

Site Appraisals for South Ribble

Site Title and Number		SS1 Dunkirk Lane, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	0.669 ha	
General Site Description	The site is fully occupied by Expac.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located 1 – 2 kilometres away from a motorway or major arterial route.
	Quality of local road access	Surrounding roads are relatively wide and appear uncongested.
Business Image	Quality of the external environment (vacant / part vacant sites and redevelopment opportunities)	
	Quality of the existing portfolio, internal and external environment (<i>Occupied sites / re-use opportunities</i>)	Dunkirk Hall is very attractive (Grade II listed) but the remaining buildings are poor.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site is occupied and there was no evidence of active marketing at the time of the site visit.
	Adjoining Land Uses	The site has some sensitive uses adjoining it - the site is surrounded by residential uses and an open space.
	Road Frontage Visibility	The site benefits from two road frontages (corner plot). Access from one side only
Site Development Constraints	Site topography, size, shape, other on site physical features.	It is small, regular in shape and flat.
	Environmental (policy) constraints	Adjacent to the site (to the west) is a flood risk area. Dunkirk Hall is Grade II listed. Flood risk area to far east of site
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination is unlikely.
	Ownership / Owner Aspirations	Owners of the site are Expac who have aspirations to redevelop the site for residential uses. Site has been put forward through Site Suggestions for residential development. *
	Site access	Likely to be only minimal site access (visibility) constraints. Access to the site is off the local road which has a shared vehicular/pedestrian entrance.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located approx 2.5 km from a train or bus station
	Ease of walking and cycling	Site opposite cycle path however there are good quality pavements along both adjoining roads.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Some parts of the site could be redeveloped to enhance environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices - Moss Side
	Economic Development	The site is fully occupied by Expac with no current identified potential for infill/ intensification.

* Since the preparation of the main report it is understood that an outline planning application has been approved for residential development on the site

Site Title and Number	SS2 Leyprint, Seven Stars, Leyland
GENERAL	
Local Authority	South Ribble
Site Size	0.948 ha
General Site Description	The site contains a combination of old stock warehouses and workshops. Discordant site occupied by Leyprint and smaller businesses.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located 1 – 2 kilometres away from a motorway or major arterial route.
	Quality of local road access	Very narrow surrounding roads. Entrance to the site adjoins junction of Leyland Lane and Dunkirk Road which is not ideal in terms of highway safety.
Business Image	Quality of the external environment (vacant / part vacant sites and redevelopment opportunities)	
	Quality of the existing portfolio, internal and external environment (<i>Occupied sites / re-use opportunities</i>)	The site contains a combination of old stock warehouses and workshops. The quality of the building portfolio is poor. Parking on site is very limited.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	No evidence of active marketing at the time of the site visit.
	Adjoining Land Uses	The site adjoins residential and office uses.
	Road Frontage Visibility	The site has three local street frontages.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is a fairly regular shape and topography.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements and these issues will likely only have a minimal impact on development potential.
	Flooding	Medium risk of flooding on the site (Flood Risk Category 2).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	The site owner and owner aspirations are unknown.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles. The appearance of the entrance from the street is poor. In addition, visibility onto the road is limited.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500m of a main bus route (but not immediately adjacent) and / or approx 2km of a train or bus station
	Ease of walking and cycling	There is a cycle route along Leyland Lane and a pedestrian path along both sides of Leyland Lane.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield .
	Potential to enhance environmental quality	The quality of the building portfolio is currently poor. Redevelopment of the site (in the longer term if occupiers were to relocate) would create an opportunity to enhance environmental quality.
Regeneration and Economic Development	Sequential location	Out of centre location.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices - Seven Stars
	Economic Development	Discordant site occupied by Leyprint and smaller businesses. In full occupancy with current owner aspirations to continue to use as Leyprint. Site is already performing an important local employment role.

Site Title and Number		SS3 Bamfords Mill, Midge Hall, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	2.338 ha	
General Site Description	This mill site is occupied by Globe Mill Leyland.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The A59 is located approximately 1.5 miles northwest of the site. The M6 is located roughly 2 miles east.
	Quality of local road access	The local road network is very narrow and congested. There are heavy vehicles using the route.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of poor quality and condition. The site contains a mix of building styles which are discordant and affect the overall quality of the building portfolio.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	There are some dwellings and farms in a rural setting nearby (of very low density).
	Road Frontage Visibility	The site has good local road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is a regular in shape and flat.
	Environmental (policy) constraints	The site is located within the designated Green Belt where there is a presumption against development.
	Flooding	The site is not within a flood risk area (outside any identified flood risk zone).
	Contamination	Likely to be some contamination requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Unknown owner aspirations.
	Site access	Access is narrow.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is a 5 minute walk to the nearest bus stop which provides connecting services to Leyland, Longton, Penwortham and Preston.
	Ease of walking and cycling	There are no existing footpaths or cycle links to the site.
Enhancement of the Environment	Land classification	The site is more than 50% brownfield.
	Potential to enhance environmental quality	The appearance/aesthetics of the buildings could be improved.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area
	Economic Activity	The site is located in an area of high economic activity (72.5 - 77.1%)
	Multiple Deprivation Indices	The site is within an area ranked within top 10% and 20% of deprived wards for multiple deprivation indices
	Economic Development	Significant environmental constraints (within Green Belt) and unknown owner aspirations.

Site Title and Number	SS4 Preston Road, Farington
GENERAL	
Local Authority	South Ribble
Site Size	0.524 ha
General Site Description	Site contains period warehouse buildings. Occupied by Comack (upholstery).

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located approximately 1km west from the M6.
	Quality of local road access	Surrounding roads are relatively wide and appear uncongested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Site contains a brick period building and more modern lower quality buildings.
	Duration of availability (<i>vacant sites</i>)	The site is not vacant.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	The site adjoins residential uses to the north, east and west.
	Road Frontage Visibility	The site is highly visible from the two local roads.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is regular in shape and flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal environmental constraints applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	The owners, Comack's have aspirations to redevelop part of the site for non employment uses (residential) which has been included in the Site Suggestions.
	Site access	The site has good pedestrian and vehicular access. The driveway is of an acceptable width and allows for good road visibility.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Buses and trains are located in close proximity to the site. Trains to Preston operate at 10 minute intervals and bus route 111 operates approximately every 30 minutes from outside the railway station.
	Ease of walking and cycling	There is a good pedestrian path network with a cycle route adjacent
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The site has potential to be modernised. This could include making better use of the period building and improving the appearance of the more recent sheds.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation.
	Economic Development	Site is unable to significantly further contribute to economic activity or address multiple deprivation within the area.

Site Title and Number	SS5 Bow Lane 1, Leyland
GENERAL	
Local Authority	South Ribble
Site Size	0.318 ha
General Site Description	Two storey office building occupied by TES Telecommunication. Rear part of the site has some capacity for 'owner specific' infill/intensification.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located approximately 350 metres west of the M6.
	Quality of local road access	The road which provides access to the site is a well maintained local residential road.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains a modern two storey office building with car parking to the rear and landscaping around the building.
	Duration of availability (<i>vacant sites</i>)	The site is not vacant.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	The site is surrounded by residential uses.
	Road Frontage Visibility	The site has good local street frontage however the existing building is set back from the road and screened by dense boundary vegetation.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is small, regular in shape and fairly flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	High risk of flooding on the site (Flood Risk Category 3a or 3b).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	The site has a narrow driveway which is only adequate for one way traffic.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site adjoins a railway line and is approximately 100 metres south of the railway station. There is also a bus service with a stop within 100 meters of the site.
	Ease of walking and cycling	There are pedestrian pathways to the site and on a proposed cycle route
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Rear part of the site has some capacity for 'owner specific' infill/intensification.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation.
	Economic Development	Rear part of the site has some capacity for 'owner specific' infill/intensification.

Site Title and Number	SS6 Melton Place Leyland
GENERAL	
Local Authority	South Ribble
Site Size	0.469 ha
General Site Description	Old stock warehouse buildings occupied by Nalestar Ltd.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The M6 is located approximately 350 metres east of the site.
	Quality of local road access	The site has a poor street frontage. It is within a residential cul de sac location where roads are narrow and not straight forward.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains modern (circa 1950s-60s) buildings which are poorly maintained. The site also contains a large number of storage containers to the rear.
	Duration of availability (<i>vacant sites</i>)	The site is not vacant.
	Marketing and enquiry interest	At the time of the site visit there was a marketing board displayed on site, advertising vacant business and warehousing space.
	Adjoining Land Uses	The site is surrounded by residential uses.
	Road Frontage Visibility	The site is off a small residential street therefore the street frontage is very localised.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is a small, irregular in shape and flat in topography.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Access from the local road is very poor especially for larger vehicles.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is approximately 100 metres south of the Leyland Railway Station and bus stop.
	Ease of walking and cycling	There are some pedestrian paths but these are not continuous to the site.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area. The site is tucked away therefore improvements to it would not make a significant contribution to the appearance of the streetscene.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	There is likely to be some current capacity for (owner specific) intensification or redevelopment.

Site Title and Number	SS7 Golden Hill, Leyland
GENERAL	
Local Authority	South Ribble
Site Size	0.59ha
General Site Description	A group of older buildings occupied by a number of operators including Swan Signs and Royal Airforce Assoc. Club. Buildings and external areas are of reasonable quality and condition.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The M6 and A49 are within 0.5 miles of the site (to the east).
	Quality of local road access	The site has a poor road surface, narrow entrance and high congestion.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of reasonable quality and condition. Site attracts lower end users and start up businesses.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	No evidence of active marketing at the time of the site visit.
	Adjoining Land Uses	The site adjoins other employment uses, commercial users and a train station.
	Road Frontage Visibility	Majority of the site is not visible from local roads because of screening.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is irregular in shape, medium sized and slopes gradually down from the street to the rear of the site.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements. The rear part of the site is within a Floor Risk Area on the Proposals Map.
	Flooding	No flood risk (outside of any identified flood risk zone) according to the environment agency, however, the proposals map shows an area of the site within a flood risk area. (Minimal)
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Owners have aspirations to develop the site for residential. Leyland Masterplan has been endorsed in March 2007 which aims to revitalise this area within a 10 year period (until 2016).
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development. The site has a narrow driveway.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is in close proximity to Leyland Railway Station and bus stops.
	Ease of walking and cycling	Footpaths in the area are good and site is adjacent to proposed cycle path
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	A number of buildings within the site could be improved in appearance.
Regeneration and Economic Development	Sequential location	The site adjoins Leyland Town Centre.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	No data available.
	Economic Development	Implementation of the Leyland Masterplan could mean this site can make further economic development contributions.

Site Title and Number	SS8 Longmeanygate, Leyland (Ex Glovers Bakery)
GENERAL	
Local Authority	South Ribble
Site Size	0.171
General Site Description	Small site in single occupancy with recent extensions. Moderate market attractiveness, some environmental constraints.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located 1 – 2 kilometres away from the M6 east of the site.
	Quality of local road access	Local roads are relatively wide and not heavily congested. Access to the site is good.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	The site is well maintained and contains a new reception building adjoining the garages. Part of the front of the site contains a high brick wall which detracts from the streetscene.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	
	Duration of availability (<i>vacant sites</i>)	The site is not vacant.
	Marketing and enquiry interest	No evidence of active marketing at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby – adjoins residential to the east.
	Road Frontage Visibility	The site has excellent local road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Small, flat, regular shaped site.
	Environmental (policy) constraints	The site is within a Flood Risk area as defined on the Proposals Map.
	Flooding	Medium risk of flooding on the site (Flood Risk Category 2).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
Site access	Likely to be only minimal site access (visibility) constraints. Vehicular and pedestrian access to the site is good.	

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station.
	Ease of walking and cycling	There are footpaths along both sides of the street which lead to the site and site is adjacent to both proposed and existing cycle paths.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The new office building makes a positive contribution to the site's appearance along the street scene however the garage poorly addresses the street and its redevelopment could improve this.
Economic Development	Sequential location	The site is located within or on the edge of an existing district or town centre: it is within the Earnshaw Bridge District Centre.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation.
	Economic Development	No real opportunity to further enhance the sites economic contribution unless site is comprehensively redeveloped.

Site Title and Number		SS10 Quin St Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	0.692 ha	
General Site Description	The site is occupied by NFM Foods and HE. The quality of the existing building portfolio is extremely poor.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1 kilometre away from the M6 motorway (west of the M6).
	Quality of local road access	Width of surrounding roads could create potential issues for HGV access. Access to the site is via local road which include both church and offices. Kerb parking is dominated by parked cars.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	The quality of the existing building portfolio is poor. The site contains a combination of period brick warehouse buildings and modern (circa 1960s) buildings. The site is poorly maintained.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of poor to moderate quality and condition / restricted provision of parking, circulation and servicing / quality of surrounding environment may limit the attractiveness of the site for certain users
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	No evidence of active marketing at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby – adjoins residential uses and other employment land.
	Road Frontage Visibility	Although the site has some local road frontage, it is very concealed.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is irregular in shape, small in size and fairly flat.
	Environmental (policy) constraints	There are no environmental policy constraints for this site but there is a listed building adjacent to site.
	Flooding	The rear part of the site is within Flood Risk Category 2.
	Contamination	Could be some contamination on site requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site owner(s) actively pursuing employment uses. Three interlinked proposals for a commercial and office quarter are to be pursued through the Leyland Town Centre Masterplan in cooperation with the Local Authority. Discussions with the council are on going.
	Site access	Visibility issues when turning right from Quin Street to the main road.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is less than 800 metres from Leyland Train Station and a bus service to Preston.
	Ease of walking and cycling	There are some footpaths or cycle links to the site although footpaths are in poor condition.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would make a significant improvement to existing environmental quality.
Regeneration and Economic Development	Sequential location	The site is located within or on the edge of an existing district or town centre: adjoins the Leyland Town Centre boundary to the south.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	No data available.
	Economic Development	Discussions with owners to promote the site for redevelopment as a commercial and office quarter through the Leyland Town Centre Masterplan are ongoing.

