. The SRF was unable to identify the flood risk within the area however recognises part of the site is located within Flood Zone 2. Mature trees border the site on the eastern and western boundaries.	Average
Market Attractiveness	The site is characterised by modern retail units, all of which are fully occupied. The site is within the Rawtenstall Urban Boundary and is identified as a primary urban area. The site has good strategic road and local access and abuts existing employment development to the south and east. The site is well maintained; however depending on the determination of the current planning application, the site may have limited available developable land in future.	Good
Barriers to Delivery and Timescales	Part of the site has already been developed and an application is currently with the Council to further redevelop some of the remaining allocated employment land.	
Potential Future Uses	Suitable for mixed use development	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for employment development	

SITE SUMMARY:

The site currently comprises the New Hall Hey business and retail park. An application is currently registered with the Council to extend the site and erect three industrial units (Use Class B2/B8), with ancillary two-storey office accommodation, and with associated service yards and staff car parks. The site has excellent strategic road access and is located within close proximity to Rawtenstall town centre. It should be retained for employment use going forward.

Large Site at Hud Hey [EMP09]



**GROSS SITE AREA:
8.38 ha**

**ESTIMATED NET DEVELOPABLE AREA:
1.676 ha (Assumed 20% net developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently in use for employment purposes comprising a mix of B1, B2 and B8 uses, a small area of brownfield land is located towards the centre of the site. The Proposals Map identifies the site as existing and allocated employment land.</p> <p>Occupiers: Spencer Synthetics Ltd., Clayton park Print Finishers, AB Tyre Sales, JDH motor Repairs, Premier Plant Engineering, Rossendale Plastics Ltd, Victorian Linen Company, Valley Building Supplies, Bridge Catering Fabrics Ltd, All Bright Metal Polishing Cars, Whitfields. 20% developable land.</p>	
Strategic Road Access	The site is located between the A56 and the A680.	Very Good
Local Accessibility	The site can be accessed immediately off the A56 to the west and off the A680 to the east, the B6236 (Hud Hey Road) intersects the site from the north west and connects to the A680 to the east. A bus service is in operation along the A680 providing access to the Accrington, Blackburn Town Centre, Bury, Manchester City Centre and Rochdale. These buses run every 10 minutes and bus stops are located immediately adjacent to the site along the A680. Small areas of informal parking are provided on the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the periphery of Haslingden, within the Urban Boundary. Haslingden is identified as a primary urban area within the Borough providing access to a labour supply and services.	Good

Compatibility of Adjoining Uses	The site is well contained by the existing road network. The site is bound; to the north by agricultural land (EMP 13); to the east by the A680; to the south by Station Road with employment development beyond; and, to the west by the A56.	Good
Developmental and Environmental Constraints	The majority of the site has already been developed; however there is an area towards the middle of the site which remains undeveloped and has previously been cleared and could be suitable for future development. The site has a relatively flat topography and parts of the site are located in Flood Zones 2. The SFRA indicates that parts of the site area also at high risk of surface water flooding. There may also be contamination issues associated with the site due to its current and previous uses. Britannia Mill, located to the south of the site, is a listed building. It is understood that the site is in single ownership.	Poor
Market Attractiveness	The site has good strategic road and local access however the site is characterised by poor quality industrial units. There is the potential for the site to be redeveloped to improve the condition of the current employment units to potentially attract new occupiers.	Average
Barriers to Delivery and Timescales	The site would require extensive refurbishment work in order to meet the requirements of modern day businesses. However, the site is within an area of strong employment demand, separated from the Carrs Mill Industrial Estate by the A56. It is therefore considered that the site could come forward in 1-5 years.	
Potential Future Uses	The site is in a suitable employment use	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain for employment purposes.	

SITE SUMMARY:

The site currently comprises a mix of B1, B2 and B8 uses, with small area of brownfield land located towards the middle of the site. The site has good strategic road access and is separated from the Carrs Mill Industrial Estate, immediately to the south of the site, by the A56. The site is characterised by poor quality industrial units which will need to be refurbished to improve the site's market attractiveness. A listed building is located in the south of the site. There is the potential for the area of brownfield land to come forward for development in the next 1-5 years given that the site is supported by the necessary infrastructure.

The site should be retained for employment uses.

Mayfield Chicks & Adjoining Ewood Bridge Mill [EMP10]



GROSS SITE AREA:
5.87 ha



ESTIMATED NET DEVELOPABLE AREA:
4.7 ha
(potential for 4.7 ha extension to the north)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently comprises an existing employment site to the south and west, with brownfield land immediately to the north and an existing Green Belt allocation further north. A significant proportion of the site is vacant and unused land. It is understood that the site has attracted residential interest. The site is currently occupied by Green Day, J&J Fire Engineering, Air Conditioning Design Ltd, and Vita.	
Strategic Road Access	The site is immediately adjacent to the B6527 (Blackburn Road) and is approximately 2.15 km from the A56 roundabout.	Average
Local Accessibility	The site can be accessed immediately off the B6527 which runs along the south western boundary of the site. A bus service is in operation along the B6527 providing access to Bury, Ramsbottom, Rochdale and Accrington. These buses run every 30 minutes and bus stops are located immediately adjacent to the site on either side of the road.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Ewood Bridge within the Urban Boundary. Ewood Bridge is a small settlement and provides limited access to a labour supply and services. However, the site is approximately 2km from the urban area of Haslingden and Rawtenstall which are both identified as primary urban areas within the Borough and provide access to a good labour supply and facilities.	Poor
Compatibility of Adjoining Uses	The site is immediately surrounded by agricultural land and is on the edge of the small residential settlement of Ewood Bridge. The site is bound: to the north by agricultural land; to the east by the A56; and to the south	Average

	by the B6527; and to the west by agricultural land.	
Developmental and Environmental Constraints	The site is partially developed for B8 and D2 purposes though the majority of the site remains undeveloped and comprises brownfield land. The Proposals Map identifies that part of the site to the northeast is designated as Green Belt land. The site is located within Flood Zone 1; the River Irwell runs through the site. However, the more detailed SFRA indicates that the site is at risk of flooding (1.3% risk annually). Mature trees are located on-site and along its boundaries. The part of the site which is designated as Green Belt is very overgrown and slopes downwards from the south-east to the north-west. There is an 'Important Wildlife Site' immediately opposite the site on the other side of the River Irwell, the site is also included within a Grassland, Wetland and Health ecological corridor. The existing employment site is underutilised, though the adjacent Green Belt land has approximately 4.7 ha of net developable area.	Poor
Market Attractiveness	The site has reasonable access to the strategic road network; however, it is quite isolated from services and labour being located on the edge of the small residential settlement of Ewood Bridge. Part of the site is developed but the remainder of the site is undeveloped and of poor environmental quality.	Average
Barriers to Delivery and Timescales	The area with potential to expand the existing employment site is located within the Green Belt. Very special circumstances will therefore need to be demonstrated to justify the site's release from the Green Belt. Furthermore, the site is isolated in its location situated on the edge of a small residential settlement. Given the environmental constraints associated with the site, it is considered that it could come forward in the next 5 to 10 years. It is also understood that the site has had residential interest, although no planning application has been submitted.	
Potential Future Uses	Suitable for B-Class employment use	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain existing employment site; do not allocate Green Belt land to the north-east for potential employment use	
SITE SUMMARY:		
<p>The site is located on the edge of Ewood Bridge and benefits from good access to the strategic road network. Part of the site has existing employment uses whilst the remainder of the site is designated as Green Belt. The site comprises B8 and D2 development, the remainder of the site is brownfield land. The site is constrained partly by its location (being relatively isolated) and also environmental issues, namely flooding and vegetation.</p> <p>It is recommended that whilst the existing employment uses should be retained on the site, it would be difficult to make a compelling case that very special circumstances exist for a Green Belt release for B-class uses in this location.</p>		

Extension of New Hall Hey to the west [EMP11]



GROSS SITE AREA:
2.74 ha

ESTIMATED NET DEVELOPABLE AREA:
2.19 ha (Assumed 80% net developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently undeveloped land designated as Green Belt in the Local Plan.	
Strategic Road Access	New infrastructure would be required to connect the site to the existing road network. The site is less than 1km from the A56 roundabout associated with the New Hall Hey retail and business park.	Very Good
Local Accessibility	Currently, the site can only be accessed by foot and is not connected to the road network; access to the site would either be taken from Holme Lane or from the New Hall Hey business park. The nearest bus stop is located within the adjacent business park which provides access to the Rawtenstall Circular and runs every hour.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located beyond the urban boundary of Rawtenstall. The site is approximately 1.2 km from Rawtenstall town centre, which provides access to a wide range of services and a sufficient labour supply.	Average
Compatibility of Adjoining Uses	The site is well contained by existing development and the river which runs to the south of the site. The site is bound: to the north by the A56; to the east by mature trees and a hedgerow (EMP08 beyond); to the south by the River Irwell; and, to the west by the curtilages of residential properties.	Average
Developmental and Environmental Constraints	The site is undeveloped greenfield land and is designated as Green Belt. It has an undulating topography, rising steeply from the river up towards the A56. A number of mature trees are located towards the east of the site and	Poor

	<p>along the northern boundary.</p> <p>The majority of the site is located in Flood Zone 1, although small parts of the site which are adjacent to the river are located within Flood Zone 2. The SFRA indicates that the areas located within Flood Zone 2 are at medium risk of surface water flooding. Given the proximity of the site to the river there could also be ecological issues on the site.</p>	
Market Attractiveness	<p>The site is within close proximity to New Hall Hey business and retail park to the east of the site and to existing employment development to the south of the river. The site is also within close proximity to the A56 and Rawtenstall town centre.</p> <p>However the site is currently unsupported by the necessary infrastructure required for development and is constrained by its location between the river, the A56 and existing development.</p>	Poor
Barriers to Delivery and Timescales	<p>The site is currently undeveloped; however there are significant development and environmental constraints that need to be addressed. Furthermore the site would require the necessary infrastructure to support its development, which would include the laying of new roads in order to connect the site to the existing road network. Given the site's constraints it is envisaged that the site would come forward in 10-15 years.</p>	
Potential Future Uses	Not suitable for development.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment at this point in time.	
SITE SUMMARY:		
<p>The site is located within close proximity to the strategic road network and Rawtenstall town centre. The site is separated from the New Hall Hey business and retail park by trees and a fence line and from existing employment development, to the south of the site, by the river. The site is located within the Green Belt, is constrained by its topography and is not currently connected to the existing road infrastructure. It is therefore considered that the site is unsuitable for development at this point in time.</p>		

Baxenden Chemicals Ltd, Rising Bridge [EMP12]



**GROSS SITE AREA:
4.93 ha**

**ESTIMATED NET DEVELOPABLE AREA:
4.437 ha (assumed 90% developable area)**

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently comprises grassland which is in use for grazing livestock. The Local Plan Proposals Map identifies the site as an employment land allocation.	
Strategic Road Access	The site is approximately 0.5km from the A56 which can be accessed by the AA680 which runs to the north of the site.	Very Good
Local Accessibility	The site can be accessed from the A680 via Rising Bridge Road to the north east of the site. A bus service is in operation along the A680 to the north of the site providing access to Blackburn, Accrington, Rochdale, Bury, Manchester City Centre, Haslingden and Rawtenstall. These buses run every 10 minutes with bus stop located to the north of the site along the A680.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rising Bridge, within the Urban Boundary. Rising Bridge is a smaller settlement in the Borough and does not provide a range of services nor does it have a large labour supply. However, the site is 2.75km from the town centre of Haslingden, which provides a wide range of services and a larger labour supply.	Average
Compatibility of Adjoining Uses	The site abuts the industrial site of Baxenden Chemicals to the north west of the site. The site is bound: to the north by an unnamed road with a small amount of residential development and agricultural land beyond; to the east and south by agricultural land and to the west and north west by Baxenden Chemicals.	Good
Developmental and Environmental Constraints	The site is currently undeveloped but it is understood that the intention is for the site to accommodate the future expansion of Baxenden Chemicals.	Good

	The site has an undulating topography; a number of mature trees are located on the site and along the south western boundary. A power line also crosses the line from east to west. The site is located with Flood Zone and is not identified on the Council's SFRA as being at risk of flooding. The site is not located within or adjacent to a Conservation Area.	
Market Attractiveness	The site is currently undeveloped and has limited environmental and development constraints. The site abuts the Baxenden Chemical Factory and is suitable to accommodate the expansion of the Factory.	Good
Barriers to Delivery and Timescales	The site has limited development and environmental constraints. Baxenden Chemicals has already stated that they are interested in expanding on to the site. The site is relatively large; however it is considered that at least part of the site could come forward in 1 to 5 years. It is understood that the site is in private ownership and could be available for development subject to discussions with the landlord.	
Potential Future Uses	The site is suitable for employment purposes.	
OVERALL SITE RATING	Good	
RECOMMENDATION	The site should be retained for employment purposes.	

SITE SUMMARY:

The site currently comprises grassland which is used for the grazing of livestock. The site abuts Baxenden Chemical Factory who have expressed interest in expanding on to the site. The site has good strategic road and local access and has limited development and environmental constraints. It is therefore considered that the site is suitable for employment development and that at least part of the site could come forward in 0-5 years.

Land North of Hud Hey [EMP13]



**GROSS SITE AREA:
3.02 ha**

**ESTIMATED NET DEVELOPABLE AREA:
2.718 ha (assumed 90% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently comprises agricultural land which is in active use for grazing horses. The site is identified on the proposals map as Green Belt. For it to be released in the emerging Local Plan Part 2, RBC would need to demonstrate that exceptional circumstances exist to justify its re-allocation for employment use.	
Strategic Road Access	The site is approximately 1km from the A56 which can be accessed via the A680 which runs to the east of the site.	Very Good
Local Accessibility	The site can be accessed directly off the B6236 to the south of the site or via the A680 to the east of the site. A bus service is in operation along the A680 providing access to Bury, Rochdale, Blackburn and Accrington and Manchester city centre. Bus stops are located along the A680 on either side of the road, the buses running every 10 minutes. A new access road would need to be provided to support the development of the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the edge of the urban area, just outside of the Urban Boundary. Although just outside the urban boundary, the site is within close proximity to Haslingden which is identified as a primary urban area within the Borough providing access to good labour supply and facilities.	Good
Compatibility of Adjoining Uses	The site would serve as a suitable extension to the Hud Hey industrial estate and is well contained by existing development. The site is bound: to the north by the curtilage of residential properties; to the east by mature trees; to the south by the Hud Hey industrial estate; and to the west by the A56.	Average
Developmental and Environmental Constraints	The site is currently undeveloped and is designated as Green Belt land. The site has an undulating topography rising from east to west. The site is located within Flood Zone 1, and the SFRA indicates that the site is not at risk from surface water or ground water flooding. There are a few mature trees located on the site and along the site	Average

	boundaries. Given the nature of the site, there could be ecology issues associated with its development which would need to be examined in further detail.	
Market Attractiveness	The site is located within close proximity of the strategic road network and is on the periphery of the Haslingden urban boundary. The site adjoins the Hud Hey industrial estate and would accommodate the estate's future expansion.	Good
Barriers to Delivery and Timescales	The site is currently designated as Green Belt and is constrained to an extent by its topography. The site also abuts residential development. If the entire site was considered suitable for development, appropriate landscaping and bunding would be required to preserve the amenity of the neighbouring residential properties. It is therefore considered that the site could come forward in the next 5-10 years.	
Potential Future Uses	This is considered to be a suitable employment site that could accommodate the expansion of the Hud Hey industrial estate.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Allocate for employment.	

SITE SUMMARY:

The site has good access to the strategic road network and is situated on the periphery of the Haslingden urban boundary. The site abuts the Hud Hey industrial estate and would accommodate the estate's expansion. However, the site is designated as Green Belt and is constrained by its topography. RBC would need to demonstrate that exceptional circumstances exist for the sites release from the Green Belt. A new access road would need to be provided to support the development of the site.

Solomon Commercials Site [EMP14]



**GROSS SITE AREA:
4.13 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.826 ha (assumed 20% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising B1, B2 and B8 development. The Proposals Map identifies the site as an employment land allocation.	
Strategic Road Access	The site is within 1km from the A56 Haslingden bypass.	Very Good
Local Accessibility	The site can be accessed via Holcome Road off the B6232. A bus service operates along the Holcome Road which provides access to Rawtenstall; a bus stop is also located outside of the site. Another bus service is in operation along the B6232 to the north of the site and provides access to Holden Vale and Blackburn town centre. The buses run approximately every 20 minutes. Formal parking has been provided on site associated with the new office development and Solomon Commercials.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the periphery of Haslingden within the Urban Boundary. Haslingden is identified as primary urban area within the Borough providing a good labour supply and a range of services.	Very Good
Compatibility of Adjoining Uses	The site is detached from the urban area, separated from existing development by agricultural land and mature trees. The site is bound: to the north by agricultural land; to the east by mature trees; to the south by mature trees; and, to the west by the curtilage of residential properties and Holcombe Road.	Average
Developmental and Environmental Constraints	The majority of the site is fully developed except for a small area of land located on the north-western corner of the site. The site is located within Flood Zone 1; the SFRA indicates that land to the east of the site is at a low risk of surface water flooding. The site has an uneven	Good

	topography, the site slopes on a gentle gradient from north to south. There is a raised area of land on the eastern boundary of the site which is used for the storage of the Solomon vehicles. Mature trees bound the site on the eastern and partially on the southern boundaries.	
Market Attractiveness	The site is characterised by modern office blocks and industrial sheds and is well-maintained. The site is on the periphery of Haslingden but is included within the urban boundary and is within close proximity of the A56 slip road. Solomon Commercial occupies part of the site and is a large employer within the Borough. Notwithstanding this, the site abuts residential development and is relatively isolated from existing employment development.	Good
Barriers to Delivery and Timescales	The majority of the site is fully developed apart from a small area of land located on the north western corner of the site. This area of land could support a small office development, acting as small extension to the existing office development. The site is allocated for employment development, has limited environmental and development constraints and could come forward in 0-5 years.	
Potential Future Uses	Suitable employment site	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for Employment	
SITE SUMMARY:		
The site is allocated for employment development and benefits from being within close proximity to the A56 and Haslingden. The majority of the site has been developed however a small parcel of land located on the north western corner of the site remains undeveloped and could support a small scale office development, assimilating with the new office development. The site should be retained for employment use.		

Albert Mill / Sunnyside Works [EMP15]



GROSS SITE AREA:
1.60 ha

ESTIMATED NET DEVELOPABLE AREA:
1.28 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>Existing employment site with former mill building, now derelict; “<i>unsafe building</i>” signs with collapsed roof. The surrounding area is constrained by topography change to the A671 and nearby residential properties. The site is currently allocated as employment land in the Local Plan proposals map. However the emerging <i>Local Plan Part 2: Site Allocations & Development Management Policies</i> document identifies the site to be allocated for housing (for 49 units).</p> <p>The eastern part of the site fronting Market Street and accommodating Sunnyside Mill has extant outline planning permission (ref: 2014/0078) for the demolition of the existing buildings and its replacement with 12 apartments (decision date was the 24th July 2014).</p>	
Strategic Road Access	Direct access onto the A671	Good
Local Accessibility	Shuttered loading bay doors, direct onto A671. Limited car parking. Bus stops nearby. Walking distance to much of Whitworth town centre	Good
Proximity to Urban Areas and Access to Labour and Services	Within Whitworth and the urban boundary. However it is a peripheral market area dependent upon overspill from Rochdale further south.	Good
Compatibility of Adjoining Uses	Mostly undeveloped land, immediately to south west/north/west. Predominantly surrounded by residential uses but also some commercial uses and a public house.	Average/ Good
Developmental and Environmental Constraints	Building has structural issues. Major conversion or renovation works required, as well as possible remediation. This is likely to be unviable given the current state of the commercial property market in this location.	Poor/ Very Poor

Market Attractiveness	Reasonable location and frontage to main road but significant works required and developable site area limited. Large amount of required works means that development is likely to be unviable for employment uses. The site was recommended for release in the previous 2009 ELR. Part of the site has extant planning permission for residential development whilst the remainder of the site is allocated for residential development in the emerging Local Plan.	Very Poor
Barriers to Delivery and Timescales	Significant demolition or renovation repair works needed, likely to mean that it is unviable for employment uses. Timescales for development for employment uses likely to be 10-15 years.	
Potential Future Uses	Site currently proposed for housing.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Release for residential use.	
SITE SUMMARY:		
<p>Site put forward in the Local Plan Part 2: Site Allocations & Development Management Policies Call For Sites exercise for residential uses. Part of the site has extant planning permission (in outline) for residential apartments. Site likely to have long delivery time due to constraints and scale of works required. May not be viable for employment uses as it is located in a more peripheral area with less demand for employment sites. The site was recommended to be released in the previous 2009 ELR and this recommendation is upheld in this ELR Update.</p>		

Barlow Bottoms 2 [EMP16]



**GROSS SITE AREA:
1.58 ha**

**ESTIMATED NET DEVELOPABLE AREA:
1.42 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The undeveloped site has a flat topography with a small stream to the east, and a steeper gradient on land to the west. The site was historically used as a quarry and tip. The site is currently allocated for employment land on the Local Plan proposals map.	
Strategic Road Access	Within 1km of A671. There is currently no direct access onto the site though link road infrastructure to adjacent site Barlow Bottoms (EMP73) is in place.	Good
Local Accessibility	Needs access road onto the site; currently there is only access by public right of way. Access to the site would be over a small brook and may need a small bridge. There is a bus stop opposite the site entrance on the A671 and within 400m with services to Rochdale and Bacup.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located to the north of Whitworth and is in a relatively peripheral location. There are no services in immediate proximity but located further south in Whitworth.	Poor
Compatibility of Adjoining Uses	There is rural woodland and a steeper gradient on land to the west of the site. There is undeveloped land to the north and south, and a small stream to the east. Industrial estate further south.	Good
Developmental and Environmental Constraints	The site needs utilities and access, but is level and offers a large uniform rectangular shape for development. There are a number of mature trees on the site and recreational value; a public right of way passes the site. The adjacent river has a Flood Zone 3 designation though this covers a relatively narrow area. Access to the land would be over a small brook and would likely need a small bridge. A fence	Good / Average

	through the northern portion of the site suggests there may be fragmented ownership. Local commercial agents reported the site has been remediated historically as it was a former quarry and disused tip – hence there may be some contamination.	
Market Attractiveness	The site has been allocated since 1995 but has not come forwards and has received limited enquiries. The peripheral location of the site means that it depends on overspill from the Rochdale market. It is in a low profile location and removed from the main road. The site was recommended to be released in the previous 2009 ELR.	Very Poor
Barriers to Delivery and Timescales	The site is in public ownership. However, weak market attractiveness has been a barrier to development since it was allocated in 1995. The site is considered unlikely to come forward for employment uses before 10 to 15 years.	
Potential Future Uses	Residential or mixed use development	
OVERALL SITE RATING	Very Poor	
RECOMMENDATION	De-allocate for employment and release for residential use	
SITE SUMMARY:		
<p>The site was allocated in 1995 for employment uses (EM15) though it has not come forward for development since that time. This is largely due to its peripheral location which is not as attractive to businesses. The size and nature of the site would be appropriate for other uses such as residential or mixed use development. The site was formerly a quarry and may have contamination issues, whilst it is subject to flooding. The previous 2009 ELR recommended that the site should be de-allocated and this recommended is upheld.</p>		

Rising Bridge Business & Enterprise Village[EMP17]



**GROSS SITE AREA:
0.56 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

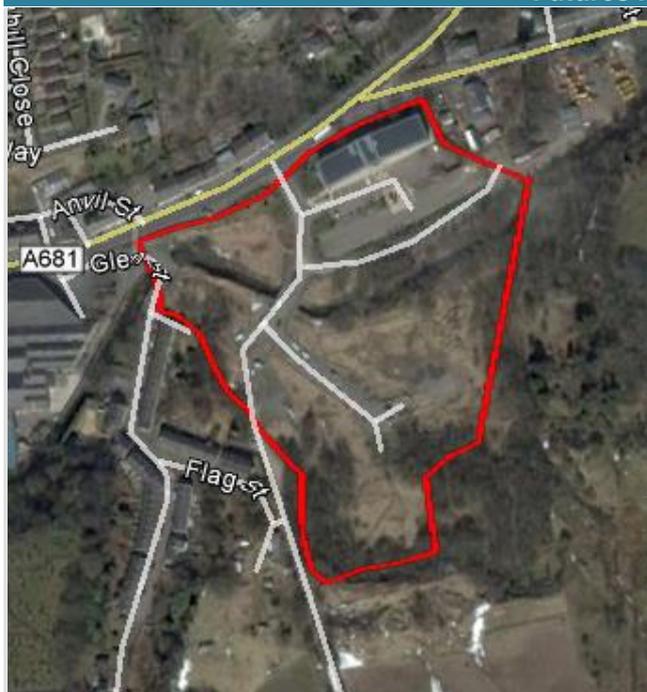
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising a modern office development. The Proposals Map identifies the site as White land.	
Strategic Road Access	Site is within 1km of the A680 and the A56.	Very Good
Local Accessibility	The site can be accessed directly off the A680. A bus service is in operation along the A680 providing access to Bury, Rochdale, Manchester City Centre, Accrington and Blackburn town centre. Bus stops are located outside of the site, buses run approximately every 10 minutes. Parking is provided on site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rising Bridge, within the urban boundary. Rising Bridge is a small settlement which has limited access to labour supply and facilities. The site is approximately 2.5km to the north of Haslingden town centre and 5km to the south of Accrington town centre which provide access to a larger labour supply and wider range of services.	Average
Compatibility of Adjoining Uses	The site is well contained by existing development however is separated from existing employment development to the west of the site. The site is bound; to the north by Blackburn Road (A680); to the west by playing pitches associated with the adjacent primary school; to the south and west by Rising Bridge Road.	Average
Developmental and Environmental Constraints	The site is already fully developed and comprises B1 office development. It is therefore considered that the site has limited future development potential. The site is located within Flood Zone 1. No other constraints were identified during the site visit.	Good

Market Attractiveness	The site is characterised by a modern office development and benefits from being in close proximity to the A56. However, the site is located in Rising Bridge which is a small residential settlement and is not considered to be a suitable location for office development. Three of the units are vacant and from what we understand, the office units are difficult to let given the site's location.	Average
Barriers to Delivery and Timescales	The site is already fully developed and there is no land surrounding the site that would accommodate its expansion.	
Potential Future Uses	Suitable employment site	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for employment	

SITE SUMMARY:

The site comprises a modern office development and benefits of being within close proximity to the A56. However, the site is fully developed and well contained by existing development and therefore has limited, future development potential. Although the site is well maintained and is characterised by modern office units, it is not within a particularly desirable location, outside of the town centre, in a small and predominantly residential settlement. Nevertheless it is considered that it should be retained for employment use.

Futures Park [EMP18]



GROSS SITE AREA:
3.68 ha

ESTIMATED NET DEVELOPABLE AREA:
2.64 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Rosendale Borough Council offices occupy part of the site fronting the A681. There are lettings boards as well as vacant and undeveloped land to the south and west. The site has some mature trees around its periphery and is broken into several smaller plots. The Council advertises offices, weekly rooms, industrial units and commercial premises to let. Local business JJO is using the site to store vehicles. The southern part of the site provides car parking and access to Lee Quarry Mountain Bike Trail, which is predominantly used at weekends.	
Strategic Road Access	Direct access to A681	Good
Local Accessibility	Good access road with slight gradient up to the A681. The junction meeting the A681 is busy with traffic but also HGV friendly. There is a bus stop within 400m of site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the edge of Bacup and has good access to the local labour market. The area has some local services and facilities opposite the entrance to the site.	Very Good
Compatibility of Adjoining Uses	Undeveloped greenfield to the east. To the north east of the site there is a depot. There is a steep gradient to the south with access to Lee Quarry Mountain Bike Trail. There are employment uses and a small number of residential properties to the west. Opposite the site to the north is a row of small retail/convenience stores and residential properties.	Very Good

Developmental and Environmental Constraints	There are no likely showstoppers to development. The developable area broken into smaller plots, but the site already has suitable infrastructure and an access point that is HGV-friendly. Generally level but varying topographies across the site. The plot closest to the road is lower and may need landscaping or an access ramp. Some mature trees on the boundaries of each plot.	Good
Market Attractiveness	Larger plots are likely to be attractive to the market but the site has not been fully developed due to its relatively low profile. Site accessibility is good and if marketed strongly, is likely to come forward. Good quality units are likely to be viable in this location and the demand is there to take them up in this location.	Good
Barriers to Delivery and Timescales	Site is predominantly in public ownership and is ready to accommodate further development. Some levelling and utilities likely to be required. With greater active promotion the site could be developed out in 0 to 5 years.	
Potential Future Uses	Employment – B1/B2 most suitable	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain employment allocation	
SITE SUMMARY:		
Site should be retained for employment uses as it is available, predominantly in public ownership and is ready to accommodate further development. Agents consider that the site would benefit from a more aggressive marketing approach to attract developers and occupiers. The site has large plots which could deliver employment space, and has few obvious constraints to development.		

Land off Manchester Road (Solomon Commercials) [EMP19]



GROSS SITE AREA:
1.51 ha

ESTIMATED NET DEVELOPABLE AREA:
1.36 ha (assumed 90% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently in use for employment purposes (B8) for the storage of Solomon Commercials' vehicles. The Local Plan proposals map identifies the site as Green Belt.</p> <p>The planning permission for the storage of vehicles (ref: 2012/0604) has been implemented on site.</p>	
Strategic Road Access	The site is adjacent to the B6527 and is approximately 0.3km from the A56.	Very Good
Local Accessibility	The site can be accessed off the immediately off the B6257. A bus service is in operation along the B6527 providing access to Bury, Rochdale and Ramsbottom. A bus stop is located to the north west of the site, buses run every hour.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the periphery of Haslingden, just outside of the Urban Boundary. The site is approximately 1.2km from Haslingden town centre and 1.8km from Rawtenstall town centre, both of which are identified as primary urban areas within the Borough and provide access to a good labour supply and range of services.	Good
Compatibility of Adjoining Uses	The site is situated on the edge of the Haslingden urban area. The site is bound; to the north by the A56; to the east by the mature trees; to the south by the B6527; and, to the west by Holme Lane and the curtilage of a residential property.	Average
Developmental and Environmental Constraints	The site is currently undeveloped and is used by Solomon Commercials for the storage of vehicles. The site has a relatively flat topography and is located within Flood Zone	Average

	1. The site is designated as Green Belt and this is seen as the only real constraint to the development of the site.	
Market Attractiveness	The site benefits from being in close proximity to the strategic road network and is supported by the requisite infrastructure to aid development. The site is however within a predominantly residential area and is separated from the Knowsley Industrial Estate by existing development.	Average
Barriers to Delivery and Timescales	The site has good access to the strategic road network and the infrastructure is already in place to support the development of the site. The site has limited development and environmental constraints and it is envisaged that the site could come forward in the next 0-5 years providing that Solomon Commercials are able to locate to a large site and consolidate.	
Potential Future Uses	Suitable employment site which could support small scale B-Class employment uses.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Allocate for employment	

SITE SUMMARY:

The site is currently undeveloped and is supported by the requisite infrastructure to facilitate development on the site. The site is within close proximity to the A56 and as limited development and environmental constraints. However, the site is situated on the periphery of the Haslingden and is within close proximity to residential development which separates the site from the Knowsley Industrial Estate. The site was included within the 2015 Employment Land Appraisal Update.

Whilst the site is identified in the Local Plan as Green Belt land, planning permission was granted for the storage of vehicles in 2012 and this has since been implemented. It is considered that as the site is under-utilised it should be formally allocated for B-class employment use.

Forest Mill [EMP20]



GROSS SITE AREA:
0.65 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Large roadside mill building between Waterfoot and Burnley. Well-kept appearance and well maintained. Mix of uses but substantial areas of vacant space. Current occupiers include Forest Mill Antiques, Repechage Beauty Products and Euro Transport Manufacturing Ltd occupying the large site to rear of mill building. BE Boys are advertising vacancies to let from 1,200 to 30,000 sqft office and industrial space.	
Strategic Road Access	Site is approximately 3.8 km from the A681 in Waterfoot.	Poor
Local Accessibility	Roadside access, limited car parking for the size of the building. 403 bus route operates to Bury and Burnley.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is in the settlement of Water, which has a small local labour market catchment and is located far from primary urban areas.	Very Poor
Compatibility of Adjoining Uses	Residential properties to the south and east, agricultural land to the west. There is a builders' yard to the east.	Poor
Developmental and Environmental Constraints	Electricity substation within mill building. The old mill building covers the majority of site which is fully developed. Flood Zone 3 c.25 metres from the boundary of the site; a spring runs through it. Possible contamination from former industrial uses.	Average
Market Attractiveness	Site is in a location with very limited market demand and a small local labour market catchment. Sizeable vacant space advertised To Let. The site is in private ownership.	Poor
Barriers to Delivery and Timescales	Site currently in employment use and appears well maintained, though partly vacant.	

Potential Future Uses	Employment B1/B2/B8
OVERALL SITE RATING	Poor
RECOMMENDATION	Retain for employment uses

SITE SUMMARY:

The site has existing employment uses but some vacant space. Whilst in a peripheral location far from the strategic road network and with a small local labour market catchment; however the mill building is reasonably well maintained and has a range of occupiers. The site should be retained for employment uses and would be most suitable for B1/B2 uses.

Isle of Man Mill [EMP21]



GROSS SITE AREA:
1.13 ha

ESTIMATED NET DEVELOPABLE AREA:
0.51 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Part or fully vacant site; several of the floors within the mill are either underused or vacant. The site is advertised to let by BE Boys Property Developers. The site is within a rural setting. The Local Plan proposals map identifies the north-western part of the site as a housing allocation. However, the emerging <i>Local Plan Part 2: Site Allocations & Development Management Policies</i> identifies the entire site as a new employment land allocation.	
Strategic Road Access	Site is approximately 3.6 km from the A681.	Poor
Local Accessibility	There are no highways constraints but potentially limited access for HGVs. The 483 bus route passes within 400m.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is within the settlement of Water and far from primary urban areas; it has a small local labour market catchment and limited services.	Very Poor
Compatibility of Adjoining Uses	There are residential properties to the south and opposite to the east. There is rural/agricultural land to the south west and north.	Poor
Developmental and Environmental Constraints	The old mill building is in need of refurbishment. The undulating land to the north and west includes marshy land. The potential to expand is likely to be challenging due to the gradient. The site is 20m away from Whitwell Brook which is categorised as Flood Zone 3. The site accommodates underground tanks and is a former cotton mill; there may be some contamination due to its historic industrial use.	Poor
Market Attractiveness	The mill building is underused and mostly if not entirely vacant. The building requires refurbishment and the type	Very Poor

	of premises are unsuitable for modern business needs. Redevelopment for employment uses may be unviable due to its peripheral location.	
Barriers to Delivery and Timescales	Significant work is required to refurbish the site to modern standards. The site would be more appropriate for mixed uses or residential. The site could likely be refurbished for employment, mixed or residential use in 5 to 10 years. The site is in private ownership.	
Potential Future Uses	Mixed use with an element of employment use	
OVERALL SITE RATING	Very Poor	
RECOMMENDATION	Release for mixed use or residential development	
SITE SUMMARY:		
<p>Historic employment site which was previously allocated for residential, but is now put forward by RBC as a potential employment allocation in the emerging Local Plan Part 2: Site Allocations & Development Management Policies.</p> <p>The existing Mill building is mostly or fully vacant. Building requires refurbishment and is currently unsuitable for modern business needs. The remote site and location would suit future mixed use or residential development rather than B-class use in its entirety.</p>		

Wavel House [EMP22]



**GROSS SITE AREA:
1.01 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising B1, B2 and C3 development. The Proposals Map identifies the site as existing employment land. Planning permission for change of use from offices to 48 residential apartments was approved with conditions in 2014 (reference 2014/0297).	
Strategic Road Access	The site is adjacent to the B6235, approximately 2.3km from the A56.	Average
Local Accessibility	The site can be accessed directly off the B6235. A bus service operates along the B6235 providing access to Rawtenstall, a bus stop is located immediately adjacent to the site and buses run every hour. Formal on-site parking is provided.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Haslingden, within the urban boundary. Haslingden is identified as a primary urban area within the Borough providing access to a good labour supply and range of services.	Good
Compatibility of Adjoining Uses	The site is situated on the outskirts of the residential suburbs of Haslingden. The site is bound; to the north by existing employment development (EMP 40); to the east by the B6235, residential properties front this road; to the south by the curtilage of residential properties; and, to the west, by mature trees and agricultural land.	Average
Developmental and Environmental Constraints	The site is already fully developed and there is no flat land surrounding the site that would accommodate its expansion. The site is located within Flood Zone 1 however is identified in the 2009 Employment Land Study as having a significant flood risk greater than 1.3%. The site is not located within a Conservation Area; however, it is within the vicinity of listed buildings. Mature trees are	Average

	also located along the western boundary of the site.	
Market Attractiveness	The site is characterised by a modern office development and a block of flats. The site is within a predominantly residential area and is located approximately 1.8km from Haslingden town centre, the site is therefore considered to have relatively modest market attractiveness. Disjointed site of mixed uses.	Poor
Barriers to Delivery and Timescales	The site is fully developed and there is no level ground surrounding the site that would suitably accommodate its further expansion.	
Potential Future Uses	Given the site's immediate surroundings it is considered that the site would better accommodate a mixed use or residential development.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain, but monitor going forward. Consider a flexible approach to the future development of the site, potentially involving a mix of uses.	

SITE SUMMARY:

The site is fully developed and has limited future development potential. Although the site is situated within the Haslingden urban boundary, it is on the periphery of the settlement and is approximately 1.8km from Haslingden town centre.

The site is within close proximity to residential development and the site was approved for change of use from offices to 48 residential apartments in 2014. Some of the surrounding buildings are also listed. It is therefore considered that given the sites immediate surroundings, further employment development within this locality would be inappropriate. A flexible approach to future development on the site should be followed, which would involve rescinding the current employment use protection.

Winfields Extension [EMP23]



GROSS SITE AREA:
3.32 ha

ESTIMATED NET DEVELOPABLE AREA:
0.664 ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for commercial purposes. The Proposals Map identifies the site partly in the Green Belt (the northernmost area) and partly undesignated 'White Land'. The southern part of the site accommodates a Winfields Megastore with associated parking. The northern part of the site represents Green Belt land that currently has hardstanding on it.	
Strategic Road Access	The site is within close proximity of the A680 and the A56.	Very Good
Local Accessibility	The site can be accessed directly off the A680. A bus service is in operation along the A680 providing access to Bury, Rochdale, Manchester city centre, Accrington and Blackburn Town Centre. Bus stops are located immediately outside the site, buses run every 10 minutes. A large area of parking is provided on the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Acre, within the urban boundary. Acre is a small residential settlement which has poor access to a labour supply and services. The site is approximately 2.4km to the north of Haslingden town centre and approximately 4.5 km to the south of Accrington town centre, both of which provide access to a larger labour supply and a wider range of services.	Average
Compatibility of Adjoining Uses	The site is immediately surrounded by agricultural land which is designated as Green Belt. The site is bound; to the north by agricultural land; to the east by agricultural land and intermittent trees; to the south by mature trees and the curtilages of residential properties; and, to the west by the A680.	Average
Developmental and Environmental Constraints	The site is almost fully developed except for a large area of car parking and an area of hardstanding to the north of the site. The northern part of the site is also included within the Green Belt. The site has a relatively flat topography and is located within Flood Zone 1. Parts of the existing mill building area to the south have the potential to be contaminated. No other constraints were	Good

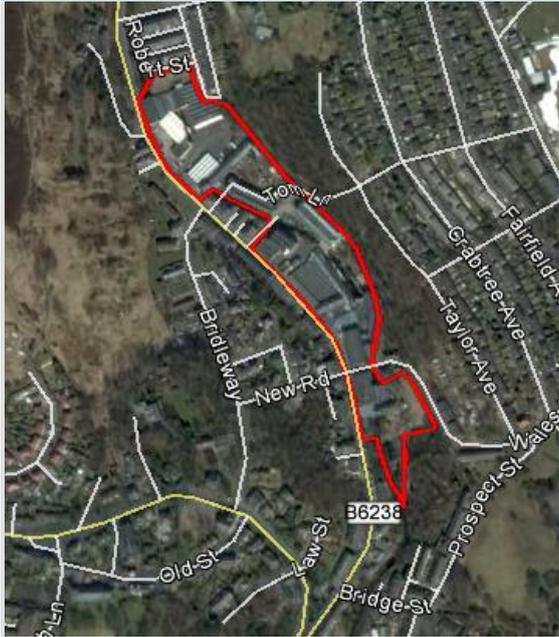
	identified during the site visit.	
Market Attractiveness	<p>The site benefits from having good access to the strategic road network and, although partly located within the Green Belt, the site has limited development and environmental constraints. The southern and northernmost parts of the site are undeveloped.</p> <p>The southernmost part of the site, which is located close beside the existing Winfields Megastore, is small, relatively low profile and is predominantly surrounded by residential development. It is considered that this holds limited potential for employment development due to its limited market attractiveness and poor access.</p> <p>The northern part of the site is allocated as Green Belt land, but is essentially a flat brownfield site with excellent access to utilities and with low landscape/ecological impact. It is considered that this site would be attractive for employment/retail uses which would be supported by the existing infrastructure associated with the wider site.</p>	Good
Barriers to Delivery and Timescales	It is understood that the site is in private ownership and that the owner is interested in the site coming forward for development. However, there is also residential interest on the site but as of yet no application has been submitted. The site is supported by existing infrastructure and is within an attractive employment location. Given the site's limited development and environmental constraints, and whilst accepting its current Green Belt designation to the north, it is considered that the site could come forward for development in the next 0-5 years.	
Potential Future Uses	Site suitable for B class employment /retail uses. Consultations with agents highlighted that the previous owner of the site was considering residential use on the site. It is uncertain what the new landowner's intentions are for the site. However there is a shortage of employment sites in close proximity to the A56 and the northernmost part of this site could help meet the identified need for employment sites in this part of the Borough.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Allocate the northernmost part of the site for employment uses.	

SITE SUMMARY:

The site is situated immediately off the A680 and benefits from being within close proximity to the A56. The southern and northernmost parts of the site are currently undeveloped, with the northern tip being partially located within the Green Belt. The southern part of the site is constrained and is unlikely to be attractive to the market. Whilst much of the remainder of the site is occupied by retail uses and associated car parking, the northern part of the site, whilst designated for Green Belt uses and currently set out for car parking, has a relatively flat topography with limited development and no obvious environmental constraints.

The site is in a preferable employment location and this should be taken into account when considering whether this site is more suited for residential, retail or employment development. It is considered that this part of the site could most appropriately be released for employment uses should an exceptional circumstances case be made for the release of the northern part of the site from the Green Belt.

Waterfoot Mills [EMP24]



GROSS SITE AREA:
3.49 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site has a number of existing employment uses spread across several buildings from different ages. The majority of the units are of average quality but some are poorer quality such as Globe Mill. There are a wide range of current occupiers at the site. This included Rossendale Sheet Metal Co., R&M Van Sales, Factory Shoe Shop, Trillium Products Ltd, Valley Artists Studios, SPACE Self Storage, Excel Signs, Titanium Allstars (dance company), PB Car Valeting, Agratech, and Stravi. The site also had a number of vacant units advertised to let, the majority of which were in old mill buildings. The southern edge of the site includes a small plot of land where construction works are on-going.	
Strategic Road Access	The site adjoins the B6238 and is within 1km of the A681. It is over 5km from the A56 junction and is relatively isolated from the strategic road network as a result.	Average
Local Accessibility	Many of the units front directly onto the B6238 or have short access roads to the main road. Car parking is an issue for some of the units. There are numerous bus stops outside the site along the B6238, with services to Burnley, Bury and Rawtenstall.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Waterfoot within the Urban Boundary and with access to labour and services, but is in a peripheral location on the outskirts of the Borough.	Very Good
Compatibility of Adjoining Uses	Along the length of the site on the opposite / west side of the B6238 are residential properties. To the east is undeveloped land with topographical constraints.	Average

Developmental and Environmental Constraints	<p>The site consists of several former mill buildings many of which are in relatively poor condition. With the exception of the small plot undergoing construction works, the site is fully developed and there is no adjacent land available to expand on.</p> <p>Future development and employment growth would be through refurbishment and intensification. The site is predominantly level. The site falls within the Waterfoot Corridor which was assessed as being at high risk of flooding from main rivers and surface water in July 2015. There are no other obvious constraints to development.</p>	Poor
Market Attractiveness	<p>The site has numerous poor quality and under-utilised buildings. Whilst there is some potential for redevelopment and intensification, the location and condition of the units highlights that the site has limited attractiveness to the market. The site has a vacancy rate of approximately 30%, though this may be higher if measured by floorspace due to vacancies in the upper floors of larger units. The site needs heavy marketing to bring units forward.</p>	Poor
Barriers to Delivery and Timescales	<p>The old mill buildings and other large and poor quality buildings would require significant and extensive refurbishment to meet the standards of most modern businesses. Additionally, the location and poor market attractiveness means that any refurbishment and intensification is unlikely to come forwards for 5 to 10 years. If market conditions deteriorate then timescales may potentially slip to 10 to 15 years.</p>	
Potential Future Uses	<p>The site would be appropriate for continued employment use or a mix of residential and employment uses. Vacant units should be encouraged to be refurbished and occupied for B1, B2 and B8 uses. Vacant mill buildings could be refurbished for mixed use.</p>	
OVERALL SITE RATING	Average	
RECOMMENDATION	<p>The site should be retained for B-Class employment uses, although a flexible approach should be undertaken if opportunities emerge for the refurbishment of some of the poorer mill buildings.</p>	
SITE SUMMARY:		
<p>The site consists of a number of separate buildings in a range of conditions and quality. There are vacancies in the poorer quality units and in particularly in the former mill buildings, most notably Albion Mill. However it appears (to an extent) to be fulfilling a local need for employment space. On balance it is considered that it should be retained for employment use, although a flexible approach should be taken should mixed use schemes be proposed for the Mill buildings. The site is fully developed and there is no adjacent land available for expansion.</p>		

Bentgate, Haslingden [EMP25]



**GROSS SITE AREA:
0.94 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.80 ha (Assumed 85% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is greenfield land currently in use for agricultural purposes and grazing. The Proposals Map identifies the site as Green Belt land.	
Strategic Road Access	The site is adjacent to the A680 and the A681 and is approximately 0.2km from the A56 roundabout.	Very Good
Local Accessibility	The site is only accessible by foot; a new access point would need to be provided if the site were to come forward for development. It would be preferable for that access to be taken from the A681 or the existing access point from Lock Gate be reinstated. A regular bus service is in operation along the A681, to the north of the site, providing access to Haslingden, Accrington, Rochdale and Rawtenstall and Blackburn. Bus stops are located immediately outside the site, with buses running every 15 minutes.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located on the periphery of Haslingden, beyond the urban boundary. The site is approximately 1km to the south of Haslingden town centre and approximately 1.7km to the west of Rawtenstall town centre, both of which are identified as primary urban areas within the Borough and provides access to a good labour supply and a range of services.	Very Good
Compatibility of Adjoining Uses	The site is detached from existing employment development to the east of the site by the A56. The site is bound: to the north by the A681, the east by an electricity substation and a stone wall (assumed to be Lock Gate); to the south and west by an embankment which backs on to the A680 and A56.	Average
Developmental and Environmental Constraints	The site is undeveloped at present. However it can only be access by foot; a new access would need to be	Average

	<p>provided as part of any development proposal. The site is also designated as Green Belt and hence an exceptional circumstances case would need to be made for it to be released as part of the emerging Local Plan Part 2.</p> <p>The site has an uneven topography, the western and southern boundaries comprise embankments which rise up to meet the A680 and A56. The site is located within Flood Zone 1. A few mature trees are present along the boundaries and also on the site itself. A powerline and pylons are also located on the site and a large electricity substation is immediately adjacent.</p>	
Market Attractiveness	<p>The site benefits from excellent links to the strategic road network and is within proximity of the Knowsley Industrial Estate and Tesco superstore.</p> <p>The site is considered to be a high profile location with excellent potential. However there are some environmental constraints that would need to be overcome (as well as the issue of its current Green Belt designation) to facilitate the development of the site.</p>	Good
Barriers to Delivery and Timescales	<p>The site is located in a suitable location for employment development. However, the site is designated as Green Belt and there are environmental constraints that will need to be addressed if the site is to come forward for employment development. Furthermore, a new access road will need to be provided that connects the site to the existing road network. It is therefore considered that given the development and environmental constraints of the site, it is likely that the site will come forward in the next 5 to 10 years.</p>	
Potential Future Uses	<p>Suitable for B-Class employment use, particularly small scale B8 use given its proximity to the strategic road network.</p>	
OVERALL SITE RATING	Good	
RECOMMENDATION	Allocate for B-Class employment use	

SITE SUMMARY:

The site was identified in previous employment land study and is recognised for its excellent links to the strategic road network and suitable location for employment development. However, the site is designated as Green Belt and does not currently support vehicular access. The site is also constrained by its topography and the presence of pylons and a nearby electricity substation. Despite the development constraints, the site is in a prominent and suitable location for employment development. Whilst the previous 2009 ELR recommended that the site should not be allocated there is now the opportunity to allocate it as part of a wider allocation with site ADD2 which would benefit from a comprehensive masterplanning process to ensure effective delivery.

Reedsholme Works, Rawtenstall [EMP26]



GROSS SITE AREA:
3.24 ha

ESTIMATED NET DEVELOPABLE AREA:
0.81 ha (Assumed 25% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently in use for employment purposes comprising B2 land use and an area of brownfield land. Whilst the entire site is presently identified for existing employment use, the emerging <i>Local Plan Part 2: Site Allocations & Development Management Policies DPD</i> identifies the south-western part of the site as a housing allocation, with the remainder in use for employment.</p> <p>It is understood that Allied Textiles Ltd, who own the site, submitted outline proposals to demolish the existing building and structures and replace them with 107 homes. This application was resolved to permit in December 2016 subject to Section 106 agreement.</p>	
Strategic Road Access	The site is immediately adjacent to the A682 and is approximately 3km from the A56.	Good
Local Accessibility	The site can be accessed immediately off the A682. A bus service is in operation along the A682 and provides access to Manchester city centre, Nelson, Queensgate, Burnley, Barrowford and Skipton. Bus stops are located immediately outside of the site, with buses running every hour.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Rawtenstall and is included within the urban boundary. Rawtenstall is identified as a primary urban area within the Borough and has a good labour supply and provision of services.	Good
Compatibility of Adjoining Uses	The site is located within a predominantly residential area although Novaks and brand interiors are located	Poor

	immediately to the south of the site. The site is bound to the north by residential units on Hollin Way; to the east by mature trees with residential beyond; to the south by Novaks and Brand Interiors (EMP68); and, to the west by the A682.	
Developmental and Environmental Constraints	<p>Part of the site is currently undeveloped and comprises Brownfield land. The site has a relatively flat topography and is located within Flood Zone 1. Mature trees are present along the eastern and southern boundaries of the site. Observations made during the site visit suggest that there are possible contamination and structural issues on the brownfield part of the site. An electricity substation is also located on the site.</p> <p>It is understood that despite efforts from Allied Textiles to mitigate the impacts of their manufacturing activities, there are ongoing complaints from local residents regarding odour and noise arising from the onsite operations.</p>	Poor
Market Attractiveness	The site benefits from good links to the strategic road network and is well contained by existing built development. The area of brownfield land located towards the south of the site would be suitable for development providing that the potential contamination and structural issues are addressed.	Average
Barriers to Delivery and Timescales	The buildings on the site are currently in poor condition and most if not all require refurbishment. The vacant area of brownfield land on the site may have environmental and development constraints which will need to be addressed before the site comes forward for development. Furthermore, the site is relatively isolated, away from a major town centre. It is therefore considered that site would come forward in the next 5-10 years. The site has received outline planning permission for residential development in December 2016 subject to Section 106 agreement.	
Potential Future Uses	It is considered that residential use on part of the site would be incompatible with the nature of the B2 industrial operations to the north. Hence the site should either be retained in its entirety for B2 use, or released for residential.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Release for residential use	

SITE SUMMARY:

The site is currently in employment use and is characterised by B2 industrial development, with an area of under-utilised land available for redevelopment to the south and west.

It is understood that an application for residential development was resolved to permit by the Council in December 2016 and is subject to Section 106 agreement. The site is well contained and abuts Novaks and Brand Interiors to the south. The site good access to the strategic road network and is

situated to the north of Rawtenstall town centre. However, it is understood that the site's location in a predominantly residential area, and the nature of the industrial operations at the site, have caused conflicts with local residents, particularly concerning noise and odours. It is understood from information provided by Allied Textiles in a letter submitted on their behalf by CBRE to the Council on 4th September 2015, that efforts to mitigate the impact have not been entirely successful.

On this basis, NLP considers that a mix of B2 industrial and residential uses on the site would not be sustainable. On balance, it is considered that the site could be released from the employment land portfolio.

Irwell Vale Mill [EMP27]



GROSS SITE AREA:
1.43 ha

ESTIMATED NET DEVELOPABLE AREA:
0.572 ha

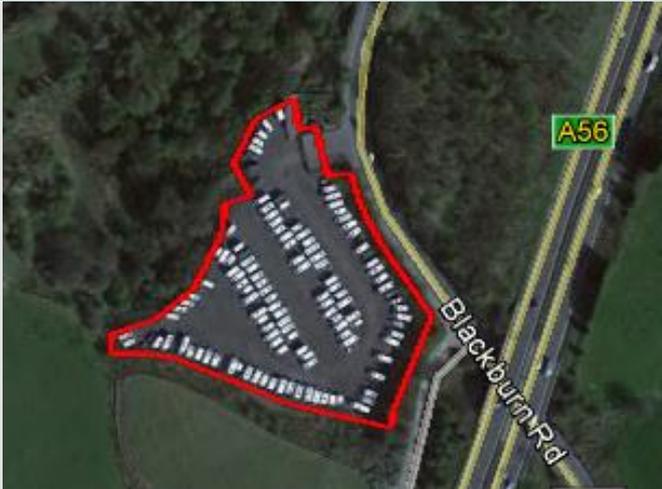
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently accommodates a Mill building with associated car parking (partly vacant, partly in use by Sigma Soap), with grassed area to the north. The Mill building is adjacent to the Irwell Vale Conservation Area. The grassed area to the north is designated Green Belt land.	
Strategic Road Access	The site is approximately 2.7km from the A56 roundabout.	Average
Local Accessibility	<p>The site is isolated and is constrained by the local road network, Irwell Vale Road being the only access road to the site, Hardsough Lane comprising of a narrow farm track.</p> <p>A bus service is in operation along Blackburn Road, approximately 0.8km to the north east of the site. This bus service provides access to Accrington, Bury, Ramsbottom and Rochdale. Buses are located on Blackburn Road, buses running every 30 minutes.</p>	Very poor
Proximity to Urban Areas and Access to Labour and Services	The site is included within the urban boundary of Irwell Vale. Irwell Vale is a small residential settlement with limited access to labour and services. The site is approximately 2.5km to the south of Haslingden town centre and 3km to the south of Rawtenstall, both of these settlements are identified as primary urban areas within the Borough providing access to a labour supply and a wider range of services.	Poor
Compatibility of Adjoining Uses	The site is very isolated and is located within a small residential settlement. The site is bound; to the north by a hedge and tree line; to the east by Irwell Vale Road; to the south by the curtilages of residential properties and Milne Street; and, to the west by mature woodland.	Poor

Developmental and Environmental Constraints	<p>Part of the site is fully developed and occupied by the Sigma soap company, the remainder of the site is undeveloped and comprises a large field which is in use for agricultural purposes and could accommodate future development. This is designated Green Belt land.</p> <p>Furthermore, part of the site is included within the Irwell Vale Conservation Area. Although the mill building is not included within the Conservation Area, it is identified as a building where sensitive redevelopment would be welcomed. The entire site is located with Flood Zone 3 and is at high risk, the SFRA identifying the site as being a high risk of flooding. Mature trees are also present along the western and part of the southern boundary of the site.</p>	Poor
Market Attractiveness	The site is characterised by poor quality mill buildings that would not meet modern day business requirements. The site is relatively isolated and is not within close proximity of a main town centre or large population centre. There is the potential for the site to be redeveloped however given its isolated location and current condition; it is considered the site has poor market attractiveness.	Poor
Barriers to Delivery and Timescales	The present mill building is deteriorating and is in need of refurbishment. The site's poor location, weak market attractiveness and significant development constraints suggest that the site is unlikely to be redeveloped for the foreseeable future. The site is therefore not expected to come forwards before 10 to 15 years.	
Potential Future Uses	Given the sites immediate surroundings, it is considered that the site would be better suited for residential development. However, given that the site is at high flood risk, development of any sort will be difficult to bring forward on the site.	
OVERALL SITE RATING	Very Poor	
RECOMMENDATION	Retain the existing Mill building for employment uses, but do not allocate any of the adjoining Green Belt land to the north for B-class uses.	

SITE SUMMARY:

The site is isolated, and is not within the immediate vicinity of a main town centre or a substantial populated area. The site is located within Flood Zone 3 and is identified as an area of high risk flooding, part of the site is also partly included within the Irwell Vale Conservation Area and the northernmost part of the site is designated Green Belt land. The Mill building is located outside the Conservation Area, and redevelopment of the mill building is encouraged; however any redevelopment must respect the character and setting of the Conservation Area through sensitive design. The site is also constrained by the local road network, the nearest bus stop located 0.8km to the north on Blackburn Road.

Side By Pass - Ewood Bridge [EMP28]



GROSS SITE AREA:
0.87 ha

ESTIMATED NET DEVELOPABLE AREA:
0.783 ha (Assumed 90% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes (B8) and is used for the storage of caravans. The Proposals Map identifies the site as Green Belt. It is understood that the landowner is keen for the site to come forward for development.	
Strategic Road Access	The site is approximately 2km from the A56 roundabout.	Average
Local Accessibility	The site can be accessed immediately off the B6527 (Blackburn Road). A bus service is in operation along the B6527 providing access to Bury and Accrington. Bus stops are located 0.3km to the south of the site; buses run every 30 minutes.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located outside the urban boundary of Ewood Bridge, between Ewood Bridge and Edenfield. Both of these settlements are relatively small and primarily residential and offer poor access to a labour supply and services. The site is approximately 2.5km to the south of Haslingden town centre and 2.8km to the south of Rawtenstall town centre, which are both identified as primary urban areas within the Borough and provide access to a larger labour supply and range of services.	Poor
Compatibility of Adjoining Uses	The site is well contained by mature trees and the road network. The site is bound: to the north by mature trees; to the east by the B6527; to the south by mature trees with agricultural land beyond; and, to the west by mature woodland.	Good
Developmental and Environmental Constraints	The site is currently undeveloped and is used for the storage of caravans. The site is already supported by the requisite infrastructure needed to support the development of the site. The site is designated as Green Belt and is located in Flood Zone 1. No other constraints	Good

	were identified during the site visit, although the Council has noted that there could be contamination issues on the site associated with its previous land use.	
Market Attractiveness	The site is supported by the requisite infrastructure that would allow the site to come forward for development. The site is within relatively close proximity to the strategic road network and is identified as having limited development and environmental constraints other than the issue of its current Green Belt designation.	Good
Barriers to Delivery and Timescales	Given the size of the site and the fact that it is already supported by the requisite infrastructure it is considered that the site could come forward in the next 0-5 years and support small employment units.	
Potential Future Uses	The site is a suitable employment site that would appeal to B2 and B8 development.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Allocate for B-Class employment use	

SITE SUMMARY:

The site is currently undeveloped and is supported by the necessary infrastructure to aid development. The site has good access the strategic road network; however it has relatively poor access to labour supply and services, as it is situated away from the major town centres. Nevertheless, the site is identified as having limited development and environmental constraints and is considered to be suitable for employment development. RBC would need to demonstrate that exceptional circumstances exist to justify its release from the Green Belt.

Gaghills Lane, Waterfoot [EMP29]



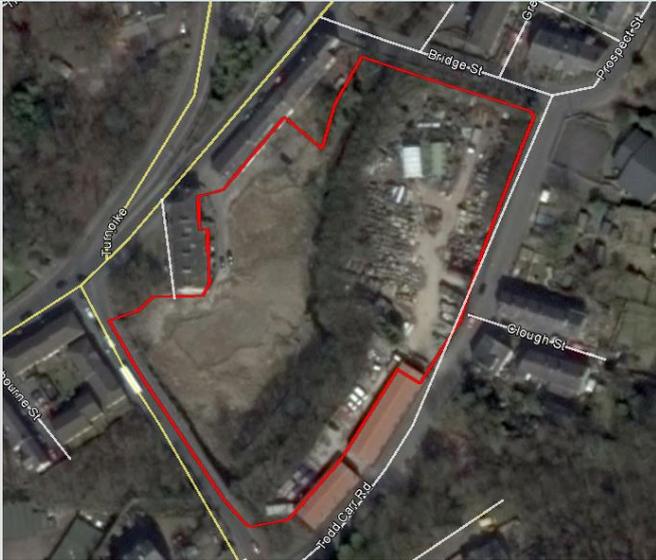
**GROSS SITE AREA:
0.85 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.68 ha**

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently used by Whybee for storage & distribution. There are a range of other uses on site including an old mill building which appears vacant, Kane 9 Pet Feeds, storage crates in yard (the undeveloped land), over-looked by residential properties. The site was originally allocated for residential use in the Local Plan, and the emerging <i>Local Plan Part 2: Site Allocations & Development Management Policies DPD</i> also recommends that the site should be allocated for residential uses.	
Strategic Road Access	Site within 1km of A681.	Average
Local Accessibility	Currently average access with some car parking. Walking distance to Waterfoot from centre. Road access currently poor but could be improved. Bus stop (Turnpike Road) next to site served by 10, 483, 783 and 998.	Average
Proximity to Urban Areas and Access to Labour and Services	Good location on the periphery of Waterfoot Town Centre. Access to local labour market and services.	Very Good
Compatibility of Adjoining Uses	The site is surrounded by a mix of residential, retail and other uses (such as children's day care)	Very Poor
Developmental and Environmental Constraints	Flat topography in the centre but slight gradient to the north. A river crosses the west of the site. Site is level and has a clear boundary. Gaghills electricity substation on site. May require access to utilities. A river runs through the western part of the site and is undergrounded for part of its course. The site falls within the Waterfoot Corridor which was assessed as having high risk of flooding from main rivers and surface water in July 2015. Part of the site is located within flood zones 2 and 3.	Poor
Market Attractiveness	Very limited curb appeal as it is hidden from view and	Poor

	undeveloped. Expect little speculative development but reasonable location and undeveloped. It is understood that the landowner is keen to pursue housing on the site and is actively pursuing this outcome.	
Barriers to Delivery and Timescales	Site may require flood defences on part of site. Site could be developed in 1 to 5 years assuming residential or mixed use development.	
Potential Future Uses	Residential or mixed use development.	
OVERALL SITE RATING	Very poor	
RECOMMENDATION	Release for residential development.	
SITE SUMMARY:		
<p>The site has poor compatibility with the surrounding residential uses and has a small net developable area. The site has flood risk issues, is far from the strategic road network and is identified as a potential housing allocation in the emerging <i>Local Plan Part 2: Site Allocations & Development Management Policies</i> document. It is considered that the site should be released from employment use and allocated for residential.</p>		

Mill End Mill, Waterfoot [EMP30]



GROSS SITE AREA:
1.29 ha

ESTIMATED NET DEVELOPABLE AREA:
1.03 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is split into two by a river crossing the site from north to south; the eastern half is occupied by BE Boys Construction and fully developed, whilst the western half is brownfield land from the demolished Mill End Mill. The site is located in the north of Waterfoot. The site is currently protected for employment use in the adopted Local Plan, but is identified as a potential housing allocation in the emerging <i>Local Plan Part 2: Site Allocations & Development Management Policies</i> document (for 37 homes).	
Strategic Road Access	Within 1 km of the A681.	Average
Local Accessibility	The site has two access points; one involves accessing the busy road to Burnley, the B6238. Within 400m there are bus stops with services 10, 483, 783 and 998.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is in the northern edge of Waterfoot with access to local labour market and services.	Very Good
Compatibility of Adjoining Uses	The majority of the adjoining uses are residential. There is some employment land to the south east of the site border (Boys Construction). There are retail uses to the north west of the site.	Poor
Developmental and Environmental Constraints	The site has topographical issues on the western half, and a river which effectively cuts the site in half. The site is within the Waterfoot Corridor which was assessed as having a high flood risk from main rivers and surface water in July 2015. There are also mature trees in the centre of the site and levelling is required. Access improvements are needed.	Very Poor
Market Attractiveness	The site is located in an area with weaker market demand	Poor

	compared to the prime areas in the Borough. The site constraints and neighbouring uses also indicate low demand for employment space. The site is run down and has very limited kerb appeal.	
Barriers to Delivery and Timescales	The site has environmental constraints which represent a barrier to development. Ownership of western half of the land is unknown, whilst the eastern half is owned by BE Boys Construction. Development is likely to take 5 to 10 years due to site constraints and weak market attractiveness.	
Potential Future Uses	The entire site is identified for housing in the emerging <i>Local Plan Part 2: Site Allocations & Development Management Policies</i> document. Whilst there is a natural buffer between the two halves of the site from the river and mature trees, it is considered that given the weak market attractiveness of the site and the surrounding residential uses, it would be more appropriate to release the site from B-class uses and redevelop it as part of a comprehensive residential masterplan.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Release for residential development	
SITE SUMMARY:		
The site has significant development constraints and weak market demand. Although there is a natural buffer of the river and mature trees in the middle of the site means that it could be treated as two separate areas, on balance it is considered that the most appropriate future use of the site would be for residential use as part of a comprehensive masterplan for the site.		

Toll Bar Business Park [EMP31]



GROSS SITE AREA:
0.80 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site has a variety of employment uses, including B-Class and non B-Class uses such as retail and sui generis. The site features a large mill building; it is currently designated as 'white land' in the Local Plan Proposals Map. The buildings have a variety of qualities; some are well maintained and well-presented whilst others are in need of maintenance. The site has a number of occupiers including Flight Deck Experience, Park Mill Engineering Ltd, Malcom Group, RS Bedrooms, Alf's Black Belt Academy, NW Defenders (Land Rover specialists), Cleaning Services, SFS Opticians, Carpet Mill, Bubbles car valeting.	
Strategic Road Access	Direct access on to A681	Good
Local Accessibility	Sufficient car parking behind site. Narrow access road which may be difficult for HGVs. Also limited HGV turning area within the site. Bus stop outside the site for services 464 and 482.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Stacksteads with easy access to Bacup. There are some services within walking distance of the site.	Very Good
Compatibility of Adjoining Uses	Residential uses to the west and north east. Land to the south borders woodland with a steep gradient.	Poor
Developmental and Environmental Constraints	The site boundary limits options with no potential for expansion. The mill building is of poor quality and in need of significant refurbishment. There is a small stream in the car park.	Average/ Poor
Market Attractiveness	The site has weak market attractiveness, with approximately 40% units are vacant, most of which are poor quality. The viability of any	Very Poor

	conversion/refurbishment may be problematic as significant works are needed and the site has limited market attractiveness.	
Barriers to Delivery and Timescales	The site is in existing use and there are no barriers to delivery other than market attractiveness and possible viability of refurbishment. Site could be refurbished within 1 to 5 years if market demand improved.	
Potential Future Uses	Mixed use B1 employment and retail/leisure/residential.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Retain as a mixed use site.	
SITE SUMMARY:		
<p>The site has a range of occupiers and the buildings are in various states of repair; some appear well maintained whilst others are in need of refurbishment. The site has weak market attractiveness with high vacancy levels. The site owners are believed to be interest in residential uses, but this would result in the loss of the existing employment uses. Over the longer term it is considered that the site would be appropriate to shift towards mixed use development retaining an element of employment.</p>		

Cowm water treatment works, Whitworth [EMP32]



**GROSS SITE AREA:
2.53 ha**

**ESTIMATED NET DEVELOPABLE AREA:
2.03 ha**

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	Former water treatment works on the periphery of Whitworth. Designated Green Belt land. The site predominantly comprises brownfield land, though there is some greenfield land with undulating topography. The site has an irregular shape.	
Strategic Road Access	Within 1km of A671	Good
Local Accessibility	No bus stops within 400m of the site. The site has an access road but this is narrow and at a gradient. Access to the site is via residential streets which would be inappropriate for HGVs.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Whitworth, with no local services and a small labour market catchment. The site is outside the urban area.	Average
Compatibility of Adjoining Uses	The adjoining uses are mostly unsuitable for employment use of the site. The site is surrounded by residential uses to the east, south and north east. To the north and west lies rural/agricultural uses and functional reservoir. The surrounding area has a residential/rural character.	Average/ Poor
Developmental and Environmental Constraints	The shape of the site limits the developable area. Mature trees across parts of the site and reservoir / water infrastructure remain on the site. Brownfield land across much of the site. Predominantly level site, though some undulating land. Designated Green Belt land.	Average / Poor
Market Attractiveness	The site would be unattractive for most employment uses due to the location, existing infrastructure and surrounding uses. The site is included in the Call for Sites for residential uses, which would be more appropriate than B-Class uses.	Poor
Barriers to Delivery and Timescales	The site may need remediation of the previous water works infrastructure. Due to the weak market demand in this part of Rossendale the site is unlikely to be developed for employment uses for the next 10 to 15 years at least.	
Potential Future Uses	Residential use of the site is likely to be more appropriate given its peripheral location and proximity to existing residential properties.	

OVERALL SITE RATING	Poor
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RECOMMENDATION	Do not allocate for employment uses.
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SITE SUMMARY:

This Green Belt site and former water treatment works is unsuitable for employment uses due to the location and adjacent residential uses. The site is located in an area with generally low market demand due to its peripheral location in the Borough. The site has interest for residential development which is likely to be more appropriate than B-Class employment uses.

Sheephouses, Rochdale Road, Bacup [EMP33]



**GROSS SITE AREA:
6.54 ha**

**ESTIMATED NET DEVELOPABLE AREA:
3.8 ha**

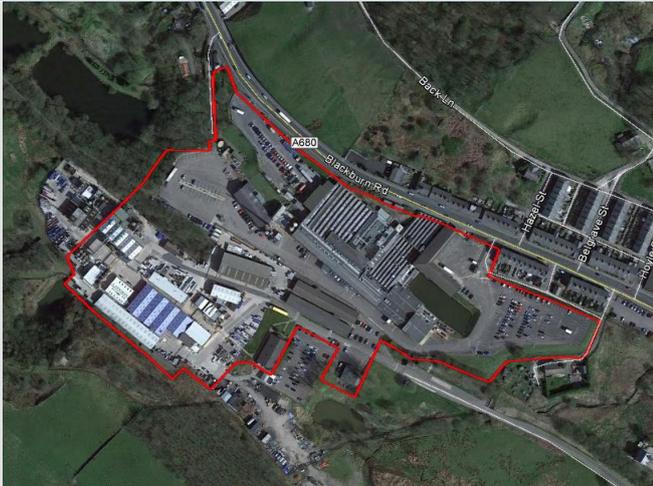
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Large, predominantly undeveloped brownfield site with approximately 0.5 ha of land owned by United Utilities as a reservoir north of Rochdale Road. Identified as 'white land' in the Local Plan. The majority of the site area is wooded or covered in low lying vegetation, with a former reservoir in the centre of the site. The net developable area of the site is significant smaller than the gross area due to the reservoir and other development constraints.	
Strategic Road Access	The site is within 1km of access to A671.	Good
Local Accessibility	The site has a single access road / track to the water treatment works. This would need to be widened and improved for development of the site. There are bus stops opposite the site on Rochdale Road, with services from Accrington to Rochdale.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is on the outskirts of Bacup and Britannia but outside the current Urban Boundary. The site benefits from good local labour market catchment but has limited local services.	Good / Average
Compatibility of Adjoining Uses	Residential areas border the site to the south, west and south east. Agricultural land and countryside borders the site to the north.	Poor
Developmental and Environmental Constraints	Due to the existing and former uses on the site, such as the in use reservoir, the net developable area is significantly reduced. There are topographical issues on the northern portion of the site which would need levelling, and this area also has potential ecological constraints from the former reservoir. Ownership and use of the site is	Poor / Very Poor

	understood to be fragmented.	
Market Attractiveness	Viability of the site is likely to be marginal for employment uses due to the significant constraints and limited developable area.	Poor
Barriers to Delivery and Timescales	The site is located outside the Urban Boundary and there is the potential for significant delays to development due to the development and ecological constraints. The fragmented site ownership and conflicts with neighbouring uses may also act as a barrier to development. The site is therefore unlikely to be developed for 10 to 15 years.	
Potential Future Uses	The site is considered unsuitable for employment uses. The site is located adjacent to a significant number of residential properties, including new build development as well as accommodating an in use reservoir and a disused reservoir. A small portion of the site adjacent to Rochdale Road would likely appeal for residential development, as would land to the east of the reservoir. The majority of the site area around the former reservoir would be unsuitable for employment use.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	The site is considered to be inappropriate for employment uses and should not be allocated for B-Class uses.	

SITE SUMMARY:

This large site has several development constraints and is located outside the Urban Boundary. In particular, part of the site is used as a reservoir, and the northern portion of the site which is a disused reservoir has a challenging topography and would require levelling works. The site is adjacent to a significant number of residential properties. The location and character of the site means that it is not suitable for employment uses, and it is therefore not recommended to be allocated for B-Class uses.