Site Title and Number		SS11 Kepak adj Walton Summit, Bamber Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	3.313 ha	
General Site Description	Relatively modern meat processing plant and abattoir, now owned and operated by Dunbia. Owner aspirations are to redevelop the site for commercial, retail and distribution, reinforced through Site Suggestions.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site adjoins the M65, M6 and A6 routes.
	Quality of local road access	The site is accessed off a wide, well defined local road.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The buildings are modern prefabricated warehouse buildings. They are not of high spec but are well maintained and tidy. The site has adequate parking provision.
	Duration of availability (<i>vacant sites</i>)	The site is not vacant.
	Marketing and enquiry interest	The site is occupied.
	Adjoining Land Uses	The site is surrounded by similar (employment) land uses and countryside to the rear.
	Road Frontage Visibility	The site has excellent frontage onto the main road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	It is irregular in shape, medium and flat in topography.
	Environmental (policy) constraints	TPOs on site are the only environmental constraint known for the site. Adjacent to green belt
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Owner aspirations are to redevelop the site for commercial, retail and distribution, reinforced through Site Suggestions.
Site access	No apparent site access (visibility) constraints: The site has a wide access point which is well defined and provides good visibility to the highway network.	

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station.
	Ease of walking and cycling	There are reasonable footpath links to the site. Site adjacent to both existing and proposed cycle paths
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area as building on site are already "fit for purpose" and in good condition.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Owner aspirations are to redevelop the site for commercial, retail and distribution, reinforced through Site Suggestions. Site is attractive in market terms.

Site Title and Number	SS12 Samlesbury Mill, Goosefoot Lane, Samlesbury
GENERAL	
Local Authority	South Ribble
Site Size	0.479 ha
General Site Description	Existing buildings are not used to full capacity, however they provide low cost start up accommodation. Occupied by Pet Food Manufacturer and small workshops.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located over 2 kilometres away from a motorway or major arterial route:
	Quality of local road access	The site is located on a very narrow country lane.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Some buildings within the southern part of the site are derelict and not in use. The main buildings are used as workshops and a pet food manufacturer.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The premises were not being marketed at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby – the site adjoins open countryside and hamlet of dwellings as well as SSSI and biological heritage site.
	Road Frontage Visibility	The site is highly visible to a local road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is irregular in shape, and slopes down toward the river.
	Environmental (policy) constraints	Site has major environmental constraints (within Green Belt and in an unsustainable location).
	Flooding	Part of the site is within flood risk Category 3.
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	There is limited vehicular access to the site.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There is a bus stop within 500 metres of the site.
	Ease of walking and cycling	There are no existing footpaths to the site. Site is on Lancashire Cycle Way
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The site represents an opportunity to restore period buildings and bring them back into more efficient use. This would improve their attractiveness within this countryside setting. Redevelopment likely to be most attractive to non employment uses.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Existing buildings are not used to full capacity however provide low cost start up accommodation. Redevelopment likely to be most attractive to non employment uses.

Site Title and Number		SS13 Roach Bridge Mill Samlesbury
GENERAL		
Local Authority	South Ribble	
Site Size	1.579 ha	
General Site Description	Vacant period mill buildings in Samlesbury village.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located approximately 1 kilometre south of the A677 which leads to the M6.
	Quality of local road access	The local country lane which provides access to this site is very narrow, undulating and meandering.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains a variety of buildings associated with the mill operation, including later additions. The site is boarded up and is in very poor condition.
	Duration of availability (vacant sites)	Site has been available (e.g. allocated) for 6 – 10 years.
	Marketing and enquiry interest	There were no marketing boards on this site at the time of the site visit.
	Adjoining Land Uses	The site has some potentially sensitive uses nearby – site is within the heart of a small village which contains predominantly residential uses.
	Road Frontage Visibility	The site has high visibility to a local road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	It is fairly regular in shape and flat but may have physically constraining features.
	Environmental (policy) constraints	The site is constrained by several of environmental constraints. The site is within the Green Belt and adjoins a wildlife corridor. Geological heritage site (env 3) adjoins the north-east of the site.
	Flooding	High risk of flooding on part of the site (Flood Risk Category 3a or 3b)
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership, and owner aspirations unknown.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is more than 500m from a main bus route and more than 1 km of a train or bus station. The closest bus stop is on the A667, approximately 1.5 km north of the site.
	Ease of walking and cycling	There are no existing footpaths or cycle links to the site.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would make a significant improvement to existing environmental quality.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	The site has no real prospects in significantly contributing toward economic development. Vacant period mill buildings in a rural location with no nearby bus services operating in the area. Redevelopment likely to be most attractive to residential-led proposals.

Site Title and Number		SS14 Higher Walton Mill, Higher Walton
GENERAL		
Local Authority	South Ribble	
Site Size	3.973 ha	
General Site Description	Large, established and attractive mill building in multiple occupancy and employment use.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is on A675 and approximately 700 metres east of the M6.
	Quality of local road access	The local road is windy and undulating. The internal road network is poor condition with surfacing in need of maintenance.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Older buildings have historic merit. The chimney is a key feature of the site. This building is currently underutilised and in poor condition with some windows blocked off. The new buildings on site are modern but of no particular architectural merit.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site was not marketed at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby – the site is surrounded by a variety of uses including residential and commercial.
	Road Frontage Visibility	The four storey period building is very prominent and is visible from the roads and beyond.
Site Development Constraints	Site topography, size, shape, other on site physical features.	It is fairly flat and irregular in shape.
	Environmental (policy) constraints	The site is within a designated flood risk area and adjoins a wildlife corridor and Green Belt.
	Flooding	High risk of flooding on the site (Flood Risk Category 3a or 3b).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership. Site has been put forward through Site Suggestions for residential development.
	Site access	Significant site access (visibility) constraints / possible 'ransom' issues.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500 m of a main bus route (but not immediately adjacent).
	Ease of walking and cycling	There are some footpaths but no cycle links to the site although provision is limited and is not continuous.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The site represents an opportunity to make more efficient use of a period building.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Potential for further intensification (refurbishment). The site has been put forward for residential development under Site Suggestions. Potential for mixed-use development.

Site Title and Number	SS15 Coupe Foundry, Higher Walton
GENERAL	
Local Authority	South Ribble
Site Size	1.889 ha
General Site Description	Period stone workshop occupied by Coupe Foundry.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is 100 metres south of the A675 which leads to the M6 (400 metres from the site).
	Quality of local road access	The local road is narrow and busy but not congested. Access to the site is steeply sloping.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains a number of period warehouse buildings (local stone construction). They are in poor condition although are occupied. The hardstanding in front of the main building is inconsistent and in need of maintenance.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	There was no evidence on site that the site is being marketed at the time of the site visit.
	Adjoining Land Uses	The site is surrounded predominantly by residential uses and some commercial along the local road.
	Road Frontage Visibility	The site has high visibility to a local road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is irregular in shape and topography.
	Environmental (policy) constraints	The site adjoins the Higher Walton District Centre and a small part of the site (western section) is within the Best and Most Versatile Agricultural Land "designation on the proposals map (although this part of the site currently contains a building).
	Flooding	High risk of flooding on the site (Flood Risk Category 3a or 3b).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Residential uses are being pursued through Site Suggestions.
	Site access	The driveway into the site is narrow and sloping which would not allow two vehicles to pass safely at one time. The visibility onto the main road is also poor.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Bus stop is 100 metres north of the site.
	Ease of walking and cycling	There is a pedestrian footpath on either side of the street but no cycle path.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The site offers an opportunity for redevelopment, with the potential to enhance environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Redevelopment of the site would displace current occupiers (owners have aspirations to redevelop the site for residential led development).

Site Title and Number	SS16 Bannister Hall Works Higher Walton
GENERAL	
Local Authority	South Ribble
Site Size	2.205 ha
General Site Description	This is an established employment site occupied by a mix of modern and older warehouse buildings. The site is in multiple occupancy including Oscar Pet Care Services and ATEC Storage. It also houses a former bleach and dye works.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is off A675 and approximately 1300 metres east of the M6.
	Quality of local road access	The local access lane is very narrow and surfacing is uneven.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Site is well maintained and parking is adequate.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site is occupied. There were no marketing signs displayed on site at the time of the site visit.
	Adjoining Land Uses	The site is surrounded by the countryside.
	Road Frontage Visibility	The site is at the end of a country lane visibility onto the local road network is very poor.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is irregular in shape and flat in topography.
	Environmental (policy) constraints	The site is within the Green Belt and in a high risk flood area. Environmental heritage site (env 3) is located south of site.
	Flooding	High risk of flooding on the site (Flood Risk Category 3a or 3b).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development: The site access is poorly maintained without clear entrance/egress markings.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located approximately 800 metres from its nearest bus stop.
	Ease of walking and cycling	There are no existing footpaths or cycle links to the site. There is no pedestrian access to or within the site.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Redevelopment of the site would neither harm nor enhance environmental quality as the site is isolated.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	The site has very limited capacity for infill/intensification development being heavily constrained by its Green Belt designation and poor quality access. Overall, the site does not have the ability to deliver any additional economic development.

Site Title and Number	SS17 Walton-le-Dale Corn Mill, Chorley Road, WLD
GENERAL	
Local Authority	South Ribble
Site Size	1.175
General Site Description	Old mill site occupied by Massey Feeds.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site adjoins the A675 and the B5258.
	Quality of local road access	Surrounding roads are relatively wide and are busy but not overly congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains older brick buildings which are dispersed unevenly through the site. Buildings are adequately maintained.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	The site is surrounded by a combination of uses including residential, agricultural and commercial (car sales).
	Road Frontage Visibility	The site fronts onto a local, suburban road. The mill is a dominant feature within the streetscene although the site frontage is somewhat screened by dwellings to the front of the site.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is irregular in shape and flat.
	Environmental (policy) constraints	The site is within a flood risk area and adjoins a nature corridor and best and most versatile agricultural land. There is also a listed building near to but not on the site.
	Flooding	High risk of flooding on the site (Flood Risk Category 3a or 3b).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is owned by Delgetti Spillers however there is no extant planning permissions / recent pre-application discussions for employment or non-employment development. Owner aspirations unknown.
	Site access	Access to the site is limited. Entrance/ egress is unclear. Internal circulation generally poor.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	A bus stop is located approximately 30 metres north west of the site along the A675 with regular buses to Preston (journey time 13 minutes).
	Ease of walking and cycling	Footpaths to the site are acceptable. Cycle route approx 200 metres.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Internal circulation improvements could improve environmental quality in the site.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Any development is likely to be infill/ intensification and 'Owner Specific' unless redeveloped.

Site Title and Number	SS18 Vernon Carus, Factory Lane, Penwortham
GENERAL	
Local Authority	South Ribble
Site Size	2.511ha
General Site Description	Vacant factory buildings and occupied residential properties.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located less than 1 kilometre away from the A6 but not immediately adjacent.
	Quality of local road access	The local road is very narrow.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	The site contains a variety of old warehouse and factory buildings. Some residential properties within the site.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Previously a purpose built cotton mill, the premises have been vacant for a number of years and the operators have moved to Matrix Park. Apart from the residential uses within the southern part of the site, the commercial buildings are unoccupied and are boarded up.
	Duration of availability (vacant sites)	Site has been available (e.g. allocated or committed) for 2 – 5 years.
	Marketing and enquiry interest	There was a marketing “to let” sign at the entrance to the site at the time of the site visit.
	Adjoining Land Uses	The site adjoins a sport pitch, open countryside and dispersed dwellings. There are also dwellings within the site.
	Road Frontage Visibility	The site has poor local road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site represents a medium size plot, irregular in shape and gently sloping from east to west.
	Environmental (policy) constraints	The northern part of the site adjacent to Factory Lane is within the flood risk area as shown on the Proposals Map. North of the Factory Lane is also within a designated Green Belt and Private, Educational and Industrial Recreational Open Spaces. Biological Heritage Site (Env3) surrounds side on three sites but does not cover the site.
	Flooding	No flood risk (outside of any identified flood risk zone) shown on the environmental agency website but the northern part of the site adjacent to Factory Lane is within the foodrisk area as shown on the proposals map.
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site owner's, (Bovis Homes) actively pursuing non-employment uses.
	Site access	The lane which leads to the site is very narrow and does not provide pedestrian access. Within the site, the road is narrow with no defined pedestrian paths or cycle paths although it does have a car park which is used by the adjoining sport field.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 2 km of a train or bus station.
	Ease of walking and cycling	There are no existing footpaths. Cycle links 100m away from the site.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Potential to improve environmental quality through redevelopment.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	Data not available.

	Economic Development	Redevelopment likely to be residential led. The site scores poorly in market attractiveness terms for employment.
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Site Title and Number		SS19 AMS Trading Est. Brownhill Road, Longton
GENERAL		
Local Authority	South Ribble	
Site Size	0.338 ha	
General Site Description	This is an established employment site, in multiple occupancy which contains a cluster of older prefabricated warehouse buildings.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is adjacent to A59.
	Quality of local road access	Width of surrounding roads could create potential issues for HGV access.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of poor to moderate quality and condition. Internal circulation and parking/servicing is poor.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	At the time of the site visit there was marketing present on the site.
	Adjoining Land Uses	There are residential uses nearby, adjacent to the site and open countryside.
	Road Frontage Visibility	The site has some visibility to a local road, however, this is largely screened.
Site Development Constraints	Site topography, size, shape, other on site physical features.	It is regular in shape and slightly sloping down from the street (east to west).
	Environmental (policy) constraints	The site is within the Green Belt therefore there is a presumption against development in this location. Site adjoins a Biological Heritage Site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development:

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Nearest bus stop approx 300m.
	Ease of walking and cycling	There is a footpath on the opposite side of the street but it is not continuous and there are no cycle routes.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Whilst the buildings on site are not of high standard, they are screened from view by the mature conifers along the front boundary.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area.
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Owner aspirations unknown however site likely to only accommodate limited owner specific development

Site Title and Number	SS20 Tardy Gate Mill, Lostock Hall
GENERAL	
Local Authority	South Ribble
Site Size	1.552 ha
General Site Description	Period buildings and old stock buildings in multiple occupancy for commercial and employment uses.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located approximately 2 kilometres east of the A6 and 2 kilometres west of the A582.
	Quality of local road access	Width of surrounding roads could create potential issues for HGV access. The site is accessed via a local suburban road.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of poor to moderate quality and condition. There is a period brick factory with a disused chimney within the grounds. The site also contains an open storage area.
	Duration of availability (<i>vacant sites</i>)	The site is not vacant.
	Marketing and enquiry interest	The site appears to be fully occupied and there was no evidence of marketing on site at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby - the site is surrounded by residential uses.
	Road Frontage Visibility	The site has excellent local road frontage along Coote Lane.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is irregular in shape, small sized and flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	The site owner is know (tod). However, aspirations are unknown.
	Site access	The local road is a residential road. Access to the site is wide and provides good on site vehicular circulation and parking.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There is a bus stop opposite the site and the Lostock Hall Railway Station is located approximately 600 metres west of the site.
	Ease of walking and cycling	There are good footpaths surrounding the site with cycle path-approx 200m away.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	There is scope for the appearance of the period brick building and chimney to be restored.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	No data available.
	Economic Development	Site fully occupied in a combination of commercial and employment uses. Site has no further capacity for intensification/infill unless redeveloped. Redevelopment of the site is likely to displace existing occupiers.

Site Title and Number		SS21 Dardsley, Browndedge Road, Lostock Hall
GENERAL		
Local Authority	South Ribble	
Site Size	0.272 ha	
General Site Description	Period building converted to offices. Occupied by NHS and PPA.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located approximately 1 kilometre west of the A6.
	Quality of local road access	The local road is very congested and narrow with cars parked on either side.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of reasonable quality and condition providing. The site contains a converted period dwelling which is now used as NHS offices. It also has a series of outbuildings and extensions. The grounds of the site are attractive with good quality mature vegetation.
	Duration of availability (<i>vacant sites</i>)	The site is not vacant.
	Marketing and enquiry interest	The building is occupied as offices by NHS and PPA. There was no evidence on site that it is being marketed.
	Adjoining Land Uses	The site adjoins Lostock Hall to the west. The remainder of surrounding uses are residential.
	Road Frontage Visibility	The site has an attractive road frontage with mature vegetation screening the building which is sited within the middle of the site.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is regular in shape and flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site but there are TPOs adjacent to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development. The entrance to the site is via a narrow driveway which could not support two way traffic. The road is busy and narrow with poor visibility.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There are several bus stops along Browndedge Road. Lostock Hall Railway Station is located approximately 400 yards from the site.
	Ease of walking and cycling	There is a good footpath network to the site. Site adjacent to cycle path.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The existing building is discreet within the streetscene. Whilst the outbuilding extensions are not attractive, they are well screened from the road and do not affect the appearance of the streetscene.
Regeneration and Economic Development	Sequential location	The site is located within or on the edge of an existing district or town centre.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	No data available.
	Economic Development	Very limited potential for owner specific intensification.

Site Title and Number		SS22 Hecla Works, Brown Street, Bamber Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	0.411ha	
General Site Description	An established employment site in multiple occupancy and adjacent to railway line.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1 kilometre to the M6 and A6.
	Quality of local road access	Station Road is relatively wide and is busy but not congested. The local road into the site is narrow and obstructed by parked cars along the street.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The existing building portfolio is very poor and the buildings are poorly maintained. Occupiers include Countess Interiors.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site is not being marketed (fully occupied).
	Adjoining Land Uses	The site has some potentially sensitive uses nearby - the site is surrounded by residential uses.
	Road Frontage Visibility	The site is visible from local roads and the adjoining railway.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site less than 0.5 hectares and is flat and of a regular shape.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site .
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles. The local roads are narrow which lead to wider Station Roads.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is adjacent to the railway line and is in close proximity to the Bamber Bridge Railway station and bus stops.
	Ease of walking and cycling	Cycle path adjacent to the site however there are adequate footpaths for pedestrian use.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The existing main building is in poor condition. The site represents an opportunity for regeneration which would make better use of the site and improve the quality of the streetscene and local environmental quality.
Regeneration and Economic Development	Sequential location	The site is on the opposite side of the railway station and the Bamber Bridge District Centre.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Established employment site in current multiple occupation and with limited opportunities for infill/ intensification.

Site Title and Number		SS23 Pear Tree St, Bamber Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	0.202 ha	
General Site Description	Brick workshop site occupied by Modern Motors. Half of the site has been redeveloped for residential.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1 mile away from a motorway or major arterial route but not immediately adjacent/
	Quality of local road access	The local road leading to the site is busy. The site itself is off a narrow residential cul de sac.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of reasonable quality and condition providing an average range of building type and size. Half of the site is occupied by new residential redevelopment.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site is fully occupied and there is no evidence of marketing on site.
	Adjoining Land Uses	The site has some 'sensitive uses adjoining or within the site. There is residential within the site and commercial and residential to the east (along Station Road).
	Road Frontage Visibility	The site is located at the end of a short cul de sac off the local road therefore it has no road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	It is a regular shape and flat. In topography but small in size.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Could be some contamination requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership. Approximately 0.15 hectares of land has been lost to non – employment development and the remainder is likely to be under pressure for employment development in the future.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development. The access to the site is very narrow.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500 metres from a bus stop and within 1 kilometre from Bamber Bridge Railway Station.
	Ease of walking and cycling	There area adequate footpaths to the site but no cycle paths.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The existing motor workshop is discreet within the street scene. Whilst the site is previously developed land. The site achieves a moderate score.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area. It falls outside of the Bamber Bridge District Centre.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation.
	Economic Development	Approximately half of site (0.15 hectares) has already been lost to residential development. Remainder of employment site unable to provide infill/intensification. Likely to be pressure for residential redevelopment (long term).

Site Title and Number		SS24 Liverpool New Road, Much Hoole
GENERAL		
Local Authority	South Ribble	
Site Size	4.648 ha	
General Site Description	A medium sized employment site in multiple occupancy.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	This site adjoins the A59 which leads to Preston in the north.
	Quality of local road access	Access to parts of the site is very poor. The A59 is in good condition but very busy.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains old stock warehouse buildings. Buildings and external areas are of poor to moderate quality and condition.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	There are no vacancies on site and there was no on site marketing at the time of the site visit.
	Adjoining Land Uses	The site adjoins residential to the west, south and east. There is green belt to the north and west.
	Road Frontage Visibility	The site has a highly visible frontage on to Liverpool Road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is irregular in shape but is flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500 m of a main bus route (but not immediately adjacent).
	Ease of walking and cycling	There is a pedestrian path along the A59 only.
Enhancement of the Environment	Land classification	The site is brownfield.
	Potential to enhance environmental quality	There is scope to improve the quality of existing buildings and introduce screening to the rear.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area. The site is within the small settlement of Much Hoole.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	No data available.
	Economic Development	Established employment site in multiple occupancy. Small pockets of vacant land likely to be available for infill/intensification.

Site Title and Number	SS25 Four Fields House Station Road BB
GENERAL	
Local Authority	South Ribble
Site Size	0.557 ha
General Site Description	The site contains modern two storey office building within an attractive garden setting.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1 kilometre away from a motorway or major arterial route but not immediately adjacent.
	Quality of local road access	The site is on a corner of two local roads. Access is good.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains a modern brick building (used as offices) which is well maintained with mature landscaping and adequate provision of parking, circulation and servicing.
	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	The site is not vacant.
	Marketing and enquiry interest	No evidence of marketing at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby . It is surrounded by predominantly residential and leisure uses including a church and school.
	Road Frontage Visibility	The site high visibility to two local road frontages.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is fairly regular in shape and is flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site but there are TPOs near to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Limited potential for contamination.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	The entrance to the site is off a quiet road. The width of the driveway could be improved although visibility out of site is good.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There are several bus stops within 500metres of the site. In addition, Bamber Bridge Railway is located within 1 kilometre south of the site.
	Ease of walking and cycling	There is no cycle route but the pedestrian footpaths are good.
Enhancement of the Environment	Land classification	The site is brownfield land.
	Potential to enhance environmental quality	The site is fairly attractive therefore development of the site would not significantly improve the environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Site has capacity for limited 'Owner Specific' infill/intensification.

Site Title and Number	SS26 Edward St/ Winery Lane, WLD
GENERAL	
Local Authority	South Ribble
Site Size	3.317 ha
General Site Description	This is an established employment site (formerly a vehicle assembling factory), now in multiple occupancy for bulky retail and warehousing.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site adjoins the A6.
	Quality of local road access	Local roads are of a good standard.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings are modern and of a reasonable quality. External areas are well maintained.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	Evidence of limited marketing. 'To Let' sign for Unit 4 on site at the time of the visit.
	Adjoining Land Uses	The site adjoins employment and residential uses.
	Road Frontage Visibility	The site is not visible from any road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is fairly regular in shape and flat.
	Environmental (policy) constraints	Part of the site is designated as a bus priority route. Policy FR.2 of the adopted Local Plan (2000) applies to the entire site which allows for use of site for non food retail shops, offices, a hotel, tourism or leisure facilities or a retail food store not exceeding 1,500 sq. m. provided it meets criteria outlined under this policy. Also a biological heritage site adjoins the site to the north.
	Flooding	Medium risk of flooding on the site (Flood Risk Category 2). Area of the site has "extreme flood" risk from the river. There are flood defences surrounding the site.
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	Site is in unknown ownership, no extant planning permissions / recent pre-application discussions for employment or non-employment development, owner aspirations unknown.
	Site access	The site is easily accessible.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500m of a main bus route (but not immediately adjacent).
	Ease of walking and cycling	There are footpaths to and within parts of the site and site is on a cycle path.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Limited scope for enhancing environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Site has poor road frontage and certain environmental constraints creating an overall average business image. Owner aspirations are unknown. Policy FR.2 of the adopted Local Plan (2000) allows the site to be developed for non food retail, offices, a hotel, tourism or leisure facilities. Little opportunity currently to further enhance the contribution the site currently makes to the local economy.

Site Title and Number		SS27 Aspden St, Bamber Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	0.375 ha	
General Site Description	Site recently redeveloped with two employment units. The new units are likely to attract small established business seeking to relocate to better quality premises.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1 kilometre away from a motorway or major arterial route but not immediately adjacent.
	Quality of local road access	The site is accessed via a narrow residential street, off a main road. The main road is busy and has poor right turn visibility.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site has recently been redeveloped with warehousing units.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site was not being marketed at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby. The site adjoins residential uses and a residential development adjoining the site.
	Road Frontage Visibility	The site has poor main local road visibility as it fronts onto a residential street.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is small, flat and regular in shape.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone)
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	At the time of the site visit, the new warehousing units were not occupied or being marketed.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There are several bus stops within 200 metres and the site is 500m to Bamber Bridge Railway station.
	Ease of walking and cycling	There are footpaths leading to the site but no cycle paths.
Enhancement of the Environment	Land classification	The site is brownfield.
	Potential to enhance environmental quality	The site has recently been redeveloped for B8 use.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	This site has already been redeveloped for employment uses. The new units are likely to attract small established business seeking to relocate to better quality premises. No further development potential at present at this site.

Site Title and Number		SS28 Hopwood St BB
GENERAL		
Local Authority	South Ribble	
Site Size	0.161 ha	
General Site Description	Part of the site has been redeveloped for residential development with the remainder containing warehousing sheds.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is within 1 kilometre of the M6/M61 and A6.
	Quality of local road access	The local road (Station Road) is very congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Part of the site has been redeveloped for residential development with the remainder containing buildings of a fairly low quality.
	Duration of availability (<i>vacant sites</i>)	The site is not vacant.
	Marketing and enquiry interest	The site was not being marketed at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby. The site is surrounded by residential uses and rear of shops. It also adjoins a police station to the north and an employment site to the south.
	Road Frontage Visibility	The site is not visible from any road frontage. Access to the site is off a short cul de sac (Hopwood Street).
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is regular in shape, flat and small.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	Owner details are unknown. There are likely to be pressures for redeveloped to non employment uses (residential) on the remainder of the site.
Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development. Exit onto Station Road is difficult.	

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is within 500 metres of a bus stop and the Bamber Bridge Railway Station.
	Ease of walking and cycling	There are no cycle paths within the site and there is provision of some footpaths but they are of poor quality.
Enhancement of the Environment	Land classification	The site is 100% brownfield.
	Potential to enhance environmental quality	Older employment buildings on site could be redeveloped which would enhance environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	In the longer term redevelopment of the site could contribute toward increased economic activity in the area. However, given that part of site has been redeveloped for residential there are likely to be pressures for redeveloped to non employment uses (residential) on the remainder of the site.

Site Title and Number	SS29 Peel View Drumacre Lane, Longton
GENERAL	
Local Authority	South Ribble
Site Size	0.885 ha
General Site Description	Older warehouse buildings in a rural location. The buildings are currently occupied by NWES Trailer Rental and Maintenance Depot (haulage).

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is approx 700m to the A59.
	Quality of local road access	The site is accessed via a narrow country lane which cannot accommodate two way traffic easily.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	This site contains two older warehouse buildings in a rural location.
	Duration of availability (<i>vacant sites</i>)	The site is not vacant
	Marketing and enquiry interest	The site is occupied and there was no evidence of on site marketing at the time of the site visit.
	Adjoining Land Uses	The site is surrounded by residential uses to the south, east and north.
	Road Frontage Visibility	The site has a local street frontage but the buildings are set back from the front boundary line and screened by dense vegetation.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Small site which is flat and regular in shape.
	Environmental (policy) constraints	The site is located within the Green Belt where there is a general presumption against development.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is more than 500m from a main bus route and more than 1 km of a train or bus station.
	Ease of walking and cycling	700m to nearest cycle route.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	The site has very limited scope to enhance the environmental quality or contribute toward economic development.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area .
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%)
	Multiple Deprivation Indices	"All others" – no data available.
	Economic Development	The site within Green Belt where there is a presumption against development. Owner aspirations are unknown however the site likely to accommodate extremely limited owner specific infill development.

Site Title and Number	SS30 Heatherfield Works, Green Lane, Church Road, Farington
GENERAL	
Local Authority	South Ribble
Site Size	2.065 ha
General Site Description	The site is occupied by Whitfire in a collection of warehouse buildings. The rear of the site is greenfield.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located 1 - 2 kilometres away from the A 582
	Quality of local road access	The site is accessed via a good quality country lane, which is not overly narrow or constrained.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The existing buildings are of prefabricated steel construction and whilst the site appears to be well maintained there is no soft landscaping. Buildings are of moderate quality and condition and external areas are adequate in terms of maintenance and the level of parking and circulation provision provided. There is a large greenfield area to the site with restricted access.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site is not marketed.
	Adjoining Land Uses	The site is surrounded by residential uses to the north west and north east. There is open countryside to the south east, south and west. The operation on site appeared to be fairly noisy.
	Road Frontage Visibility	The site is not visible from any road frontage. The site is accessed via a small cul de sac (Green Lane) off the local road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is regular in shape, medium sized and flat.
	Environmental (policy) constraints	The site is significantly constrained in terms of environmental policy. Part of the site is designated under policy D8 "as safeguarded land during the life of the Local Plan" however it allows for temporary uses provided the landscape and wildlife features including access to recreation is protected.
	Flooding	No flood risk (outside of any identified flood risk zone)
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works
	Ownership / Owner Aspirations	Site is in unknown multiple / single ownership, no extant planning permissions / recent pre-application discussions for employment or non-employment development, owner aspirations unknown
	Site access	Significant site access (visibility) constraints / possible 'ransom' issues Access to only half of the site is available (developed part off Green Lane).