Hollands Bakery & Baxenden Chemicals [EMP34]



**GROSS SITE AREA:
5.79 ha**



**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes and comprises B2 and B8 uses. The site accommodates two main occupiers, Hollins Pie Factory and Baxenden Chemicals. The Local Plan Proposals Map identifies the site as being an existing employment area.	
Strategic Road Access	The A680 runs immediately adjacent to the site, the A56 roundabout is located approximately 0.6km to the south west of the site.	Very Good
Local Accessibility	<p>The site can be accessed immediately off the A680 which runs to the north of the site, access to the site can also be taken from the south eastern corner of the site via an unnamed road off Rising Bridge Road – this is the entrance which is used to access Baxenden Chemicals.</p> <p>A bus service is in operation along the A680 providing access to Manchester City Centre, Rochdale, Rawtenstall, Bury, Accrington and Blackburn town centre. Bus stops are located immediately outside of the site on both sides of the road. Onsite formal parking is provided c.100 spaces.</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rising Bridge within the Urban Boundary. Rising Bridge is a small settlement which has a limited access to labour and facilities. However, the site is approximately 2.7km to the north of Haslingden which is identified as a primary urban area within the Borough and has access to a good labour supply and a wider range of facilities.	Average
Compatibility of Adjoining Uses	The site is set out in a linear fashion, with Hollins Pie Factory fronting the A680. The site is bound: to the north by the A680; to the east by Rising Bridge Road; to the south by agricultural land; and, to the west by mature	Average

	woodland and agricultural land.	
Developmental and Environmental Constraints	The site has been fully developed and it is considered that the site has limited future development potential as a consequence. However, there is land surrounding the site that could accommodate the future expansion of Baxenden Chemical Factory. The site is set out on two levels, Hollins Pie Factory above Baxenden Chemicals. The site is located within Flood Zone 1; however the SRF identifies the site as being at high risk of surface water flooding. Mature trees bound the site on the north western corner.	Good
Market Attractiveness	The site is fully development and has limited future development potential. The site has good strategic road and local access; however it is relatively isolated when considered in the context of its surroundings. The site is currently characterised by a mix of industrial units, all of which are relatively dated.	Average
Barriers to Delivery and Timescales	The site is already fully developed and in existing use.	
Potential Future Uses	The site is in an appropriate employment use, particularly B2 and B8.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for B-Class employment use.	

SITE SUMMARY:

The site is occupied by two established businesses which are both suitable uses on the site. The site is already fully developed and has limited future development potential. The site benefits from good strategic road and local access and is within proximity of Accrington, to the north of the site. It is considered that the site should be retained in employment use going forwards.

Commerce Street & Grove Mill [EMP35]



GROSS SITE AREA:
1.43 ha



ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes, comprising B1 and B8 land uses. The site is identified on the Proposals Map as existing Employment Land.	
Strategic Road Access	The A56 runs immediately to the west of the site, and can be accessed via Booth Street, the junction on to the A56 is approximately 0.15km to the north of the site.	Very Good
Local Accessibility	The site can be accessed off the A56 via Booth Street and off the A680 via Station Road. A bus service is in operation along the A680 providing access to Rochdale, Manchester City Centre, Rawtenstall, Bury, Blackburn and Accrington. These buses run every 30 minutes, and bus stops are located immediately outside of the site on either side of the road.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Haslingden within the Urban Boundary. Haslingden is identified as being a primary urban area within the Borough and provides good access to a labour supply and services.	Very Good
Compatibility of Adjoining Uses	The site is separated from the Carrs Mil Industrial Estate, to the south west of the site, by the A56. The site is bound: to the north by Booth Street and a belt of mature trees; to the east by mature woodland; to the south by mature woodland; and, to the west partially by the Haslingden Bypass and Commerce Street.	Good
Developmental and Environmental Constraints	The site is fully developed and is considered to have limited future development potential. The site is also well contained by mature woodland preventing further expansion of the site. The site slopes from north to south and is located within Flood Zone 1. Mature tree are	Average

	located along the boundaries of the site.	
Market Attractiveness	The site has limited development potential, and is separated from the Carrs Mill Industrial Estate by the A56. However, the site has good access to the strategic road and local access. It is characterised by a mix of industrial units, the units towards the south west of the site are in a poorer condition comprising of a mill building which would not meet modern day business requirements. There is one vacant unit near to the entrance of the site; otherwise the site is fully occupied.	Average
Barriers to Delivery and Timescales	The site is fully developed and well contained by mature trees, the site is therefore considered to have limited future development potential. Development on the site would need to be through the intensification of the existing uses and the refurbishment works to the existing mill building.	
Potential Future Uses	The site is a suitable employment site.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for employment purposes.	

SITE SUMMARY:

The site is separated from the Carrs Mills industrial estate to the south by the A56. The site benefits from being within a wider employment location and excellent links to the strategic road network. The site is identified as having limited environmental constraints however is fully developed and is well contained by mature trees. It is therefore considered that the site has limited future development potential. The site should be retained for employment use.

The Courtyard [EMP36]



GROSS SITE AREA:
0.70 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in employment use comprising B1, B2 and B8 units. The Proposals Map identifies the site as existing employment land. The site is managed by Hurstwood Holdings.	
Strategic Road Access	The site is located immediately adjacent to the B6232 and is approximately 0.3 km from the Haslingden bypass.	Very Good
Local Accessibility	The site can be accessed immediately off the B6232. A bus service is in operation along this road, providing access to Holden Vale, Blackburn and Rawtenstall. Bus stops are located immediately outside that site, buses running every hour. Formal onsite parking is provided.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Haslingden, within the Urban Boundary. Haslingden is identified as primary urban area within the Borough and has good access to a labour supply and services.	Very Good
Compatibility of Adjoining Uses	The site is isolated from existing employment development and is within a predominantly residential area. The site is bound: to the north by the B6232; to the east by Gas Street; to the south by agricultural land; and to the west by agricultural land.	Average
Developmental and Environmental Constraints	The site is already fully developed; however the agricultural land located to the south and west of the site (considered for development in H84) would be suitable to accommodate the expansion of the site. The site slopes gently from north to south and is located within Flood Zone 1. It is identified in SFRA as being at low risk of flooding. The site is located just to the south east of an Area of Special Landscape Value and Important Wildlife Value sites. No other constraints were identified during the site visit.	Good

Market Attractiveness	The site is characterised by modern employment units which are occupied by a mix of medium-to-low end businesses. The site benefits from excellent links to the strategic road network and good local accessibility. The site is located on the outskirts of Haslingden; however it is separated from existing employment development. The site currently has one vacant unit.	Good
Barriers to Delivery and Timescales	The site fully developed and has limited future development potential. Further development would need to be through the intensification of the existing uses or the upgrade of the environment to attract higher value occupiers.	
Potential Future Uses	The site is in a suitable employment use.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for B-Class employment use.	

SITE SUMMARY:

The site currently comprises a mix of B1, B2 and B8 uses and benefits from excellent links to the strategic road network and good local accessibility. The site had limited development and environmental constraints and is characterised by modern employment units. However the site is already fully developed. It is therefore considered to have limited future development potential. It should be retained for employment use.

	<p>development and the land to the west of the site is constrained by its topography; however, the land to the north has the potential to accommodate an extension of the estate.</p> <p>The majority of the site is located within Flood Zone 1; however areas of the site are located within Flood Zones 2 and 3. These areas of the site are identified as areas of high risk flooding and are also at risk of surface water flooding. The site also abuts an area of Special Landscape Value. Mature trees are also present along the northern and western boundaries of the site. No other constraints were identified during the site visit.</p>	
Market Attractiveness	The site is characterised by a mix of employment units, there are disparities between their environmental qualities, some are modern and well maintained; others are in a poor condition and appear dated. The site has very low vacancy rates, agents commenting that if any units on the site become available they are taken up almost immediately. This is due to the prominence of the site and its recognition as a strategic employment site within the Borough and also its role serving the wider area. The site is an established employment site and is considered to have high market attractiveness.	Very Good
Barriers to Delivery and Timescales	The site is fully developed and has limited future development potential unless the site is extended to north. Some of the units would benefit from being refurbished due to their poor environmental quality.	
Potential Future Uses	The site is an established employment site and is suitable to accommodate B1, B2 and B8 development.	
OVERALL SITE RATING	Very Good	
RECOMMENDATION	Retain for employment use	
SITE SUMMARY:		
<p>The site is a well-established employment site which benefits from excellent links to the strategic road network. The site is identified as a strategic employment site within the Borough and that also serves the wider area. The site has very low vacancy rates and it is understood from agents that if units become available on the estate, they get taken up very quickly. The site has limited future development potential, although an area of land identified to the north of the site has the potential to accommodate an extension of the estate.</p> <p>Occupiers: Harrison, Falcon Products Ltd, Link 665 Business centre, Total Vibration Solutions, WH Good Group, Solomon Temperature Control Vehicles, Foremost Furniture, Cassons, Flexipol, Munipol, Canberra Scaffolding Ltd, UBS Roof Builders, Advanced Combustion Engineering, Muncrete Products Ltd, LEB Electricals Ltd, Runamok Play Centre, Arnex, Orisec, Mead, SDF Electronics, Texecom.</p>		

Three Point Business Park [EMP38]



GROSS SITE AREA:
4.51 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently in use for employment purposes, predominantly comprising B2 and B8 development. The Proposals Map identifies the site as existing employment land. The site is separated from the Carrs Mill industrial estate to the west by the A56.</p> <p>Occupiers: Waterside Auto Centre, Duchring Supplies, CEF, Eds Group, EBK Consultancy, Secure Empty Property, Stuart & Fraser, LED Controls, Bridge Air Control Systems, Fleet Technologies, Howdens Joinery, Millenium</p>	
Strategic Road Access	The A56 runs immediately adjacent to the site, the site is approximately 0.15 km from the A56 Haslingden Bypass.	Very Good
Local Accessibility	The site benefits from two access points, one to the north of the site via Flip Road and Charles Lane and to the south via Waterside Road. The B6232 runs immediately to the south of the site, a bus service is in operation along this road providing access to Holden Vale, Blackburn town centre and Rawtenstall. Bus stops are located along the B6232 immediately outside of the site, these buses run every hour. Formal on-site parking is provided.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is included within the Haslingden Urban Boundary. Haslingden is identified as a primary urban area within the Borough and is recognised for having a good supply of labour and a wide range of services.	Very Good
Compatibility of Adjoining Uses	The site is separated from the Carrs Mill industrial estate to the west by the A56. The site is bound: to the north by Flip Road and Charles Lane with mature woodland beyond; to the east, by mature woodland with residential properties beyond; to the south by mature woodland and	Good

	the B6232; and, to the west by mature trees and the A56 with the Carrs Mill industrial estate beyond.	
Developmental and Environmental Constraints	The site is fully developed and is well contained by existing development and mature woodland. The site is therefore considered to have limited future development potential. The site is situated on two levels, the land to the north east of the site being situated on a high level than the rest of the site. The majority of the site is located within Flood Zone 2 and is identified as being at risk of flooding. Mature trees are also present along the boundaries of the site. No other constraints were identified during the site visit.	Good
Market Attractiveness	The site is characterised by a mill building and industrial sheds which are of poor environmental quality and are dated in appearance. The site currently has 3 vacant units and attracts low profile occupiers. The site does, however, benefit from excellent links to the strategic road network and is within proximity to the Carrs Mill industrial estate.	Average
Barriers to Delivery and Timescales	The site is fully developed and is well contained by existing development and mature trees. It is therefore considered that the site has limited development potential; however the existing employment stock is of a relatively poor quality and would benefit from refurbishment work, in the hope of attracting higher profile occupiers.	
Potential Future Uses	The site is an established employment site and suitable to accommodate B2 and B8 development.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for B-Class employment use.	

SITE SUMMARY:

The site benefits from being in close proximity to the Carrs Mill industrial estate and its links to the strategic road network. The site is well contained and fully developed and is considered to have limited future development potential. However, the current employment units on the site are of a relatively poor environmental quality and would benefit from refurbishment work to attract high profile occupiers. The site should be retained for future B-Class employment uses.

Knowsley Road Industrial Estate [EMP39]



**GROSS SITE AREA:
14.60 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

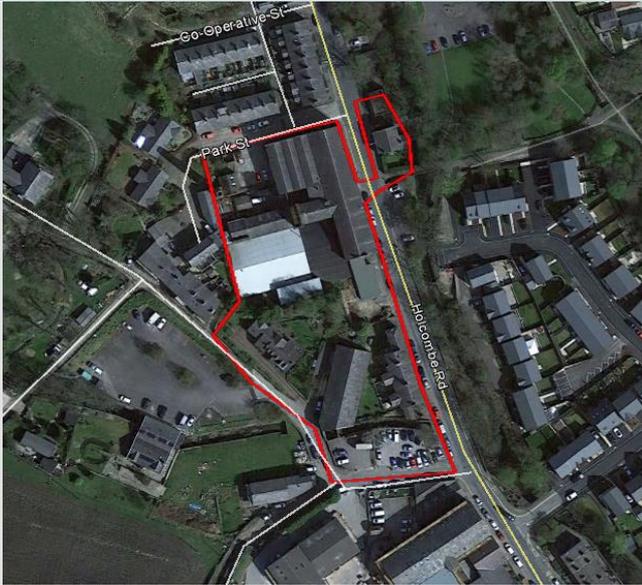
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising B2 and B8 development. The Proposals Map identifies the site as existing employment land.	
Strategic Road Access	The A56 runs immediately to the north of the site, the site is approximately 0.1km from the Haslingden Bypass roundabout.	Very Good
Local Accessibility	The site benefits from 2 access points, both off Broadway which runs to the south of the site. A bus service is in operation along Broadway and provides access to Blackburn town centre, Bury, Manchester city centre, Rawtenstall and Accrington. Bus stops are located along Broadway immediately outside of the site, buses running every 20 minutes. Small areas of parking are available on the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is included within the urban boundary of Haslingden which is identified as a primary urban area within the Borough with a good supply of labour and access to a range of services.	Very Good
Compatibility of Adjoining Uses	The site is located within a predominantly residential area on the edge of Haslingden. The site is bound: to the north and to the east by the A56, with the Tesco superstore beyond; to the south by Broadway; and to the west by the curtilage of residential properties and gardens.	Average
Developmental and Environmental Constraints	The site is fully developed and well contained by existing development. The site is therefore considered to have limited future development potential. The site has a	Good

	relatively flat topography and is located within Flood Zone 1. No other constraints were identified during the site visit.	
Market Attractiveness	The site is characterised by a mix of modern employment units and poorer quality unit and attracts a mix of occupiers. The site is reasonably well maintained and benefits from excellent links to the strategic road network. Two vacant units were identified during the site visit.	Good
Barriers to Delivery and Timescales	The site is well contained and fully developed and is identified as having limited future development potential. Some of the units on site are of poor environmental quality and would benefit from refurbishment work with the prospect of attracting more high profile occupiers like Solomon Commercial.	
Potential Future Uses	The site is an appropriate employment use and supports B2 and B8 development.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for employment uses	

SITE SUMMARY:

The site benefits from excellent links to the strategic road networks and reasonable market perceptions. The site has limited development and environmental constraints; however there is the potential for some of the poorer quality employment units to be refurbished and upgraded to attract higher value occupiers. The site is well contained and fully developed meaning the site has limited future development potential. The site should be retained for employment uses.

Park Mill [EMP40]



**GROSS SITE AREA:
0.86 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently accommodates a mix of uses including A1, B2 and a number of C3 residential properties. The Proposals Map identifies the site as existing employment land.	
Strategic Road Access	The site is immediately adjacent to the B6235 and is approximately 1.6km to the west of the A56 roundabout.	Good
Local Accessibility	The site can be accessed directly off the B6235. A bus service operates along the B6235 providing access to Rawtenstall, a bus stop is located immediately adjacent to the site and buses run every hour. Formal on-site parking is provided.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Haslingden, within the urban boundary. Haslingden is identified as a primary urban area within the Borough providing access to a good labour supply and range of services.	Good
Compatibility of Adjoining Uses	The site is situated on the outskirts of the residential suburbs of Haslingden. The site is bound: to the north by Park Street, with residential properties beyond; to the east by the B6235, residential properties front this road; to the south by Park Road (EMP22); and, to the west by mature trees and agricultural land.	Poor
Developmental and Environmental Constraints	The site is already fully developed and there is no suitable land surrounding the site that could accommodate its future expansion. The site is located within Flood Zone 1 however is identified in the 2009 Employment Land Study as having a significant flood risk greater than 1.3%. The site is not located within a Conservation Area;	Poor

	however it is within the immediate vicinity of listed buildings located to the north of the site. Mature trees are also located along the western boundary of the site.	
Market Attractiveness	<p>The site is characterised by a mix of development types; the mill building is likely to need significant refurbishment works to meet the demands of modern day businesses. Residential development is also included with the curtilage of the site and this is not considered to be compatible with certain forms of B2/B8 employment development.</p> <p>The site is also isolated from existing employment developments, and is located within a predominantly residential area on the outskirts of Haslingden.</p>	Poor
Barriers to Delivery and Timescales	The site is fully developed and there is no land surrounding the site that would accommodate its expansion. The mill building is likely to require significant refurbishment for modern day business requirements.	
Potential Future Uses	Given the site's immediate surroundings it is considered that the site would better accommodate a mixed-use or residential development.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Release for mixed use development.	

SITE SUMMARY:

The site is fully developed and has limited future development potential. Although the site is situated within the Haslingden urban boundary, it is on the periphery of the settlement and is approximately 1.8km from Haslingden town centre. The site is also within close proximity to residential development, with some of the surrounding buildings also listed. There are vacant units within the site and a mix of uses including retail and residential. It is considered that a flexible approach to any potential redevelopment of this area should be explored, for a combination of employment, residential and other uses such as retail, sui generis and leisure.

Stubbins Vale Mill [EMP41]



**GROSS SITE AREA:
3.63 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising B2 and B8 land. The two main employers on the site are Voith Paper Fabrics (B2) and TNT Deliveries (B8). A small electricity substation is located on the eastern boundary of the site.	
Strategic Road Access	The site is located approximately 1km from the M66 Junction which can be accessed from the A676 to the south of the site.	Very Good
Local Accessibility	The site can be accessed off the A676 by Stubbins Street / Stubbins Vale Road. The junction from the A676 to Stubbins Street is controlled by traffic lights, a narrow bridge located on the bend of the A676. Stubbins Street / Stubbins Vale Road are both narrow and constrained in the volume of traffic they can accommodate. HGV movements are possible; however these streets are unlikely to be able to accommodate a significant increase in HGV movements. Residential properties front onto Stubbins Street. A bus service is in operation along the A676 providing access to Bolton and Burnley; bus stops are located to the south of the site. Formal onsite parking is provided for both businesses.	Poor

Proximity to Urban Areas and Access to Labour and Services	The site is located in Stubbins, with the Urban Boundary, Stubbins provides limited access to labour and services. The site is within close proximity to Ramsbottom which has a larger labour supply and range of services than Stubbins; however this is located within the Bury Local Authority area.	Average
Compatibility of Adjoining Uses	The site is relatively well-contained, bound to the east by mature woodland and the railway line and to the west by a steep embankment and mature woodland. Lavender Hills Care Home is located to the north west of the site and residential development is located to the south of the site, however a large landscape buffer comprising mature woodland separates the incompatible development from the employment site.	Average
Developmental and Environmental Constraints	The site comprises several large buildings. It has already been fully developed and there is no surrounding land to facilitate an expansion of the site. Future development and employment growth on the site would be through intensification. The site has a relatively flat topography, mature trees border the site. A small electricity substation is located on the eastern boundary of the site.	Average
Market Attractiveness	The site comprises 2 medium size occupiers and is set back from the main road and is well screened by mature woodland. The units on the site are well maintained and is characterised by a mix of modern industrial units and stone mill buildings. There are no vacant units on the site.	Good
Barriers to Delivery and Timescales	The site has already been fully developed and there is no surrounding land to facilitate an expansion. Future development of the site would have to be through the intensification of the existing use. Although the site has reasonable levels of market attractiveness and good strategic road access, the smaller roads leading to the site would not accommodate for an increase in traffic volume. It is considered that the site would most likely come forward in 6-10 years.	
Potential Future Uses	B-Class employment uses are appropriate for the site.	
OVERALL SITE RATING	Average	
RECOMMENDATION	The site should be retained for B-Class employment uses.	

SITE SUMMARY:

The site contains a number of B2 and B8 use buildings, and is characterised by a mix of modern industrial units and stone mill buildings which are well maintained. The site has good strategic road access; however Stubbins Street / Stubbins Vale Road are narrow and may not be able to accommodate a significant increase in traffic volume.

The site is fully developed and there is limited surrounding land to facilitate an expansion. The site should be retained for employment use, although it would benefit considerably from investment to upgrade the area.

Croft End Works [EMP42]



GROSS SITE AREA:
0.59 ha

ESTIMATED NET DEVELOPABLE AREA:
0.118 ha (Assumed 20% developable area)

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site was previously used for employment purposes comprising B2 and B8 uses. The site has not been fully occupied for a number of years, since a planning permission for a printing facility was permitted in 2004 but not realised. The previous occupier of the site was Turnbull Prints.	
Strategic Road Access	The site is less than 1km from the M66 Junction which can be accessed from the A676 located to the north of the site.	Very Good
Local Accessibility	The site can be accessed directly from the A676 which bends sharply north, to the north of the site. The access road into the site is in poor condition and on a steep decline. A bus service is in operation along the A676 providing access to Bolton and Burnley; bus stops are located immediately adjacent to the site. Informal on-site parking is provided. A footpath runs along the River Irwell to the south west of the site.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Stubbins, within the Urban Boundary. Stubbins provides limited access to labour and services. However, the site is approximately 0.6km from the urban area of Edenfield which provides access to a larger labour force than that of Stubbins.	Average
Compatibility of Adjoining Uses	The site is well contained by physical and landscape features, namely the River Irwell, mature woodland and the A676. However the site abuts residential properties to the north east of the site and is within a predominantly rural setting adjacent to a Conservation Area.	Average / Poor
Developmental and Environmental Constraints	The site comprises several mill buildings which were previously in commercial use but are now vacant, and have been for many years. Future development of the	Poor

	<p>site would require significant renovation or demolition of the existing mill buildings. The current buildings do not meet modern standards for business premises.</p> <p>The site sits on two levels, receding from east to west. Mature trees border the eastern and southern boundaries of the site. The site sits just beyond the Chatterton and Strongstry Conservation Area and is located within Flood Zone 1. The site may also be contaminated.</p>	
Market Attractiveness	<p>The site is not in a desirable location from a commercial perspective and is bordered by residential development. The 2009 ELR recommended that the site be considered for alternative uses due to the poor market attractiveness and 100% vacancy rate.</p> <p>The site has frequently been vacant since the 2009 assessment and has remained entirely vacant since the previous occupier left in mid-2015. The site has received interest in residential uses.</p> <p>A planning application for residential use of the site was resolved to permit development in January 2017 subject to Section 106 agreement, which was later signed in March 2017.</p>	Poor
Barriers to Delivery and Timescales	<p>Future development of the site would require the demolition of the existing mill buildings, levelling of the site and remediation works. The site has not been fully occupied for a number of years and has had little market interest for employment uses. Recent market interest in the site has been to develop it for residential uses. The site is unlikely to come forward for employment uses for the foreseeable future.</p>	
Potential Future Uses	<p>The site would be better suited for residential development.</p>	
OVERALL SITE RATING	Very Poor	
RECOMMENDATION	Release for non B-Class use	
SITE SUMMARY:		
<p>The site is located within a predominantly residential area, separated from existing employment development. The site also abuts the Chatterton and Strongstry Conservation Area hence any future development of the site would need to be sensitive in its design and layout in order to preserve the character and setting of the Conservation Area. Given the site's immediate surroundings and very weak market demand as exemplified by the current 100% vacancy rate, it is considered that the site should be released from the employment land portfolio to accommodate alternative uses (most likely residential).</p>		

Georgio Pacific [EMP43]



GROSS SITE AREA:
5.19 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising a B2 land use. The sole occupier of the site is SCA Stubbins Mill Hygiene Facility.	
Strategic Road Access	The site is located approximately 1km from the M66 Junction which can be accessed from the A676 located to the east of the site.	Very Good
Local Accessibility	The site can be accessed by the A676 which runs immediately adjacent to the site. A narrow, traffic light controlled junction is located to the east of the site; this junction can cause congestion on the A676 directly adjacent to the site. A bus service is in operation along the A676 providing access to Bolton and Burnley. A bus stop is located immediately adjacent to the site. Formal onsite parking is provided.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Stubbins, with the Urban Boundary. Stubbins provides limited access to labour and services. The site is within close proximity to Ramsbottom which has a larger labour supply and range of services than Stubbins; however, this is located within the Bury Local Authority area.	Average
Compatibility of Adjoining Uses	The site is relatively well contained to the west and south by mature woodland and the east by the A676 with the railway line beyond. There is a small amount of residential development to the north of the site, a landscape buffer separates the two.	Average
Developmental and Environmental Constraints	The site comprises several large buildings and is considered to be fully developed. The site is also tightly contained by physical and landscape features ensuring	Poor

	<p>that there is no land surrounding the site to accommodate expansion.</p> <p>The site has a relatively flat topography, with the north of the site being on a slight incline. Mature trees border the site. The southern part of the site is identified as being located within partially located within Flood Zone 2 and partially located in Flood Zone 3, the northern part of the site is located within Flood Zone 1. Given the nature and type of historic employment use, the site may also be contaminated.</p>	
Market Attractiveness	The site is characterised by a mix of modern industrial units and stone mill buildings and is reasonably well maintained. There are no vacant units on the site. The site is occupied by one business which is a large employer within the area. The site has good strategic road access; however the junction on the A676 can cause congestion immediately adjacent to the site.	Good
Barriers to Delivery and Timescales	The site has already been fully developed and there is no surrounding land to facilitate an expansion. Future development of the site would have to be through the intensification of the existing use. Although the site has good market attractiveness and excellent strategic road access, the access roads to the site are constrained by the traffic light controlled junction, the narrowing of road and low bridge.	
Potential Future Uses	The site is an appropriate employment use.	
OVERALL SITE RATING	Average	
RECOMMENDATION	The site should be retained for B-Class employment use, although upgrading of the existing units would be required to maintain the long term viability of the site.	
SITE SUMMARY:		
<p>The site comprise a number of B2 use buildings, the site is characterised by a mix of modern industrial units and stone mill buildings and is well maintained. The site has good strategic road access however constrained by the traffic light controlled junction, the narrowing of road and low bridge on the A676 which can cause congestion adjacent to the site. The site is fully developed and there is limited surrounding land to facilitate any future expansion. The site should be retained for employment use, although upgrading of the existing units may be required to maintain the long term viability of the site.</p>		

Cuba Industrial Estate [EMP44]



GROSS SITE AREA:
2.43 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment uses, comprising B1, B2 and B8 development. The site accommodates multiple occupiers as shown in the photo above.	
Strategic Road Access	The site is approximately 1km from the M66 Junction which can be accessed from the A676 located to the north west of the site.	Very Good
Local Accessibility	The site can be accessed directly off the A676, a traffic light controlled junction is located immediately to the north west of the site. The junction is narrow with a low bridge, the traffic lights can cause congestion which backs up passed the entrance to the site. A bus service is in operation along the A676 providing access to Bolton and Burnley; bus stops are located to the south of the site. Formal onsite parking is provided for the individual businesses.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Stubbins, with the Urban Boundary, Stubbins provides limited access to labour and services. The site is within close proximity to Ramsbottom which has a larger labour supply and range of services than Stubbins; however this is located within the Bury Local Authority area.	Average
Compatibility of Adjoining Uses	The site is well contained to the north west by mature woodland and the railway beyond and to the south by the River Irwell. The site is separated from the residential properties to the north of the site by the A676, however adjoins residential properties to the east.	Average
Developmental and Environmental Constraints	The site comprises several large buildings, the site already been fully developed and there is no surrounding land to	Poor

	<p>facilitate an expansion of the site. Future development and employment growth on the site would be through intensification.</p> <p>The site has a relatively flat topography, mature trees border the site to the south and west. The whole site is located within Flood Zone 3.</p>	
Market Attractiveness	<p>The site is occupied by a number of small businesses of which the site seems to attract; however the site is well occupied with only 1 small vacant unit. The site comprises a number of industrial buildings and a smaller office unit at the entrance to the site and is reasonably well maintained. The site is not in an attractive location; however it is within proximity to two large employment sites located to the west of the railway line.</p>	Average
Barriers to Delivery and Timescales	<p>The site has already been fully developed and there is no surrounding land to facilitate an expansion. Future development of the site would have to be through the intensification of the existing use. The site is relatively small and is considered that it would most likely come forward in 0-5 years.</p>	
Potential Future Uses	<p>The site is an appropriate employment use.</p>	
OVERALL SITE RATING	Average	
RECOMMENDATION	The site should be retained for employment uses.	
SITE SUMMARY:		
<p>The site contains a number of B1, B2 and B8 use buildings and is characterised by industrial units which are reasonably well maintained. The site has reasonable strategic road access; however the traffic light controlled junction can cause congestion which backs up past the entrance to the site.</p> <p>The site is fully developed and there is no surrounding land to facilitate an expansion. It is recommended that the site should be retained for employment uses.</p>		

Turton Hollow Road [EMP45]



GROSS SITE AREA:
2.89 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising B2 and B1, B2 and B8 development. The Proposals Map identifies the site as employment land. The main occupier on the site is James Killela & Co.	
Strategic Road Access	The A682 runs immediately to the east of the site and merges into the A56 which is approximately 4km to the south of the site.	Good
Local Accessibility	The site benefits from two access points both off A682, Turton Hollow Road to the north of the site and Barley Holme Road to the south of the site. Turton Hollow Road is relatively narrow and declines down to the site; residential properties also front onto this road. A bus service is in operation along this road providing access to Burnley, Skipton and Manchester. Bus stops are located immediately outside of the site on either side of the road and the buses run every 20 minutes. Informal parking arrangements are provided on the site.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located within Crawshawbooth; however it is included within the Rawtenstall urban boundary. The site is located approximately 3km to the north of Rawtenstall town centre, Rawtenstall is identified as a primary urban area within the Borough have a good supply of labour and good access to services.	Average
Compatibility of Adjoining Uses	The site is well contained by existing development and mature woodland and the river to the west. The site is located within a predominantly residential area, separate from existing employment development. The site is bound: to the north by mature trees; to the east partially	Average

	by agricultural land and mature trees, which preserve the amenity of the neighbouring residential properties; to the south by residential properties; and, to the west by mature trees and the river.	
Developmental and Environmental Constraints	<p>The site is well-contained and fully developed and is considered to have limited future development potential. However, there are a number of mill buildings located to the south of the site that are underutilised with only the lower floors being occupied. The river runs immediately to the west of the site, the areas that are in close proximity to the river are located within Flood Zones 2 and 3, the rest of the site is located within Flood Zone 1, the SFRA identifies parts of the site as being at medium to high risk of surface water flooding.</p> <p>Mature trees are also present along the north, east and west boundaries of the site. The Local Plan Proposals Map also identifies the site as being adjacent to an important wildlife site.</p>	Average
Market Attractiveness	The site is characterised by a mix of industrial units and dilapidated mill buildings. The mill buildings need significant refurbishment works to meet modern day business requirements. Besides James Killela, the site is occupied by indigenous businesses which serve a mainly local market. The site is generally run down and is of low environmental quality. The site is also relatively isolated and not within close proximity to a major town centre of population.	Poor
Barriers to Delivery and Timescales	The site is well contained and fully developed and offers limited future development potential. The mill buildings located to the south of the site would need significant refurbishment works and are not ideally suited for modern day business requirements.	
Potential Future Uses	The site is an established employment site and is suitable for B1, B2 and B8 development.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain for B-Class employment use.	

SITE SUMMARY:

The site is relatively isolated, located with a predominantly residential area and away from a major town centre and large labour supply. The site is characterised by poor quality industrial units and a dilapidated mill building which is underutilised. The site has limited development and environmental constraints, and is fully developed. Future development of the site would need to be through the refurbishment of existing buildings and the intensification of the existing uses.

Riverside Business Park [EMP46]



GROSS SITE AREA:
6.06 ha

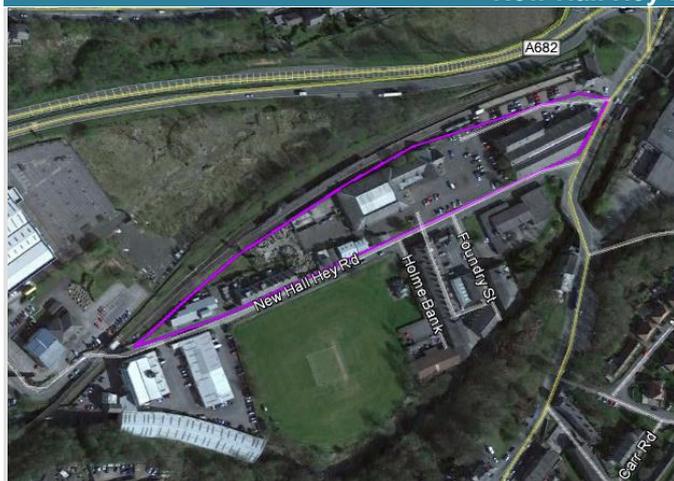


ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising B2 industrial development. The Local Plan Proposals Map identifies the site as existing employment land. The northern part of the site is occupied by United Utilities whilst the southern part of the site is occupied by K Steels.	
Strategic Road Access	The site is approximately 1.3km from the A682 and is within 3km of the A56.	Average
Local Accessibility	The site can be accessed off Bury Road via Holme Lane, residential properties front onto Holme Lane. A bus service is in operation along Bury Road providing access to Bury, Burnley, Rawtenstall and Todmorden. Bus stops are located to the east of site, along Bury Road, buses run every 20 minutes.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in Townsend Fold; included within the Rawtenstall urban boundary. Rawtenstall is identified as a primary urban area within the Borough providing a labour supply and access to services.	Good
Compatibility of Adjoining Uses	The site is located within a predominantly residential area, separated from the New Hall Hey industrial estate to the north. The site is bound: to the north by agricultural land; to the east by the railway line, with agricultural land beyond; to the south by mature trees; and to the west by the river and mature trees.	Average
Developmental and Environmental Constraints	The site is fully developed and is well contained to the south and west. The areas of land to the north and east	Average

	of the site have the potential to accommodate future development and could facilitate the expansion of the site. The majority of the site is located within Flood Zone 2. Mature trees are present along the western and southern boundaries of the site. The site is not located within a Conservation Area; however it is within the vicinity of a Grade II listed building located at Holme Bridge, Holme Lane.	
Market Attractiveness	The site is characterised by large industrial units which are average quality. The site has relatively weak local road access, Holme Lane being relatively narrow with residential properties fronting the road. The site is also relatively isolated, located away from existing employment development within a predominantly residential area. During the site visit, one vacant unit was identified.	Average
Barriers to Delivery and Timescales	The site is fully developed, however there is available land to the north and east of the site which could accommodate development. The current development on the site is of average quality and would benefit from refurbishment.	
Potential Future Uses	The site is an established employment site which is suitable for B2 and B8 development.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain for B-Class employment use.	
SITE SUMMARY:		
<p>The site is located within a predominantly residential area, isolated from existing employment development. The site is well contained to the west and south by the river and mature trees; however there is available land to the north and east, these areas of land have been assessed as EMP72 and could be suitable to accommodate further development, which would facilitate an extension of the site.</p>		

New Hall Hey Road [EMP47]



GROSS SITE AREA:
1.65 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in mixed use for commercial and employment purposes, comprising B1, B2, C3 and sui generis uses. The Local Plan Proposals Map identifies the site as existing employment land.	
Strategic Road Access	The site is immediately adjacent to the A681 roundabout and is approximately 1.75km from the A56.	Very Good
Local Accessibility	The site benefits from two access points: one to the east off Bury Road and one to the south off New Hall Hey Road. A bus service is in operation along Bury Road to the east of the site providing access to Bury, Balladen, Rawtenstall, Burnley, Bacup and Todmorden. Bus stops are located immediately to the east of the site on either side of Bury Road and buses run every 10 minutes.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is included within the Rawtenstall urban boundary, and benefits from being within close proximity to the town centre. Rawtenstall is identified as a primary urban area within the Borough, having a good labour supply and providing access to a range of services.	Very Good
Compatibility of Adjoining Uses	The site is located just to the east of the New Hall Hey Business / Retail Park. The site is bound to the north by the railway line; to the east by Bury Road and the A681 roundabout; to the south by New Hall Hey Road; and to the west by the crossing of New Hall Hey Road and the railway line.	Good
Developmental and Environmental Constraints	The site is well contained and fully developed, and is considered to have limited future development potential. The site is located within Flood Zone 2 and the SFRA indicates that the site is at a high risk of surface water flooding. No other constraints were identified during the site visit. The site also abuts to Rawtenstall Town Centre Conservation Area.	Good

Market Attractiveness	The site benefits from excellent links to the strategic road network and being within close proximity to Rawtenstall town centre. However, the site is characterised by a mix of development, including a row of terraced housing. The commercial development located to the north of the site is good quality and attractive whereas the employment units located to the south of the site are of poor quality and would be suitable for refurbishment.	Good
Barriers to Delivery and Timescales	<p>The site has limited future development potential; however it would benefit from refurbishment and upgrading to attract higher profile occupiers. The site has good potential due to links with the strategic road network and its proximity to Rawtenstall town centre and New Hall Hey Business / Retail Park.</p> <p>However, the site is constrained by multiple ownerships and any future redevelopment would need to give careful consideration to the adjacent Conservation Area.</p>	
Potential Future Uses	Suitable for either employment of mixed use development.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for B-Class employment use.	