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is more than 150m from a main bus route and more than 3km from a train or bus-station.
	Ease of walking and cycling	There are no footpaths or cycle paths in the vicinity of the site.
Enhancement of the Environment	Land classification	The site is less than 50% brownfield .
	Potential to enhance environmental quality	Development of the greenfield site must be considered sensitive given its location on the edge of open countryside.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	"All others"
	Economic Development	Front part of site occupied by Whitfire with rear part remaining as greenfield with limited access. Development of rear part of site likely will require provision of road infrastructure. As this land is safeguarded under the adopted Local plan, it is only likely to come forward in the medium to long term.

Site Title and Number	SS31 Earnshaw Bridge Mill, Longmeanygate, Leyland
GENERAL	
Local Authority	South Ribble
Site Size	0.765 ha
General Site Description	The site contains a variety of buildings styles in multiple occupancy including an antique shop, bed shop, offices and car accessory shop.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1.5 kilometres south of the A582.
	Quality of local road access	Width of surrounding roads could create potential issues for HGV access.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Whilst the site appears to be fully occupied, the site contains a mix of both old, period and modern prefabricated buildings which give the site a discordant appearance.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	There is no marketing of this site.
	Adjoining Land Uses	The site is surrounded by residential uses with retail uses opposite.
	Road Frontage Visibility	The site benefits from two street frontages one of which is a main road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	It is fairly regular in shape and flat.
	Environmental (policy) constraints	The site is constrained by some environmental constraints / abnormal development requirements. Site adjoins a wildlife corridor and is within a flood risk area (Zone 2 Flood Risk).
	Flooding	Medium risk of flooding on the site (Flood Risk Category 2).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles. The site has one access point with poor markings for two way traffic.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station.
	Ease of walking and cycling	There are footpaths to the site but no cycle paths.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Potential through redevelopment to significantly improve environmental quality. The site could make more advantage of its two street frontages.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation.
	Economic Development	Discordant site in multiple occupancy for a range of uses including light industrial, retail, sui generis and B1 Offices. Owner aspirations unknown however site has several environmental constraints including flood risk and contamination and adjoins a wildlife corridor. Limited opportunity to redevelop this site given the constraints.

Site Title and Number		SS32 Walmer Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	0.826 ha	
General Site Description	This is an established employment site in multiple occupancy located within Walmer Bridge. The site is currently occupied by A.A Packaging, Champ Chicken Company Ltd and the Walmer Bridge Ambulance Station.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1kilometre away from the A59.
	Quality of local road access	Surrounding roads are relatively wide / likely to be limited congestion at peak periods.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of a moderate quality and condition. Parking on site is limited.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	There is no marketing of this site (fully occupied).
	Adjoining Land Uses	The site adjoins open countryside to the west and residential uses to the south, north and east.
	Road Frontage Visibility	The site has good local road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is regular in shape and flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	Site is in unknown ownership.
Site access	Possible site access (visibility) constraints, including for larger commercial vehicles.	

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is within 500 metres from several bus stops.
	Ease of walking and cycling	There are some footpaths to the site although provision is limited and is not continuous. There is a cycle path.approx 500m away.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Development or redevelopment of the site would not significantly enhance or detract from the wider environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%)
	Multiple Deprivation Indices	"All others" – no data available.
	Economic Development	Established moderate quality employment site with no obvious capacity for infill / intensification.

Site Title and Number	SS33 Samlesbury Aerodrome
GENERAL	
Local Authority	South Ribble
Site Size	142.96 ha
General Site Description	Samlesbury Aerodrome contains a number of employment buildings including large aviation sheds and offices. The site is divided into two distinct areas. The southern part contains three interconnecting runways / taxiways whereas the administrative, business and other buildings associated with the aerodrome are located close to the northern boundary. BAE Systems occupy the site.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site adjoins the A667 and A59.
	Quality of local road access	Surrounding roads are wide / no apparent issues of congestion. Access is very good.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The buildings on site are of good quality and of bespoke design. Whilst a large part of the site is underutilised and potentially available for development, any future employment commitments are likely to be related exclusively to the existing businesses that operate at the aerodrome.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	No marketing on site at the time of the site visit (fully occupied).
	Adjoining Land Uses	The site adjoins agricultural land and some residential.
	Road Frontage Visibility	The site has excellent frontage onto a main road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Very large site which is flat in topography and irregular in shape.
	Environmental (policy) constraints	The site is constrained by some environmental constraints / abnormal development requirements. Part of the site is within the Green Belt and one part is controlled by policy EMP8 of the adopted Local Plan which allows for development which is connected to the company's Aerospace Division activities.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	The site is owned by BAE systems. Site owner(s) actively pursuing employment uses confirmed through recent Site Suggestions which puts the site forward for employment development within the context of a regionally significant employment site. This site is identified in a recent study commissioned by the North West Development Agency as a strategic site supporting a key sector of the economy including knowledge-based employment.
	Site access	No apparent site access (visibility) constraints. Vehicular access to and within the site is good. Internal roads are clearly marked and wide.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is inaccessible by public transport.
	Ease of walking and cycling	There are some cycle paths along the A59 and pedestrian paths. Proposed cycle paths on site
Enhancement of the Environment	Land classification	The site is predominantly brownfield (including runway and adjacent green land which is previously developed land).
	Potential to enhance environmental quality	Any development on this site is likely to be delivered exclusively as expansion to existing aviation related industries on site.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%)
	Multiple Deprivation Indices	"All others" – no data available.
	Economic Development	Any development on this site is likely to be delivered exclusively as expansion to existing aviation related industries on site.

Site Title and Number	AS1 A South Rings, Craven Drive
GENERAL	
Local Authority	South Ribble
Site Size	16.2 ha
General Site Description	A large part of the site has been taken up for purpose built modern buildings including B&Q, Burger King and Express Inn Hotel. Part of the site is committed for office development.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located immediately adjacent to a motorway or major arterial route with easy accessibility to these routes.
	Quality of local road access	Access to Lostock Lane is good with well defined access/egress.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	The vacant part of this site has been available for a number of years but is currently being marketed.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The image of the park is positive as the existing buildings are of modern construction and in good maintenance. Circulation and servicing / quality of surrounding environment will likely be a positive factor to attracting occupiers.
	Duration of availability (vacant sites)	The vacant part of this site has been available for a number of years.
	Marketing and enquiry interest	Evidence of marketing at the time of the site visit.
	Adjoining Land Uses	A motorway (M65) borders the site along the south and western boundaries. To the north of the site is a mixed use site accommodating a supermarket, restaurant and a mix of employment uses. To the south and west is a reeinfeld site, separated from South Rings by a main road. To the east, along Wigan Road is predominantly undeveloped / reeinfeld land.
	Road Frontage Visibility	The site has motorway and local road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Large site, slightly sloping and regular in shape.
	Environmental (policy) constraints	The site contains high voltage overhead power lines which present a physical constraint to development. TPO woodland area in north-eastern corner.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	Part of the site has recently been put forward through Site Suggestions for sui generis and B1, B2 and B8 development. A number of commitments on the site for office development exist.
	Site access	No apparent site access (visibility) constraints. Access off Lostock Lane is good. Internal roads which provide access to build up parts of the site are of good quality.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500m of a main bus route (but not immediately adjacent) and / or within 1 km of a train or bus station.
	Ease of walking and cycling	There are bike paths in nearby Wigan Road (adjacent) but not on Lostock Lane. Lostock Lane does provide good pedestrian footpaths.
Enhancement of the Environment	Land classification	The site is more than 50% brownfield.
	Potential to enhance environmental quality	There is potential for the remainder of the site (greenfield parts) to be developed into high quality employment uses.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation.
	Economic Development	Given the market attractiveness of the site to non-B Class employment uses, it will be important that remaining land is safeguarded for appropriate employment use.

Site Title and Number	AS 2 Farington Business Park
GENERAL	
Local Authority	South Ribble
Site Size	5.7 ha
General Site Description	The front part of the site, (along Golden Hill Lane), has been redeveloped and accommodates a supermarket and other bulky retail premises. Occupiers include Morrisons, Arnold Clarke Motor Hire, Homebase and Argos. The rear part of the site contains older office and industrial buildings.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1kilometre away from a motorway or major arterial route but not immediately adjacent.
	Quality of local road access	The local roads are of good quality. There was some congestion at the time of the site visit which was likely to be due to road works.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	This part of the site contains modern, purpose built buildings (predominantly retail and sui generis). Older purpose built manufacturing buildings of poorer quality are located within the rear part of the site. The site appears to be fully occupied.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site was not being marketed at the time of the site visit. It appears that the buildings on site are all occupied.
	Adjoining Land Uses	The site adjoins retail and residential uses.
	Road Frontage Visibility	Visibility from local roads is good however visibility from Wheelton Road is poor.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is in excess of 5 hectares with no apparent evidence of physical constraining features. It is flat and regular in shape.
	Environmental (policy) constraints	There are no identified environmental or known abnormal requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	The rear part of the site is likely to have some contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	Site is in unknown ownership. The site has been put forward for residential development through Site Suggestions.
	Site access	Internal vehicular access is good.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500 m of a train or bus station.
	Ease of walking and cycling	There are good footpaths to the site. Proposed cycle path to site.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Parts of the site have already been redeveloped. There is an opportunity to improve the quality of buildings within the rear part of the site.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation.
	Economic Development	Currently, the site does not have any vacant land to accommodate new additional employment development therefore it does not have the ability to deliver further economic growth to the area unless it is redeveloped to provide enhanced B Class employment opportunities.

Site Title and Number	AS3 C Farington Road, Leyland
GENERAL	
Local Authority	South Ribble
Site Size	9.2 ha
General Site Description	This greenfield site of 9.2 hectares is located directly north of the well established Lancashire Business Park.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located close to a motorway or major arterial route with easy accessibility to these routes
	Quality of local road access	Surrounding roads are wide / no apparent issues of congestion.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	Quality / nature of surrounding environment will be a positive factor to attracting occupiers. The site is undeveloped (Greenfield site) and adjoins existing employment uses.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	
	Duration of availability (vacant sites)	The site has been available for 6-10 years however it does not benefit from any extant planning permissions. It is likely that the site is being reserved for the future growth of Leyland Trucks although we are not aware of any specific development aspirations for the site.
	Marketing and enquiry interest	There were large free standing marketing signs along the road at the time of the site visit.
	Adjoining Land Uses	To the north, east and west, the site is bounded by Greenfield land and an established employment site to the south. Along its eastern boundary is the West Coast Main Railway Line which links Leyland and Preston.
	Road Frontage Visibility	The site has excellent road frontage to a main road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is large (in excess of 5 hectares), regular in shape and fairly flat with no obvious physical constraints.
	Environmental (policy) constraints	The site is constrained by some environmental constraints / abnormal development requirements which could limit development potential Site is bounded by green belt but is also allocated as employment land. Site is also designated as flood risk area.
	Flooding	Minimal part of the site is identified as having a medium risk of flooding (Category 2).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	The site is in the same ownership as the northern part of Lancashire Business Park (Paccar UK).
	Site access	There is no access to the site at the moment but it has excellent potential.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500m of a main bus route (but not immediately adjacent).
	Ease of walking and cycling	There are no footpaths or cycle paths to the site.
Enhancement of the Environment	Land classification	The site is wholly Greenfield.
	Potential to enhance environmental quality	The open space is fairly attractive, however, equally, good quality employment buildings would not negatively impact upon the quality of the environment.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	'All others' – no data available.
	Economic Development	The site has potential to provide additional employment land for Leyland Trucks which could enable an established operator to remain and expand in its current location.

Site Title and Number	AS4 D Land Adjoining Lancashire Enterprise Business Park
GENERAL	
Local Authority	South Ribble
Site Size	23.33 ha
General Site Description	The site is large and allocated (but not yet committed). Greenfield in appearance, it is understood that ground remediation will be required in advance of development.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located 1 – 2 kilometres away from a motorway or major arterial route.
	Quality of local road access	The roads to the site are wide and clear however accessing the site is currently difficult as it is not yet developed.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	The site is Greenfield in appearance but is understood to be contaminated.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	
	Duration of availability (vacant sites)	Site has been available (e.g. allocated) for 6 – 10 years.
	Marketing and enquiry interest	There was no evidence of marketing on site at the time of the site visit.
	Adjoining Land Uses	The site is surrounded by employment uses to the east and south as well as residential to the west.
	Road Frontage Visibility	The site has some frontage onto a local road network.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is irregular in shape, and relatively flat.
	Environmental (policy) constraints	Site has an area designated as flood risk on its western side. There are also a large number of trees on site (which do not have a TPOs). Small part of western boundary is biological heritage (env3).
	Flooding	Medium risk of flooding on part of the site (Flood Risk Category 2).
	Contamination	At the time of the site visit, it appeared that ground works were being carried out over parts of the site, seemingly to improve ground conditions and deal with any contamination.
	Ownership / Owner Aspirations	The owners, Fact Focus, have aspirations to develop the site for employment use with an element of residential development. However, Focus are awaiting for the resolution to the access arrangements for the approved Waste Technology Park.
	Site access	There is a pedestrian track which bisects the site from east to west but no vehicular path through the site at present.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station.
	Ease of walking and cycling	There are footpaths through the site which link the adjoining employment land to residential to the west of the site. Proposed cycle path to site.
Enhancement of the Environment	Land classification	The site is predominantly Greenfield in appearance but must have been developed previously to contain contamination.
	Potential to enhance environmental quality	The site provides an opportunity to utilise land which is surrounded by other built up land.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	'All others'
	Economic Development	The large scale and flexible nature of the site introduces an opportunity to improve the economic and social indicators as the site provides an opportunity to attract a range of occupiers.

Site Title and Number	AS5 E Carr Lane (i)
GENERAL	
Local Authority	South Ribble
Site Size	6 ha
General Site Description	This 6 hectare site is regular in shape and comprises recent modern purpose built industrial buildings over approximately 3 hectares. The remainder part of the site is vacant but is committed for employment development under an outline planning permission.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located 1 – 2 kilometres away from a motorway or major arterial route.
	Quality of local road access	The local road network is good with wide uncongested roads leading to the site although the site is relatively distant from the strategic road network.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The buildings on site are new, purpose built industrial units and are well maintained. Industrial units have only recently been completed and most were vacant (and marketed) at the time of the survey.
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	The site is marketed on premises with 3 “to let” boards on site at the time of the site visit.
	Adjoining Land Uses	The site adjoins the railway line to the east and other employment sites to the north, south and west. Part of the western boundary overlooks residential dwellings which are located on the opposite side of the road.
	Road Frontage Visibility	The site has high visibility onto two local road frontages.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Then site is flat in topography and regular in shape.
	Environmental (policy) constraints	Part of the site is in a biological heritage area.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required. It is likely that the site was previously contaminated but has been addressed.
	Ownership / Owner Aspirations	A reserved matters application for an industrial building comprising 3,296 sqm. Floorspace with associated car parking and landscaping over approximately 0.9 hectares of this vacant remainder was being considered at the time of this study.
	Site access	Likely to be only minimal site access (visibility) constraints

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station.
	Ease of walking and cycling	There are good footpaths surrounding the site but no existing cycle paths. Proposed cycle path to site.
Enhancement of the Environment	Land classification	The site is more than 50% brownfield.
	Potential to enhance environmental quality	The site is already of a high environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	‘All others’
	Economic Development	The relatively limited scale of opportunity for new development and its location in an area of already high economic activity limits the site’s potential to deliver significant economic objectives.

Site Title and Number		AS6 F Within Lancashire Enterprise Business Park (i)
GENERAL		
Local Authority	South Ribble	
Site Size	3.43 ha	
General Site Description	This rectangular plot of land of 3.43 hectares situated within the Lancashire Business Park is covered in hardstanding and informally used for open storage possibly used by Leyland Trucks	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than a kilometre away from a motorway or major arterial route but not immediately adjacent
	Quality of local road access	The quality of local roads within the business park are good although signage is inconsistent.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	This site has been identified as 'available' for a number of years but is not committed for development.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	
	Duration of availability (vacant sites)	The site is not vacant.
	Marketing and enquiry interest	Site was not being marketed at the time of the site visit.
	Adjoining Land Uses	It is surrounded by other employment uses including most notably Leyland Trucks which occupies a large (northern) part of the Business Park and Clive Hurst Plant Hire and Lazy Boy.
	Road Frontage Visibility	The site is within a Business Park and has frontage onto Business Park roads.
Site Development Constraints	Site topography, size, shape, other on site physical features.	It is regular in shape and flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	The site is likely to be owned by Leyland Trucks. However, owner aspirations for the site are unknown although the site could be 'Owner Specific' if required by Leyland Trucks for future expansion.
	Site access	The site is easily accessible by local Business Park roads.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500 m of a main bus route.
	Ease of walking and cycling	There are good pedestrian paths within this part of the site and cycle storage although 2 defined cycle paths are within 400m.
Enhancement of the Environment	Land classification	The site is less than 50% brownfield.
	Potential to enhance environmental quality	The site represents an opportunity to accommodate a good quality employment operation on this site.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	"All others" – no data available.
	Economic Development	Good site to be developed probably. Likely to be for the expansion of existing operators within the Business Park.

Site Title and Number	AS7 G Kellet Lane – Brindle Road
GENERAL	
Local Authority	South Ribble
Site Size	4.93 ha
General Site Description	The site is predominantly greenfield land occupied partly by Seed Lee Farm. It is steeply sloping in part and adjoins the motorway to the south and east, employment uses to the west (Sceptre Point Business Park), and residential uses to the north.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located immediately adjacent to a motorway or major arterial route with easy accessibility to these routes
	Quality of local road access	Current access to the sites is limited via a narrow country lane to the north and a wider local road adjacent to the motorway along the south.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	The site contains open countryside and some farm buildings. It is bounded by a combination of mature hedges and a stone boundary wall.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	
	Duration of availability (vacant sites)	Site has been available (e.g. allocated) for 6 – 10 years.
	Marketing and enquiry interest	There was no on-site evidence that the site is currently being marketed at the time of the site visit.
	Adjoining Land Uses	Site adjoins the motorway to the south and east, employment uses to the west (Sceptre Point Business Park), and residential uses to the north.
	Road Frontage Visibility	The site adjoins the M61 motorway in a visually prominent position.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site slopes down gradually from east to west and is irregular in shape.
	Environmental (policy) constraints	The site is allocated under Adopted Local Plan with a view to creating a prestigious gateway to Walton Summit to promote business image and investment confidence in South Ribble. However, there is amenity open space allocation and a housing allocation adjacent to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	Approximately 0.51 hectares of the total 4.93 hectares has been committed for employment use (B1 Office).
	Site access	Access to the site and within the site would be extremely difficult for larger vehicles currently due to the poor width of the road. In addition, the lane is a cul de sac with no turning facilities at the end.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is within 500 m of a main bus route.
	Ease of walking and cycling	There are no cycle or pedestrian paths leading to the site. The access land would need to be significantly widened to accommodate these.
Enhancement of the Environment	Land classification	The site is predominantly Greenfield with small parts of the site accommodating farm buildings.
	Potential to enhance environmental quality	Presently, the site represents pleasant and attractive rural open countryside with country lanes leading to the site. Buildings would be very prominent from the motorway and from lower ground from areas northwest of the site. Development on this site would need to be of a very high quality so that the environmental quality of the local area is not compromised.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation.
	Economic Development	Access improvements currently represent a significant constraint on this site, however, if this was to be overcome the site has the ability to perform a role in the employment hierarchy.

Site Title and Number	AS8 West Paddock
GENERAL	
Local Authority	South Ribble
Site Size	1.94 ha
General Site Description	The site is undeveloped open space which appears to be used for casual recreation. Owned by South Ribble Borough Council. Allocated in the Local Plan for business use.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located 1 – 2 kilometres away from a motorway or major arterial route.
	Quality of local road access	The local roads are of good quality and not congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	Currently, the site is attractive Greenfield land which appears to be used for casual recreation.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	
	Duration of availability (vacant sites)	Site has been available (e.g. allocated) for more than 10 years.
	Marketing and enquiry interest	There is no marketing material on site.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby. Adjoining land uses include residential dwellings, Council offices, a local nature reserve and a wildlife corridor (to the north of the site).
Site Development Constraints	Road Frontage Visibility	The site has excellent local road frontage and visibility.
	Site topography, size, shape, other on site physical features.	The site is small, regular and flat. The main physical constrain being the lake within the eastern part of the site.
	Environmental (policy) constraints	The site is allocated under Adopted Local Plan Policy EMP7 for business use (Class B1) and open space (it is anticipated that approximately 1/3 of the site should be retained for open space). TPOs and biological heritage site and listed buildings near to but not within or adjoining site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	The site is owned by South Ribble Council. The council have expressed an aspiration to have the site developed for mixed-use and a high quality openspace.
	Site access	There is no vehicular access to the site at the moment as it is not developed.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station
	Ease of walking and cycling	There are wide, good quality footpaths in front of the premises but no cycle paths.
Enhancement of the Environment	Land classification	The site is wholly Greenfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area. This existing green space is attractive with some mature vegetation providing a welcome break from an otherwise built up area. Good quality buildings however could also be acceptable in this location.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of low economic activity (53.3 -58.1%)
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Overall, this relatively flat and greenfield site appears to offer a reasonably attractive market opportunity and development of the site could significantly improve the low economic activity and multiple deprivation within this ward.

Site Title and Number	OS 1 Moss Side Development Park (formerly Aston Moss) Aston Way
GENERAL	
Local Authority	South Ribble
Site Size	13.35 ha
General Site Description	Moss Side Development Park is located to the north of the Moss Side Test Track site and contains a number of industrial units. A key occupier is TNT which occupies a large building and has some vacant land to its southern boundary. Other occupiers include Toro Track and Clean Air Power.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located 1 – 2 kilometres away from a motorway or major arterial route.
	Quality of local road access	Surrounding roads are wide with no apparent issues of congestion. There are no vehicles parked on the street. Access to the site is very good.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site has good street lighting provision, new pavements and is well landscaped. The buildings on site a modern warehouse buildings which are well maintained.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	There is no marketing of the site at the time of the site visit (all the units are occupied).
	Adjoining Land Uses	The site is surrounded by other employment uses.
	Road Frontage Visibility	The site has good local road frontage along Comet Road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site has no apparent evidence of physical constraining features. The site is flat and irregular in shape but is divided into regular plots.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements. Allocated as employment site. Adjacent to green belt allocation and park and other open space allocation. Northern edge of the site has TPO woodland.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	Site is in unknown multiple / single ownership, no extant planning permissions / recent pre-application discussions for employment or non-employment development, owner aspirations unknown
	Site access	No apparent site access (visibility) constraints. The site has very good vehicular access which can easily accommodate HGVs.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route.
	Ease of walking and cycling	Footpaths to and within the site are of very good quality however site is adjacent to a cycle path
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield. The entire site has been developed recently and contains some green areas which provide landscaping around the warehouses. There is a larger patch of green adjacent to the TNT building which could accommodate a small employment use on it.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area. The site contains recent buildings . Redevelopment of these would not significantly improve the environmental quality. There is a small undeveloped part of the site adjacent to the TNT building which could potentially accommodate an additional small employment building.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%)
	Multiple Deprivation Indices	All others
	Economic Development	The site is already developed and contains modern warehouse buildings therefore there is a the lack of further development potential. Vacant part of TNT site could come forward to allow expansion.

Site Title and Number	OS 2 RO Matrix Park
GENERAL	
Local Authority	South Ribble
Site Size	16.09 ha
General Site Description	This site forms part of the Buckshaw Village development. Large, level site which contains modern employment uses. The site is located in an area of broader regeneration coming forward for employment development.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site adjoins the A49 and is within 500 metres from the M6.
	Quality of local road access	The local road network is excellent and is able to support a range of commercial vehicles.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	This is a highly attractive partly developed employment site with high quality modern development and infrastructure.
	Duration of availability (vacant sites)	Part of the site has been available (e.g. allocated or committed) for 2 – 5 years.
	Marketing and enquiry interest	Existing units appear to have a high occupancy. The site is being actively marketed and together with recent developments and current commitments, illustrates the level of strong demand for employment development in this location.
	Adjoining Land Uses	The site is located in an area of broader regeneration coming forward for employment development. Current neighbours to Matrix Park comprises modern residential development, green space and areas under development.
	Road Frontage Visibility	The site has very good road frontage onto a main road and local road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Large site with no apparent evidence of physical constraining features. The site is regular in shape and flat.
	Environmental (policy) constraints	The site is previously developed and is of low environmental sensitivity.
	Flooding	No flood risk (outside of any identified flood risk zone)
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works
	Ownership / Owner Aspirations	Strong demand for employment development in this location.
	Site access	No apparent site access (visibility) constraints Access to the site is via new roads. Access is legible and well defined.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500m of a main bus route. Improved public transport is part of the broader regeneration scheme including the anticipated opening of the Royal Ordnance Railway Station which will enhance public transport accessibility.
	Ease of walking and cycling	There are good cycle paths and pedestrian paths to the site.
Enhancement of the Environment	Land classification	The site is more than 50% brownfield with some undeveloped patches within the site.
	Potential to enhance environmental quality	Allocated for commercial and business development, partly developed and partly committed. Corner landmark site (approx 2 ha) represent an opportunity site. New development coming forward on this site is/ will be high quality.
Regeneration and Economic Development	Sequential location	The site is located completely outside of a defined urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%)
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices
	Economic Development	Very important opportunity site and together with other components of the Regional Investment Site, is of critical importance to future employment land supply within the Central Lancashire Area.

Site Title and Number		OS 4 Sceptre Point
GENERAL		
Local Authority	South Ribble	
Site Size	3.04ha	
General Site Description	The site is already developed to high standard office development. The site contains purpose built, attractive modern office buildings, all of which appear to be fully occupied.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located immediately adjacent to a motorway or major arterial route with easy accessibility to these routes (M61).
	Quality of local road access	Surrounding roads are wide / no apparent issues of congestion. Access to the site is good via local roads which are wide and not congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The office buildings are of modern construction which are well maintained and landscaped.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	All the units are occupied and therefore there is no marketing of this site.
	Adjoining Land Uses	The site adjoins other employment land, residential uses to the north and a motorway.
	Road Frontage Visibility	The site has excellent visibility/frontage onto the main road and motorway.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is irregular in shape and flat in topography.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site. Allocated as a main existing employment area (Emp3). TPOs outside the site to the north.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	The site is likely to have no contamination.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	The site has good vehicular access.

STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is located within 500m of a main bus route (but not immediately adjacent).
	Ease of walking and cycling	There are no existing cycle paths but adjacent to proposed cycle route and footpaths to and within the site are good.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	The development on site is of high standard already.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%)
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation
	Economic Development	The site already makes a good contribution towards economic objectives but given the already developed nature of site, the potential for further contribution is limited.

Site Title and Number		OS 6 Leyland Business Park
GENERAL		
Local Authority	South Ribble	
Site Size	14.51ha	
General Site Description	Leyland Business Park comprises of approximately 14.5 hectares and is currently occupied by a group of circa 1960s employment buildings. (EMP 3/3 Site is covered by OS6)	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1 kilometre away from a motorway or major arterial route but not immediately adjacent
	Quality of local road access	The local road is wide and not congested. It provides good access for HGVs.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains average quality 1960s buildings.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	At the time of the site visit there was no marketing on site.
	Adjoining Land Uses	Site adjoins a railway line to the west, beyond which is Lancashire Business Park. It also adjoins a playing field to its east and a greenfield land to the north and south.
	Road Frontage Visibility	The site has excellent local road frontage. It is bounded by a low brick wall with background vegetation.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site has no apparent evidence of physical constraining features. The site is large and fairly flat.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements. Allocated as a main existing employment area. The site is near to green belt land and there is an existing footpath network to the west of the site. TPO woodland and listed building outside the site in land to the west.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Site access is good for HGVs. It has a well defined egress/entrance point.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station.
	Ease of walking and cycling	The site has no cycle routes but the footpaths leading to the site are wide and in good condition.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Some modernisation of buildings could improve environmental quality. However, impact would be fairly minimal.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%)
	Multiple Deprivation Indices	"All others" – no data available.
	Economic Development	Small pockets of the site have an opportunity to deliver additional infill employment development.