SITE SUMMARY:

The site benefits from excellent links to the strategic road network and its proximity to Rawtenstall town centre and the New Hall Hey Business / Retail Park. The site is characterised by a mix of development, the employment units would benefit from refurbishment. Furthermore, development on the site would need to ensure that the setting and character of the Rawtenstall Town Centre Conservation Area is preserved.

Fallbarn Road [EMP48]



GROSS SITE AREA:
2.45 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

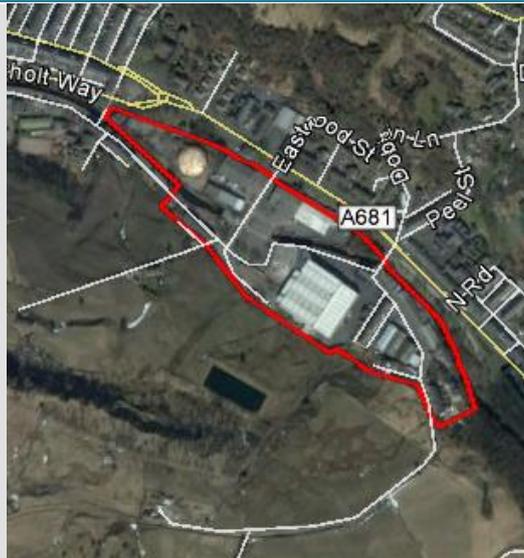
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>Historic employment site with a range of employment uses. Existing companies include IFR International Footwear Resourcing Ltd, 1st 4 Tyres, Peel Garage, Insignia Signs, My Pink Angel gift shop, Lamberts Mill Shop and Museum, Lyndhurst Shoe Company (new units), Auto Point MOT centre, Annie Peaches Tearoom and a small riding school to the east.</p> <p>The quality of the premises ranges from old mill buildings to good quality modern units. A maximum of two of the four mill floors appeared to be occupied.</p>	
Strategic Road Access	Very close access to Bocholt Way and within 1km of A681	Good
Local Accessibility	Narrow access road to the west joining busy road, some car parking but limited. Distance to main roads very short. Within walking distance of Rawtenstall bus station.	Average
Proximity to Urban Areas and Access to Labour and Services	Located within Rawtenstall. Large population catchment and local services. Close to Rawtenstall town centre boundary and bus station.	Very Good
Compatibility of Adjoining Uses	Small row of 4 residential houses to the west and residential to the east. To the north over A681 are more employment sites and residential uses.	Average
Developmental and Environmental Constraints	River on northern side of the site. Steep gradient of hill to the south of the site. Boundary to the west of residential uses. Some trees are located on the site boundary. Level site. Run-down appearance except for certain new units (Lyndhurst Shoe Company). Electricity substation on north boundary, occupies small building. Telephone line over parking/site. Site fully developed, mill building offers only substantial opportunity for redevelopment.	Average / Poor

Market Attractiveness	Good location but mixed quality of premises. The poor quality sites are advertised to let or for sale. Current vacant offices advertised for 2,138 sq ft by Trevor Dawson. Newer premises are fully occupied however.	Average
Barriers to Delivery and Timescales	The site is in existing employment use but the mill buildings are in need of refurbishment. Site boundaries and environmental constraints mean there are no options for expansion. Poor quality units and mill could be refurbished as possible mixed use/offices. No barriers to refurbishment apart from viability and market attractiveness. Refurbishment could be achieved in 1 to 5 years.	
Potential Future Uses	Employment site for B1, B2 or B8 uses.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain for B-Class employment uses	

SITE SUMMARY:

The historic employment site has a range of uses with some older poor quality premises with high vacancy and newer modern premises that are fully occupied. There is no potential to expand the site and future uses should focus on the redevelopment and intensification of the mill building. The site should be retained for employment uses.

Kings Cloughfold [EMP49]



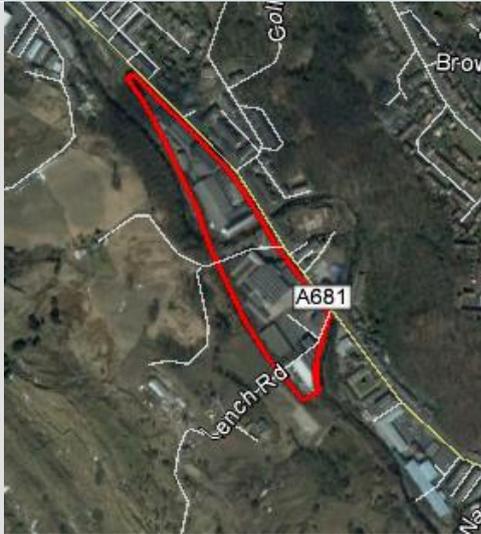
GROSS SITE AREA:
5.25 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>This comprises an existing employment site on the edge of Rawtenstall. There are a number of mixed-quality of light industrial and storage units. There are some newer units as well as older poorer quality units. Only two units are vacant for sale/to let on the site. The occupiers of the largest units are predominantly light industrial, storage and distribution uses (Jacobson, R&S West Ltd and JJO plc). Smaller units of average quality are occupied by car mechanics and engineering supplies.</p> <p>The site also has a former gas storage, smaller units are occupied by Valley Tyres, Quantum Air Technology, Kia Ora, Woods, Bean Lazy. K Supplies (Engineering), Kings Paint and Wallpaper, Response Footwear Ltd.</p>	
Strategic Road Access	Close proximity to A681	Good
Local Accessibility	Access to Rawtenstall bus station with bus stops within 400m of the site. The site has a large car park, but a small bridge and narrow roads to the west of the site. Good HGV access from A681.	Very Good/Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Rawtenstall in Cloughfold. The site has a good labour market catchment of and local services.	Very Good
Compatibility of Adjoining Uses	There is a small cluster of residential uses to the south west. To the north (opposite the site) is a mix of residential and mixed use employment site.	Good
Developmental and Environmental Constraints	There is a gradient to the south of the site. The site is bisected by a river which runs diagonally through the middle. There are some mature trees on the borders of the site. The gas storage facility would require significant	Average

	remediation to unlock the otherwise unutilised site area. The site is otherwise fully developed, with two vacant units.	
Market Attractiveness	The site is in a relatively attractive location in the Borough and only has two vacant units. One unit for sale was advertised at 1,080 sq ft, the other to let was a larger unit of 18,087 sq ft. Overall, the site is of average quality and appearance, but is in a good location with good curb appeal and accessibility.	Good
Barriers to Delivery and Timescales	The site is in existing use and fully developed with no land available for expansion. Future development could be possible by remediation of the former gas works; however this unlikely to be viable.	
Potential Future Uses	The site is appropriate for a range of B class employment uses, though B1c, B2 and B8 would best reflect the existing uses on the site.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for B-Class employment use	
SITE SUMMARY:		
<p>The large site has been designated as an existing employment area since 1995. Whilst there are no options for expansion, the site only has two vacant units and is otherwise fully developed and fully utilised. With the exception of all units being fully occupied the site is mostly used to its greatest potential, having a mix of some larger occupiers and also smaller units for SMEs. The site should be retained for future employment use.</p>		

Myrtle Grove [EMP50]



GROSS SITE AREA:
3.82 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This existing employment site is fully developed, predominantly for industrial uses. The site consists of large units and old mill buildings of an average quality. The industrial and warehousing uses include Lydall Industrial Filtration, Howarth Footwear, Northampton Footwear, Leach Transport Ltd, and an MOT garage. There are also non-industrial uses on the site including a boxing club and fitness centre. The site has a high occupancy rate, although the mill building appears to be partly vacant.	
Strategic Road Access	Direct access to A681	Good
Local Accessibility	Good and direct access to A681 which is frequently busy. There are no signalised junctions for traffic entering or leaving the site. Not all units on the site have HGV access, though some have excellent accessibility for HGVs. There is car parking for most of the units. There are bus stops within 400m of the site with frequent services to Bury, Rochdale and Burnley (464, 482, 483).	Very Good/Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Cloughfold between Rawtenstall and Bacup with good access to local labour and some local services.	Very Good
Compatibility of Adjoining Uses	Land to the south comprises a steep valley bordered by a river. To the north of the site are mainly residential uses although these are not directly adjacent. The site is relatively self-contained. There is a small cluster of houses in the middle of the site.	Good / Average
Developmental and Environmental Constraints	Old mill buildings on the site are likely to require a degree of refurbishment and there is also a converted chapel building, though they are not. There is United Utilities infrastructure on the edge of the car park. The site	Poor

	features a small electricity sub-station. Pipeworks emerging from the ground in the car park suggest remediation of the large shed unit may be required. There is no available land for expansion.	
Market Attractiveness	The site has high occupancy levels, although the units are generally of an average / poor quality. A large 'low rental' warehouse of 1,307 sqm was advertised to let.	Good
Barriers to Delivery and Timescales	The site is in existing use. Converting or replacing the old mill buildings and sheds are the only options for future development and intensification of the site. This may be unviable in the current market due to the scale of the refurbishment or replacement necessary and potential remediation. If the site were to be redeveloped it is likely that it would be delivered in 5 to 10 years.	
Potential Future Uses	The site is appropriate for continued B class employment uses. If the possibility emerges to convert the old mill buildings then this should be encouraged and could provide B1 class uses if there is market demand.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for B-Class employment uses. Encourage intensification/refurbishment of the mill buildings.	
SITE SUMMARY:		
The site is in existing employment use but has limited, if any, potential to expand. The site is well located with good access to labour market and has a high occupancy level. The site has numerous development and environmental constraints and the only option for intensification is to replace or refurbish the old mill buildings. The site should be retained for B-Class employment uses.		

Warth Mill [EMP51]



GROSS SITE AREA:
7.38 ha

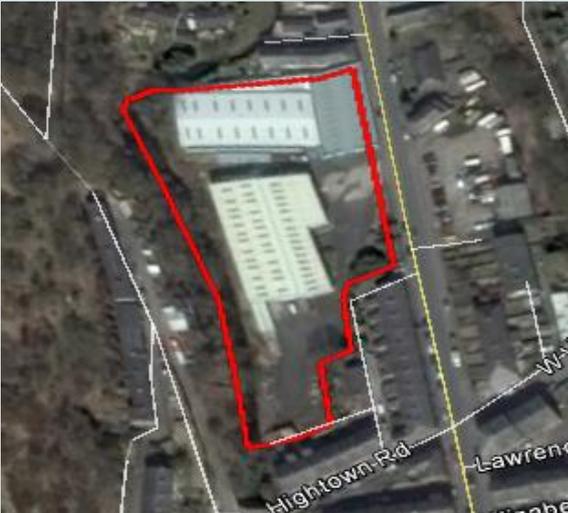
ESTIMATED NET DEVELOPABLE AREA:
0.18 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is in existing employment use, though there is a police station and residential uses in the western part of the site. There is a mix of employment uses on the site including industrial, wholesale, warehousing and retail. Occupiers include Gemini Dispersion (paint manufacturers), C&C Controls (security equipment supplies), Buckhurst Specialist Plant, Kidderminster Cash & Carry (shoes), Takeuchi and Core Trading UK Ltd.	
Strategic Road Access	Direct access onto the A681	Good
Local Accessibility	Most sites have tight turning areas for HGVs off the main road. There are good bus links with several stops outside the site. The A681 can be congested at peak times, which can affect the east access/egress to/from the site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of Waterfoot, with good access to the local labour market and local services.	Very Good
Compatibility of Adjoining Uses	There is a mix of residential uses beside B2/B8 uses on the site. To the north (on the opposite side of the A681) there are higher quality new build employment units. To the south of the site is steep topography which prevents expansion in this direction.	Average
Developmental and Environmental Constraints	There is an electricity substation next to the Gemini Dispersions unit in the car park. There is steep topography to the south which prevents further expansion. There is a small cleared site approximately 0.18 ha in size. The site is within the Waterfoot Corridor which was assessed as having high flood risk from main rivers and surface water in July 2015.	Average / Poor
Market Attractiveness	The site has very few vacancies. There are a range of units of different quality, though some have relatively low curb appeal and are obscured from the road. The site is a popular location for businesses but is not considered to be a prime area due to its distance from the A56.	Good

Barriers to Delivery and Timescales	The site is in existing employment use and is in private ownership.
Potential Future Uses	The site is appropriate for continued B-class employment uses. The site could be improved by encouraging the replacement of the older, poorer quality, units. Refurbishment of these units is likely to attract industrial uses, though this may be challenged due to its proximity to residential uses.
OVERALL SITE RATING	Good
RECOMMENDATION	Retain for B-Class employment uses

SITE SUMMARY:
The site is in existing employment use and is popular with businesses, having few vacant units. The site is, however, constrained with no potential to expand. Future intensification of the site would need to involve replacement of the older and poor quality units with more dense employment activity such as B1 (a), (b) or (c). The 0.18 ha that remains on the site should be protected for ongoing employment use.

Burnley Road East [EMP52]



GROSS SITE AREA:
0.86 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is in existing employment use, with two large units occupied by industrial uses. The occupiers are Suprafilt (aeration devices) and Powerplug Group. The units are of average quality with modest kerb appeal. The on-site car park is shared with materials storage and offers a relatively shabby appearance.	
Strategic Road Access	The site is within 3 km access to the A681 and is relatively remote from the strategic road network as a result.	Poor
Local Accessibility	The site has good access for HGVs direct from the road. The main issue with access to the site is the lack of a dedicated junction as the road can have traffic problems in peak hours. There is a bus stop outside the site, with the number 483 providing links to Bury and Burnley.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in Whitewell Bottom, outside Waterfoot, and has a very small local population catchment with few local services.	Very Poor
Compatibility of Adjoining Uses	There are residential uses to the north and south. The site has a buffer between the units and the residential area to the west. The site is adjacent to the road on its eastern boundary, whilst a mechanics workshop is directly opposite.	Good
Developmental and Environmental Constraints	The site is contained within the existing boundary and road, with no potential for expansion. The site is level without topography issues or any other obvious environmental constraints.	Good
Market Attractiveness	The site is fully occupied and of average quality, though the units are a good size. There are no developmental or environmental constraints other than having no potential	Average

	to expand. The site is in a peripheral location and access to strategic routes is less favourable than the prime locations of the Borough.	
Barriers to Delivery and Timescales	The site is in existing employment use.	
Potential Future Uses	Retain as employment site with industrial B1c/B2/B8 uses.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain for B-Class employment use	
SITE SUMMARY:		
<p>The site is in a peripheral location but has good size units of average quality. The site has good local accessibility, with an entrance suitable for HGVs and some on-site car parking, although it is relatively remote from the strategic road network. There are very limited options to expand the site however. The site should be retained for B-Class employment uses.</p>		

Hugh Business Park [EMP53]



GROSS SITE AREA:
1.64 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	This existing employment site is located off Bacup Road. The site comprises the Hugh Business Park and two construction merchants' yards behind the site to the west. The units in Hugh Business Park are of average quality and only one of 15 was advertised vacant to let. The site has a range of light industrial and care repair occupiers including Soulmate Foods (manufacturer), Revival Books (wholesaler), Independent Landrover Services Ltd, Automotive Ltd, Alliance Accident Management, and Michael Tighe Removal Services.	
Strategic Road Access	Within 1 km access to A681	Good
Local Accessibility	Car parking is an issue for the site. Bally Road leading to the units is accessible for HGVs but there is limited space within the site for HGV movements, especially to the units in the west of the site. There are bus stops within 400m with services to Accrington, Bacup, Bury, Rochdale and Todmorden.	Average / Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Waterfoot with good access to the local labour market and local services.	Very Good
Compatibility of Adjoining Uses	To the west of the site are residential properties, whilst a health centre/GP surgery adjoins the site to the west. There is a good buffer between the land uses. There is agricultural land to the south and east with steep gradients. Immediately to the north of the site is the river Irwell and EMP69. Beyond this are residential properties.	Good
Developmental and Environmental Constraints	There is steep topography bordering the site to the south which constrains potential expansion. The site has a small United Utilities pumping station to the south west. The site is within the Waterfoot Corridor which was assessed as having high flood risk from main rivers and surface water in July 2015.	Poor

Market Attractiveness	Units on the site are generally of an average quality, most of which are small but only one unit was advertised to let. The site is close to the town centre which improves its attractiveness to the market. The site is signposted from the road but is generally hidden from sight.	Good / Average
Barriers to Delivery and Timescales	The site is in existing use and there is very limited potential to expand the site.	
Potential Future Uses	The site is appropriate for future employment use, and the preferred uses are B1c/B2/B8 uses.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for employment use	

SITE SUMMARY:

The site has a mix of units, mostly average quality. The site is in a good location, although accessibility is constrained for HGVs. Only one unit was advertised as being vacant to let when assessed. There are no options to expand the site, though it should be retained for future employment use.

Atherton Holme Works [EMP54]



GROSS SITE AREA:
3.07 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

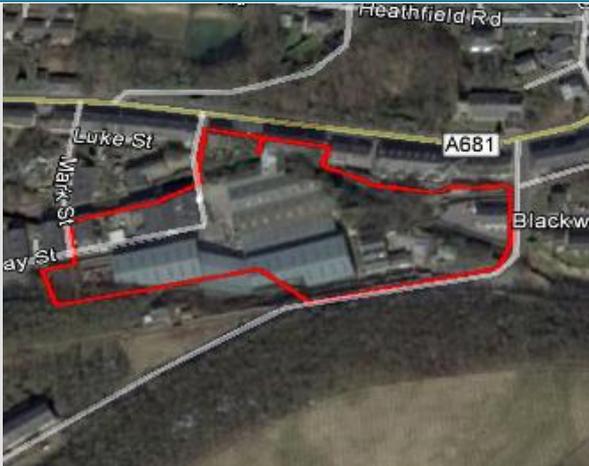
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The existing employment site is a well signposted industrial estate, visible from the main road. There is a small vacant storage plot to the east of the site entrance, which is currently occupied by a caravan and storage container. There is a mix of occupiers across the site, though most are industrial or wholesalers. This includes Rossendale Self Storage, Viking Trailers Ltd, Proctor Process Plant Ltd, a small stone mason's yard, Bacup Shoe Holding Company Ltd, Bacup Shoe Direct, Redfort Shoes Ltd, Alpha Rework + Warehousing Ltd, and Rossendale Pet Supplies.	
Strategic Road Access	Within 1 km of A681.	Good
Local Accessibility	HGV accessible road and junction well sign posted, bus stop (464) at site entrance. Access to the mill building over a narrow bridge, currently under repair. Sufficient car parking levels at all units.	Good
Proximity to Urban Areas and Access to Labour and Services	Prominent location in Stacksteads with good access to local labour market and services in Stacksteads and Bacup.	Good
Compatibility of Adjoining Uses	There is a mix of uses bordering the site. Rural woodlands and steep gradient to the south, vacant land and some housing to the west, housing to the north and north east. Except for housing opposite the site, the adjacent uses are well buffered from the site.	Good
Developmental and Environmental Constraints	The site accommodates the Baldwin Street electricity substation. The large mill building is poorly maintained and underutilised and would benefit from refurbishment. The River Irwell passes beneath the bridge at the entrance to the mill. The topography of the site is level. There are few options to expand the site, though the mill building and self-storage sites are under-utilised.	Average
Market Attractiveness	The site is well located and has good accessibility for HGVs. The site has a range of units from the poorer quality and underutilised Atherton mill building to more modern units. With the exception of the underutilised mill building and self-storage site it is fully occupied.	Very Good

Barriers to Delivery and Timescales	The site is in existing use and is fully occupied. Future refurbishment or replacement of the mill building should be encouraged.
Potential Future Uses	The site is suitable for continued B class employment uses, particularly B1c, B2 and B8.
OVERALL SITE RATING	Very Good
RECOMMENDATION	Retain for B-Class employment use

SITE SUMMARY:

The existing employment site is fully occupied, although the mill building and self-storage yard under-utilise the space available. However, the site has good kerb appeal, good accessibility and remains attractive to the market. There are no options to expand the site. The site should be retained for future employment uses.

Nun Hills [EMP55]



GROSS SITE AREA:
1.55 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This existing employment site is occupied by manufacturing/light industrial uses. The site consists of several large shed/warehouse units and is used as a storage site by JJO. The site is fully occupied and has a busy yard with HGV loading and manoeuvres. The eastern part of the site consists of an old, poor quality, building occupied by construction-related SMEs including a joiners.	
Strategic Road Access	Within 1 km of A681	Good
Local Accessibility	The junction to the A681 from Siding Street is constrained by parked cars which effects vehicle visibility and manoeuvrability, but is otherwise good. The site has HGV access and some on-site parking for around 8-10 cars. Access to the site abuts residential properties. There are bus stops on the main road within 400m of the site.	Good / Average
Proximity to Urban Areas and Access to Labour and Services	The site is located within Stacksteads with a reasonable local labour market catchment and local services.	Good
Compatibility of Adjoining Uses	The site is mostly self-contained and buffered by the road/hill to the south and River Irwell to the north. The site is adjacent to residential properties to the north and north-east however. There are also some commercial properties to the north including Rossendale Interiors show room.	Average
Developmental and Environmental Constraints	The site is fully built out. The only option for future intensification is to encourage replacement and/or conversion of the older buildings.	Average
Market Attractiveness	This large site offers substantial units suitable for industrial and warehouse uses and is in close proximity to Bacup. The site is fully occupied though the units are mostly of a relatively poor quality.	Good

Barriers to Delivery and Timescales	The site is currently in existing employment use.
Potential Future Uses	The site is suitable for future employment use, and would suit B1c, B2 or B8 uses.
OVERALL SITE RATING	Good
RECOMMENDATION	Retain for B-Class employment uses

SITE SUMMARY:

This existing employment site is occupied by a strategic local employer as well as construction related SMEs. The site is constrained within the current site boundary and adjoins residential properties. Whilst the units are mostly of poor quality, the site offers large units which are in short supply in the Borough. The site should be retained for future industrial and distribution employment uses.

Acre Mill Road [EMP56]



**GROSS SITE AREA:
1.79ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The existing employment site consists of newer units to the west and older premises to the east within the old Acre Mill building. The site contains a row of terraced houses in the middle of the site on Farnholme Lane. The newer factory unit is occupied by Fielden Factors. Much of the mill building appears under-utilised and is predominantly occupied by JJO. The site also contains a manufacturer of building supplies.	
Strategic Road Access	Within 1km of the A681	Good
Local Accessibility	The site is HGV accessible, with a wide access road through it which passes through a residential area to reach the main road. There is also a one-way system leading from the site to the main road. There are bus stops within 400m of the site on Newchurch Road. The site has some car parking.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Stacksteads, with a local labour market catchment and local services nearby.	Very Good
Compatibility of Adjoining Uses	The site is within a predominantly residential area. To the south west of the site lie new-built residential properties, although they are buffered by the River Irwell and mature trees. To the west of the site is a Recreation Area. Land to the south and east has a border of mature trees and the River Irwell, then residential and undeveloped land.	Poor
Developmental and Environmental Constraints	The large site is level but there is no land available for expansion. Development would require significant refurbishment of the existing mill building. There are no other known constraints to development.	Average / Poor
Market Attractiveness	The site is fully occupied, although the mill building is currently under-utilised. The site has good access and large yards for HGV access. The new unit is well utilised and is an attractive offer. Conversion of the mill may not be viable in the current market due to the size and scale of the required works.	Good / Average

Barriers to Delivery and Timescales	The site is in existing use and currently occupied though under-utilised. Conversion of the mill building may be delivered in 10 to 15 years due to the scale of works required and potential unviability.
Potential Future Uses	The site is appropriate for continued B class employment uses, particularly B1c, B2 and B8.
OVERALL SITE RATING	Good
RECOMMENDATION	Retain for B-Class employment uses

SITE SUMMARY:

This existing employment site consists of an old large mill building which is under-utilised, and newer, more attractive units. The site has good access for HGVs with a large yard and loading / turning area. The site is constrained by natural boundaries and is within a predominantly residential area, meaning there are no options for expansion. The site is appropriate for future B-class employment uses and should be retained. Refurbishment or replacement of the old mill building should be encouraged, though this is likely to be unviable in the current market.

Ormerods [EMP57]



GROSS SITE AREA:
2.29ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is in existing employment use and is fully occupied by JJO. The site consists of several buildings of various ages. The original site building is dated 1876, and newer units to the south appear to be built in the early 2000s. The uses of the site are predominantly for manufacturing and distribution, with ancillary office space in the newer building.	
Strategic Road Access	The site has direct access onto the A681	Good
Local Accessibility	The site has very good accessibility for HGVs, though the A681 is frequently congested. The site features a large turning/loading yard. The site has a car park to the east and west of the site, and bus stops within 400m.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of the urban area between Stacksteads and Bacup, with a good local labour market catchment and access to local services.	Very Good
Compatibility of Adjoining Uses	The site is within an area consisting of a mix of residential and industrial land uses. The site is self-contained but has residential uses opposite the A681 to the north and directly to the west. There is a steep gradient to the south and the River Irwell.	Average
Developmental and Environmental Constraints	The site is fully built out with no space for expansion. The site is mostly level, although the newer building to the west is at a different level to the other buildings on the site. The site is constrained by the River Irwell to the south.	Poor
Market Attractiveness	The site is fully occupied by the anchor tenant JJO which is a key local employer. The site has good kerb appeal and visibility. The majority of the site appears well maintained, whilst the newer building to the west	Very Good

	demonstrates recent investment in the site. The site covers a large area with good HGV access; sites of this nature are in short supply in the Borough.
Barriers to Delivery and Timescales	The site is in existing use.
Potential Future Uses	The site should be retained for future employment use and suits B1c, B2 and B8 uses.
OVERALL SITE RATING	Good
RECOMMENDATION	Retain for B-Class employment use

SITE SUMMARY:

This existing employment site is occupied by JJO, a key local employer. The large site consists of a number of buildings of different age, though all appear well maintained. The most recent building dates to the early 2000s. JJO is a key local employer and the site is considered to have good kerb appeal and HGV accessibility, ensuring that it is attractive to the market.

The site and current occupier are strategically important to the Borough and should be retained for future B-class employment uses.

Broad Clough [EMP58]



GROSS SITE AREA:
1.15 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is mostly poorly maintained and poorly presented but is fully occupied. The site consists of three units, two of which cover the majority of the site area. The site is occupied by Contact Flameproofing Ltd, VSH (sheet metal works), AFS Rotel Ltd (reverse engineering), JRT Plastic Moulding, and a builders merchant.	
Strategic Road Access	The site is located within 1km of the A681 but is some considerable distance from the strategic Motorway network.	Poor
Local Accessibility	There is a bus stop adjacent to the site. The site has a large entrance accessible to HGVs. There is some car parking in the yard.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location in Broadclough, though still on the outskirts of Bacup. The site does however capture the Bacup labour market catchment. Local services are provided in Bacup.	Average
Compatibility of Adjoining Uses	To the south of the site are residential properties on Riley Street; to the east is a Coal Authority site and the A671; whilst there is a steep gradient and woodland to the west and north. The site is buffered and self-contained.	Good
Developmental and Environmental Constraints	The site is fully developed and bound within its physical constraints with adjoining uses. The conversion of the old mill building is the only option for future development, although this may be unviable. Broadclough Mill itself is Grade II listed. Part of the site is also located in Flood Zone 3a.	Poor
Market Attractiveness	The site offers relatively large units with good accessibility from the road but they are of generally poor quality and in	Average / Poor

	a relatively peripheral location. The site is fully occupied however. The redevelopment of the mill building is unlikely to be viable in current market conditions particularly given its listed status.	
Barriers to Delivery and Timescales	The site is in existing employment use.	
Potential Future Uses	The site would be suitable for continued industrial uses of B1c, B2 and B8.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Retain for B-Class employment uses and monitor	
SITE SUMMARY:		
The site has poor quality but large units, though it is easily accessible for HGVs and has a high occupancy level. The site is constrained by its surrounding uses and there is no potential for expansion. The site is at risk of flooding and is further constrained by the presence of a Grade II listed mill building at its heart. The site should be retained for employment use and monitored.		

Burnley Road [EMP59]



GROSS SITE AREA:
0.78ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Existing employment site comprising three separate units. The occupiers include JS Hargreaves stone mason, Glen Castings (aluminium castings), and Halliday Health Care (B8 use). The units to the north are old and poorer quality compared to the unit to the south occupied by Halliday Health Care.	
Strategic Road Access	The site is located within 1km of the A681 but is a considerable distance from the strategic Motorway network.	Poor
Local Accessibility	Access direct onto A671, wide access suitable for HGVs. Narrower access road leading to the north sites. There are bus stops within 400m of the site with services between Burnley and Bury.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Bacup, but captures a wider labour market. The site offers good accessibility to Bacup but there are no local services in the immediate vicinity of the site.	Average
Compatibility of Adjoining Uses	The site is self-contained and bounded by the A671 to the west, woodland to the north, and residential properties to the south and east.	Good / Average
Developmental and Environmental Constraints	The site has reached the limits of its physical boundary. Land is available to the north, though of poor quality and unlikely to be viable based on the existing poor quality uses. The site features ageing, poor quality buildings which may be difficult to renovate to meet modern business needs.	Average
Market Attractiveness	The site is in a relatively peripheral location though it has good access to the southernmost unit. The site	Average / Poor

	predominantly consists of poorer quality units but it is fully occupied. Upgrading or replacing the units may be marginal or unviable due to the location and constraints to the site.	
Barriers to Delivery and Timescales	The site is in existing use.	
Potential Future Uses	The site is suitable for continued industrial and warehousing uses, B1c/B2/B8.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain for employment use and monitor	
SITE SUMMARY:		
<p>The site is an existing employment area with a mix of uses; two of the units are of poor quality whilst the third is more modern and has good local road access, although it is remote from the strategic Motorway network. The site is in a relatively peripheral location though it captures the wider Bacup labour market area. The site has no potential to expand though it should be retained for employment uses and monitored.</p>		

Beech Industrial Estate [EMP60]



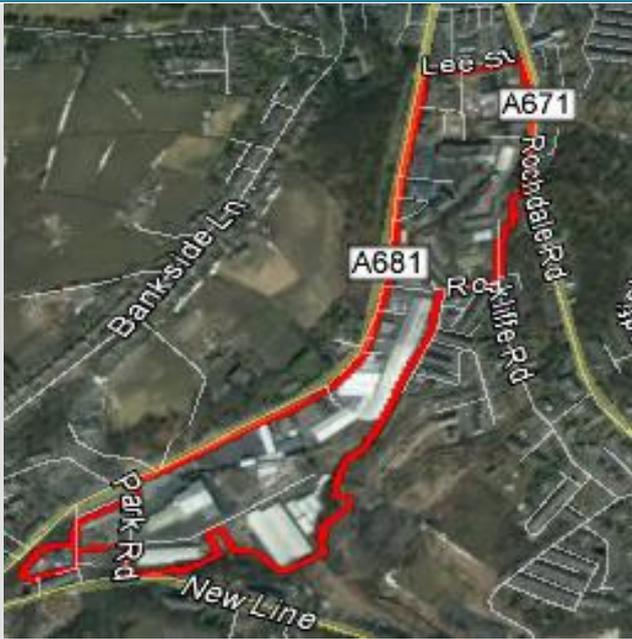
**GROSS SITE AREA:
2.37ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The existing employment site is located in close proximity to Bacup town centre. It contains a wide mix of B-class employment and Sui Generis uses. Occupiers include Blossoms Day Nursery, Elidge & Fairley Tyres and Exhausts, Dennons (office furniture), Navigation Supply (builders and plumbers merchants), Orthoplastics (medical components manufacturer), Rossendale Classic and Performance (vehicle repairs).</p> <p>The site is almost fully occupied with only two units to let. The site features a number of garages, building merchants, bespoke manufacturers and other uses. The buildings are mostly of an average quality, though the Orthoplastics mill building has been converted to a high quality.</p>	
Strategic Road Access	Within 1 km of the A681.	Average
Local Accessibility	Very good HGV accessibility. Slight gradient to access main road but otherwise good. Car parking on all sites and local bus stops within 400m with services to Bury, Burnley, Rochdale and Todmorden.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Bacup and close to the town centre, with good access to local labour market and services.	Very Good
Compatibility of Adjoining Uses	The site is mostly self-contained though in close proximity to residential properties. To the south east of the site it is directly adjacent to residential properties. The site is well buffered by the A681 to the north, topography and mature trees to the south.	Good
Developmental and Environmental Constraints	The site has no potential to expand except for the plot on site H48 to the south west. Some of the existing units which are vacant are of poor quality and could be redeveloped, but there are no obvious barriers to	Good / Average

	development except for the day nursery.	
Market Attractiveness	Only two sites are advertised to let and the rest of the site is well occupied and busy. Much of the activity is generated by Orthoplastics, the anchor tenants for the industrial estate. The industrial estate is an attractive location for local businesses.	Very Good
Barriers to Delivery and Timescales	The site is in existing employment use and only two units are vacant and in need of refurbishment.	
Potential Future Uses	The site is suitable for future B class employment use. B1c/B2 uses are preferred to maintain the current character of the industrial estate, and opportunities to attract additional advanced manufacturing or medical related manufacturing would strengthen the site.	
OVERALL SITE RATING	Very Good	
RECOMMENDATION	Retain for B-Class employment use	
SITE SUMMARY:		
<p>The site is an existing employment site and is well occupied with only two vacant units to let. The site is in close proximity to Bacup town centre though has no potential to expand except for a plot on the adjacent H48 site to the south west. The site should be retained for future B class employment use and where possible advanced manufacturing or medical related manufacturing uses should be encouraged to strengthen the existing offer.</p>		

Henrietta Street [EMP61]



GROSS SITE AREA:
11.86ha

ESTIMATED NET DEVELOPABLE AREA:
0.58 ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The large site is in existing employment use. The site consists of a mix of different age buildings employment uses in a prominent location in Bacup. The site contains several distinct areas and business parks, and overall has a low vacancy rate, though the Pippin Bank business park has a higher vacancy rates of up to 40%.</p> <p>Several areas, including Pippin Bank business park – up to 40% vacant. 1 unit to let John Butterworth Property developer 01706 879 366. Park Road Business Centre – 5 of 7 occupied. Overall vacancy rate is low, except the northern part of the estate. 3 new small units by Rockcliffe Road – all fully let.</p> <p>The site is occupied by a range of different B class employment uses; most are industrial or warehousing related, though there are some office buildings in some units. Current occupiers include Solomon Commercials Ltd, Unit 3 Autos, ASH site equipment, Customise4all, Regency Windows and Doors, Aquapol, Lime light Signs Ltd, DM Glass Glazing Co, Castleton Textiles Ltd, Courtesy Shoes (Wynsors), Drury Adams Ltd, Bridge Extraction Systems, Beauty Spot, and Arc Metal.</p>	
Strategic Road Access	Good – most estates and units within the site have direct access to the A681.	Good
Local Accessibility	Due to the number of different units on the site there is a mix of access points onto the road. Some units have steep access roads but generally local accesses are good, suitable for HGVs and with few (or no) constraints. There are multiple bus stops serving the site along the A681 and A671.	Very Good / Good

Proximity to Urban Areas and Access to Labour and Services	The site is to the south of Bacup town centre, with excellent accessibility to the local labour market and access to services.	Very Good
Compatibility of Adjoining Uses	The site consists of mostly self-contained business parks, units, and industrial estates. The site is well buffered by the A681 and A671, and by Stubbylee / Moorlands Park. The valley gradient is also a natural buffer. Between the site and Bacup town centre there is a Morrisons superstore. To the north east of the site there is a mixture of new build and older residential properties.	Very Good / Good
Developmental and Environmental Constraints	With the exception of a large, partly demolished, building to the north of the site between Henrietta Street and Commerce Street, the site is fully developed and there is no potential to expand the site. Some of the older units and buildings could be refurbished or replaced, though some may require remediation due to past industrial use. There are no obvious showstoppers to development.	Average
Market Attractiveness	The site is in a prominent location and many of the units have good kerb appeal. The site offers a mix of units to meet the higher and lower ends of the market, though most are of average quality. Overall the site has low vacancy levels, especially in the newer units. There is a large, partly demolished, building at Henrietta Street which could be developed for employment uses.	Good
Barriers to Delivery and Timescales	The site is in existing employment use. The partly demolished plot at Henrietta Street could be developed; due to the scale of works required this would likely be 5 to 10 years.	
Potential Future Uses	The site is suitable for continued B-class employment use, where opportunities arise to replace or refurbish older units this should be encouraged.	
OVERALL SITE RATING	Very Good	
RECOMMENDATION	Retain for B-Class employment uses	

SITE SUMMARY:

The site is in existing employment use and covers a large area to the south of Bacup town centre. The site consists of multiple areas of self-contained units, business parks and larger industrial estates, with a variety of employment uses. Units are, in general, of average quality though there are some poorer and better quality units in use.

Overall the vacancy rate is low and the site is attractive to businesses having a prominent location. The site should be considered as a strategic employment site for the Borough and should be retained for future B class employment use. The size of the site means that a wide range of B class uses would be viable, though the character of the site should continue to be focused on industrial uses such as manufacturing and distribution.

The Sidings [EMP62]



GROSS SITE AREA:
5.64ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in employment use and is fully developed. The site comprises a mix B2 and B8 land uses. The site is identified on the Local Plan Proposals Map as existing employment land.	
Strategic Road Access	The site is immediately adjacent to the A6066 which is located to the north of the site, before merging with the A681 providing access to the A56.	Good
Local Accessibility	The site can be accessed from the A6066 via The Sidings. A bus service is in operation along the A6066 with bus stops located immediately beside the site. Formal on-site parking is provided on the site associated with each of the occupiers.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Bacup within the Urban Boundary. Bacup is identified in the Borough as a primary settlement, providing good access to services and labour supply.	Very Good
Compatibility of Adjoining Uses	The site is situated within a predominantly residential area with a small amount of employment land uses to the south of the site. The site is bound to the north and to the east by residential properties; to the south by the A6066 with an industrial land use and residential properties beyond; and to the west by residential properties. The site is therefore effectively contained by existing built development.	Poor
Developmental and Environmental Constraints	The site comprises a mix of B2 and B8 development and is fully developed. There is no land surrounding the site to accommodate future expansion. There are also areas of mature woodland on the site and along the boundaries of the site. The site is located within Flood Zone 1 and is	Average

	not located within or adjacent to a Conservation Area.	
Market Attractiveness	The site is characterised by a mix of modern industrial units and a number of poorer quality units located to the east of the site; some of these units to the east of the site also appeared to be vacant. The site has a few large occupiers and is a well-established industrial estate. The site has good strategic road and local access.	Good
Barriers to Delivery and Timescales	The site has already been fully developed and there is no surrounding land to accommodate for an expansion. Future development would have to be through the intensification of the existing use.	
Potential Future Uses	B-Class employment use is appropriate for the site.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for B-Class employment use	
SITE SUMMARY:		
<p>The site comprises B2 and B8 land uses and is already fully developed; there is no land surrounding the site that would accommodate future expansion. The site is characterised by a mix of modern industrial units, with poorer quality units located to the east of the site. The site should be retained for employment use.</p>		

Freeholds Road [EMP63]



GROSS SITE AREA:
1.09ha

ESTIMATED NET DEVELOPABLE AREA:
ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is designated as an existing employment site. It is in a peripheral location with a relatively high vacancy rate. The site is occupied by a garage/mechanics, cattery and some residential uses to the south half of the site. There is a newly rennovated employment unit advertised to let, offering offices of 5,000sqft and industrial 12,000sqft to let. However, several other units on the site need refurbishment.	
Strategic Road Access	Direct access onto A671	Good
Local Accessibility	Good accessibility to the site from the A671 with a HGV accessible yard. There are bus stops close to the site and within 400m with services to Accrington, Haslingden and Rochdale.	Very Good / Good
Proximity to Urban Areas and Access to Labour and Services	The site is in a peripheral location in Shawforth, with few local services and a small local labour market catchment.	Poor
Compatibility of Adjoining Uses	There are residential properties to the south and north, agricultural land opposite to the west and east	Average
Developmental and Environmental Constraints	There is a lack of space for expansion, and a small electricity substation on site. The poorer quality buildings are 2 nd half of the 20 th century so refurbishment or conversion would be easy.	Good/ Average
Market Attractiveness	Overall the site has relatively low attractiveness to the market because of its peripheral location and vacant units. Approximately a quarter of the site's units are vacant. The area receives less market interest than sites to the west of the Borough or even further south closer to Rochdale. Redevelopment of older units on the site may be viable when the recently developed units are let.	Average/ Poor
Barriers to Delivery and Timescales	The site is in existing employment use. The newly refurbished units are likely needed to be let before the poorer quality units can be let.	
Potential Future Uses	B-Class employment; B1a/b and B1c uses preferred given proximity to residential properties.	

OVERALL SITE RATING	Average
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RECOMMENDATION	Retain for B-Class employment use
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SITE SUMMARY:

The site is designated as an existing employment site, and is in a peripheral location in Shawforth. Overall the site has a high level of vacancy, though two units have recently been renovated and are advertised to let offering office and industrial space. The site has good access direct to the A671, though the location means that it has a small local labour market catchment and few local services.

Station Road [EMP64]



**GROSS SITE AREA:
0.70ha**



**ESTIMATED NET DEVELOPABLE AREA:
0.28 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is in existing employment use and has small but active units. The current occupiers have manufacturing or light industrial uses, including Strong Co, Rochdale Production Services, Thurra Engineering Inspections.	
Strategic Road Access	The site is within 1 km of the A671	Good
Local Accessibility	The site has an on-site car park and a bus stop within walking distance with services to Bacup and Rochdale. The site has a narrow entrance but is accessible for HGVs.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of Whitworth with some access to local labour market and services.	Average
Compatibility of Adjoining Uses	There are residential properties to the south of the site, and employment uses adjacent to the east (GB Ductwork Ltd). There is undeveloped land to the west with a steep gradient and wooded land to the north.	Good / Average
Developmental and Environmental Constraints	There is a small electricity substation to the rear of the site. There is limited space to expand but there is a small plot to the north and to the east which could accommodate small units. The site is predominantly level.	Good
Market Attractiveness	The site has average quality units and is fully occupied. There is a small amount of land available for expansion to accommodate a new unit. Whilst the plot size is small there are no obvious environmental constraints which would prevent the viability of development. The site is in an area which generally receives weaker market interest than the west of the Borough, although the units are all occupied on the site.	Average

Barriers to Delivery and Timescales	The site is in existing employment use. Land ownership of the small plot of land for potential expansion to the east is unknown. There are however no obvious barriers to delivery. The small plot could be developed within 5 to 10 years based on current market conditions.
Potential Future Uses	B-Class employment use.
OVERALL SITE RATING	Good
RECOMMENDATION	Retain for B-Class employment use

SITE SUMMARY:
The small site is fully occupied by B-Class employment uses, and is in a relatively peripheral location of the Borough on the outskirts of Whitworth. There is some potential for a small expansion to the north and possibly to the east. The site should be retained for B-Class employment use.

Spodden Mill [EMP65]



GROSS SITE AREA:
1.86ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

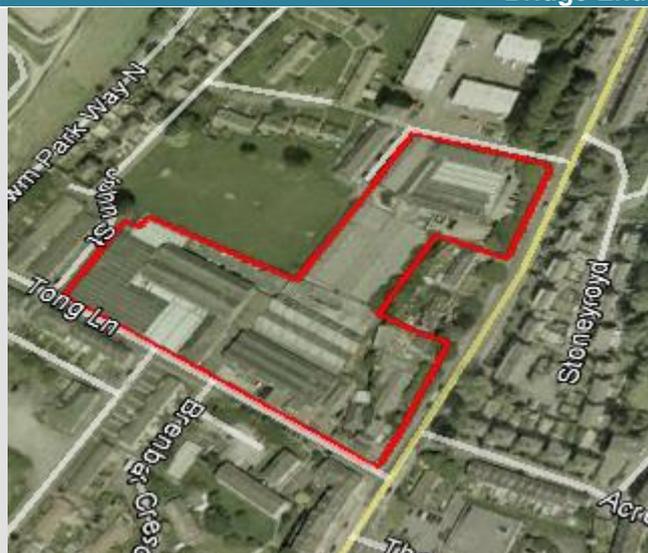
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is designated as existing employment use, and is almost fully occupied. The site is well signposted from the A671. The site has a variety of employment uses; most occupiers are industrial related though there are some exceptions. The site consists of a mix of building qualities. The current occupiers are Partington Metal Craft, Class Wedding Cars, Elite Piling, Roller Shutters, Vale Sheds, B Ackerley Motors, TJ's Solid Fuel, Valley Thai Boxing, Samba Dance & Fitness, Kennedy Transmissions, Coates Engineering, BCH.	
Strategic Road Access	Within 1km from A671	Good
Local Accessibility	Access roads to units are good and HGV-friendly, but pass through a small number of residential properties. Bus stop outside site on the main road.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Whitworth which has some local labour market catchment and local services.	Good
Compatibility of Adjoining Uses	Mostly surrounded by residential uses though some commercial/employment to the east and north-west. Established and buffered site by fencing to north.	Average / Poor
Developmental and Environmental Constraints	The site is in existing employment use and there are no obvious show stoppers preventing refurbishment of the units. A small plot of land opposite the site to the south is the only undeveloped area, although this is used for car parking. The site has mostly poor quality buildings and underutilised space.	Average
Market Attractiveness	The site is popular and almost fully occupied with only two small units vacant. The site serves the lower end market in general based on the quality of the current buildings.	Good / Average

Barriers to Delivery and Timescales	The site is in existing employment use.
Potential Future Uses	The site is suitable for continued B-Class employment use. Opportunities to intensify use of the site should be encouraged.
OVERALL SITE RATING	Good
RECOMMENDATION	Retain for B-Class employment use

SITE SUMMARY:

The site is almost fully occupied though the buildings and units are generally of poor quality. The site is surrounded by residential properties and there is no available land to expand. The site attracts a range of mostly industrial uses and should be retained for future B-Class employment use.

Bridge End Mills [EMP66]



GROSS SITE AREA:
1.87ha



ESTIMATED NET DEVELOPABLE AREA:
0 ha

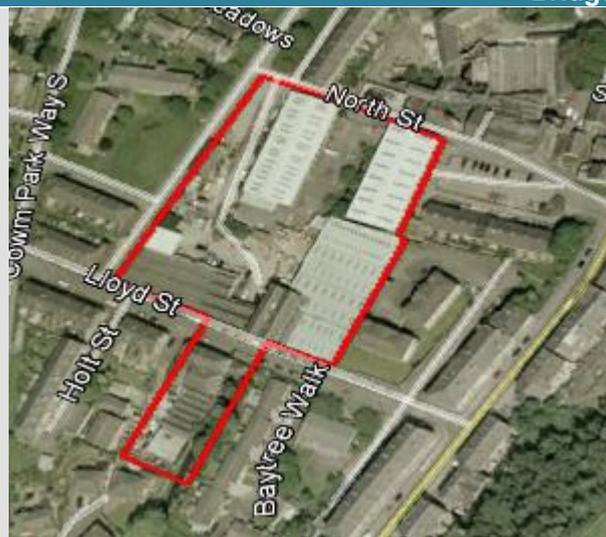
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The existing employment site has mostly poor quality buildings but is almost fully occupied. Approximately 10 to 15% of space is vacant and advertised to let. The site is predominantly occupied by industrial users including Ashworth Springs Ltd, Anglo Brands, NTS (Northern Technical Services (Checkweighers), and Dale Air. The main occupier, Anglo Brands, has a range of manufacturing businesses on the site.	
Strategic Road Access	Within 1 km access from the A671.	Good
Local Accessibility	The site is easily accessible for HGVs. There is some on-street/on-road car parking. Bus stops on the main road are within 400m.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Whitworth which has some local labour market catchment and local services.	Good
Compatibility of Adjoining Uses	The site is directly adjacent to residential properties in most aspects and there is a designated recreation area to the west (H62). There are some commercial properties in close proximity though the overall character is residential.	Average / Poor
Developmental and Environmental Constraints	The only land available for expansion is proposed for housing and is a designated recreation area (H62). Poor quality buildings are in need of refurbishment. The site is otherwise level with no obvious development or environmental constraints to refurbishing the existing buildings.	Average
Market Attractiveness	The site is nearly fully occupied but most of the buildings are of poor quality. The vacancy rate is approximately 10-15%. The site serves the lower end market but appears popular.	Average

Barriers to Delivery and Timescales	The site is in existing employment use.
Potential Future Uses	The site should be retained for continued B-Class employment use.
OVERALL SITE RATING	Average
RECOMMENDATION	Retain for B-Class employment use

SITE SUMMARY:

The existing employment site is almost fully occupied but serves the lower end of the market, with poor quality and aged buildings on offer. The site is contained by residential properties and the only available land to expand on is a designated recreation area. The site should be retained for continued B-Class employment uses.

Bridge Mill [EMP67]



GROSS SITE AREA:
1.23ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

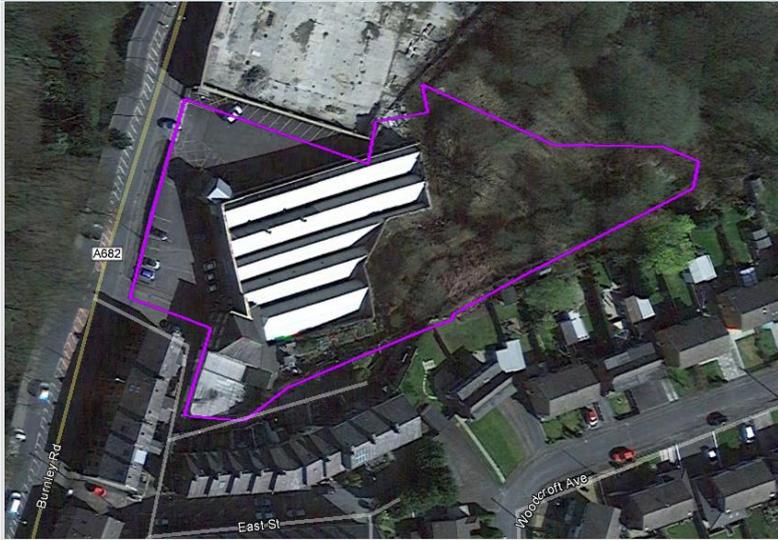
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is in existing employment use. Most buildings are of average or poor quality but generally fit for employment use. There are a range of uses on the site but predominantly light industrial, manufacturing and distribution. The site is occupied by EWP Woodford Plastics Ltd, EWP Woodford CNC Machining, Evolve Plastic Vehicle Bodies, Woodford Pipeline Contracting, Pipeline Supply, Woodford Campus Ltd, Steve Parkers Ltd (Land Rovers), Chesterfields Direct, RT Fencing.	
Strategic Road Access	Within 1km access of the A671	Good
Local Accessibility	Slight gradient to the site on Lloyd Street but not significant and HGV accessible. Bus stops (446 & 464) within 400m on main road. On-site car parking for most units.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Whitworth and has good access to local labour market and local services.	Good
Compatibility of Adjoining Uses	Adjacent to the site there is a mix of other land uses, including residential properties and other employment uses (such as a motor repairs garage). The site is relatively self-contained despite being in a predominantly residential area. There is a Care Centre to south of site.	Good / Average
Developmental and Environmental Constraints	There is an electrical substation to the south of the site and no space for expansion. The site is predominantly level and fully developed.	Good / Average
Market Attractiveness	The site is fully occupied and active. There is the opportunity to intensify uses in the middle and south of the site but otherwise it is fully utilised. More employment dense B1c/B2 uses should be encouraged in this area where opportunities arise.	Good

Barriers to Delivery and Timescales	The site is in existing employment use.
Potential Future Uses	The site is appropriate for continued B class employment use. B1c/B2 land uses should be encouraged in future to retain the purpose of the employment site.
OVERALL SITE RATING	Good
RECOMMENDATION	Retain for B-Class employment use

SITE SUMMARY:

The site is in existing employment use and fully occupied for mostly light industrial, manufacturing and distribution uses. Most of the buildings are of average to poor quality but meet the needs of businesses. There are no options to expand the site but it should be retained for continued B class employment use. Parts of the site currently in low density use could be improved in the future by encouraging more employment dense B1c / B2 land uses.

Novaks [EMP68]



GROSS SITE AREA:
0.52ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

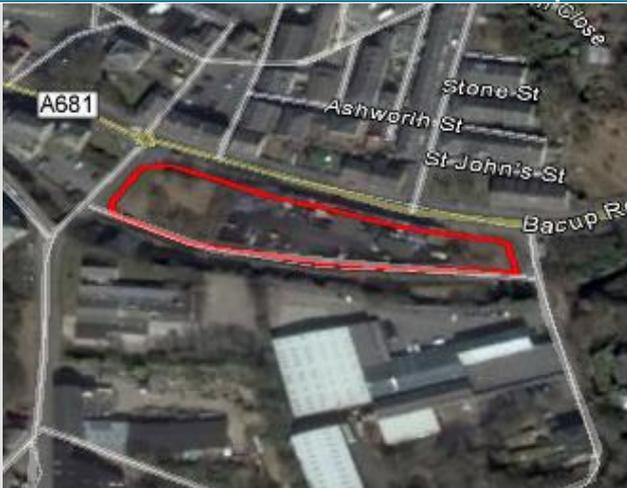
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for retail and employment purposes comprising A1 and B1c development. The site is identified on the Proposals Map as existing employment land. It is currently occupied by Novaks and Brand Interiors.	
Strategic Road Access	The A682 runs immediately to the west of the site and is approximately 3km to the north of the A56.	Good
Local Accessibility	The site can be accessed immediately off the A682. A bus service is in operation along this road providing access to Manchester City Centre, Burnley and Skipton. Bus stops are located immediately outside of the site on either side of the A682 and buses run approximately every 20 minutes. A small area of formal parking is provided in front of the retail and employment units.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located to the north of Rawtenstall and is included within the urban boundary. Rawtenstall is identified as a primary urban area within the Borough providing a good labour supply and a range of services.	Good
Compatibility of Adjoining Uses	The site is located within a predominantly residential area; however, it abuts brownfield land and an existing employment use to the north (EMP26). The site is bound: to the east by mature trees and a steep embankment; to the south by the curtilages of residential properties; and, to the west by the A682.	Average
Developmental and Environmental Constraints	The site is fully developed and is considered to have limited future development potential; however, there is an area of brownfield land located to the north of the site (EMP 26) which could accommodate development and facilitate the expansion of the site.	Good

	The site is located within Flood Zone 1, the SFRA does however indicate that the site is in close proximity to a main watercourse and areas of land that are located within Flood Zone 2 and 3. Mature trees are present within the site, in the north eastern corner. The Proposals Map also identifies that the site is immediately adjacent to an important wildlife site.	
Market Attractiveness	The site is characterised by average quality employment and retail units. The site benefits from good strategic road however is relatively isolated, located within a predominantly residential area and situated approximately 1.6km to the north of Rawtenstall town centre. Notwithstanding this, the site is an established retail / employment site and has low vacancy rates.	Good
Barriers to Delivery and Timescales	The site is fully developed is considered to have limited future development potential. The units on the site are of average environmental quality and would benefit from refurbishment.	
Potential Future Uses	The site is an established employment / retail site accommodating B1c and A1 development.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Retain for B-Class employment/retail use	

SITE SUMMARY:

The site benefits from good links to the strategic road network and its inclusion within the Rawtenstall town centre boundary. However, the site is isolated, located within a predominantly residential area and approximately 1.6km to the north of Rawtenstall town centre. The site is fully developed and has limited future development potential; however the units on the site are relatively dated, are of average quality and would benefit from refurbishment.

Bacup Coal Yard [EMP69]



**GROSS SITE AREA:
0.41ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is an existing employment site within the urban area, and is close to Waterfoot Town Centre. The site is currently occupied by C.B. Coal; a supplier of coal. The site is long and narrow, with a raised topography in the centre of the site sloping down to the west and to the east.	
Strategic Road Access	Within 1 km access to A681	Good
Local Accessibility	There is currently relatively poor access from Bacup Road as the road to the site has a poor quality surface, though it could be improved. To the eastern boundary there is a relatively narrow road leading to Hugh Business Park. There is a bus stop within 400m of the site with services to Accrington, Bacup, Bury, Haslingden, Rochdale and Todmorden.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is within walking distance of Waterfoot Town Centre with good access to local services and labour market.	Very Good
Compatibility of Adjoining Uses	The site has no immediate adjoining uses as it is surrounded by Bacup road to the north and other access roads to the east, south and west. To the south beyond the River Irwell is the Hugh Business Park (site EMP53). To the north beyond Bacup road are residential properties.	Good / Average
Developmental and Environmental Constraints	The site offers a small and narrow plot. It may require remediation works if the use changes due to the sites current use as a coal yard. There are topographic issues on the western and eastern portions of the site but the main area occupied by the current business is level.	Poor
Market Attractiveness	The site is in a good location in proximity to Waterfoot Town Centre though is a small and narrow plot. The site may require remediation works if it were to be redeveloped for other uses which would limit the attractiveness. However it is currently fully occupied and in use.	Average
Barriers to Delivery and	The site is in existing employment use.	

Timescales	
Potential Future Uses	The site should be retained for B-Class employment use. B1c use would be the most appropriate future use for the site due to its proximity to residential properties.
OVERALL SITE RATING	Average
RECOMMENDATION	Retain site for B-Class employment use.
SITE SUMMARY:	
The existing employment site is small and narrow in size, and the current access road is in need of improvement. However it is fully occupied and in good proximity to Waterfoot Town Centre. The site should be retained for employment use. B1c uses would be most appropriate for any future development of the site due to its proximity to residential properties.	

Kippax Mill (Kenross Containers) [EMP70]



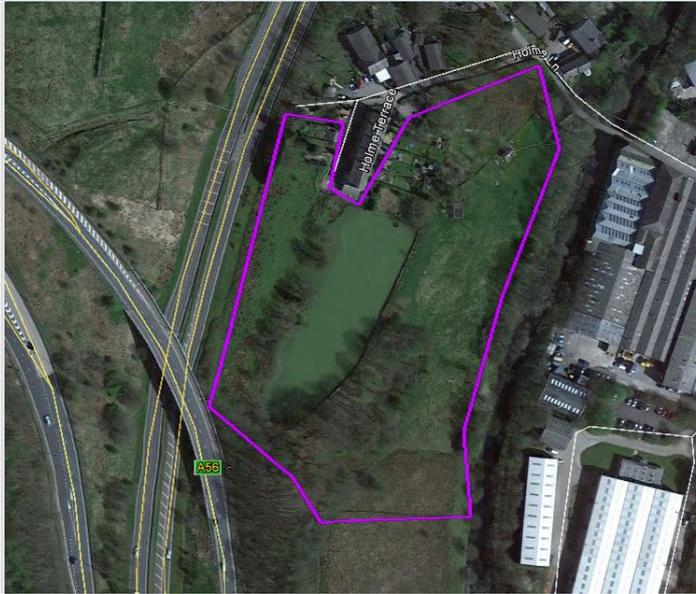
GROSS SITE AREA:
1.36ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes comprising B2 and B8 development. The Proposals Map identifies the site as non-designated 'White Land'. The main occupier on the site is Kenross Containers.	
Strategic Road Access	The site is located approximately 0.3km to the east of the A682 and is 5km to the north of the A56.	Average
Local Accessibility	The site is constrained by the local road network, Goodshaw Fold Road; the access road to the site which leads off the A681 is very narrow and declines steeply towards the site. The access road within the site is also of poor quality. A bus service is in operation along the A681, providing access to Skipton, Burnley and Manchester city centre. Bus stops are located 0.4km to the east of the site opposite Goodshaw Fold Road, buses run approximately every 20 minutes. An area of informal parking is provided on the site.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is isolated, located within Goodshawfold a small residential settlement in the north of the Borough. The site is located outside the urban boundary and is approximately 3.6km to the north of Rawtenstall town centre which provided access to a good labour supply and range of services.	Poor
Compatibility of Adjoining Uses	The site is located within a predominantly rural area, separated from residential settlement of Goodshaw by agricultural land. The site is bound: to the north by an unmarked road and the curtilage of a residential property; to the east by mature trees and agricultural land; to the	Average

	<p>south agricultural land and mature woodland; and, to the east partially by the river and agricultural land.</p>	
<p>Developmental and Environmental Constraints</p>	<p>The site is fully developed and is considered to have limited future development potential. The agricultural land to the east of the site is constrained by topography and would not be suitable for development; however the land to the west of the site is flatter and could accommodate development.</p> <p>The site is located within Flood Zone 1; however a small river runs through the middle of the site, separating the development on the east and west of the site. The SFRA indicates that the land to the south east of the site is at medium to high risk of surface water flooding. Mature trees are also present along the eastern boundaries of the site. The Proposals Map identifies the site as being immediately adjacent to an important wildlife site.</p>	<p>Poor</p>
<p>Market Attractiveness</p>	<p>The site is isolated and is constrained by poor local road access and is not considered to be within a desirable employment location. The site is not within proximity of a town or population centre and it has average connections to the strategic road network. The site is characterised by poor quality industrial units and a mill building. The mill building is currently vacant; however it would need significant refurbishment works in order to meet modern day business requirements.</p>	<p>Poor</p>
<p>Barriers to Delivery and Timescales</p>	<p>The site is fully developed and has limited future development potential. The site is not within a desirable employment location and is constrained by the local road network. The current development on the site is dated and of poor quality. It would benefit from refurbishment.</p>	
<p>Potential Future Uses</p>	<p>The site is well established use and supports B2 and B8 development.</p>	
<p>OVERALL SITE RATING</p>	<p>Poor</p>	
<p>RECOMMENDATION</p>	<p>Retain for B-Class employment.</p>	
<p>SITE SUMMARY:</p> <p>The site is isolated, located within a predominantly rural area to the north of the Borough. The site is constrained by the local road network and its distance from the strategic road network and a main town and population centre. The site is fully developed and is considered to have limited future development potential; however the industrial units and mill buildings present on the site would benefit from refurbishment, in particular the vacant mill building, in order for it to meet modern day business requirements.</p>		

Site behind K Steels [EMP71]



**GROSS SITE AREA:
3.02ha**

**ESTIMATED NET DEVELOPABLE AREA:
2.72 ha (Assumed 90% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for agricultural purposes, specifically for grazing horses. The Proposals Map identifies the site as Green Belt land.	
Strategic Road Access	The site is approximately 1.4km from the A682 and is within 3km of the A56.	Average
Local Accessibility	The site can be accessed off Bury Road via Holme Lane. Holme Lane is very narrow and rises steeply towards the residential development located to the north of Holme Lane. A bus service is in operation along Bury Road to the east of the providing access to Bury, Burnley, Rawtenstall and Todmorden. Bus stops are located to the approximately 0.5km to the east of the site, along Bury Road, buses run every 20 minutes.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is included within Townsend Fold and is located outside of the urban boundary of Rawtenstall. The site is approximately 1.2km from Rawtenstall town centre. Rawtenstall is identified as a primary urban area within the Borough with a good supply of labour and access to a wide range of services.	Average
Compatibility of Adjoining Uses	The site is situated between the A56 and the Riverside Business Park. The site is bound: to the north by Holme Lane; to the east by the Riverside Business Park; to the south by mature trees and agricultural land; and, to the west by the A56.	Average
Developmental and Environmental Constraints	The site is currently undeveloped; however, it is constrained by its topography and lack of an appropriate	Average

	<p>access point. The site is designated as Green Belt land and the majority of the site is located within Flood Zone 1, the areas of land located immediately adjacent to the river are located within Flood Zone 2.</p> <p>Given the site's proximity to the river, there could also be ecology issues that need addressing on the site before it is considered suitable for development. The site is close to a Grade II listed building which is located to the north east of the site.</p>	
Market Attractiveness	<p>Although the site is undeveloped, it is constrained by its topography and lack of access. Holme Lane is narrow and inclines steeply up towards the residential development that abuts the site, to the north of Holme Lane. Furthermore, the site has poor links to the strategic road network and is not within the vicinity of a major town or population centre. The site is isolated and is not considered to be in a desirable employment location.</p>	Poor
Barriers to Delivery and Timescales	<p>The site remains undeveloped; however significant infrastructure and road improvements would be required in order to support the future development of this site. Given these constraints, it is considered that the site would come forward in the next 10-15 years.</p>	
Potential Future Uses	<p>Retain as agricultural land, the site is not suitable for B-class development.</p>	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment	
SITE SUMMARY:		
<p>The site is designated as Green Belt and is currently undeveloped. The site is constrained by poor local road access and its topography. The site is relatively isolated, located in the small settlement of Townsend Fold and is outwith the urban boundary. Given the constraints, it is considered that the site would not be suitable for future development.</p>		

Extension to New Hall Hey [EMP72]



GROSS SITE AREA:
4.81ha

ESTIMATED NET DEVELOPABLE AREA:
4.33 ha (Assumed 90% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant grassland. The Local Plan Proposals Map identifies the north eastern corner of the site as 'Greenland', the remainder of the site is non-designated 'White Land'	
Strategic Road Access	The site is approximately 0.6km from the A56 roundabout, which provides access to the New Hall Hey Business / Retail Park.	Good
Local Accessibility	The site is not currently accessible via the local road network and can currently only be accessed by foot. A bus service operates through the New Hall Hey Business / Retail Park, immediately to the north east of the site and provides access to Rawtenstall. A bus service is also in operation along Bury Road to the south of the site and along Haslingden Road to the north of the site providing access to the wider Borough and Bury.	Very Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in Rawtenstall, within the Urban Boundary. Rawtenstall is identified as a primary urban area within the Borough and has excellent access to labour supply and services.	Good
Compatibility of Adjoining Uses	The site abuts the New Hall Hey Business / Retail Park to the north east. The site is bound: to the north by grassland (EMP08); to the east by the New Hall Hey Business Park; to the south by residential properties; and to the west by United Utilities (EMP46)	Average
Developmental and Environmental Constraints	The site is currently undeveloped and comprises vacant grassland which is used as informal open space. The site has a relatively flat topography and is located within Flood Zone 1. The SFRA indicates that the land immediately adjacent to the river is located in Flood Zone 3. A number	Poor

	of mature trees are located within the site on the north eastern corner. Given the current use of the site and its proximity to the river, the site could have ecological issues.	
Market Attractiveness	The site could serve as an extension to the New Hall Hey Business / Retail Park. The site is within close proximity to the strategic road network and Rawtenstall town centre. However, the site is not currently supported by the requisite infrastructure to support the development of the site and lacks a suitable road access point.	Average
Barriers to Delivery and Timescales	The site is currently undeveloped and has limited environmental constraints. However, infrastructure work, and the laying of new roads would be required to support the development of the site. It is therefore considered that the site could come forward in the next 5-10 years.	
Potential Future Uses	The site has the potential to be brought forward for B1 development, associated with the New Hall Hey Business / Retail Park. However, significant work would be required to enable the site to come forward for development (not least the absence of an obvious access point) and there are other sites within the Borough that would be better suited for employment development.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment	
SITE SUMMARY:		
The site is currently vacant grassland which is used as informal open space. The site is not currently supported by the road network and can only be accessed by foot. The site benefits from its proximity to the strategic road network and the New Hall Hey Business / Retail Park. Notwithstanding this, the site will require significant infrastructure work in order for the site to come forward for development.		

Land South of Barlow Bottoms [EMP73]



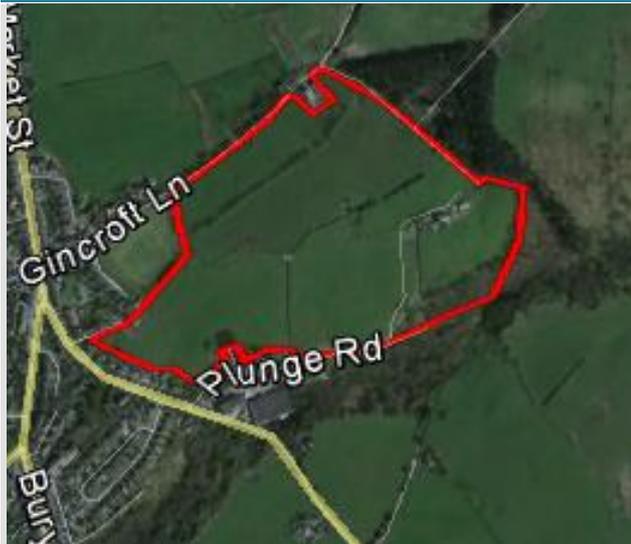
GROSS SITE AREA:
1.09ha

ESTIMATED NET DEVELOPABLE AREA:
0.93 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Undeveloped greenfield site with a level topography and mature tree border. There is an existing access road to site, though currently closed with bollards. Allocated for employment use in the 1995 Local Plan. The emerging Local Plan Part 2: Site Allocations & Development Management Policies allocates the entirety of the site for residential use (33 units).	
Strategic Road Access	Within 1 km access to A671	Good
Local Accessibility	Bus stop opposite site. Access road to site, but bollarded.	Good
Proximity to Urban Areas and Access to Labour and Services	On the periphery of Whitworth and Facit, with very modest local labour market catchment and no services in immediate location.	Poor
Compatibility of Adjoining Uses	Residential to the north east of the site but predominantly undeveloped land to the west/south.	Good / Average
Developmental and Environmental Constraints	Needs utilities access. Stakeholder consultations suggested site may have been remediated. Mostly level and flat topography. River to the west of the site limits development. Large site, regular shape.	Good
Market Attractiveness	The site has been allocated for employment uses since 1995 but has had few enquiries and has not come forwards for development. Peripheral location relies on overspill from Rochdale. The previous 2009 ELR recommended the site should be released and it is now identified as a potential housing allocation in the emerging Local Plan Part 2.	Very Poor
Barriers to Delivery and Timescales	No obvious barriers to development. History of weak market attractiveness suggests site would not come forwards for employment	

	uses. Development only likely in long term 10 to 15 years.
Potential Future Uses	Site would be more appropriate for residential development due to location and poor market attractiveness.
OVERALL SITE RATING	Very Poor
RECOMMENDATION	De-allocate and release for housing
SITE SUMMARY:	
Site has been allocated for employment uses since 1995 but has not been developed and has received few enquiries in this period. The previous 2009 ELR recommended that this site should be de-allocated. The site should be de-allocated and released for residential use.	

Land to the south east of Edenfield [EMP74]



GROSS SITE AREA:
16.65ha

ESTIMATED NET DEVELOPABLE AREA:
14.15 ha (Assumed 85% developable area)

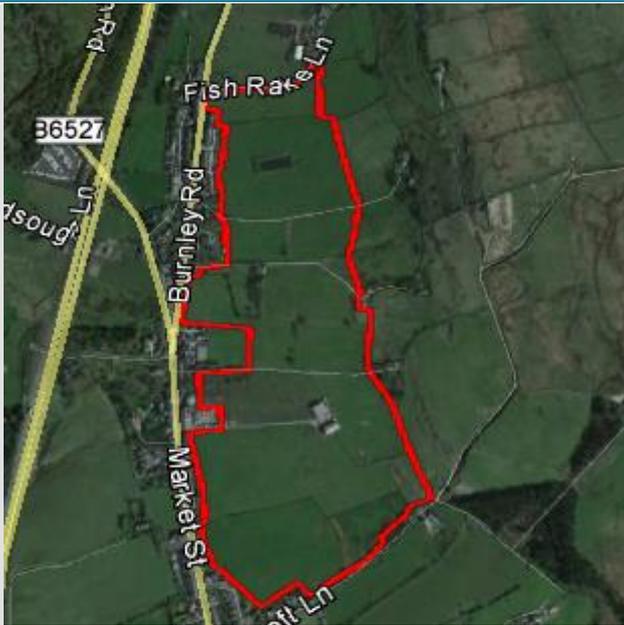
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently in use for agricultural purposes. The Proposals Map identifies the site as Green Belt land and an important wildlife site.</p> <p>The net developable area has been significantly reduced to reflect the fact that only the westernmost area of land is ever realistically likely to come forward for development, given the ecological constraints and wildlife designations to the east.</p>	
Strategic Road Access	The site is approximately 0.7km to the north east of M66 roundabout.	Very Good
Local Accessibility	Current access to the site would be from either Gincroft Lane or Plunge Road. Both of these are narrow, single track roads and not suitable for HGVs. Whilst land is available to the west of Plunge Road, further investigation is required to determine whether it is viable to improve this access road. This is because there is a significant difference in gradient between the land to the west and north of Plunge Road and the level on the A680. Access from the west using the B6527 / A680 roundabout would be unsuitable for HGVs. Accessing the site from the east would be undesirable.	Very Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, outside of the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 3.6km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site abuts the residential properties of Haslingden to the south. The site is bound: to the north by agricultural	Poor

	land; to the east by Plunge Road; to the south by the curtilages of residential properties; and, to the west by a cricket pitch and agricultural land.	
Developmental and Environmental Constraints	The site is currently undeveloped; however it is constrained by a lack of a suitable access point and poor local access roads. The site is designated as Green Belt and is located within Flood Zone 1. Mature trees are present along the eastern boundary of the site. It is also designated as an Important Wildlife Site in the Local Plan. No other constraints were identified during the site visit.	Poor
Market Attractiveness	The site is currently undeveloped and would require significant infrastructure works and the laying of new roads to support development on the site. The site is also located within a predominantly residential location and abuts residential properties to the south of the site. Significant landscape buffering would therefore be required to preserve the residential amenity of these properties.	Poor
Barriers to Delivery and Timescales	Given the site's development constraints and the level of infrastructure that would be required to bring the site forward for development, it is considered the site would come forward in the next 10-15 years.	
Potential Future Uses	The site is not suitable for development.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment	

SITE SUMMARY:

The site benefits from good access to the strategic road network however, the site is located within a predominantly residential area, away from a main town and population centre. The site is constrained by its lack of a suitable vehicular access point. It is designated Green Belt land and is also an Important Local Wildlife Site that should be protected.