Site Title and Number		EMP3/1 Walton Summit, Bamber Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	95.75ha	
General Site Description	Walton Summit is an established business park. Very large site located east of Bamber Bridge and bounded by M61 to the west and M6 to the east with a link road to its south. Over 500 businesses mainly light industrial, workshops and smaller storage and distribution. (OS3 Site is covered by EMP 3/1)	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Immediately adjacent to a motorway or major arterial route
	Quality of local road access	Surrounding roads are wide, legible and not congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains a variety of warehouse/industrial buildings, varying in size, appearance and age. Very low vacancies on site.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	There were a number of "TO LET" signs within the park at the time of the site visit.
	Adjoining Land Uses	The site adjoins other similar employment uses and residential to the north and east. To the east is a meat packaging plant.
	Road Frontage Visibility	Very good road frontage visibility along the west and south boundary which front onto a main road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is large with no apparent evidence of physical constraining features. The site is a regular shape.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	No apparent site access (visibility) constraints. The site contains good directional signage including a main navigation board at the entrance to Walton Summit. Roads and individual access to each unit is fit for purpose.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Number of bus stops within the site on Summit Road, Church Road, Four Oaks Road and Brierley Road.
	Ease of walking and cycling	There are no cycle paths leading to the site. The footpaths are not continuous. Proposed cycle route which would connect northern part of Walton Summit with Bamber Bridge railway station.
Enhancement of the Environment	Land classification	The site is predominantly / wholly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area. The site contains some older, poor quality industrial units, however, the entire Business Park is well screened from residential areas and main roads and overall the business image of the site is good.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban areas and well served by public transport.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%)
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation
	Economic Development	The site has a limited further ability to deliver regional or local economic development objectives as it is already making a significant contribution.

Site Title and Number		EMP3/2 North of School Lane, Bamber Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	10.41ha	
General Site Description	This employment site contains a wide variety of buildings with multiple occupiers including Arla Foods*, Walton Taxis and Whittle Movers.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is within 0.5 miles from the M6, M61 and A6.
	Quality of local road access	The site is located off a busy local road (relatively wide and uncongested). The roads within the site are of acceptable quality.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains a range of industrial/ warehouse buildings styles. The site is generally tidy and well organised. It is legible and has good circulation.
	Duration of availability (<i>vacant sites</i>)	The site is not available*.
	Marketing and enquiry interest	No evidence of active marketing, all the units are occupied.
	Adjoining Land Uses	The site adjoins residential uses and open space.
	Road Frontage Visibility	The site has good local road visibility along Station Road and some visibility along School Lane.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site has no apparent evidence of physical constraining features. It is irregular in shape and flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site. The site is designated as a Major Existing Employment Site (Policy EMP3 applies which safeguards employment uses and allows for expansion of industrial uses and provision of new industrial and business uses.)
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	Site owner's, are Arla Foods. There are no extant planning permissions / recent pre-application discussions for employment or non-employment development however part of the site has been put forward for residential development through Site Suggestions.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route which services their site by regularly along School Lane.
	Ease of walking and cycling	Walking paths in the area are not continuous and there are no cycle paths.
Enhancement of the Environment	Land classification	The site is predominantly brownfield. There is a small pocket of land within the northern part of the site which is undeveloped.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area. The site is screened from main roads. Improvements to the building stock would not significantly impact upon the environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%)
	Multiple Deprivation Indices	The site is within an area ranked in the most affluent wards (75%) for multiple deprivation
	Economic Development	A section of the site is undeveloped, however it is unknown if this area could represent (long term) owner specific expansion or potential to practise additional independent employment use.

* At the time of the site visit Arla Foods were occupying part of the site, however, since the preparation of the main report the Alra site has become vacant and there is understood to be interest for residential.

Site Title and Number	EMP3/4 Lancashire Enterprise Business Park
GENERAL	
Local Authority	South Ribble
Site Size	70.17ha
General Site Description	This is an established business park in multiple occupancy. (OS5 Site is covered by EMP3/4)

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than kilometre away from the A5083.
	Quality of local road access	Width of surrounding roads could create potential issues for HGV access.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of moderate quality and condition.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	The site is not marketed (fully occupied).
	Adjoining Land Uses	The site is surrounded by other employment land.
	Road Frontage Visibility	The site has some local (internal) road frontage visibility and from the railway line to the east of the site.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is large with no apparent evidence of physical constraining features, and is flat and regular in shape.
	Environmental (policy) constraints	The site is designated as a Major Existing Employment Site (Policy EMP3 applies which safeguards employment uses and allows for expansion of industrial uses and provision of new industrial and business uses). In addition, Policy EMPE1 identifies part of the site as being able to provide additional employment land. There is a wildlife corridor along the north west border of the site. This area is also identified as a flood risk area on the Proposals Map.
	Flooding	Part of the site is at medium risk of flooding (Flood Risk Category 2).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	The site owners (Focus) are known to have aspirations to develop the site for employment use with an element of residential development. However, a resolution is awaited to access arrangement for the approved waste technology park (14.2 hectares committed – outline application).
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles. The site is accessed by an internal Business Park road network.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There are bus stops approximately 600 metres from the site. In addition, the nearest train station is located 1 kilometre away from the site.
	Ease of walking and cycling	There are some paths leading to the site and a nearby cycle route which operates north to south through Lancashire Enterprise Business Park.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	"all others" – details unavailable.
	Economic Development	The site has a limited ability to deliver regional or local economic development objectives given that the site is fully developed (apart from sections which are separately allocated) there is very limited infill and intensification potential on this established employment site.

Site Title and Number		EMP3/5 Farington Business Park
GENERAL		
Local Authority	South Ribble	
Site Size	18.83ha	
General Site Description	Farington Business Park contains a variety of business buildings including brick warehouses and more buildings. Well established site.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Located less than 1 kilometre from the A5083, A49 and M6.
	Quality of local road access	Surrounding roads are relatively wide and is not congested. The site has a clear egress and entrance.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of poor to moderate quality and condition.
	Duration of availability (<i>vacant sites</i>)	The site is not available.
	Marketing and enquiry interest	The site is fully occupied and is not being marketed.
	Adjoining Land Uses	The site is located in an area of other similar uses, and some residential.
	Road Frontage Visibility	The site has a frontage onto two local roads.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is flat, regular in shape and with no apparent evidence of physical constraining features.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site. The site is designated as a Major Existing Employment Site (Policy EMP3 applies which safeguards employment uses and allows for expansion of industrial uses and provision of new industrial and business uses). In addition, Policy EMP1 identifies part of the site as being able to provide additional employment land on the 4.8 hectares of derelict parts of the site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	The site is likely to have a limited amount of contamination which can easily be mitigated.
	Ownership / Owner Aspirations	Site is in unknown ownership. Exact planning application to redevelop the rear part of the site for residential. Site promoted through site suggestions for residential.
	Site access	The access to the site is good. Egress and entrance are well marked and are wide.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The nearest bus stop is located approximately 600metres from the site. In addition, the Leyland Train Station is approximately 1 kilometre from the site.
	Ease of walking and cycling	There are footpaths to the site but no cycle routes nearby.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Some of the outbuildings are in poor condition which could be enhanced to improve environmental quality. In addition, the storage yard appears to be under used. There is scope to intensify that part of the site.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban areas and well served by public transport.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	"all others" – data unavailable.
	Economic Development	Site is currently fully occupied with little opportunity for further economic development.

Site Title and Number	EMP3/6 North of Golden Hill Lane
GENERAL	
Local Authority	South Ribble
Site Size	10.43ha
General Site Description	Part of the site has been redeveloped for residential. The remainder of the site contains a vacant brick warehouse building.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	This site is located approximately 1 kilometre from A5083, A49 and the M6.
	Quality of local road access	The site is accessed off a local residential lane which is narrow. Width of surrounding roads could create potential issues for HGV access.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The existing warehouse buildings are vacant and are to be demolished. They are two storeys in height and of red brick construction. Part of the eastern part of the site has been redeveloped for residential uses (residential flat buildings and detached dwellings).
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	The site is for sale and is being marketed on premises. Large marketing sign was visible from Cleveland Road at the time of the site visit.
	Adjoining Land Uses	The site has some 'bad' neighbour uses/ or sensitive uses adjoining or within the site. The eastern part of the site contains new residential development. Adjoining the site are dwellings.
	Road Frontage Visibility	The site has limited road visibility as it has a very narrow local road frontage. The eastern part of the site which has recently been developed has a good frontage onto the local road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is large with no apparent evidence of physical constraining features and is irregular, in shape and fairly flat.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements. The site is a designated Main Existing Employment Area. Policy EMP3 safeguards the employment use and promotes appropriate business and industrial uses to be carried out on this site. One TPO on western boundary of site. A number of TPOs and a listed building south of the site (outside the boundary).
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	The site is owned by Lazarus Properties. Whilst there is no extant planning permission or pre planning discussions for the site, part of the site has been put forward for residential development through Site Suggestions.
	Site access	Access into the site is off Cleveland Road which is a residential cul de sac. There are two other entrances into the site off Golden Hill Lane. The residential (redeveloped) part of the site is accessed via a separate road which adjoins the site's eastern boundary.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There are bus stops in front of this site. In addition, the Leyland Train Station is located 600metres from the site.
	Ease of walking and cycling	There are footpaths leading to the site from Golden Hill Lane. In addition, a cycle path operates along Golden Hill Lane.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Redevelopment of this site is an opportunity to provide good quality employment land. Part of the site has already been developed and enhanced through the redevelopment of new dwellings. A good quality modern building or a combination of employment buildings could significantly improve the appearance of this site, however, there may be pressure for residential development here.
Regeneration and Economic Development	Sequential location	The site is located within or on the edge of an existing district or town centre. It adjoins the northern part of Leyland Town Centre.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	"all others" – data unavailable.
	Economic Development	The site has potential for redevelopment in parts. However, given that much of the site has been lost to residential there will likely be further pressures to develop the remaining employment land into non-employment uses.

Site Title and Number		EMP3/7 Moss Side, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	26.71 ha	
General Site Description	Large established business park containing a variety of business uses including Leyland Packaging, Smuirfitt Kappa, Western Truck Ltd, Chorley Electrical, NTS Transport Supplies and JEG Kitchens and Bathrooms.	

Appraisal Criteria	Detailed Indicators	Commentary
Accessibility	Ease of access to the motorway / major arterial routes	Located 3-4 kilometres away from the M6 motorway.
	Quality of local road access	The site is accessed via a 'B' road. It is relatively wide and not congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains older warehouse building stock. There are a number Well established site with many businesses operating in a range of units. The landscaping on site is not well maintained. Buildings and external areas are of moderate quality and condition.
	Duration of availability (vacant sites)	The site is unavailable.
	Marketing and enquiry interest	There were a few 'TO LET' signs at the time of the site visit.
	Adjoining Land Uses	The site adjoins predominantly other employment land and some residential uses.
	Road Frontage Visibility	The site has good visibility onto the local road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is large, there is no apparent evidence of physical constraining features and is flat and irregular in shape.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements. The site has been allocated as a Major Existing Employment Area. Policy EMP 3 safeguards this use and also allows for other businesses and industrial uses to be carried out on site. Small area of TPO woodland north of site.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works.
	Ownership / Owner Aspirations	No known owner aspirations.
	Site access	Access to the site is via a local road. The internal road network is of acceptable quality although it ranges in width in different parts of the site.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is within 1 kilometre distance from the nearest bus stops along Leyland Lane.
	Ease of walking and cycling	Cycle route approx 400m to the site. Footpaths are inconsistent in quality and distribution.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	The site contains a large number of old building stock which could be improved. However, this is a well established site operating well.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Only potential is for small infills.

Site Title and Number		EMP4/1 South of School Lane, Bamber Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	5.91ha	
General Site Description	Established employment site within circa 50 units, providing warehouse/ workshop and office accommodation.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located within 1 kilometre from the M6/M61.
	Quality of local road access	Surrounding roads are relatively wide and there is only likely to be limited congestion at peak periods.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are of reasonable quality and condition providing an average range of building type and size and an adequate provision of parking, circulation and servicing.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	There were "To let" signs at both entrances to the site at the time of the site visit.
	Adjoining Land Uses	There are residential uses within the site and a church and retail along the western boundary near the sub station.
	Road Frontage Visibility	For a medium sized site, it has poor street frontage and visibility with limited local road visibility.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is in excess of 5 hectares with no apparent evidence of physical constraining features. It is flat and regular in shape.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site. The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). This Policy allows for development in built up areas provided it is not allocated for any other particular use, it complies with access, parking and servicing, it is in keeping with the area and that it does not harm the amenities of nearby residents.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Potentially could be some contamination requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Likely to be only minimal site access (visibility) constraints. The internal road network is well defined and works efficiently.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route with bus stops outside the premises.
	Ease of walking and cycling	There are no cycle paths and a small number of footpaths which are not continuous.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Opportunity to introduce more small start up units within the southern part of the site which would increase economic activity.

Site Title and Number	EMP4/2 Club Street, Bamber Bridge
GENERAL	
Local Authority	South Ribble
Site Size	13.67ha
General Site Description	Established employment centre occupied by a wide mix of operators.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site adjoins the M6 and is within 1 kilometre from the A6.
	Quality of local road access	Local road access to the site is adequately wide for lorries and small vehicles.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Established site within mixed business image. Current occupiers include bulky good retail and light industrial. A section of the site remains undeveloped.
	Duration of availability (<i>vacant sites</i>)	The site is not available.
	Marketing and enquiry interest	There was a "TO LET" sign on the period industrial building at the time of the site visit.
	Adjoining Land Uses	The site is surrounded primarily by residential uses.
	Road Frontage Visibility	Access to the site is via a narrow residential cul de sac (Club Street) and the site is not visible from any road frontage
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is in excess of 10 hectares with no apparent evidence of physical constraining features.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements. The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). This Policy allows for development in built up areas provided it is not allocated for any other particular use, it complies with access, parking and servicing, it is in keeping with the area and that it does not harm the amenities of nearby residents. The site also adjoins a conservation area to the south west. Listed building south of site (outside boundary).
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	The internal road network is complicated. Visibility leaving Club Street onto the main local road is difficult.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There are bus stops in front of the premises.
	Ease of walking and cycling	There are some pedestrian pavements but they are not continuous.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	There is potential to bring back period industrial buildings back into employment use which would significantly improve the environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Development of the remaining north western quadrant for small employment uses has the potential to contribute to economic development in the area.

Site Title and Number	EMP4/3 Browndge Road, Lostock Hall
GENERAL	
Local Authority	South Ribble
Site Size	5.04ha
General Site Description	The site has recently been redeveloped for residential uses with a small part remaining in business use (warehousing).