Area of search to the east of Edenfield [EMP75]



GROSS SITE AREA:
32.01ha

ESTIMATED NET DEVELOPABLE AREA:
27.21 ha (Assumed 85% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use agricultural use for agricultural purposes, small farms are located on the site. The Proposals Map identifies the site as Green Belt land.	
Strategic Road Access	The site is approximately 1km from the M66 roundabout.	Good
Local Accessibility	The site can be accessed off Burnley Road to the west of the site either by Fish Rake Lane to the north of Gincroft Lane to the south of the site. Both of these access routes are narrow and in poor condition and incline steeply to the east. A bus service is in operation along Burnley Road providing access to the wider Rossendale, Bury and Burnley. Bus stops are located outside of the site on either side of the road.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, outside of the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 3.6km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site is adjacent to the residential settlement of Haslingden. The site is bound: to the north by Fish Rake Lane, with agricultural land beyond; the east by agricultural land; to the south by Gincroft Lane; and to the west by Market Street and Burnley Road and the curtilage of residential properties.	Poor
Developmental and	The site is currently undeveloped; however is constrained	Poor

Environmental Constraints	by its steep topography and access points. The site is designated as Green Belt and is located within Flood Zone 1; the SFRA indicates that the site is at low risk of flooding. Given the nature of the site, there may also be ecological issues that need to be addressed before the site is considered for development. Three Grade II listed buildings are also beside the site.	
Market Attractiveness	The site benefits from good access to the strategic road network; however, the site would require significant infrastructure and levelling works and the laying of new roads to support development on the site. Furthermore the site backs on to residential properties meaning that sufficient landscaping and bunding works would be required to preserve their residential amenity.	Average
Barriers to Delivery and Timescales	The site is constrained by its topography and weak access point, it would also require significant infrastructure works before the site could be considered for development. The site is also surrounded by incompatible land uses meaning that landscaping and bunding would be required to preserve the amenity of existing development. This, combined with the size of the site indicates that the site would most likely come forward in the next 10-15 years.	
Potential Future Uses	The site should be retained for agricultural purposes.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment	
SITE SUMMARY:		
The site benefits from excellent links to the strategic road network; however it is constrained by poor local road access, incompatible adjoining uses and its topography. The site is recommended to not be allocated for employment.		

Land to the west of Moorland View [EMP76]



GROSS SITE AREA:
2.68ha

ESTIMATED NET DEVELOPABLE AREA:
2.28 ha (Assumed 85% developable area)

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for agricultural purposes for the grazing of animals. The Proposals Map identifies the site as Green Belt land.	
Strategic Road Access	The site is approximately 2km from the A56.	Good
Local Accessibility	The site is not currently supported by the road network, access to the site can only be taken via a public footpath off Blackburn Road to the south of the site, although the site abuts the B6527 to the south. A bus service is in operation along Blackburn Road providing access to Accrington and Bury.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, outside of the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 2.7km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site is well contained by existing development, is located between the A56 and the residential properties of Moorlands View. The site is bound: to the north by agricultural land; to the east by the residential properties of Moorlands View; to the south by Blackburn Road and the curtilages of residential properties; and, to the west by the A56.	Poor
Developmental and Environmental Constraints	The site is currently undeveloped; however it is designated as Green Belt and is located within Flood	Poor

	Zone 1. The SFRA indicates that the site is at low risk of flooding. Mature trees are present on the site. No other constraints were identified during the site visit.	
Market Attractiveness	The site is located within a peripheral location and residential area that is not considered suitable for employment development. Good access to the strategic road network, within close proximity to Rawtenstall for labour.	Average
Barriers to Delivery and Timescales	The site is likely to come forward in 10 to 15 years.	
Potential Future Uses	Not suitable for employment development	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment	
SITE SUMMARY:		
This is a Green Belt site that has poor local access and is situated in a weak market area. The site would be unsuited for employment uses.		

Land between Blackburn Road and A56 [EMP77]



GROSS SITE AREA:
3.71ha

ESTIMATED NET DEVELOPABLE AREA:
3.15 ha (Assumed 85% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for agricultural purposes, in active use for grazing animals, whilst mature woodland is located to the south of the site. The Proposals Map identifies the site as Green Belt land.	
Strategic Road Access	The site is located approximately 1.7km to the north of the M66 roundabout.	Good
Local Accessibility	The site can be accessed off Blackburn Road to the east of the site. A bus service is in operation along Burnley Road providing access to the wider Rossendale, Bury and Burnley. Bus stops are located outside of the site on either side of the road. A footpath and cycle way runs through the site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, outside of the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 3.6km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site is well contained between the A56 and Edenfield. The site is bound; to the north by Blackburn Road; to the east by Blackburn Road; to the south partially by the curtilage of a residential property, mature trees and Church Lane; and, to the west, by the A56.	Poor
Developmental and Environmental Constraints	The site is currently undeveloped and is designated as Green Belt land. The northern part of the site is	Average

	constrained topography, inclining from east to west; the southern part of the site is relatively flat. The site is located within Flood Zone 1, the SFRA indicates that the site is at low risk of flooding. Mature trees are present towards the south of the site. A Grade II* listed building is located on Church Lane.	
Market Attractiveness	The site is currently undeveloped and benefits from being within close proximity to the strategic road network. However the site would require significant infrastructure works. The site is also located within a predominantly residential location and abuts residential properties to the east. Significant landscape buffering would be required to preserve the residential amenity of these properties.	Average
Barriers to Delivery and Timescales	Given the site's development constraints and the level of infrastructure that would be required to bring the site forward for development, it is considered the site would come forward in the next 10-15 years.	
Potential Future Uses	Retain for agricultural purposes	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment uses	
SITE SUMMARY:		
<p>The site benefits from good access to the strategic road network; however, the site is located within a predominantly residential area, away from a main town and population centre. Development of the site would therefore require significant infrastructure work. The site is not recommended to be allocated for employment use.</p>		

Land between Chatterton Hey and Nursing Home, Edenfield [EMP78]



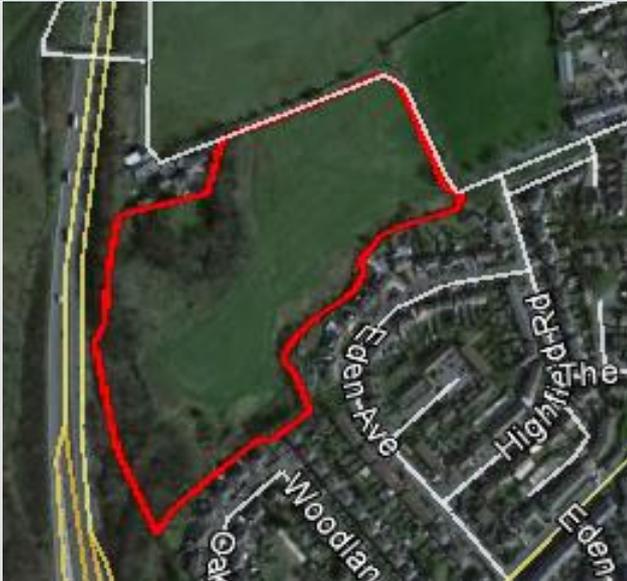
**GROSS SITE AREA:
12.17ha**

**ESTIMATED NET DEVELOPABLE AREA:
10.34 ha (Assumed 85% developable area)**

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for agricultural purposes. The Proposals Map identifies the site as Green Belt land. The Council have indicated that the site has had interest from a house builder for residential development.	
Strategic Road Access	The site is approximately 1km to the north of the M66 roundabout.	Very Good
Local Accessibility	The site can be accessed off Market Street and via Exchange Lane to the south of the site. This is a narrow, single track road. A bus service is in operation along Market Street providing access to wider Rossendale, Bury and Burnley. Bus stops are located along Market Street, to the east of the site, on either side of the road. Public footpaths are also present on the site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, outside of the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 3.5km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site is well contained between the A56 and Edenfield. The site is bound; to the north by mature trees and church lane; to the east by the curtilage of residential properties which front on to Market Street; to the south by Exchange Lane and a recreational area; and, to the west by the A56.	Poor

Developmental and Environmental Constraints	The site is currently undeveloped and designated as Green Belt. The site benefits from a relatively flat topography; however it is constrained by incompatible neighbouring uses. The site is located within Flood Zone 1; the SFRA indicates that the site is at low risk of flooding. Mature trees are also present along the northern boundary of the site.	Average
Market Attractiveness	The site is currently undeveloped and benefits from being within close proximity to the strategic road network. However the site would require significant infrastructure works to support development on the site. The site is also located within a predominantly residential area and abuts residential properties to the east. Significant landscape buffering would therefore be required to preserve the residential amenity of these properties. The site is not within close proximity of a main town or population centre	Average
Barriers to Delivery and Timescales	Given the site's development constraints and the level of infrastructure that would be required to bring the site forward for development, it is considered the site would come forward in the next 5-10 years.	
Potential Future Uses	Given the site's immediate surroundings, it is considered that the site would better accommodate residential development rather than employment uses.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment.	
SITE SUMMARY:		
<p>The site benefits from excellent links to the strategic road and has a relatively flat topography. The site is constrained by access issues and its proximity to incompatible land uses. It is therefore considered that significant infrastructure and landscaping work would be required to bring the site forward for development. The site is not recommended to be allocated for B-Class employment use.</p>		

Land off Exchange Street [EMP79]



GROSS SITE AREA:
4.77ha

ESTIMATED NET DEVELOPABLE AREA:
4.05 ha (Assumed 85% developable area)

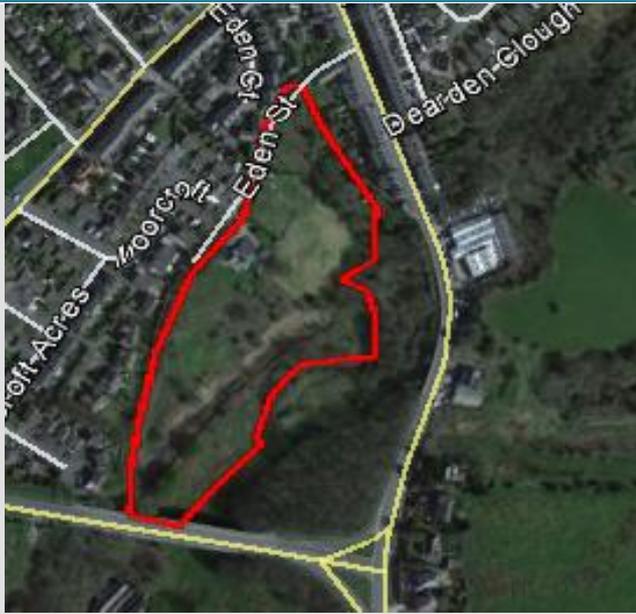
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant grassland and is used as an area of informal public open space. The Proposals Map identifies the site as Green Belt land.	
Strategic Road Access	The site is approximately 1km to the north of the M66 roundabout.	Very Good
Local Accessibility	The site can be accessed off Market Street, via Exchange Lane to the north of the site. This is a narrow, single track road. A bus service is in operation along Market Street providing access to wider Rossendale, Bury and Burnley. Bus stops are located along Market Street, to the east of the site, on either side of the road. Public footpaths are also present on the site.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, outside of the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 3.8km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site is situated between the A56 and Edenfield. The site is bound; to the north by Exchange Lane, with agricultural land beyond; to the east partially by a recreational area and the curtilages or residential properties; to the south by the curtilages or residential properties and mature trees; and, to the west by the A56.	Poor
Developmental and	The site is currently undeveloped and designated as	Average

Environmental Constraints	Green Belt; however, as with EMP78 the site also has access issues. The site has an undulating topography, sloping gently from north east to south west. The site is located within Flood Zone 1; the SFRA indicates that the site is at low risk of flooding. Mature woodland is present in the south western corner of the site.	
Market Attractiveness	The site is currently undeveloped and benefits from being within close proximity to the strategic road network. However the site would require significant infrastructure works to support development on the site. The site is also located within a predominantly residential location and abuts residential properties to the east. Significant landscape buffering would therefore be required to preserve the residential amenity of these properties.	Poor
Barriers to Delivery and Timescales	Given the site's development constraints and the level of infrastructure that would be required to bring the site forward for development, it is considered the site would come forward in the next 5-10 years.	
Potential Future Uses	Given the site's immediate surroundings, it is considered that the site would be better suited to residential rather than employment uses.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment use.	

SITE SUMMARY:

The site benefits from excellent links to the strategic road network. However, as with EMP78, the site is constrained by poor accessibility and its proximity to incompatible land uses. It is therefore considered that significant infrastructure and landscaping work would be required to bring the site forward for development. The site is not recommended to be allocated for B-Class employment.

Acre Meadow [EMP80]



**GROSS SITE AREA:
2.57ha**

**ESTIMATED NET DEVELOPABLE AREA:
2.184 ha (Assumed 85% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently comprises vacant grassland. The Proposals Map identifies the site as Green Belt land.	
Strategic Road Access	The site is approximately 0.3km from the M66 roundabout.	Very Good
Local Accessibility	Access to the site would be taken from Eden Street, to the north of the site. Eden Street is very narrow and in poor condition; residential properties front on to this road. A bus service is in operation along Bury Road to the east of the site providing access to wider Rossendale, Bury and Burnley. Bus stops are located along Bury Road immediately to the east of the site.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, beyond the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 4km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site is contained between Bury Road, the A56 and Edenfield. The site is bound: to the north by Eden Street; to the east by mature woodland; to the south by the A56; and, to the west by mature trees and the curtilage of residential properties.	Poor
Developmental and Environmental Constraints	The majority of the site remains undeveloped apart from a residential property located on the western boundary of the site. The site is designated as Green Belt land and is	Very Poor

	constrained by its weak access point and its topography; the site slopes steeply to the south. The site is located within Flood Zone 1, the SFRA indicates that site is at low risk of flooding. Mature woodland is also present along the eastern boundary of the site. Given the nature of the site, there are likely to be ecological issues that may need addressing.	
Market Attractiveness	The site benefits from its close proximity to the strategic road network; however it is constrained by its steep topography, mature woodland and lack of a suitable access. The site is also located within a predominantly residential area and abuts residential properties to the north. Significant landscape buffering would therefore be required to preserve the residential amenity of these properties.	Poor
Barriers to Delivery and Timescales	The majority of the site is undeveloped; however, it is constrained by its lack of a suitable access, steep topography and proximity to incompatible uses. It is therefore considered that significant infrastructure and levelling works would be required before the site is considered for development. On the basis of this, it is considered that the site would most likely come forward in the next 10-15 years.	
Potential Future Uses	Retain as Green Belt.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for B-Class employment.	
SITE SUMMARY:		
<p>The site benefits from excellent links to the strategic road; however it is constrained by its lack of a suitable access, incompatible neighbouring uses and steep topography. It is therefore considered that significant infrastructure and landscaping work would be required to bring the site forward for development. Do not allocate for B-Class development.</p>		

Land south of Chatterton Old Lane, Stubbins [EMP81]



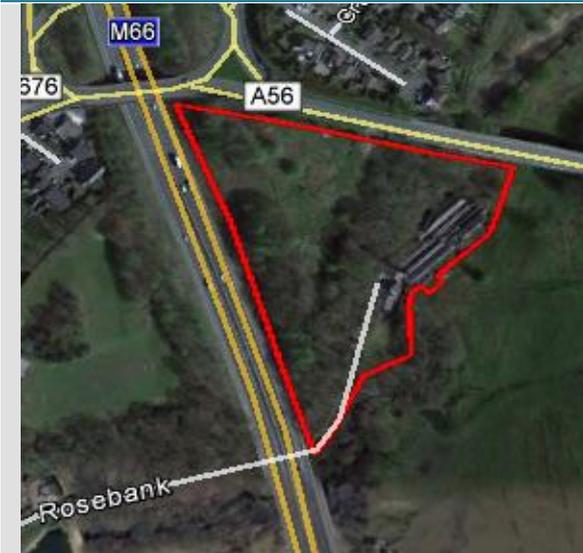
GROSS SITE AREA:
5.08 ha

ESTIMATED NET DEVELOPABLE AREA:
4.318 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for agricultural purposes. The Proposals Map identifies the site as Green Belt land. The site is also included within the Chatterton and Strongstry Conservation Area.	
Strategic Road Access	The site is immediately adjacent to the M66 roundabout.	Very Good
Local Accessibility	The site can be accessed either from the A676 to the east of the site or by Chatterton Road / Chatterton Old Lane to the north and west of the site. A bus service is in operation along the A676 providing access to Bury and Accrington. Bus stops are located along the A676 immediately to the east of the site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, outside of the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 4.5km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site contained by the road network and existing development. The site is bound; to the north by Chatterton Old Lane; to the east by the A676; to the south by agricultural land; and, to the west by Chatterton Road and the curtilage of residential properties.	Average/Poor
Developmental and Environmental Constraints	The site is undeveloped and is designated as Green Belt land. It is included within the Chatterton and Strongstry Conservation Area – the view of the conservation area	Very Poor

	from the A676 across the site is deemed as important. The site has an undulating topography, sloping steeply from east to west. The site is located within Flood Zone 1, the SFRA indicating that the site is at low risk of flooding.	
Market Attractiveness	The site benefit's from excellent links to the strategic road network. However, the site is isolated and is not within close proximity of a major town or population centre. Furthermore, the site has significant development and environmental constraints to overcome before it can be considered suitable for development.	Poor
Barriers to Delivery and Timescales	Given the site's development constraints and the level of infrastructure and levelling work that would be required to bring the site forward for development, it is considered the site would not be available for at least the next 10-15 years.	
Potential Future Uses	The site should be retained for agricultural purposes.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment	
SITE SUMMARY:		
<p>The site benefits from excellent links to the strategic road network. However it is isolated as it is not within close proximity to a major town or population centre. Furthermore the site is constrained by its inclusion within the Conservation Area, the site identified as affording important views both in and out of the conservation area. It is also Green Belt, and in an area of weak market demand. The site is not recommended to be allocated for B-Class employment.</p>		

Edenwood Mill [EMP82]



**GROSS SITE AREA:
2.32ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.348 ha (Assumed 15% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use as vacant grassland. The Proposals Map identifies the site as Green Belt land. We understand that the site is currently being marketed for development.	
Strategic Road Access	The site is immediately adjacent to the M66 roundabout.	Very Good
Local Accessibility	The site can be accessed immediately off the A56 to the north of the site. A bus service is in operation along the A676 to the west of the site, providing access to the Accrington and Bury and, to the east of the site along Bury Road providing access to wider Rossendale and Bury. Bus stops are located approximately 0.4km to the east of the site and 0.2km to the west of the site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the outskirts of Edenfield, outside of the urban boundary. Edenfield is a small residential settlement and provides limited access to a labour supply and services. The site is approximately 4.7km to the south of Rawtenstall town centre, which is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site is well contained by the strategic road network and mature woodland. The site is bound: to the north by the A56; to the east by mature trees; and to the south and west by the M66.	Average
Developmental and Environmental Constraints	The majority of site is undeveloped, although a dilapidated mill building is located to the east of the site. The site is constrained by its topography, as it is situated on two levels which are separated by mature woodland. The site is located within Flood Zone 1; the SFRA indicates that the	Very Poor

	site is at a low risk of flooding. Mature woodland is also present on the site. It is designated as Green Belt land.	
Market Attractiveness	The site benefits from excellent links to the strategic road network; however, it is isolated, and is located away from main towns and population centres. Furthermore the site is significantly constrained by its topography; a small area to the north of the site being the only suitable area for development. The dilapidated mill building to the east of the site is not easily accessible and would need to be completely redeveloped to meet modern day business requirements.	Poor
Barriers to Delivery and Timescales	Given the site's development constraints and the level of infrastructure that would be required to bring the site forward for development, it is considered the site would come forward in the next 5-10 years.	
Potential Future Uses	There is a small area of land to the north of the site which could potentially accommodate a small employment unit; the rest of the site is constrained by topography issues and mature woodland.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment	
SITE SUMMARY:		
The site benefits from excellent links to the strategic road; however it is designated as Green Belt and is significantly constrained by topography and the presents of mature woodland on the site. It is considered that significant infrastructure work would be required to bring the site forward for development. The site is not recommended to be allocated for employment.		

Land to the north of Haslingden Tip and Under Brow farm [EMP83]



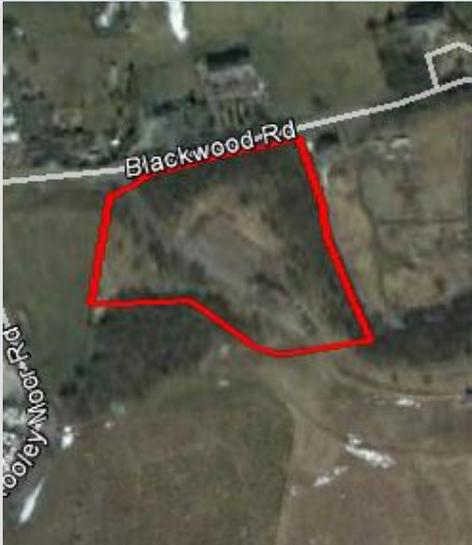
GROSS SITE AREA:
1.89 ha

ESTIMATED NET DEVELOPABLE AREA:
1.701 ha (Assumed 90% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use partly as a scrap yard and partly in use for agricultural purposes and the grazing of horses. The Proposals Map identifies the site as non-designated 'White Land'.	
Strategic Road Access	The site is within 3 km from the A56 roundabout at Acre.	Average
Local Accessibility	The site can be accessed off the A680 via Clough End Road, this is a narrow road which inclines steeply up towards the site. A bus service is in operation along the A680 to the west of the site providing access to the wider Rossendale area, Bury, Accrington and Manchester. Bus stops are located approximately 0.5km to the west of the site along the A680. A footpath intersects the site.	Very poor
Proximity to Urban Areas and Access to Labour and Services	The site is located outside the urban boundary of both Haslingden and Acre. The site is relatively isolated, approximately 2km from Haslingden town centre. Haslingden is identified as a primary urban area within the Borough with a good labour supply and access to a range of services.	Poor
Compatibility of Adjoining Uses	The site is relatively isolated, located within a predominantly rural area, detached from the existing settlements. The site is bound; to the north by agricultural land; to the east by agricultural land; to the south partially by agricultural land and a recycling depot and to the west by existing employment development and ancillary outbuildings.	Average
Developmental and Environmental Constraints	The site is currently undeveloped and has a relatively flat topography. The site is located within Flood Zone 1, the SFRA indicates that the site is at low risk of flooding. The	Poor

	site also abuts an important wildlife site. Given the nature of uses on the site and immediately adjacent, the site could suffer from contamination issues.	
Market Attractiveness	The site is isolated, located away from existing development and a major town and population centre. The site is also constrained by poor local road access and is not within proximity to the strategic road network. The site is not in a desirable employment location and is considered to have poor market attractiveness.	Very poor
Barriers to Delivery and Timescales	The site has significant development and environmental constraints that would need to be overcome before the site is considered for development. On the basis of this, it is considered that the site would come forward in the next 10-15 years.	
Potential Future Uses	Retain as agricultural land.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment.	
SITE SUMMARY:		
The site is isolated, situated away from existing development. The site has average connections to the strategic road network and is constrained by poor local road access. The site is not within a desirable employment location and is not considered to be suitable for employment development.		

Blackwood Road Stacksteads [EMP84]



**GROSS SITE AREA:
1.34 ha**

**ESTIMATED NET DEVELOPABLE AREA:
1.27 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a former landfill site, bordered by woodland with some mature trees. There are currently no active employment uses on the site.	
Strategic Road Access	Within 1 km of A681	Good
Local Accessibility	The local road to access the site is poor for most employment related traffic. Blackwood road has speed bumps and a steep gradient on a bend from Rakehead Lane. The site itself has wide access suitable for HGVs but the local roads would need improvement to accommodate them. The site is further than 400m from a bus stop.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is on the outskirts of Stacksteads but outside the urban boundary. However it is in short distance to Stacksteads and its labour market and local services.	Average / Poor
Compatibility of Adjoining Uses	There is small number of residential properties to the north of the site. To the east is vacant land, and rural/agricultural land to the south and west.	Average
Developmental and Environmental Constraints	The site is a former landfill and a sign at the entrance to the site cautions a risk of gas explosion due to its former use. To bring the site into use would require a significant amount of remediation works. The site is heavily wooded and there is a steep gradient to the west.	Very Poor
Market Attractiveness	The site is extremely unattractive to the market due to its former use as a landfill and the significant amount of remediation works that would be needed to bring the site into use. Additionally the site is constrained by the current access roads and is in a peripheral location.	Very Poor
Barriers to Delivery and Timescales	Significant remediation works would be required to bring the site into employment use and the site has very poor market attractiveness. Development would only likely be viable when other sites in the Borough have been developed. It is therefore unlikely that the site would come forwards until the end of the plan period in 10 to 15 years.	

Potential Future Uses	The viability of B-Class employment use is challenging due to the location and significant development constraints, and therefore should not be considered.
OVERALL SITE RATING	Very Poor
RECOMMENDATION	Do not allocate for employment uses

SITE SUMMARY:

The site is in a peripheral location and accessibility is challenging with the current local roads. The site was previously used as a landfill and faces significant development constraints and remediation works if it were to be developed for B-Class employment use. The site is therefore significantly unattractive to potential B-Class employment uses, and should not be allocated.

N And J Scrapyard [EMP85]



GROSS SITE AREA:
1.02 ha

ESTIMATED NET DEVELOPABLE AREA:
0.97 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is mostly vacant and undeveloped, with a derelict property and container units. The site is located to the south of Stacksteads and is relatively peripheral and removed from the urban area.	
Strategic Road Access	Within 1 km of A681	Good
Local Accessibility	The local road to access the site is poor for most employment related traffic. Blackwood road has speed bumps and a steep gradient on a bend from Rakehead Lane. The site itself has wide access suitable for HGVs but the local roads would need improvement to accommodate them. The site is further than 400m from a bus stop.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is on the outskirts of Stacksteads but outside the urban boundary. However it is in short distance to Stacksteads and its labour market and local services.	Average / Poor
Compatibility of Adjoining Uses	To the north, east and south is undeveloped, agricultural or rural land. To the west is a former landfill site (EMP84).	Good
Developmental and Environmental Constraints	The site may require remediation and demolition works. There are overhead powerlines over the site. The access road and utilities would need to be provided. The site has a level topography but there is fencing within the site which may indicate multiple land owners or unstable land.	Poor
Market Attractiveness	The site is in a peripheral location with difficult accessibility on the local roads and from public transport. The site also faces constraints to development.	Very Poor
Barriers to Delivery and Timescales	The site is in a peripheral location and poor market attractiveness means that it is unlikely to come forward for development for employment uses before 10 to 15 years. Demand for sites would need to increase further for development of this site to be viable for development.	
Potential Future Uses	The viability of developing the site for B-Class employment use is considered to be challenging over the plan period, and should therefore not be considered for B-Class employment use.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment uses	

SITE SUMMARY:

The site is located in a peripheral location that has accessibility and development constraints. This challenges the viability of developing the site for B-Class employment uses. The site is considered unlikely to be deliverable over the plan period and therefore should not be allocated for employment use.

Shore Service Station, Market Street EMP87]



**GROSS SITE AREA:
0.31ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.155 ha (Assumed 50% developable area)**

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises agricultural land and an MOT / Service Centre Garage. The sole occupier on the site is Shore Services. The proposals map identifies the site as being designated as Green Belt.	
Strategic Road Access	The site is immediately adjacent to the A671 which merges into the A681 and provides access to the A56.	Good
Local Accessibility	The site can be accessed directly off the A671. A bus service is in operation along this road providing access to Rochdale, Haslingden and Accrington. These buses run every 15 minutes and bus stops are located outside of the north, western part of the site. Informal onsite parking is provided.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is on the edge of the urban area of Bacup, outside of the Urban Boundary. Although outside of the Urban Boundary the site is approximately 2km from the Bacup town centre. Bacup is identified as a primary urban area in the Borough and provides access to a range of services and a labour supply.	Average
Compatibility of Adjoining Uses	The site is bound: to the north west by a residential property of Bacup; to the north and east by agricultural land and to the south and south west by Market Street with mature woodland and agricultural land beyond.	Average
Developmental and Environmental Constraints	The site comprises agricultural land and an MOT / Service Station, the site would accommodate future development. The site has a relatively flat topography; however, the agricultural land to the north and east of the site rises steeply. Mature trees are located on the northern boundary of the site. The site is located within Flood Zone	Poor

	1 and is not located within or adjacent to a Conservation Area. However, the site is designated as Green Belt and exceptional circumstances would have to be demonstrated by the Council were this to be released in the emerging Local Plan Part 2.	
Market Attractiveness	It is considered that if exception circumstances could be demonstrated, then the site would better accommodate residential development, serving as a natural extension to the existing built development of Bacup. The existing built development on the site is in poor quality with some of the structures becoming dilapidated. The site has good strategic road and local access and abuts residential development. It is therefore considered that employment development would be inappropriate on the site.	Poor
Barriers to Delivery and Timescales	The site is designated as Green Belt and would therefore need to demonstrate 'exceptional circumstances' to justify its release for future development. Future development of the site would require the demolition of the existing built development on the site; however, the site does have a relatively flat topography and apart from its Green Belt designation, the site has relatively few development and environmental constraints. It is therefore considered that the site could come forward in 1-5 years, dependent on its release from the Green Belt.	
Potential Future Uses	It is considered that the site would better accommodate residential development.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment uses.	
SITE SUMMARY:		
<p>The site comprises agricultural land and an MOT / Service Centre Garage. The site is located on the urban edge of Bacup and abuts residential development to the north and would serve as an urban extension to the existing built development of Bacup. The site has good strategic road and local access; however it comprises designated Green Belt land. Given the sites immediate surroundings, it is considered that the site would better accommodate residential development and should not be released for employment uses.</p>		

Springvale Works, Shawclough Road [EMP88]



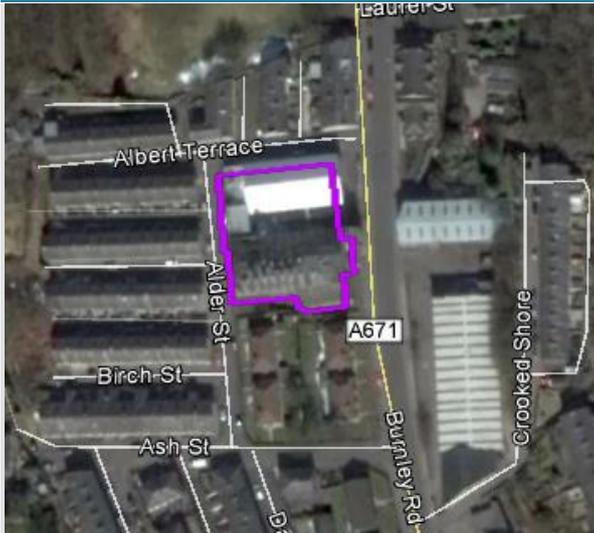
**GROSS SITE AREA:
0.84ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Existing employment site with old industrial buildings. Currently 'white land' in the Local Plan Proposals Map. Large yard and parking. Mostly average-to-poor quality buildings but fully occupied. Range of occupiers including garage/mechanics/MOT centre, light industrial uses and manufacturing. Campbell Haywood Ltd (dyes and textiles) and R&M Building Supplies are the main occupiers advertising their units.	
Strategic Road Access	Within 3km access to A681	Poor
Local Accessibility	Very good access to site, HGV-accessible but with slight gradient. Access road from Waterfoot Road narrows in places on approach. No buses within 400m.	Average
Proximity to Urban Areas and Access to Labour and Services	Peripheral location outside Waterfoot. Very modest local labour market catchment in immediate area though accessible from Waterfoot. Few local services.	Poor
Compatibility of Adjoining Uses	Row of residential houses to the south-west of the site but otherwise surrounded by rural or agricultural land.	Good
Developmental and Environmental Constraints	Slight gradient to rear of the site. Gradient to east, road border to west and north.	Average
Market Attractiveness	Site is fully occupied and it is understood that it has rarely had vacant units. The lower rental levels attract occupiers and there are rarely units available to rent. Reasonable demand and 100% occupancy but low quality – fulfilling an indigenous use. Parking and space also attracts occupiers.	Good / Average
Barriers to Delivery and Timescales	In existing employment use and fully occupied. Refurbishment would be expensive and may be unviable in current market.	
Potential Future Uses	Suitable for B1c/B2 uses.	

OVERALL SITE RATING	Poor
RECOMMENDATION	Retain for B-Class employment uses
SITE SUMMARY:	
Existing employment site with average-to-poor quality units. However the site remains popular and 100% occupied due (in part) to lower rental costs. Site is in a peripheral location but accessible from Waterfoot. Location is unlikely to generate demand for higher quality units. Retain for B-Class employment use.	

Waterside Mill [EMP89]



**GROSS SITE AREA:
0.91 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

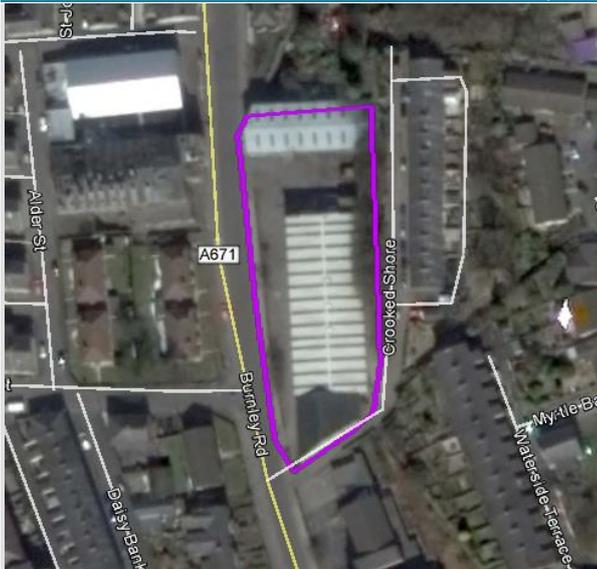
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises a vacant / derelict mill building and a storage building. The site is therefore partly in brownfield land use and partly in B8 use. The proposals map identifies the site as White Land.	
Strategic Road Access	The site is immediately adjacent to the A671, although it remains some distance from the strategic motorway network.	Average
Local Accessibility	The site can be accessed off the A671 (Burnley Road) which runs immediately adjacent to the site. A bus service is in operation along this road providing access to Burnley and Bacup; the buses run every two hours and bus stops are located outside of the site. No formal on-site is provided and there is a limited amount of parking available along Burnley Road.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Bacup, within the Urban Boundary. Bacup provides good access to a range of services and a good labour supply.	Very Good
Compatibility of Adjoining Uses	The site is well-contained by existing built development. The site is bound to the north, south and west by residential properties. The site is bound to the east by Burnley Road with employment land uses beyond.	Average
Developmental and Environmental Constraints	The site currently comprises a vacant / derelict mill building and a large storage unit. The site is contained by existing built development, consequently there is no land surrounding the site that would accommodate expansion. The site has a relatively flat topography and is located within Flood Zone 2. The site is located immediately to the north of the Bacup Conservation Area and also contains a Grade II Listed Mill Building. It is considered	Poor

	that the building could also potential be suffering from structural damage and could also be contaminated.	
Market Attractiveness	The site is characterised by the existing stone mill building and storage unit. The mill building is dilapidated and could be suffering from structural and contamination issues. The attached storage unit is dated and would not accommodate modern employment requirements. The site is within a predominantly residential area, with a small amount of employment development on the east side of Burnley Road. The site has good strategic and local access and is within the urban area of Bacup.	Average
Barriers to Delivery and Timescales	The site is a Grade II Listed Building and is located immediately to the north of the Bacup Conservation Area; this will impede the development prospects of the site. Given the environmental and development constraints on the site, it is considered the site would most likely come forward in 5-10 years.	
Potential Future Uses	The site is situated within a predominantly residential area and would be suitable for residential or retail led development. It is considered that B2/B8 development would be inappropriate development on the site but that the site could support B1a office as part of a mixed use scheme.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Release for mixed use development featuring an element of B1a office.	

SITE SUMMARY:

The site currently comprises a vacant / dilapidated mill building and a storage unit. The Mill is a Grade II listed building. The site has good local road access and is situated within the urban area of Bacup. However, the site is enclosed on three sides by residential development and there is no land surrounding the site that would facilitate an expansion. The site is also located immediately to the north of the Bacup Conservation Area. It is considered that the site would be more appropriately identified for a mix of uses including residential, retail, or commercial led development potentially with a component of B1a office.

Beta, Burnley Road [EMP90]



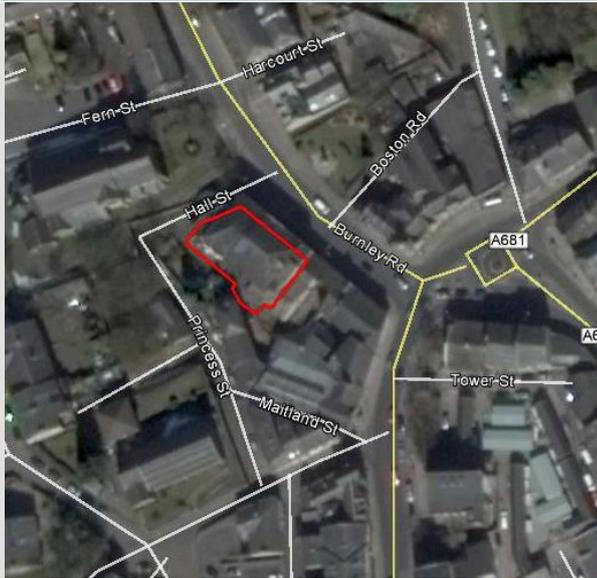
**GROSS SITE AREA:
0.91 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes, comprising B8 development. The main occupiers on the site are Beta Group, Deegan Joinery and the Chesterfield Sofa Company. The Local Plan proposals map identifies the site as 'white land'.	
Strategic Road Access	The site is immediately adjacent to the A671, although it remains some distance from the strategic motorway network.	Average
Local Accessibility	The site can be accessed off the A671 (Burnley Road) which runs immediately adjacent to the site. A bus service is in operation along this road providing access to Burnley and Bacup. The buses run every two hours and bus stops are located outside of the site. Beta Group provides formal onsite parking; there is a limited amount of street parking available along Burnley Road.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Bacup, within the Urban Boundary. Bacup provides good access to a range of services and a good labour supply.	Very Good
Compatibility of Adjoining Uses	The site is well-contained by existing built development. The site is bound to the north and south by churches with residential properties beyond and to the east by residential properties. The site is separated from existing employment development to the west by Burnley Road.	Poor
Developmental and Environmental Constraints	The site is fully developed and comprises two buildings: a large modern, industrial unit which is occupied by Beta Group and a mill building which looks to be suffering from structural issues. The site is contained by existing built development, consequently meaning there is no land	Poor

	surrounding the site to facilitate expansion. The site has a relatively flat topography and is located with Flood Zone 1. The site is not located within the Bacup Conservation Area; however it is situated adjacent to it and opposite the Waterside Mill, which is Grade II listed.	
Market Attractiveness	The site is characterised by a large, modern industrial unit and a mill building. The mill building appears to be suffering from structural issues and would not support modern employment requirements. The site has good strategic road and local access and is situated within the urban area of Bacup; the site accommodates a large single occupier.	Average
Barriers to Delivery and Timescales	The site is fully developed; however, the building has the potential to be redeveloped to support office accommodation or to be used for storage. Although not located within the Conservation Area, the southern part of the site is immediately adjacent to the Conservation Area boundary and is also within close proximity to a Grade II listed mill building.	
Potential Future Uses	The site is in an appropriate B8 employment use, dominated by one large industrial unit with a large occupier and consequently should be retained for employment purposes.	
OVERALL SITE RATING	Average	
RECOMMENDATION	The site should be retained for B-Class employment use.	
SITE SUMMARY:		
<p>The site currently comprises a large, modern industrial unit and a mill building. The site has good strategic road and local access and is situated within the urban area of Bacup. However, the site is enclosed on three sides by residential development and there is no land surrounding the site that would facilitate an expansion. The southern part of the site is adjacent to the Bacup Conservation Area and is also within proximity to the Grade II listed mill building. The site is already in appropriate employment use and should be retained for this purpose.</p>		

Former Bacup Cinema [EMP91]



GROSS SITE AREA:
0.06 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently comprises a vacant building which was previously in use as a cinema / bingo hall (D2 use). The Local Plan proposals map identifies the site as being within Bacup Town Centre. The site is located within the Bacup Conservation Area.	
Strategic Road Access	The site is immediately adjacent to the A671 (Burnley Road) which joins to the A681 providing access to the A56.	Good
Local Accessibility	The site can be accessed immediately off the A671 via a roundabout. A bus service is in operation along the A671 providing access to Bacup and Burnley; these buses are infrequent and run every two hours. Another bus service is in operation along the A681 which runs to the south of the site and provides access to Rochdale, Todmorden and Burnley. Bus stops are located immediately outside and along the A681 to the south of the site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Bacup town centre and within the Urban Boundary. Bacup is identified as a primary urban area within the Borough providing access to wide range of services and a labour supply.	Very Good
Compatibility of Adjoining Uses	The site is located within the town centre and is surrounded by a mix of commercial uses. The site is bound: to the north by Hall Street with a church beyond; to the east by Burnley Road; to the south by commercial units; and to the west by Princess Street with residential properties beyond. The site is therefore well-contained by existing built development whilst there is no land surrounding the site that would accommodate future	Average

	expansion.	
Developmental and Environmental Constraints	The site is fully developed, comprising the existing cinema / bingo hall building which is now vacant. The building is located in the Bacup Conservation Area. There are no known environmental constraints on the site.	Good
Market Attractiveness	The site is located within the Town Centre of Bacup and it is considered site would best accommodate a mixed use scheme which could include an element of B1a office. The site is within a prominent location in Bacup Town Centre and has good strategic road and local access. The current building is dated and has suffered from vandalism.	Average
Barriers to Delivery and Timescales	The site is already fully developed but comprises a vacant building which has the potential to be redeveloped as part of mixed use development. The site is located within the Bacup Conservation Area and this will restrict the type of development that is deemed acceptable. It is therefore considered that the site could come forward in the next 5-10 years.	
Potential Future Uses	The site would best accommodate a mixed use development that could include retail, leisure and/or an element of B1 office.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Allocate for mixed use development which could contain an element of B1a office space.	

SITE SUMMARY:

The site is located within the Town Centre of Bacup and is within the Bacup Conservation Area. The site currently comprises the former Bacup cinema / bingo hall which is now currently vacant and is in a relatively poor state of repair. The site is within a prominent location and has the potential to come forward for a mixed use development, which could include an element of B1a office.

Piercy Mount Industrial Estate [EMP92]



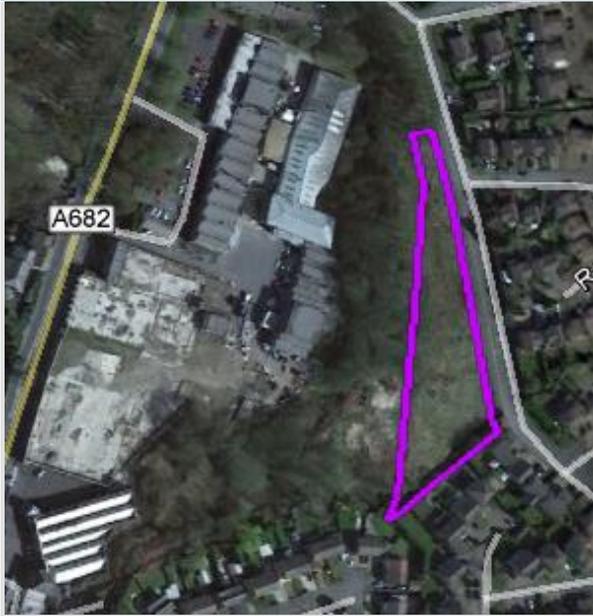
GROSS SITE AREA:
0.75 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for employment purposes, comprising of B2 and B8 land uses. The Local Plan proposals map identifies the site as white land. The main occupiers on the site are Gardiner Technical Services Ltd and Baker Group.	
Strategic Road Access	The B6238 runs immediately to the west of the site which connects to the A681 within 3km, providing access to the A56.	Average
Local Accessibility	The site can be accessed directly off the B6238 which runs immediately to the west of the site via Piercy Road. The site lies to the north and south of Piercy Road. A bus service is within operation along this road providing access to Burnley, Bury and Rawtenstall. These buses run once every hour and bus a bus stop is located immediately outside of the site. Formal on-site parking is provided.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located on the edge of the urban area of Waterfoot and is included within the Rawtenstall Urban Boundary. Rawtenstall is identified as a primary urban area within the Borough providing access to a wide range of services and a labour supply.	Good
Compatibility of Adjoining Uses	The site is situated within a predominantly residential area. The site is bound to the north, east and south by residential development and to the west by the B6238 (Burnley Road East) with agricultural land beyond. The site is therefore well-contained by existing built development meaning that there is no surrounding land that would accommodate the expansion of the site.	Poor
Developmental and Environmental Constraints	The site comprises several large industrial units that are in use for storage purposes. The site is already fully	Average

	developed and there is no land surrounding the site that would accommodate its future expansion. The development potential of the site is therefore limited. The site is located within Flood Zone 1 and the Council's SRFA does not identify the site as being in an area at risk of flooding.	
Market Attractiveness	The site is characterised by several large industrial units which are in use for storage. The site is reasonably well maintained; however the units appear somewhat dated. Residential development surrounds the site; however there is employment development further north and south of the site. The site has a fragmented ownership with the site accommodating multiple occupiers.	Poor
Barriers to Delivery and Timescales	The site is already fully development and there is no land surrounding the site that would accommodate its expansion. Future development of the site would need to be through the intensification of the existing uses. It is therefore considered that the site has limited development potential.	
Potential Future Uses	The site is in an established employment use.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Retain for B-Class employment use	
SITE SUMMARY:		
The site currently comprises B2 and B8 land uses, the site is characterised by several large industrial units. The site is already fully developed and there is no land surrounding the site that would accommodate an expansion. It is therefore considered that the site has limited future development potential. The site should be retained for B-Class employment use.		

Land West of Hollin Way Site Name [H2]



GROSS SITE AREA:
0.43 ha

ESTIMATED NET DEVELOPABLE AREA:
0.387 ha (Assumed 90% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently comprises vacant grassland, a sub station is located towards the centre of the site. The proposals map identifies the site as 'White Land'.	
Strategic Road Access	The site is approximately 0.2km from the A682 (Burnley Road) which runs to the west of the site and provides access to the A56.	Good
Local Accessibility	The site can be accessed from the A682 via Hollins Way which is restricted to 30mph. A bus service operates along the A682 providing access to Grassington, Burnley, Nelso, Colne, Skipton and Manchester City Centre. These buses run every 30 minutes, bus stops are located along the A682 to the west of the site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within Reedsholme, within the Urban Boundary of Rawtenstall to the south of the site. Rawtenstall is identified as a primary urban area within the Borough and provide good access to services and labour supply.	Very Good
Compatibility of Adjoining Uses	The site is located with a predominantly residential area with some employment development located to the west of the site. The site is bound to the north by mature woodland and Hollins Way, to the east by Hollins Way with residential properties beyond, to the south by the curtilages of residential properties and to the west by mature woodland with employment land beyond.	Poor
Developmental and Environmental Constraints	The site is currently undeveloped and has a relatively flat topography, a small electricity substation is located on the site. The site is tightly contained by existing built development and landscape features, mature trees and woodland bordering the site. There is no land surrounding the site that could accommodate future expansion. The site	Good

	is located within Flood Zone and is not located within or adjacent to a Conservation Area.	
Market Attractiveness	The site is undeveloped and has good strategic road and local access however is located within a predominantly residential with mature woodland acting as a buffer between the site and the employment land uses to the west of the site. It is therefore considered that the site would better accommodate residential development.	Poor
Barriers to Delivery and Timescales	The site is currently undeveloped and has a relatively flat topography. The site is also relatively small and is considered to have limited environmental and development constraints. However, given the sites immediate surroundings and its separation from the employment land uses to the west it is therefore considered that the site would better accommodate residential development and could come forward in the next 1 to 5 years.	
Potential Future Uses	It is considered that the site would be better developed for residential purposes.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment. Residential development would be more appropriate.	

SITE SUMMARY:

The site currently comprises vacant grassland; the majority of the site is undeveloped apart from a small electricity substation located towards the centre of the site. The site has good strategic road and local access and has limited development and environmental constraints. However, given the sites immediate surroundings and its separation from the employment land to the west, it is therefore considered that the site would better accommodate residential development.

Woodtop Garage, Townsendfold [H21]



**GROSS SITE AREA:
0.46 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.368 ha (Assumed 80% developable area)**

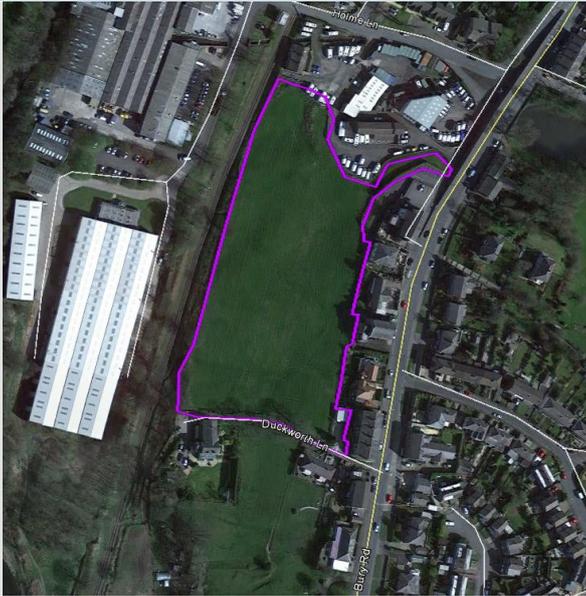
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently comprises vacant grassland. The proposals map identifies the site as 'White Land'.	
Strategic Road Access	The site is approximately 0.5km from the A681 which provides access to the A56.	Good
Local Accessibility	The site can be accessed of Bury Road via a single track unmarked road. The road is very narrow and declines towards the site. A bus service is in operation along Bury Road providing access to Burnley, Rawtenstall, Waterfoot, Todmorden and Bury itself. These buses run frequently, approximately every 15 minutes. Bus stops are located along Bury Road immediately to the east of the site.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located on the urban edge of Rawtenstall, within the Urban Boundary. Rawtenstall is identified as a primary urban area within the Borough providing a range of services and a labour supply.	Very Good
Compatibility of Adjoining Uses	The site is situated amongst residential and employment development. The site is bound: to the north by mature woodland; to the east by employment development; and, to the south and west by the curtilages of residential properties and gardens.	Average
Developmental and Environmental Constraints	The site is currently undeveloped comprising vacant grassland and mature trees. The site is contained by existing built development and there is no land surrounding the site that would accommodate an expansion. The site has poor access off Bury Road; this would need to be addressed when considering the future development of the site. The site has a relatively flat topography, is located within Flood Zone 1 and is not located within or adjacent to a Conservation Area.	Average

Market Attractiveness	The site abuts employment development and is within proximity to other employment land uses. A belt of mature trees acts as a buffer between the site and the existing residential development further west. The access to the site is poor and would need addressing to facilitate the future development of the site. The site would better serve purpose as an area of expansion for the existing employment land to the east of the site, serving a more localised demand.	Average
Barriers to Delivery and Timescales	The site is entirely undeveloped; however there are a number of mature trees located on the site and along the boundaries of the site that would need to be taken into account when considering the development potential of the site. Equally, the access to the site would need to be addressed in order to facilitate future development. It is therefore considered that the site could come forward in 1 to 5 years.	
Potential Future Uses	It is considered that the site would be suitable for employment development and could accommodate an expansion of the existing employment site located to the north east of the site. A suitable landscape buffer is provided between the site and the existing residential development.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Allocate for B-Class employment purposes.	

SITE SUMMARY:

The site currently comprises vacant grassland and is identified on the proposals map as 'white land'. The site is currently undeveloped; however, a number of mature trees are located on the site and along the boundaries of the site. Access to the site is poor and this would need addressing in order to facilitate the future development of the site. It is considered that the site would best accommodate expansion of the existing employment development to the north east of the site.

Haslam Farm [H23]



**GROSS SITE AREA:
1.67 ha**

**ESTIMATED NET DEVELOPABLE AREA:
1.503 ha (Assumed 90% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for agricultural purposes, comprising a large field. The Proposals Map identifies the site as Green Belt. The Council has received interest in the site for residential development.	
Strategic Road Access	The site lies just to the south of Bury Road and is approximately 1.62km from the A682 roundabout at the New Hall Hey business park which then merges into the A56.	Good
Local Accessibility	The site can be accessed via Duckworth Road to the south of the site and Holme Lane to the north of the site. Both of these roads are narrow and slope downwards from east to west, Holme Lane is controlled by a 20 mph speed limit. A bus service is in operation along Bury Road to the east of the site providing access to Todmorden, Burnley, Rawtenstall, Bacup and Burnley. These buses run every 20 minutes. Bus stops are located along Bury Road on either side of the road.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located just outside of the Rawtenstall Urban Boundary. Rawtenstall is identified as a primary urban area within the Borough having good access to labour supply and services.	Good
Compatibility of Adjoining Uses	The site is separated from an existing employment site (EMP 46) by the railway line. The site is bound; to the north by caravan storage site; to the east by the curtilage of residential properties; to the south by Duckworth Lane; and, to the west by the railway line.	Average
Developmental and	The site is designated as Green Belt and is currently	Average

Environmental Constraints	undeveloped and has the potential to accommodate either residential or employment development. The site has an undulating topography and is identified as being located within Flood Zone 1. The SFRA indicates that the site is at a low risk of flooding. No other constraints were identified during the site visit.	
Market Attractiveness	The site is currently undeveloped and benefits from good links to the strategic road network and proximity to Rawtenstall. However, the site is constrained by its topography, infrastructure and levelling work would therefore be required in order to bring the site forward for development. The site also abuts residential properties to the east, sufficient landscaping and bunding would therefore be required to preserve the residential amenity of these properties.	Average
Barriers to Delivery and Timescales	The site is constrained by topography and its proximity to incompatible uses. Sufficient infrastructure, landscaping and levelling works will therefore be required before the site can be brought forward for development. It is therefore considered that the site would most likely come forward in the next 5-10 years, if market conditions slip then it is more likely that the site will come forward in the next 10-15 years.	
Potential Future Uses	The site could accommodate either B-Class or C3 development.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Allocate for mixed use development; B-Class development with a landscape buffer or residential development are considered to be suitable uses for the site.	

SITE SUMMARY:

The site benefits from excellent links to the strategic road network and proximity to Rawtenstall town centre. However, the site is constrained by its topography and incompatible surrounding uses. The site would therefore require infrastructure, landscaping and levelling works to be brought forward for development. The site is recommended to be allocated for mixed use development: B-Class development with a landscape buffer or residential development are considered to be suitable uses for the site.

Former Leisure centre [H33]



GROSS SITE AREA:
0.32 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently unoccupied, but was previously in use as a leisure centre (use class D2).	
Strategic Road Access	The site is approximately 1km from the A56 roundabout which can be accessed by the A680 located to the east of the site.	Very Good
Local Accessibility	<p>The site is accessed from the A680 (Manchester Road) via East Bank Avenue, to the north of the site. East Bank Avenue is controlled by a 20mph speed limit due to Haslingden Primary School being located directly opposite the site.</p> <p>A bus service is in operation along Manchester Road to the east of the site and Ryefield Avenue to the north of the site, providing frequent access to Rochdale, Accrington Blackburn and Rawtenstall. Bus stops are located along both of these roads. No parking is provided on the site and there is a small amount of on street parking provided along the smaller side streets surrounding the site.</p>	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Haslingden within the Urban Boundary. Haslingden provides good access to a range of services and labour supply.	Very Good
Compatibility of Adjoining Uses	The site is well contained by existing built development. The site is bound to the south, east and west by residential development. The site is bound to the north by Haslingden Primary School.	Very Poor
Developmental and Environmental Constraints	The site comprises a large vacant building which was formerly used as a swimming pool. The site is tightly contained on all sides by existing built development	Average

	<p>ensuring that is no land surrounding the site to accommodate for an expansion.</p> <p>The site has a relatively flat topography and is not located within a Conservation Area nor is it within the vicinity of any listed buildings. The site is located within Flood Zone One and is not within close proximity to a main watercourse. Given the previous use of the site, there is potential that the site could be contaminated. A small electricity substation is also located on the site.</p>	
Market Attractiveness	<p>The site is characterised by a vacant building which was previously in use as a swimming pool. The site is situated within a residential area opposite a primary school and would therefore not be suitable for B2 and B8 development. Equally, B2 development would be inappropriate in this location given that the area is predominantly residential.</p>	Poor
Barriers to Delivery and Timescales	<p>Future development of the site would have to be through a complete redevelopment of the site including the demolition of the existing building. The site is relatively small; however there could be contamination issues on the site which would slow down the delivery if the site. It is therefore envisaged that the site could come forward in 5 to 10 years.</p>	
Potential Future Uses	<p>It is considered that the site would be more suited for residential development and that employment development on the site would be inappropriate given the site's immediate surroundings.</p>	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment uses.	
SITE SUMMARY:		
<p>The site comprises a large, vacant building which was previously in use as a swimming pool (use class D2). The site has good strategic road and local access however it fails to provide adequate parking. The site is fully developed; future development would have to be through a complete redevelopment of the site, including the demolition of the existing building.</p>		

Land to the Rear of Fern terrace [H35]



GROSS SITE AREA:
0.42 ha

ESTIMATED NET DEVELOPABLE AREA:
0.378 ha (Assumed 90% developable area)

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use as public open space and is identified on the Rossendale Proposals Map as 'White Land'. There is no built development on the site.	
Strategic Road Access	The site is approximately 0.5km from the A56 which can be accessed from the A680 to the north of the site and the B6232 to the east of the site.	Very Good
Local Accessibility	The site can be accessed be accessed from the A680 via Peel Street and Townsend Street. Both of these roads are narrow, residential properties fronting them. The roads are controlled by a 30mph speed limit and slope steeply down to South Shore Street. A bus service is in operation along the A680 to the north of the site providing access to Bury, Rawtenstall and Rochdale, these buses run every 30 minutes. Bus stops are provided just to the north of the site.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Haslingden within the Urban Boundary. Haslingden is identified as being a primary urban area within the Borough and provided access to a good range of serviced and labour supply.	Very Good
Compatibility of Adjoining Uses	The site is located within a predominantly residential area and is well contained by existing built development. The site is bound to the north and east by residential properties and to the south and west by mature woodland with St Mary's Community Sports Club beyond.	Poor
Developmental and Environmental Constraints	The site is currently in use as public open space, there is no existing built development on the site. The site is contained by existing built development, there is no land surrounding the site that would accommodate an	Poor

	expansion. The site is has a steep topography, falling east to west. There are a couple of mature trees located on the site and also along the site boundaries. The site is located within Flood Zone One and is not located within or adjacent to a Conservation Area.	
Market Attractiveness	The site is currently undeveloped and is situated within a predominantly residential area. It would therefore be inappropriate to consider the site for employment purposes, the site would better accommodate residential development givens its immediate surroundings. The site has good strategic road and local access, however, the roads leading to the site off the A680 are narrow and could become congested. The site is also on a steep gradient and this would need to be addressed in order to accommodate future development.	Poor
Barriers to Delivery and Timescales	The site is undeveloped however, the site is on a steep gradient and this would need to be addressed in order to facilitate future development of the site. The site is within a predominantly residential area and is considered to be more suited to residential development. The site is relatively small and it is considered that the site could come forward for residential development in the next 1 to 5 years.	
Potential Future Uses	It is considered that the site would better accommodate residential development.	
OVERALL SITE RATING	Average	
RECOMMENDATION	The site should be released for residential development.	
SITE SUMMARY:		
The site is undeveloped situated within the urban area of Haslingden within a predominantly residential area. The site has good strategic and local access, however the roads leading to the site, from the A680, are narrow and slope steeply down to the site. Given the sites immediate surroundings, it is considered that the site would be better suite for residential development.		

Plot 2 Land off Station Road [H37]



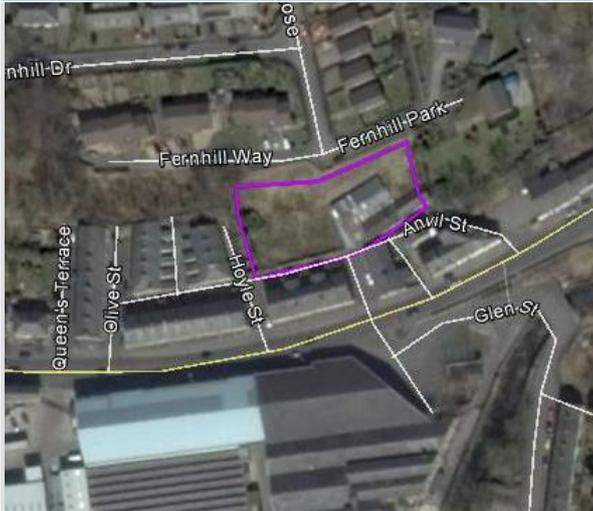
**GROSS SITE AREA:
0.25 ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.225 ha (Assumed 90% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant and is in use as public open space. The proposals map identifies the site as being designated Greenland.	
Strategic Road Access	The site is approximately 0.15km from the A680 which can be accessed from Station Road which runs to the north of the site.	Good
Local Accessibility	The site can be from the A680 and the A56 via Station Road which runs along the north and north eastern boundary of the site. A bus service is in operation along the A680 providing access to Blackburn, Accrington, Manchester City Centre and Rochdale. These buses run every 15 minutes. Bus stops are located immediately outside the site along the A680.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in Haslingden within the Urban Boundary. Haslingden is identified as being a primary urban area within the Borough and provided access to a good range of serviced and labour supply.	Very Good
Compatibility of Adjoining Uses	The site is tightly constrained by existing built development and landscape features, there is therefore no land surrounding the site that would accommodate future expansion. The site is bound to the north by Station Road; to the east by Blackburn Road; to the south and west by employment land uses.	Good
Developmental and Environmental Constraints	The site is currently undeveloped and is tightly contained by existing built development and landscape features. The northern and eastern boundaries of the site comprise mature woodland. The site has an undulating topography, sloping on a gentle gradient from east to west. The site is	Very Poor

	located within Flood Zone 1 and is not located within or adjacent to a Conservation Area. The site has a small net developable area.	
Market Attractiveness	The site is entirely undeveloped and has good strategic road and local access and adjoins employment land uses. The site has an undulating topography and is dominated by mature woodland, however the site could serve as expansion land to either of the employment land uses located to the north west and south west of the site.	Good
Barriers to Delivery and Timescales	The mature trees on the site and its topography will act as barrier to delivery and would need to be addressed in order to facilitate future development. However, the site is relatively small and providing that it is released from the Green Belt, it is considered that the site could come forward in 1 to 5 years.	
Potential Future Uses	The site should be retained as open space.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment	
SITE SUMMARY:		
<p>The site is currently undeveloped and adjoins employment land uses to the north west and south west. The site has good strategic road and local access and is currently in use as public open space. The site has a small developable area and is constrained by topography and mature trees. The site is not recommended to be allocated for employment use.</p>		

Anvil Street [H38]



GROSS SITE AREA:
0.19 ha

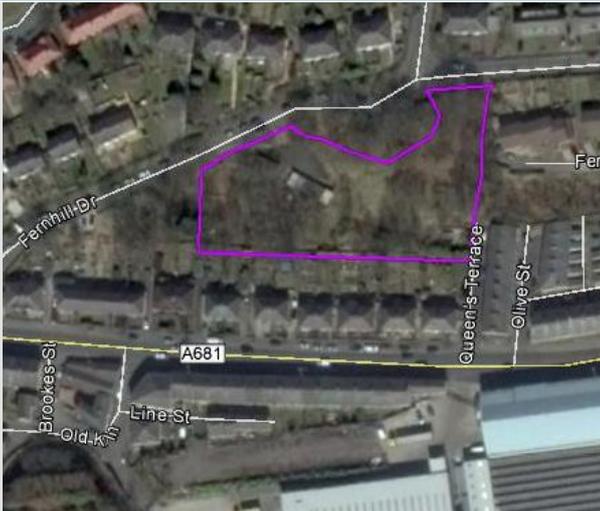
ESTIMATED NET DEVELOPABLE AREA:
0.17 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>Derelict building behind Anvil Street on one half of the site. The remainder of the site is undeveloped brownfield land, with a steep topography and has low lying vegetation.</p> <p>The site is identified as 'white land' in the Local Plan Proposals Map, but is identified as a potential housing allocation in the emerging Local Plan Part 2: Site Allocations & Development Management Policies document (for 11 homes).</p>	
Strategic Road Access	Within 1 km of the A681	Good
Local Accessibility	Site has easy access to the main road via narrow side streets with limited parking currently, PROW to the east and bus stops within 400m.	Good
Proximity to Urban Areas and Access to Labour and Services	Good location in Stacksteads and close to Bacup, with local labour catchment and local services.	Good
Compatibility of Adjoining Uses	To the north, west and south are residential areas. Immediately to the east is a public right of way and residential area. The residential area to the north has a natural buffer / border due to topography.	Very Poor
Developmental and Environmental Constraints	Steep topography to north of site which represents a natural border but also constrains development. The plot is constrained by the adjoining uses with no room for expansion. The site would need to demolish or renovate the currently derelict building. For employment uses this would likely be unviable and there are few development options for the site given plot size and constraints.	Poor
Market Attractiveness	Advertised for new development and auction. Good location but small plot. Viability most likely for mixed use / housing.	Good / Average

Barriers to Delivery and Timescales	Plot is up for auction which may create ownership issues. Due to location and adjoining areas the interest will most likely be for residential uses. Topography and access for construction plant could delay delivery. The site could be delivered in 1 to 5 years as it is a small plot.
Potential Future Uses	The site could accommodate a small development of residential, offices and / or retail.
OVERALL SITE RATING	Poor
RECOMMENDATION	Do not allocate for employment use.

SITE SUMMARY:
The site is small and has topographical constraints. It is identified as a potential housing allocation in the emerging Local Plan Part 2: Site Allocations & Development Management Policies document (for 11 homes). Given the surrounding residential character it is considered that this site should not be afforded protection for employment uses and could best be released for residential uses.

Off Fernhill Drive [H40]



GROSS SITE AREA:
0.46 ha

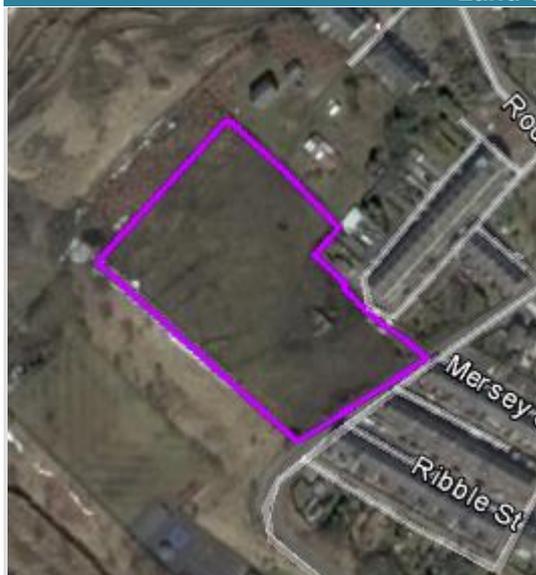
ESTIMATED NET DEVELOPABLE AREA:
0.37 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The land currently contains four garages and a modest area for car parking. The majority of the site has mature trees and is wooded with a steep topography. The shape of the site is irregular.	
Strategic Road Access	Within 1km of A681	Good
Local Accessibility	Bus stop on main road within 400m with services 463 (Bacup – Burnley), 464 and 482. The site currently has access from the north which passes residential properties up a steep gradient and unsuitable for HGVs.	Average
Proximity to Urban Areas and Access to Labour and Services	Site is located in Stacksteads with access to local labour market and services.	Good
Compatibility of Adjoining Uses	The site is surrounded by residential properties and is in a sensitive area. The site is unsuitable for B-Class employment uses and would be more suited for residential or mixed use development.	Very Poor
Developmental and Environmental Constraints	Steep topography on much of the site, which would significantly constrain development. Mature trees on much of the site. Small plot size and irregular shape.	Poor
Market Attractiveness	Unlikely to be attractive for employment uses due to the size of the site and development constraints. The site would attract residential interest rather than employment.	Poor
Barriers to Delivery and Timescales	Significant landscaping works required to level site and clear mature trees. Site could be developed within 1 to 5 years.	
Potential Future Uses	Residential	
OVERALL SITE RATING	Very Poor	
RECOMMENDATION	Do not allocate for employment use. Alternative uses (such as residential) are more appropriate	

SITE SUMMARY:

The small site has an irregular shape with significant development constraints. It has a steep topography, is wooded and within a residential area. The site is unsuitable for employment uses and would be more appropriate for residential development.

Land off Moorlands Terrace [H41]



GROSS SITE AREA:
0.89 ha

ESTIMATED NET DEVELOPABLE AREA:
0.76 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Undeveloped land with one small shed, but large rectangular form. The land is undulating and needs some levelling but not significant. The site is within a predominantly residential area.	
Strategic Road Access	Within 1km of the A681	Good
Local Accessibility	The site needs local infrastructure, but the roads are quiet and free flowing through the residential area. Accessing the site passes a 90° bend to the south; the road is also narrow in places and likely to be inappropriate for HGVs.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is in Bacup bordering residential area with good access to the local labour market.	Very Good
Compatibility of Adjoining Uses	Residential areas from south east through to north east. Primary school nearby. Undeveloped green land to west and south predominantly woodland with steepening gradient.	Poor
Developmental and Environmental Constraints	The topography needs some levelling, and there is a natural wooded buffer to the west. There are no obvious showstoppers to development.	Good
Market Attractiveness	The location of site is unattractive for employment uses and especially difficult for HGV access. The site would be more attractive for residential development.	Poor
Barriers to Delivery and Timescales	The site needs some levelling work but could be developed within 1 to 5 years.	
Potential Future Uses	Site suitable for residential development	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment uses	

SITE SUMMARY:

The site is considered to be unsuitable for employment uses and would be more suited to residential development. The site has few constraints other than an undulating topography and difficult access for HGVs. The site should not be allocated for employment use.

Land at Higher Cross Row [H42]



**GROSS SITE AREA:
0.68 ha**

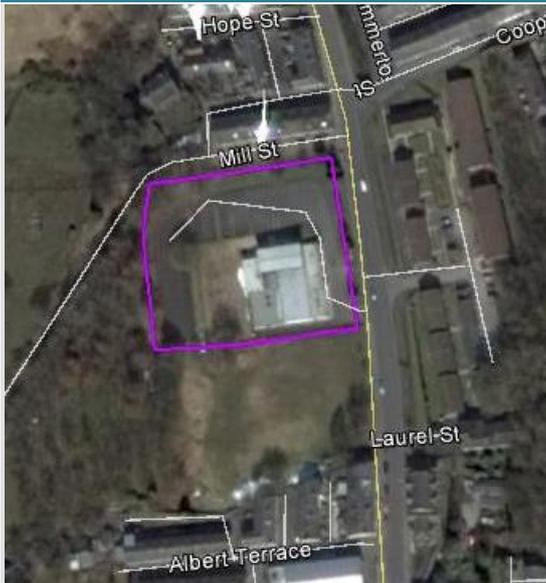
**ESTIMATED NET DEVELOPABLE AREA:
0.58 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Undeveloped greenfield land, with a slight gradient (most severe in the south of the site). The site is designated as 'Greenlands' in the adopted Core Strategy.	
Strategic Road Access	Within 1km of the A681.	Good
Local Accessibility	The site has a suitable access point but is set within an established residential area via a one way system. The site is close to Bacup Town Centre which has some traffic congestion and is less appropriate for HGVs. The town centre and bus stops are within walking distance.	Average
Proximity to Urban Areas and Access to Labour and Services	The site benefits from its proximity to Bacup Town Centre, with numerous services nearby. It also benefits from a good local labour market catchment.	Very Good
Compatibility of Adjoining Uses	The site is surrounded by residential properties and a small park to the south. This context is unsuitable for most B-Class uses.	Very Poor
Developmental and Environmental Constraints	There are no obvious constraints to the site other than topography which steepens to the south.	Good
Market Attractiveness	Location of the site would be attractive due its proximity to Bacup Town Centre. The site is relatively uniform, although topography is an issue. Site is unlikely to be best suited for employment uses; market interest would be for residential.	Average
Barriers to Delivery and Timescales	No barriers to delivery, although developing the site for employment uses is unlikely. Site could be developed in 1 to 5 years.	
Potential Future Uses	Site is suitable for residential development or remaining as open space	
OVERALL SITE RATING	Very poor	
RECOMMENDATION	Do not allocate for employment uses	

SITE SUMMARY:

Site has good access to Bacup Town Centre although the adjoining uses and local accessibility mean the site is not suitable for employment uses. The site has no known development constraints other than topography. The site should not be allocated for B-Class employment use.