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is within 1 kilometre from the A6 route.
	Quality of local road access	The local roads are wide and not congested during peak periods.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site has been redeveloped with residential led development however a small remnant of Baxi Heating employment premises remains on site. Buildings and external areas are of reasonable quality and condition providing adequate provision of parking, circulation and servicing.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	There were "To Let" signs on the industrial building at the time of the site visit.
	Adjoining Land Uses	Adjoining land uses are predominantly residential.
	Road Frontage Visibility	The industrial part of the site fronts onto two local roads but is well screened by mature vegetation and is very small compared to the main part of the site which contains the residential use.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is regular in shape and relatively flat.
	Environmental (policy) constraints	The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). This Policy allows for development in built up areas provided it is not allocated for any other particular use, it complies with access, parking and servicing, it is in keeping with the area and that it does not harm the amenities of nearby residents. The site also adjoins a railway line.
	Flooding	No flood risk (outside of any identified flood risk zone)
	Contamination	Contamination unlikely, no significant ground preparation works required.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Likely to be only minimal site access (visibility) constraints.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There are bus stops in front of the premises.
	Ease of walking and cycling	There are good quality footpaths to the site but no cycle routes.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area. The site has already been redeveloped.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%)
	Multiple Deprivation Indices	"all others" – no details available
	Economic Development	Opportunities to provide strategic planning and economic objectives are limited given the sites already developed nature, largely for housing.

Site Title and Number	EMP4/4 North of Lostock Lane
GENERAL	
Local Authority	South Ribble
Site Size	21.74ha
General Site Description	Large business site occupied by a number of retail and restaurant businesses including Sainsbury's, a petrol filling station, the 'Poachers' pub and the Premier Travel Inn. The remained (rear part of the site) continues to operate as Cuerden Mill Depot. (OS7 site is covered by EMP 4/4)

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site adjoins the A6.
	Quality of local road access	Access to the site is good via the local wide road. The internal spinal road is narrower but of acceptable standard.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains a variety of buildings of mixed quality. Sainsbury's at the front of the site and the tennis courts are in good condition whereas the industrial units to the rear of the site are older and some are vacant.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	There were some signs advertising the vacant buildings "TO LET" at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby. The site is surrounded by residential uses and open space. Opposite the road there are other employment uses.
	Road Frontage Visibility	The site has a good frontage onto a local road.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is large/ no apparent evidence of physical constraining features. The site is irregular in shape and flat in topography.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements and these issues will likely only have a minimal impact on development potential The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). This Policy allows for development in built up areas provided it is not allocated for any other particular use, it complies with access, parking and servicing, it is in keeping with the area and that it does not harm the amenities of nearby residents. There is also a wildlife corridor through the site. TPOs north west of site.
	Flooding	Medium risk of flooding on the northern part of the site (Flood Risk Category 2).
	Contamination	Contamination unlikely, no significant ground preparation works likely to be required.
	Ownership / Owner Aspirations	Site owner(s) actively pursuing employment uses. Part of the site (within the boundaries of OS7) is committed to provide 2,419 sqm. Of office development.
	Site access	Likely to be only minimal site access (visibility) constraints. The A6 access is good for vehicles and pedestrians into the site. The egress and entrance and wide and well defined.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site is within 500 metres from the nearest bus stop and approximately 3km from Leyland Railway Station.
	Ease of walking and cycling	There is no cycle route along the A6. There are discontinuous footpaths along the A6 and some cycle routes further away from the site.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	The buildings within the northern part of the site are of poor quality. They represent an opportunity to improve the appearance of this part of the site by introducing modern employment buildings.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%).
	Multiple Deprivation Indices	"all others" – information unavailable
	Economic Development	Potential for infill development and in the larger term redevelopment of some parts of the site.

Site Title and Number	EMP4/5 Sherdley Road, Lostock Hall
GENERAL	
Local Authority	South Ribble
Site Size	3.96ha
General Site Description	Large business site containing a period brick building (predominantly vacant) and a number of smaller buildings occupied by smaller businesses. Businesses include Lunar Caravans and MPH glass.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located approximately 1 -2 kilometres to the A6 and M65.
	Quality of local road access	Access to the site is via narrow roads with cars parked across pavements. The quality of the road surface is also very poor.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The old mill is a Victorian period brick building and is in very poor condition with plants growing on and within it. Other buildings are of low specification and are poorly maintained. Landscaping is overgrown and obscured some signs within the site.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	There was a "for sale" sign on site at the time of the site visit.
	Adjoining Land Uses	The site has some 'sensitive uses adjoining (surrounded by residential uses).
	Road Frontage Visibility	The site has limited local road frontage and visibility,
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is irregular in shape and fairly flat.
	Environmental (policy) constraints	The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). A small part of the southern boundary is within a defined flood risk area. TPOs to the west of the site (outside boundary).
	Flooding	Medium risk of flooding on two small parts of the site (Flood Risk Category 2).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles. Whilst the access to the site is relatively wide, the cars which park on the pavement make the path more narrow.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	There are bus stops along Watkin Lane. In addition, Lostock Hall train station is within 500 metres of the site.
	Ease of walking and cycling	There are footpaths within the site but they are obstructed by cars parking across them.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	The site is currently in poor condition and potential exists to enhance its environmental quality.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%)
	Multiple Deprivation Indices	No data available
	Economic Development	The site could be redeveloped to be used more intensively. Older buildings could be renewed to enhance the quality of existing accommodation.

Site Title and Number	EMP4/6 Factory Lane Penwortham
GENERAL	
Local Authority	South Ribble
Site Size	4.23ha
General Site Description	Established site with older stock providing office and warehouse accommodation and a number of auto-trade related businesses.

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is within 2 kilometres of A582.
	Quality of local road access	The local roads are narrow and heavily congested with poor visibility.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains older stock. Layout of buildings and parking is informal. Street lighting within the site is sparse. Buildings and external areas are of poor to moderate quality and condition.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby (residential uses and a railway line).
	Road Frontage Visibility	The site has some visibility to a local road. The local road is a cul de sac and does not provide a very active frontage to the street.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is less than 5 hectares in size and irregular in shape and flat in topography.
	Environmental (policy) constraints	The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). Adjoining the site to the north and south are designated Private, educational and institutional recreational open space (Policy OSR6). Biological Heritage site to east.
	Flooding	Medium risk of flooding on the site (Flood Risk Category 2)
	Contamination	Likely to be some contamination requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Buses stop in front of the premises along Factory Lane.
	Ease of walking and cycling	There are footpaths leading to the site and cycle routes 100m away.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	The site is well screened from residential uses however the quality of buildings should be improved through regeneration to enhance the overall environment.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	The larger business on the site currently utilise the hard standing areas. However, should they vacate, this land could come forward for development for small units.

Site Title and Number		EMP4/7 Centurion Way Estate, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	4.46ha	
General Site Description	A number of purpose built warehouse units and Tarmac, a cement factory to the rear. Modern small scale industrial and warehousing units.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is within 1 kilometre of M6 and A5083 routes.
	Quality of local road access	Width of surrounding roads could create potential issues for HGV access / potential for heavy congestion at peak periods. The south access to the site is closed. The access via Centurion Way is long and narrow.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The buildings on site are of average quality and condition. The lighting on site is poor.
	Duration of availability (<i>vacant sites</i>)	The site is not available.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	Residential dwellings and a railway line adjoin the site.
Site Development Constraints	Road Frontage Visibility	The site has a frontage onto a local road, Centurion Way.
	Site topography, size, shape, other on site physical features.	It is irregular in shape (long and narrow) with a short street frontage.
	Environmental (policy) constraints	The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). This Policy allows for development in built up areas provided it is not allocated for any other particular use, it complies with access, parking and servicing, it is in keeping with the area and that it does not harm the amenities of nearby residents. To the east of the site is a designated Park and other public open space (subject to policy OSR4) and an Amenity Space (Policy OSR 5).
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development Visibility onto Centurion Way at the entrance/egress point is very poor.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Buses operate along Stanifield Lane. The site is within 500 m of Leyland Train Station.
	Ease of walking and cycling	There are no footpaths within close proximity to the site but proposed cycle route adjacent.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Potential to enhance environmental quality through infill development.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	Potential for infill development which would contribute to economic development in the area.

Site Title and Number		EMP4/8 King Street, King's Court, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	0.5ha	
General Site Description	The site contains period warehouse and office buildings, recently refurbished.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is within 1 kilometre of the M6.
	Quality of local road access	Surrounding roads are relatively wide / likely to be limited congestion at peak periods.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The buildings on site are of solid brick construction. The street scene is neat and attractive and is lined with trees.. Buildings and external areas are of reasonable quality and condition with adequate provision of parking, circulation and servicing.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	Some signs of marketing on site at the time of the site visit.
	Adjoining Land Uses	The site has little or no 'bad' neighbouring uses but has some potentially sensitive uses nearby. The site is surrounded by residential uses, Leyland Centre and other employment sites.
	Road Frontage Visibility	The site has good local road access.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is fairly regular in shape and flat.
	Environmental (policy) constraints	There are no identified environmental or known abnormal development requirements applying to the site. On the Proposals Map, a small part of the boundary within the south west quadrant contains an area susceptible to floods.
	Flooding	The site is not within a flood risk area (as designed by the Environment Agency).
	Contamination	Site has recently been renovated, therefore, unlikely to require remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	The site is easily accessible for vehicles and pedestrian, road layouts and visibility aid entrance and egress from the site.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Buses operate and stop along Hough Lane. In addition, Leyland Train Station is located less than 500m from the site.
	Ease of walking and cycling	There is no cycle route, however, the pedestrian paths are of good quality and a proposed cycle route will be 200m away.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Recent refurbishment of buildings on this site has taken place.
Regeneration and Economic Development	Sequential location	The site adjoins Leyland Town Centre.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	"all others"- data unavailable.
	Economic Development	The site is unable to introduce further economic activity or affect multiple deprivation indicators as there is no further capacity to introduce employment use on this site without redevelopment.

Site Title and Number		EMP4/9 Tomlinson Road, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	13.69ha	
General Site Description	The site predominantly contains large warehouses.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is located just 1-2 kilometres from the M6.
	Quality of local road access	The site is accessed via Tomlinson road which is wide and Golden Hill Lane which is also of an acceptable width. Neither road appears overly congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	The site contains large warehouse buildings (circa 1970s and 80s). There is no landscaping on site with boundary of each unit bounded by a chain link fence or metal fence. Buildings and external areas are of moderate quality and condition. Restricted provision of parking, circulation and servicing.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	The site is close to residential uses and adjoins other employment sites.
	Road Frontage Visibility	The site has a long and narrow local road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is in excess of 5 hectares / no apparent evidence of physical constraining features and is medium size and regular in shape.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements. The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). The north west part of the site contains a water course therefore the area surrounding it has been identified as a flood risk area. TPOs on north-eastern boundary.
	Flooding	No flood risk (outside of any identified flood risk zone) however the nearby watercourse is susceptible to "extreme flooding".
	Contamination	Likely to be contaminated requiring some ground preparation and remediation.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	No apparent site access (visibility) constraints . Site access via a local road is wide and not congested. Egress and entrance are clearly marked and can accommodate large vehicles such as HGVs.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Buses operate along and stop at Golden Hill Lane. In addition, the site is located within 1km of Leyland Train Station.
	Ease of walking and cycling	There are footpaths to the site but no cycle routes. Proposed cycle route 100m away.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site could improve existing environmental quality and / or could contribute towards local regeneration strategies for the area
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	The site has a limited ability to deliver regional or local economic development objectives as it is already performing at full capacity.

Site Title and Number		EMP4/10 Braconash Road, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	3.41ha	
General Site Description	Established employment site containing a mix of building styles and quality. Occupied by Berry, National Tyres and Auto centre, Leyland Brake Co., Braconash Motors, Ambrose Hire, Anderton Plant Hire and Royal Mail.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is just over 2 kilometres from the M6 route.
	Quality of local road access	The site has access onto Golden Hill Lane however the visibility is very poor and congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	There is poor landscaping which negatively impacts upon the streetscene. The buildings are of combination brick construction and of no particular architectural style or merit. Buildings and external areas are of moderate quality and condition. Restricted provision of parking, circulation and servicing.
	Duration of availability (<i>vacant sites</i>)	The site is not available.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	The site adjoins other employment land uses. At the entrance to the site is a row of terraced dwellings.
	Road Frontage Visibility	The site has poor visibility onto Golden Hill Road as the terraces at the front screen the site from view.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is irregular in shape and flat.
	Environmental (policy) constraints	The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas).
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be contaminated requiring some ground preparation and remediation
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Likely to be only minimal site access (visibility) constraints.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Bus services and bus stops operate along Golden Hill Lane. In addition, Leyland Train Station is located 1km from the site.
	Ease of walking and cycling	There are good footpaths leading to the site.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area. The street frontage can be improved along Braconash Road which would improve the appearance of the development. However there is no potential to intensify the employment use on this site.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	There is no potential to intensify the employment use on this site.

Site Title and Number		EMP4/11 Heaton Street, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	7.04ha	
General Site Description	Employment site contains a wide mix of business uses contained within a variety of building styles and ages. Occupiers include Berry, PH Chander, a window and conservatory warehouse and an open yard storage.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site is just over 2 kilometres from the M6 route.
	Quality of local road access	The site is accessed via Golden Hill Lane which is of adequate width but is congested.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Buildings and external areas are a moderate quality and condition. Restricted provision of parking, circulation and servicing.
	Duration of availability (vacant sites)	The site is not available.
	Marketing and enquiry interest	One "TO LET" sign on the premises.
	Adjoining Land Uses	The site adjoins predominantly employment uses with some residential.
	Road Frontage Visibility	The site is not visible from any road frontage. The site is hidden from Golden Hill Lane behind residential terraces, some of which are boarded up.
Site Development Constraints	Site topography, size, shape, other on site physical features.	The site is flat and regular in shape but tucked away.
	Environmental (policy) constraints	The site is designated as an "other existing site" on the Proposals Map which allows for new or expansion of business uses (Use Class B1, B2 and B8). The policy also lists this site as one which could accommodate other land uses provided they comply with policy D3 (Existing Built Up Areas). In addition, the site adjoins a water course within the north west part of the site therefore this area has been marked as a "flood risk" area. Note: No site layout available but no flood zone on Heaton Street.
	Flooding	Medium risk of flooding on two small parts of the site (Flood Risk Category 2).
	Contamination	The site is likely to have a limited amount of contamination on it from past uses which can be mitigated.
	Ownership / Owner Aspirations	Site is in unknown ownership.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development. Visibility onto Golden Hill Lane is poor.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	Buses operate along and stop at Golden Hill Lane. In addition, the site is located within 1km of Leyland Train Station.
	Ease of walking and cycling	There are footpaths and cycle paths along Golden Hill Lane which lead onto the site.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would improve existing environmental quality and / or could contribute towards local regeneration strategies for the area
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of moderate economic activity (58.1 - 67.7%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	The site has a limited ability to deliver regional or local economic development objectives.