Former Bacup Leisure Centre [H45]



GROSS SITE AREA:
0.56 ha

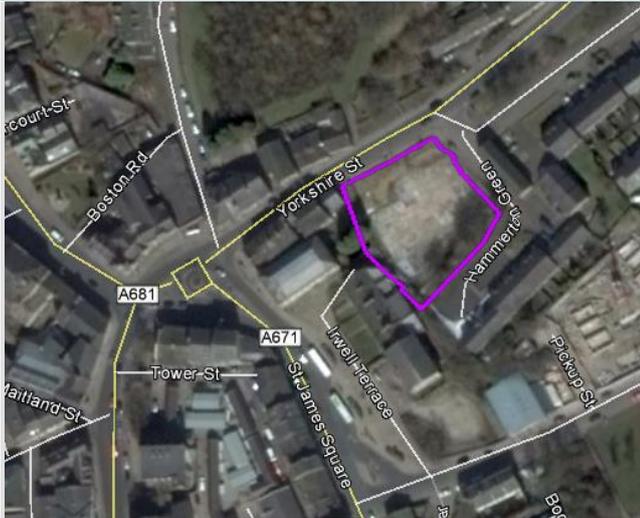
ESTIMATED NET DEVELOPABLE AREA:
0.45 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Former leisure centre now advertised for sale or to let. The site is within walking distance of Bacup Town Centre. The car park in the northern third of site has very steep gradient but leisure centre site is levelled.	
Strategic Road Access	Site has reasonable access to the A671	Good
Local Accessibility	Site has on site car parking but HGV access would be unsuitable. Bus stops and town centre within 400m.	Good
Proximity to Urban Areas and Access to Labour and Services	Site located within Bacup but is relatively peripheral, though within walking distance to the town centre.	Very Good
Compatibility of Adjoining Uses	The site is surrounded by residential properties to the north, east and south. To the west there is a playground and woodland with a steep topography. The site would be unsuitable for most B-Class uses except for B1.	Poor
Developmental and Environmental Constraints	Very steep topography on the site, particularly on the existing car park area and behind the leisure centre. Development would require renovation works or demolition of the leisure centre depending on use.	Poor
Market Attractiveness	The site is likely to be relatively unattractive to the market for B-Class use due to its development constraints. It is currently advertised for sale / to let.	Poor
Barriers to Delivery and Timescales	Topographical constraints and adjacent residential uses likely to be a barrier to B2 or B8 uses. Due to weaker market attractiveness the site would likely come forwards in 5 to 10 years.	
Potential Future Uses	The site is suitable for mixed use, leisure, sui generis or residential use.	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Release for mixed use development	

SITE SUMMARY:

The site is within walking distance to Bacup Town Centre but has several constraints to development and is surrounded by sensitive uses. Non B-Class development is more appropriate.

Former Bacup Health Centre [H47]



GROSS SITE AREA:
0.21 ha

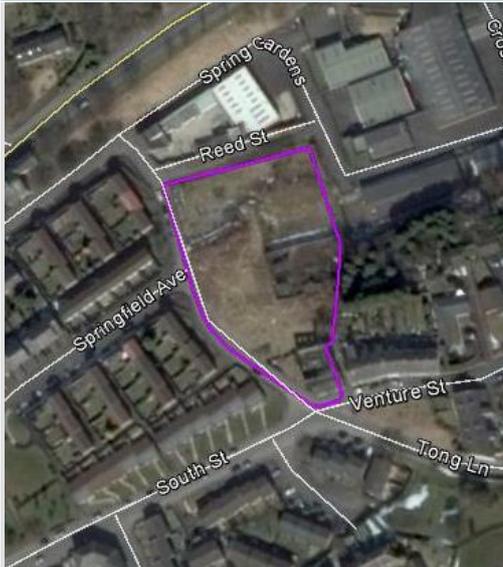
ESTIMATED NET DEVELOPABLE AREA:
0.19 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Levelled brownfield land ready to be developed. The site is within close proximity to Bacup Town Centre. The site has a natural border; Hammerton Green road to the south and east, and houses/commercial/retail uses to the west and north. The site has had outline planning permission for residential development (2013/0168).	
Strategic Road Access	Within 1km of the A681	Good
Local Accessibility	Site already has access and dropped kerb. Close to bus routes and town centre within walking distance.	Very Good
Proximity to Urban Areas and Access to Labour and Services	Site located on the edge of the town centre, with a good local labour market catchment and access to services.	Very Good
Compatibility of Adjoining Uses	There are residential properties to the east and south but the site is bordered by roads and vegetation. To the north and west lies residential/commercial/retail uses.	Average
Developmental and Environmental Constraints	No obvious constraints or limitations other than size and proximity to residential properties. The site is level and ready for development.	Average
Market Attractiveness	Attractive location with no obvious development constraints. Size of the site would limit development options. The site is likely to be viable for small employment use or mixed use development.	Good / Average
Barriers to Delivery and Timescales	No obvious barriers to delivery. Could be developed in 1 to 5 years.	
Potential Future Uses	Mixed use development. A mix of housing to the south and commercial/offices to the north edge of the site would be appropriate and reflect the proximity to the town centre.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Release for mixed use development	

SITE SUMMARY:

The small brownfield site is well located to Bacup Town Centre. The site is ready for development and would be suitable for mixed use development.

Reed Street, Bacup [H48]



GROSS SITE AREA:
0.52 ha

ESTIMATED NET DEVELOPABLE AREA:
0.24 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Predominantly undeveloped land but brownfield land in north of site. Derelict building to SE of site, needs demolishing or significant refurbishment. Site has slight gradient which would be a constraint to development for employment uses with the exception of a level plot on the northern part of the site.	
Strategic Road Access	Within 1km to both A681 and A671.	Good
Local Accessibility	Access roads to the side of the site but not onto the site itself. Slight gradient on roads but generally good and traffic free. Close to bus services on the A671/Rochdale Road.	Good / Average
Proximity to Urban Areas and Access to Labour and Services	Site within Bacup and close to the town centre. Access to local labour market and local services.	Very Good
Compatibility of Adjoining Uses	Site surrounded by residential uses to the west, south and south east but employment uses to the north (Beech Industrial Estate).	Good / Average
Developmental and Environmental Constraints	Topography is an issue for the southern two thirds of the site. Site also requires infrastructure access but otherwise no showstoppers to development.	Good / Average
Market Attractiveness	Site is adjacent to a well-used employment site with few vacancies. Site is adjacent to a residential area, with buildings of varying quality and age. Level plot to north of site could be developed for employment uses and would act as natural extension to Beech Industrial Estate. Site gradients and access may make viability an issue for employment use in isolation.	Average

Barriers to Delivery and Timescales	Site levelling works needed for much (but not all) of the site. Site requires demolition of existing building. No obvious barriers to development other than gradient. Site could be developed within 5 to 10 years.
Potential Future Uses	The site would suite a mix of uses, with employment uses to the north of the site adjacent the existing Beech Industrial Estate and residential uses to the south. This would improve the attractiveness and viability of the site.
OVERALL SITE RATING	Average
RECOMMENDATION	Release for mixed use development.

SITE SUMMARY:
The size and topography of the site constrains the area developable for employment uses. Site would be more attractive to the market and likely to be viable if developed as a mixed use scheme with employment uses to the north of the site and residential areas to the south.

Land East of Rochdale Road (East of Empire Theatre) [H54]



GROSS SITE AREA:
2.60 ha

ESTIMATED NET DEVELOPABLE AREA:
2.21 ha (Assume 85% developable area)

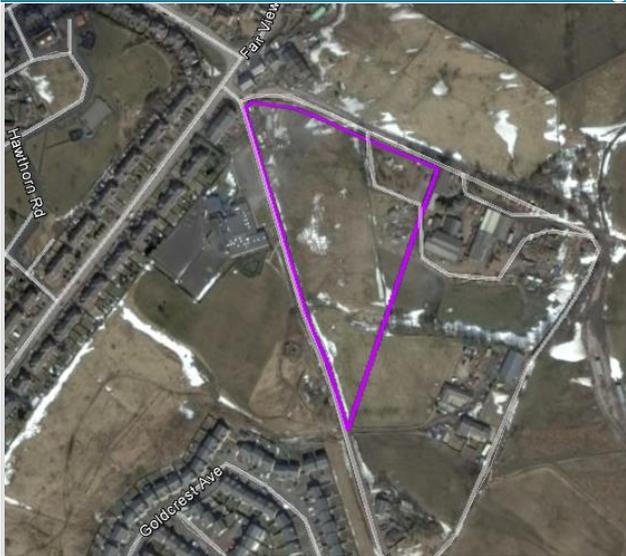
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently undeveloped comprising vacant grassland and is in Greenfield use. The site is identified on the proposals map as Greenland.	
Strategic Road Access	The site is adjacent to the A671 which merges into the A681 and provides access to the A56.	Good
Local Accessibility	The site has no vehicular access and can only be accessed via foot. The closest road to the site is Gladstone Close which can be accessed off Pennine Road which connects to the A671. A bus service is in operation along Pennine Road, providing access to Burnley and Whitworth. These buses are infrequent, running every 2 hours, bus stops are located on Pennine Road to the east of the site.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is located in the urban area of Bacup, within the Urban Boundary. Bacup is identified as being a primary urban area within the Borough having a wider range of services and providing a good labour supply.	Very Good
Compatibility of Adjoining Uses	The site is within a predominantly residential area, the site is bound by residential development to the north, east and west. The site is bound to the south by mature woodland.	Poor
Developmental and Environmental Constraints	The site is entirely undeveloped, however there is an area of hardstanding located towards the centre of the site which suggests it has previously been developed. The site has an undulating topography, sloping steeply from east to west. A number of mature trees are located on the site and also along the site boundaries. The site is located within Flood Zone 1 and is not located within or adjacent to a Conservation Area. The site is identified on the proposals map as Greenland.	Average
Market Attractiveness	The site is within a predominantly residential area and has no vehicular access. Given the sites immediate surroundings, it is considered that the site would be inappropriate for employment development and that the site would better accommodate residential development.	Poor

Barriers to Delivery and Timescales	The site is currently undeveloped and comprises vacant grassland, a large area of hardstanding is located towards the middle of the site, suggesting that the site has previously been developed. The site has a very steep topography and no vehicular access, both of these issues need addressing before considering the future development of the site. Given the environmental constraints of the site, it is therefore considered that the site could come forward for residential development in the next 5 to 10 years.
Potential Future Uses	The site would better accommodate residential development.
OVERALL SITE RATING	Poor
RECOMMENDATION	Release for residential development.

SITE SUMMARY:

The site is currently undeveloped and comprises vacant grassland and mature trees, an area of hardstanding located towards the centre of the site suggests that the site has previously been developed. The site would better accommodate residential development given its immediate surroundings however, the site does have significant development and environmental constraints that need addressing before the site can be considered for development.

Tong Farm [H55]



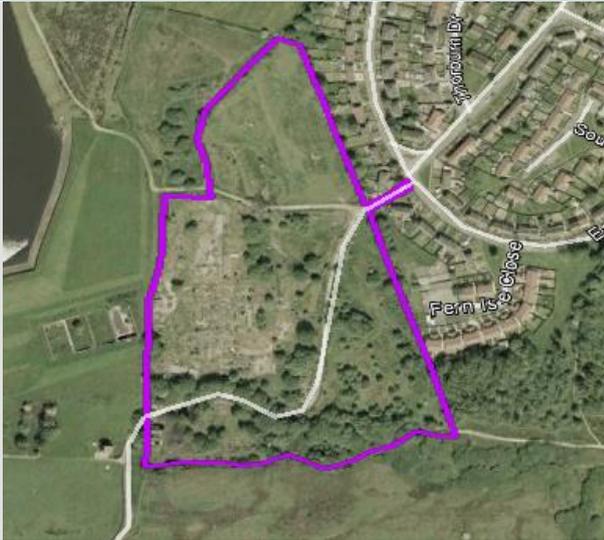
**GROSS SITE AREA:
1.81 ha**

**ESTIMATED NET DEVELOPABLE AREA:
1.629 ha (Assumed 90% developable area)**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently in use for agricultural purposes and is used for grazing horses. There is a small amount of development on the site in the northern corner, comprising of a static caravan and a dilapidated structure which was previously used for stables. The site is therefore a greenfield land use.	
Strategic Road Access	The site is approximately 0.8km from the A681 which provides access to the A56 roundabout.	Good
Local Accessibility	The site can be accessed from the A681 via Tong Lane which runs to the west of the site. Tong Road is relatively narrow and inclines gently. A bus service operates along the northern part of Tong Land and along Pennine Road to the west of the site, providing hourly access to Burnley. Bus stops are located on both of these roads.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located on the edge of the urban area of Bacup, outside of the Urban Boundary. Bacup provides access to a wide range of services and a good labour supply.	Good
Compatibility of Adjoining Uses	The site is reasonable well contained by existing built development. The site is bound the north by the residential properties of Bacup; to the east by agricultural buildings and a stone wall with agricultural land beyond; to the south by Tong Lane with agricultural land beyond; and, to the west St Mary's Primary School.	Poor
Developmental and Environmental Constraints	The site currently comprises agricultural land, with a small amount of development located on the northern corner. The site is contained by existing built development to the north, south and west however there	Good

	<p>is available land to the east of the site that could be considered for further development.</p> <p>The site has an undulating topography sloping downwards from the east to west. The site is located within Flood Zone and is not within close proximity to an existing watercourse. Mature trees are located on the site and along the boundaries, a power line runs along the western boundary of the site.</p>	
Market Attractiveness	<p>The site comprises agricultural land with a small amount of built development on the northern corner. The site is currently used for grazing horses. The site is within a predominantly residential area with a primary school located immediately opposite the site and would therefore not be suitable for B2 and B8 development. Equally B2 development would be inappropriate in this location given that the area is predominantly residential.</p>	Poor
Barriers to Delivery and Timescales	<p>The majority of the site is undeveloped. Future development of the site would require levelling work. The site has limited development and environmental constraints, it is therefore considered that the site could come forward in 1 to 5 years.</p>	
Potential Future Uses	<p>It is considered that the site would be more suited for residential development and that employment development on the site would be inappropriate given the site's immediate surroundings.</p>	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment uses	
SITE SUMMARY:		
<p>The site comprises an agricultural field and a small amount of existing development, consisting of a static caravan and a dilapidated stable building. The site has good access to the strategic road network and is within proximity to a bus service. The majority of the site is undeveloped and is surrounded by predominantly residential land uses, it is therefore considered that employment development on the site would be inappropriate.</p>		

Eastgate [H60]



GROSS SITE AREA:
4.86 ha

ESTIMATED NET DEVELOPABLE AREA:
3.89 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a mixture of brownfield and greenfield land. The site was granted planning permission for residential development in 2012 but has not yet been developed (ref: 2012/0171).	
Strategic Road Access	Site is within 1 km of A671	Good
Local Accessibility	Access infrastructure to the site needs to be improved and currently is just a pot-holed track. Access to the site is through a housing estate and would be unsuitable for HGV movements. There is a bus stop opposite the site entrance with services to Rochdale.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is on the periphery of Whitworth but within the urban boundary.	Very Good
Compatibility of Adjoining Uses	The site is surrounded by residential properties to the east but rural/agricultural land to the south and north. The site borders a reservoir to the west.	Average
Developmental and Environmental Constraints	An overhead powerline crosses the site, although they are small enough to be grounded. Remediation may be required on the brownfield parts of site. There are numerous mature trees across the site and gradient changes in some areas which reduce the net developable area.	Average / Poor
Market Attractiveness	The peripheral location of the site and development constraints means that it is unlikely to be attractive to developers for solely B-Class employment uses. The site likely to be more viable and attractive for residential uses.	Poor
Barriers to Delivery and Timescales	The site requires access infrastructure and has several development and environmental constraints, though individually these are not obvious show-stoppers to development. Due to these factors the site is expected to be deliverable in 5 to 10 years.	
Potential Future Uses	The site is likely to be better suited for residential uses than B-Class employment. The site is large enough to accommodate mixed use development if it were considered viable however.	
OVERALL SITE RATING	Poor	

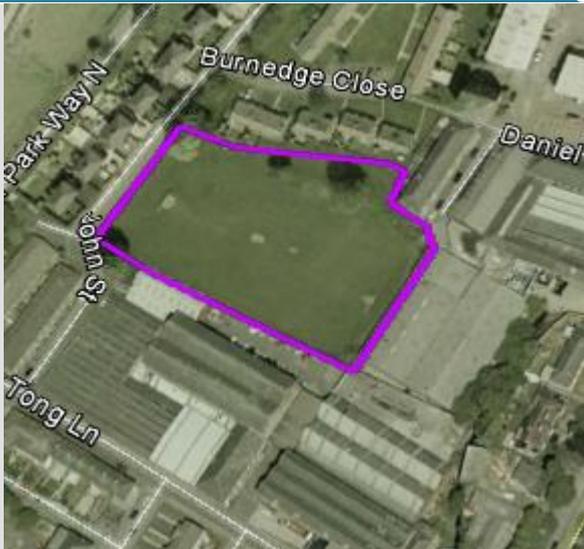
RECOMMENDATION

Do not allocate for employment

SITE SUMMARY:

The site is large and within the urban boundary of Whitworth, but is located in a peripheral location and has several development constraints. It also has extant planning permission for residential development. The site is unlikely to be viable for solely employment uses and this would be inappropriate due to the adjoining residential properties and access route, which would be unsuitable for HGV traffic. The site is better suited for residential development with a small mixed use area if it were considered viable.

Rear of Anglo Felt Factory [H62]



GROSS SITE AREA:
0.68 ha

ESTIMATED NET DEVELOPABLE AREA:
0.61 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Currently undeveloped plot/playing field adjacent to residential properties and industrial estate (EMP62). Relatively rectangular site and designated as a recreation area.	
Strategic Road Access	Within 1km of the A671.	Good
Local Accessibility	Good local accessibility although there is a tight corner turning from the road off Tong Lane. The site needs a new access road. Buses on the main road provide services between Bacup and Rochdale.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Whitworth with good access to local services and local labour market catchment.	Very Good
Compatibility of Adjoining Uses	Employment uses to the south and east but residential properties border the site to the west and north.	Average
Developmental and Environmental Constraints	Level, flat site but needs utilities and access infrastructure. Mature trees to the north of the site. Designation as a recreation area is the only obvious sign of a potential development barrier. The site offers a modest developable area.	Good
Market Attractiveness	The site may be attractive for residential or mixed use development but is in a peripheral location within the Rossendale context where market demand is lower. This market area has had weaker interest in employment use development than elsewhere. For example the sites north of Whitworth were allocated for employment in 1995 and have not yet been developed.	Average
Barriers to Delivery and Timescales	The site is designated as a recreation area and currently used as a playing field. This is the only obvious barrier to development. Excluding	

	this development could be undertaken in 1 to 5 years, market demand excepting.
Potential Future Uses	Housing would be more suitable than employment uses but the site is a designated recreation area. Site unlikely to have sufficiently strong market demand to come forward for employment uses.
OVERALL SITE RATING	Poor
RECOMMENDATION	Do not allocate for employment
SITE SUMMARY:	
Site designated as a recreation area. No obvious development constraints, although the strength of market attractiveness is low in this part of Rossendale and it is unlikely to attract interest for employment uses. The site is not recommended to be allocated for employment.	

Land to the rear of Oak Street [H65]



GROSS SITE AREA:
0.78 ha

ESTIMATED NET DEVELOPABLE AREA:
0.7 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is mostly undeveloped land but approximately 20% of the site area is used as a car park/access to the rear of the adjacent residential properties. The site is currently designated as White Land.	
Strategic Road Access	Site is within 1km access to the A671	Good
Local Accessibility	Access onto the site from the south west is through a quiet residential area. Bus stops on main road are within 400m, with services to Bacup and Rochdale. It is likely that access improvements would be needed.	Good
Proximity to Urban Areas and Access to Labour and Services	Peripheral location on the edge of Shawforth. Very small local labour market catchment and few local services.	Very Poor
Compatibility of Adjoining Uses	Residential properties surround the site to the west, south and north east. Other aspects are bounded by rural land.	Average / Poor
Developmental and Environmental Constraints	Gradient to the north west of the site limits expansion options. The site has a flat topography with some mature trees.	Good
Market Attractiveness	The peripheral location of the site is unattractive for employment uses. The site would be more attractive for residential uses which would be more compatible with the adjacent uses.	Poor
Barriers to Delivery and Timescales	No obvious showstoppers or barriers to development. Site could be developed within 1 to 5 years.	
Potential Future Uses	Site suitable for residential development.	
OVERALL SITE RATING	Average	
RECOMMENDATION	Do not allocate for employment	

SITE SUMMARY:

Site would be suitable for residential development rather than employment uses. The peripheral location is unattractive for businesses and site has access constraints through residential area. The site is not recommended to be allocated for employment use.

Land adj Waterbarn Chapel, Rakehead Lane [H67]



GROSS SITE AREA:
1.22 ha

ESTIMATED NET DEVELOPABLE AREA:
1.03 ha

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	Designated recreation area adjoining residential areas to the north and west. The site is relatively large, regularly shaped and flat, though there is evidence of recent flooding. Employment site EMP54 (Atherton Holme Works) is located to the east (within buffer).	
Strategic Road Access	Within 1km access to the A681.	Good
Local Accessibility	Very narrow access directly onto the site from the south-west that would be unsuitable to HGVs. Nearby Brandwood Road is free flowing and gives access to the wider strategic road network, but passes through a residential area. Bus stops within 400m on A681.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is within Stacksteads and has access to Bacup and Waterfoot.	Good
Compatibility of Adjoining Uses	Residential areas directly adjacent to the north of the site. Derelict church to the west. There is a buffer to the east, with an established industrial estate (EMP54 (Atherton Holme Works) beyond.	Average / Poor
Developmental and Environmental Constraints	Designated as a Recreation Area on the Local Plan Proposals Map and used as a cricket field. There is a river to the north-east of the site and evidence of past flooding (sandbags along border between residential areas and recreation area). Part of the site is recorded as having a high risk of flooding from surface water. Probable ownership issues on the land that would be required for access roads. Site has a level topography, though lack of service connectivity or obvious road access point.	Very Poor

Market Attractiveness	The site is adjacent to an established industrial estate, but the access constraints and history of flooding is likely to deter businesses and limit the viability of development.	Average / Poor
Barriers to Delivery and Timescales	The site has several development/environmental constraints, some of which may be showstoppers to development (land ownership for access road and flood history). These factors would need to be addressed before development for employment uses is viable. Site unlikely to be developed in the short to medium term.	
Potential Future Uses	Site would be more suited to remaining in its current use as a recreational area due to development and environmental constraints.	
OVERALL SITE RATING	Very Poor	
RECOMMENDATION	Do not allocate for employment	

SITE SUMMARY:

The site has numerous development and environmental constraints, and access to the site is likely to be a particularly problematic issue. These factors, along with likely flooding issues, are likely to deter potential developers without mitigation. The site should not be allocated for employment use.

Shadlocks Skip [H68]



GROSS SITE AREA:
1.33 ha

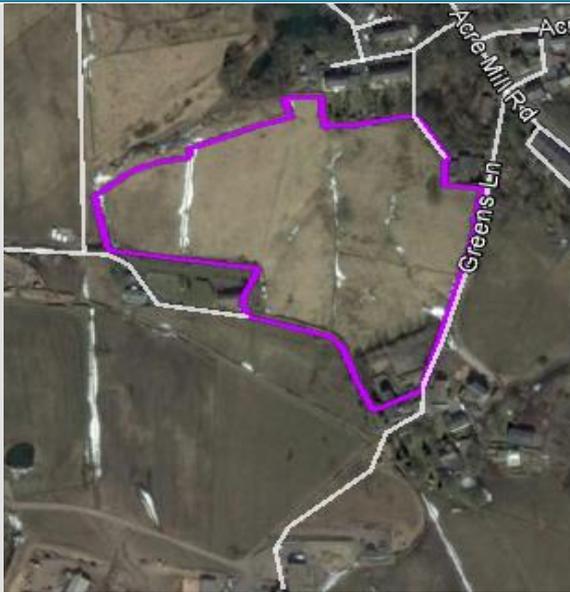
ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The existing employment site is occupied by Curtain Care and Greens Tarpaulins clothing/textiles suppliers, Shadlocks Skips, PX Trade (used cars). The site appears to be fully occupied. The site has a mix of large buildings, mostly of a poor quality. The roadside yard is used for open storage which reduces its kerb appeal.	
Strategic Road Access	Within 1 km of A681.	Good
Local Accessibility	The site has good access from the A681 to the yard and is suitable for HGVs. Bus stop 60m from site entrance with services to Accrington and Bury.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is within Stacksteads and close to Bacup and Waterfoot. Good access to local services and labour market.	Very Good
Compatibility of Adjoining Uses	The site faces residential areas to the north, west and east of the site. Land to the south bordering the site is wooded, with a river and gradient further south.	Poor
Developmental and Environmental Constraints	Flat topography across the majority of the site, although there is no land available for expansion. The site may require remediation if it is redeveloped due to existing waste processing uses.	Average
Market Attractiveness	Site is well located for the local market with good accessibility. The site is fully occupied, although it serves a lower rental market due to the poor quality buildings.	Average
Barriers to Delivery and Timescales	The site is fully occupied and in existing employment use.	
Potential Future Uses	Site suitable for future employment use, although it could be improved by upgrading or replacing units to meet modern business standards.	
OVERALL SITE RATING	Average.	
RECOMMENDATION	Retain for B-Class employment uses.	

SITE SUMMARY:

Site is well located for the local market and is fully occupied, although there is no potential for expansion. Future refurbishment or replacement of the buildings should be supported so that they meet the needs of modern businesses. The site should be retained for existing employment use.

Land at Moss Farm [H69]



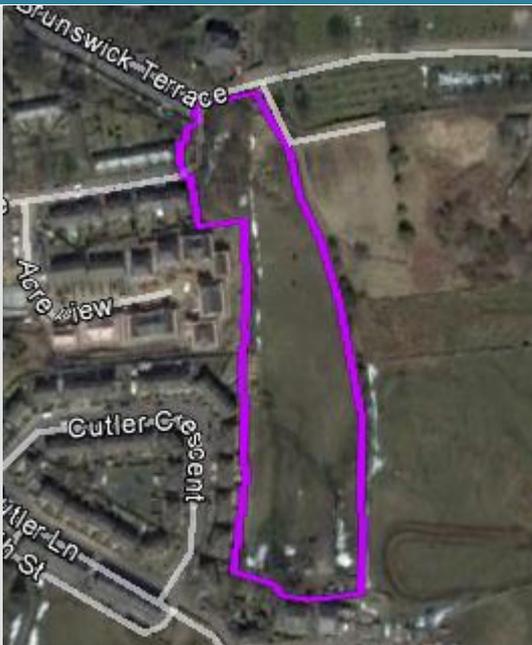
GROSS SITE AREA:
3.60 ha

ESTIMATED NET DEVELOPABLE AREA:
2.88 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Undeveloped greenfield land outside the urban boundary. The site has an undulating and sometimes steep gradient. The site is within a rural context overlooking Stacksteads and Bacup.	
Strategic Road Access	Within 1km access of A681.	Good
Local Accessibility	The access road has a gradient, corner and sometimes narrow down to the main road, passing through a quiet residential area. This access is likely to be difficult or unsuitable for HGVs. No bus stops within 400m.	Very Poor
Proximity to Urban Areas and Access to Labour and Services	Site is on the outskirts of Stacksteads, outside the urban boundary.	Very Poor
Compatibility of Adjoining Uses	Site is in a predominantly rural setting. Residential areas to the north and north east, with agricultural land to the east, south, west and north west.	Very Poor
Developmental and Environmental Constraints	Topography is a significant issue for the site. The site also has two mature trees and an overhead power line. Would need levelling and full infrastructure. The access road is unsuitable for HGVs.	Very Poor
Market Attractiveness	Peripheral location with difficult access would be unattractive to businesses. The topography, access road and greenbelt issues are likely to limit the viability of the site in the current market. Residential development would be more viable and likely to have greater market interest.	Poor
Barriers to Delivery and Timescales	There are significant development/environmental barriers to delivering the site. Timescales for development are likely to be 10 to 15 years	

	unless the market conditions change and improve viability.
Potential Future Uses	Site would be suitable for residential development above other uses as this would be more viable.
OVERALL SITE RATING	Very Poor
RECOMMENDATION	Do not allocate for employment. Retain as rural land or allocate for residential development.
SITE SUMMARY:	
Large site but with some significant development / environmental barriers, especially access and topography. Development for employment uses unlikely to be viable; site would be more attractive for residential development.	

Land at Acre View [H70]



GROSS SITE AREA:
1.38 ha

ESTIMATED NET DEVELOPABLE AREA:
1.11 ha

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is outside the urban area and currently used as agricultural/grazing land. The site borders a residential area to the west.	
Strategic Road Access	Within 1km of A681.	Good
Local Accessibility	Access roads need to be improved. Current access is via a narrow road which passes through a residential area along Brunswick Terrace and leads to Bacup cemetery. Access would be unsuitable for HGVs. No bus stops within 400m.	Very Poor
Proximity to Urban Areas and Access to Labour and Services	The site is outside the urban area in a peripheral location on the outskirts of Stacksteads.	Very Poor
Compatibility of Adjoining Uses	To the west and south are residential areas including new build development. To the east and north east is Bacup cemetery. Agriculture land to the east including allotments.	Very Poor
Developmental and Environmental Constraints	Site topography is an issue; it is undulating but steepens up to the south of the site. The site has a public right of way through the north and north east. The site is adjacent to Bacup cemetery which limits the suitability of the site for development. Some mature trees on the site and it likely has no utilities infrastructure and needs access improvements.	Very Poor
Market Attractiveness	The peripheral location and development/environmental constraints limit the market attractiveness of the site. Viability for employment uses would be marginal.	Very Poor
Barriers to Delivery and	The adjacent Bacup cemetery may be a showstopper for development for	

Timescales	employment uses. The development/environmental constraints may also be a barrier to delivery due to viability issues. Site unlikely to be delivered before 10 to 15 years.
Potential Future Uses	The site is inappropriate for employment development.
OVERALL SITE RATING	Very Poor
RECOMMENDATION	Do not allocate for employment. Site would be suitable for residential development or retained as rural land.
SITE SUMMARY:	
Relatively large site but constrained by topography, access and adjoining sensitive uses. The site would be unattractive to develop for employment use and therefore should not be allocated.	

Snow King [H84]



GROSS SITE AREA:
6.53 ha

ESTIMATED NET DEVELOPABLE AREA:
5.877 ha (Assumed 90% developable area)

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently agricultural land, used for the grazing of animals and an area of hardstanding used for the storage of caravan. The Proposals Map identifies the site as non-designated 'White Land'. We understand from the Council that the site has had interest from a house builder for residential development.	
Strategic Road Access	The site is approximately 0.5km from the Haslingden Bypass.	Very Good
Local Accessibility	The site has no formal access point, however, access to the site could be created off the B6232 to the north of the site off the B6235 to the west of the site. Gas Street to the east of the site is a narrow road, in poor condition and would not be the least suitable access road to the site. A bus service is in operation along the B6232 providing access to Rawtenstall and Blackburn. Bus stops are provided to the north of the site along the B6232. The site can be accessed from the B6232 and the B6235.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is outside the urban boundary of Haslingden, approximately 1.2km from Haslingden town centre which provides a good labour supply and access to a range of services.	Average
Compatibility of Adjoining Uses	The site is located on the urban edge of Haslingden, separate from existing employment development. The site is bound; to the north by the B6232; to the east by Gas Street; to the south by existing employment development (EMP14); and, to the west by the B6235.	Good
Developmental and Environmental Constraints	The majority of the site is undeveloped apart from a small dilapidated wooden structure which is located towards the	Average

	middle of the site. The site has an undulating topography and is located within Flood Zone 1, the SFRA indicates that the site is at low risk of flooding. Mature trees are located on the south eastern corner of the site and partially along the eastern boundary. The Proposals Map identifies the site as being adjacent to an area of landscape value and an important wildlife site.	
Market Attractiveness	The site benefits from excellent links to the strategic road network and although not included within the Haslingden urban boundary, is within proximity of Haslingden Town Centre. The site has a relatively flat topography. There are industrial land uses with large occupiers to the south and east. However, there are also residential properties close by.	Good
Barriers to Delivery and Timescales	The large site has some minor development and environmental constraints but these are not a barrier to delivery. The site could be developed in 5 to 10 years.	
Potential Future Uses	Would be suitable for employment development. However the site is adjacent to residential properties and would be appropriate for mixed use development with components of B1 employment use and residential development.	
OVERALL SITE RATING	Good	
RECOMMENDATION	Allocate for mixed use development	
SITE SUMMARY:		
The large site is adjacent to both employment and residential land uses. The site covers a large area and has some minor development constraints such as a relatively flat but declining topography from the north to the south, as well as some mature trees. The site is in an attractive location and would be appropriate for mixed use development with components of B1 employment use alongside residential development.		

Land at Market Street - Pack Horse Garage [H89]



**GROSS SITE AREA:
0.31ha**

**ESTIMATED NET DEVELOPABLE AREA:
0.279 ha (Assumed 90% developable area)**

CRITERA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently identified as Green Belt land in the Local Plan. However, it appears to be in use for storage purposes and comprises brownfield land. The site has two occupiers, the Pack Horse Garage and Lancashire Scaffolding.	
Strategic Road Access	The site is approximately 1km from the M66 junction which can be accessed via the A680 which runs immediately adjacent to the site.	Very Good
Local Accessibility	The site has an unsatisfactory access directly onto the A680, which is too narrow to permit wide loads. The site can be accessed by immediately off the A680 (Market Street), this road is restricted to a 30mph speed limit as it runs through the residential area of Edenfield. A bus service is in operation along this road providing frequent access to Bury, Burnley, Accrington, Rawtenstall, Todmorden and Haslingden. Bus stops are located outside of the site on either side of Market Street. Informal parking provisions have been made on the site.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located within Edenfield, within the Urban Boundary. Edenfield provides a limited access to services to labour and services; however the site is less than 3km from the town centre of Rawtenstall which provides a wider range of services and provides a better labour supply.	Average
Compatibility of Adjoining Uses	The site is bound to the north, east and south by agricultural land and is bound to the west by a residential property and an ancillary outbuilding, considered to be in B8 storage use for equine feeds.	Good

Developmental and Environmental Constraints	<p>The site comprises a storage yard and there are no buildings or existing development on the site. The surrounding agricultural land would be able to accommodate future expansion of the site.</p> <p>The site has a relatively flat topography and is located within Flood Zone One. It is therefore considered that the site has limited environmental and development constraints other than the narrow entrance points and Green Belt designation.</p>	Good
Market Attractiveness	<p>The site remains undeveloped and is currently in use for the storage of construction materials and equine feed. The site has good strategic road access. However, the site is situated within a predominantly residential area and is in close proximity to Edenfield Primary School. The poor access onto the B6527 and adjoining residential buildings therefore lead us to consider that employment development would be inappropriate in this location. Should very special circumstances be demonstrated, it is considered that the site would be better used for residential development in future.</p>	Poor
Barriers to Delivery and Timescales	<p>The site is undeveloped and has limited development and environmental constraints. The site is surrounded by agricultural land which could accommodate for future expansion of the site. The site has poor market attractiveness if considered for employment development and it is considered that the site would better accommodate residential development.</p>	
Potential Future Uses	<p>It is considered that the site would better accommodate residential development given that the site is located within a predominantly residential area.</p>	
OVERALL SITE RATING	Poor	
RECOMMENDATION	Do not allocate for employment purposes.	

SITE SUMMARY:

The site is currently Green Belt land and remains undeveloped. It is currently in use for the storage of construction materials and equine feed and has excellent strategic access; however, it has limited visibility for vehicles entering/leaving the site via a narrow access/egress point onto the B6527. It is located within a predominantly residential area with proximity to Edenfield Primary School.

It is therefore considered that the site would be inappropriate for employment development and that the site would better accommodate residential development should the Green Belt very special circumstances test be overcome.

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