Site Title and Number		MU1 Moss Side Test Track, Leyland
GENERAL		
Local Authority	South Ribble	
Site Size	39.33ha	
General Site Description	Subject to policy EMP6 in the Local Plan to provide mixed use development with emphasis on employment. Site is not longer in active use for vehicle testing.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Site is located 1 - 2 kilometres away from a motorway or major arterial route.
	Quality of local road access	Surrounding roads are relatively wide / likely to be limited congestion at peak periods.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	Access could not be gained to the site.
	Duration of availability (vacant sites)	Site has been available (e.g. allocated or committed) for 2 – 5 years.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	The site is surrounded by employment land and open space.
	Road Frontage Visibility	The site has some visibility to a local road however road frontage visibility is limited as most of the site is screened by dense vegetation.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is large in size and has no apparent evidence of physical constraining features.
	Environmental (policy) constraints	Small area of TPO woodland adjoins western edge of site. The site is subject to Policy EMP6 which allows for mixed use schemes on this site. In addition, the site is surrounded by a wildlife corridor, green wedges, parks and other open spaces.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be some contaminated requiring some ground preparation and remediation
	Ownership / Owner Aspirations	No extant planning permissions for employment or non-employment development. It is understood that the owners are investigating options for the sites development and that the Masterplan is likely to be progressed.
	Site access	Access to the site is via a security gate. The entrance/egress is wide and well marked.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route.
	Ease of walking and cycling	There are footpaths to the site and cycle routes adjacent to site entrance.
Enhancement of the Environment	Land classification	The site is more than 50% brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would improve existing environmental quality and / or could contribute towards local regeneration strategies for the area
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	The site is within an area ranked as an affluent ward (50%) for multiple deprivation indices.
	Economic Development	This site presents a comprehensive mixed use development opportunity. Delivery will require addressing access constraints and the development of a Masterplan to guide whole scale redevelopment. A Green Travel Plan/ Sustainability Plan would need to be prepared for the site.

Site Title and Number		MU2 Lostock Hall Gas Works, Penwortham
GENERAL		
Local Authority	South Ribble	
Site Size	10.5ha	
General Site Description	This former gas works site ceased operating in the 1970s. The non-operational part of the former gas works is 10.5 hectares and has been cleared and remediated although two gas holders remain within the south eastern quadrant of the site. To the north of the site, beyond the railway line, the site adjoins residential development. To the east, the site adjoins an open space. The land adjoining this site to the west and south is designated in the local plan for housing development, most of which has now been completed.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	Site is located approximately 2 kilometres away from a motorway or major arterial route.
	Quality of local road access	Very narrow surrounding roads potentially unadopted with no turning facility at the end of the road. The lane does not adjoin the site frontage for the entire length and tapers into a walking track.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	The site contains gas works and a brownfield cleared site to the north. Quality / nature of surrounding environment may limit the attractiveness of the site for certain users.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	
	Duration of availability (vacant sites)	Site has been available (e.g. allocated or committed) for 2 – 5 years.
	Marketing and enquiry interest	No evidence of active marketing, recent completions or development under construction at the time of the survey.
	Adjoining Land Uses	The site has some 'bad' neighbour uses/ or sensitive uses adjoining or within the site. The site adjoins residential uses and greenfield. The existing gas works release a "gas" smell which could have an impact on the residential amenity or nearby occupiers.
	Road Frontage Visibility	The site fronts onto a dead-end local road. The site itself is the destination.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is in excess of 5 hectares / no apparent evidence of physical constraining features.
	Environmental (policy) constraints	The site has been allocated for mixed use schemes on the Proposals Map. Surrounding the site are other designations including housing land, open space, green wedges, a wildlife corridor and a new site for public open space. Biological heritage site (env3) along north-eastern edge of the site.
	Flooding	No flood risk (outside of any identified flood risk zone) The site is close to an area susceptible to "extreme flooding".
	Contamination	Likely to be significantly contaminated requiring substantial ground preparation and remediation
	Ownership / Owner Aspirations	The site is allocated in the local plan for mixed use development. A decision is awaited on an outline planning application. This proposal was considered at planning committee on 28 March 2007 with a resolution to permit redevelopment of this site (to comprise 6,504 sqm. of employment land (B1 and B8), a Local Centre providing a floor space of 1,393 sqm. for A1 through to A5 uses and 198 dwellings) subject to the completion of a Section 106 Agreement. The S106 has not yet been signed.
	Site access	Possible site access (visibility) constraints, including for larger commercial vehicles, which could constrain development. The site is accessible for vehicles and provides good egress/ entrance to the site but it is a dead end street.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station
	Ease of walking and cycling	There are footpaths to the site. Existing and proposed cycle routes to site.
Enhancement of the Environment	Land classification	The site is predominantly brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would improve existing environmental quality and / or could contribute towards local regeneration strategies for the area. The site represents an opportunity to utilise previously developed land by introducing employment uses that would be compatible with the gas works and nearby residential uses. The quality of buildings would need to be high and significant road improvements would need to be carried out to facilitate any development.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of high economic activity (72.5 -77.1%).
	Multiple Deprivation Indices	All others – data unavailable.
	Economic Development	The site has been allocated for mixed use development for several years without development. It is clear from the current planning application that aspirations are to deliver a residential led development that will also deliver an element of some employment space. With the site already remediated, there appear to be no major physical development constraints. The site represents an excellent opportunity to use brownfield land to deliver mixed use development in an area where local facilities and services are poor. Integrating a Local Centre within the development to reduce car travel will also achieve some of the sustainability objectives. Any redevelopment of the site will need to bring forward good quality roads and footpath/cycle routes to encourage more sustainable means of travel. Introducing employment accommodation and the Local Centre will also contribute to the economic activity in the area.

Site Title and Number		MU3 Liverpool Rd, Walmer Bridge
GENERAL		
Local Authority	South Ribble	
Site Size	2.79ha	
General Site Description	This is a medium size greenfield site which has been allocated for mixed use development. The residential component and a public house have already been delivered and the remaining 2.79 hectares which is available for employment development has not been committed.	

Appraisal Criteria	Detailed Indicators	Commentary
MARKET ATTRACTIVENESS		
Accessibility	Ease of access to the motorway / major arterial routes	The site immediately adjacent to the A59 route.
	Quality of local road access	Surrounding roads are relatively wide and likely to be limited to congestion at peak periods. There is no access to the site yet except to the residential part of the site.
Business Image	Quality of the external environment (<i>vacant / part vacant sites and redevelopment opportunities</i>)	Quality / nature of surrounding environment will be a positive factor to attracting occupiers as the site is greenfield.
	Quality of the existing portfolio, internal and external environment (<i>occupied sites / re-use opportunities</i>)	
	Duration of availability (vacant sites)	Part of the site has been available (e.g. allocated) for more than 10 years (20 years).
	Marketing and enquiry interest	Evidence of limited marketing at the time of the site visit.
	Adjoining Land Uses	The site has some sensitive uses adjoining or within the site. (residential).
	Road Frontage Visibility	The site adjoins the A59 and has a very good main road frontage.
Site Development Constraints	Site topography, size, shape, other on site physical features.	Site is between 1 and 5 ha is irregular in shape and flat in topography.
	Environmental (policy) constraints	The site is unlikely to be significantly constrained by environmental constraints / abnormal development requirements. The site is subject to Policy EMP6 of the adopted Local Plan which allows for mixed use development and redevelopment on this site. The site also adjoins the Green Belt and open space.
	Flooding	No flood risk (outside of any identified flood risk zone).
	Contamination	Likely to be only limited potential for contamination requiring minimal ground preparation and remediation works
	Ownership / Owner Aspirations	Site is in unknown multiple / single ownership, no extant planning permissions / recent pre-application discussions for employment or non-employment development, owner aspirations unknown.
	Site access	Significant site access (visibility) constraints / possible 'ransom' issues. There is no access to the undeveloped parts of the site along the A59.

Appraisal Criteria	Detailed Indicators	Commentary
STRATEGIC PLANNING AND SUSTAINABILITY		
Accessibility to Non Car Transport Modes	Ease of access to public transport	The site immediately adjacent to a main bus route and within 1 km of a train or bus station
	Ease of walking and cycling	There are pavements but no cycle paths within the residential part of the site.
Enhancement of the Environment	Land classification	The site is less than 50% brownfield.
	Potential to enhance environmental quality	Development / redevelopment of the site would likely have a neutral impact on existing environmental and / or local regeneration strategies for the area. This Greenfield site is attractive, however equally good quality buildings could have an acceptable impact upon the visual appearance and environmental quality of this area.
Regeneration and Economic Development	Sequential location	The site is located out of centre, but within the urban area.
	Economic Activity	The site is located in an area of good economic activity (67.7-72.5%).
	Multiple Deprivation Indices	All others – no data available.
	Economic Development	The vacant part of the site is currently of no economic value and development will bring the site into productive economic use. The positive economic benefit must also be considered against the relatively poor performance against environmental sustainability criteria. The undeveloped parts of the site are greenfield land and located on the edge of a small settlement with limited access to bus and rail. Site has potential to be a 'Mixed Use' site with the vacant remaining part being developed for employment.

Glossary of Terms

Term	Definition
ABI:	Annual Business Inquiry is a two part national survey of businesses covering employment and financial information. The survey is conducted annually. It does not cover the self-employed.
CHURN / MARKET CHURN:	The cycle or rate at which properties are vacated and re-occupied.
CLUSTERS:	A group of businesses or organisations who, owing to the goods they produce and/or services they provided have common customers, technology or use similar specialist skills. They group together in order to enhance their overall competitive advantage of individual companies.
COMPLETIONS:	Developments which have been recently completed and ready for occupation / recently occupied.
DCLG:	Department of Communities and Local Government. This Department has responsibility for the setting of UK policy on local government, housing, urban regeneration, planning and fire and rescue.
DEVELOPMENT PLAN DOCUMENTS (DPD):	Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework. Development Plan Documents include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be an adopted proposals map, which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.
DOUBLE JOBS:	Jobs which form part of a portfolio of jobs held by an individual. Jobs may be a mixture of part-time and full-time jobs.
ECONOMIC ACTIVITY RATE:	The proportion of the population of normal working age who are either in work or are actively seeking work. The term may be applied to segments of the population; for example, the proportion of females aged 16-24 who are either in work or are actively seeking work. The term is also used to express the total of those economically active as a proportion of the population of normal working age.
EMPLOYMENT ALLOCATION:	Sites without planning permission which are allocated for B Class employment uses in the Adopted Development Plan.
EMPLOYMENT COMMITMENT:	Sites under construction or with current planning permission for B Class employment use.
EMPLOYMENT HIERARCHY:	The types of employment sites available in the local area, based their role within the local economy.
EMPLOYMENT PORTFOLIO:	The stock of land and premises within the local area.
GVA:	Gross Value Added measures the value of output of an industry or sector or economy less the value of the intermediate inputs required in the production process. As such, it is an output-based measure of economic activity. Gross means that the depreciation of capital is not deducted.

Term	Definition
HEADLINE UNEMPLOYED:	Those individuals counted in official statistics as being unemployed. Those counted are normally in receipt of Jobseeker's Allowance.
HEREDITAMENTS:	A piece of real, inheritable or taxable property on which rates may be charged and which is defined in law.
IN-COMMUTERS:	People who live outside of the study area or outside of one of the constituent local authority areas but whose normal place of employment is within these areas.
LOCAL DEVELOPMENT DOCUMENTS (LDD):	These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for a local planning authority's area.
LOCAL DEVELOPMENT FRAMEWORKS (LDF):	The folder of documents which includes all of the local planning authorities local development documents.
LOCAL DEVELOPMENT SCHEME (LDS):	The local planning authority's timetabled programme for the preparation of Local Development Documents that must be agreed with government and reviewed every year.
MARKET PRICES:	Prices inclusive of taxes and subsidies.
MARKET TOWNS:	Small to medium-sized country towns that are rural service, social and economic centres. Most also hold or used to hold a regular market.
NET-COMMUTING:	The difference between in-commuting and out-commuting.
NORMAL RETIREMENT AGE:	60 for women and 65 for men.
NORMAL WORKING AGE:	16-65 for males and 16-60 for females.
ODPM:	Office of the Deputy Prime Minister.
ONS:	Office for National Statistics.
OTHER BUSINESS SERVICES:	Sector primarily, but not exclusively, providing services to other businesses rather than to individuals and households. Includes activities such as renting of equipment and machinery, computer hardware and software consultancy, database activities, R & D, legal and accounting services, market research, management and other consultancy, architectural services, technical testing and analysis, advertising, labour recruitment and provision of temporary labour, industrial cleaning, photographic activities, provision of secretarial and translation services and call centres.
OUT-COMMUTERS:	People who live in the study area / within one of the constituent local authority areas but whose normal place of employment is outside of these areas.
POPULATION CENSUS:	National Census conducted every ten years and covering all people resident or normally resident in the UK. Last Population Census was conducted in 2001.
PREVIOUSLY-DEVELOPED LAND:	Land which is or was occupied by a permanent structure including the curtilage of the developed land. This includes vacant premises and also those in current active use.
PRIMARY INDUSTRIES:	Agriculture, forestry, fishing and the extractive industries including coal mining, sand, stone and gravel extraction and the extraction of oil and natural gas.

Term	Definition
R & D:	Research and Development.
REGIONAL SPATIAL STRATEGY (RSS):	A strategy for how a region should look in 15 to 20 years time and possibly longer. The Regional Spatial Strategy identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Most former Regional Planning Guidance is now considered RSS and forms part of the development plan. Regional Spatial Strategies are prepared by Regional Planning Bodies.
RESEARCH:	Original investigation undertaken in order to gain new scientific or technical knowledge and understanding but not primarily directed towards any specific practical aim or application.
RESIDENT POPULATION:	The number of people normally resident in a given area. The population of the study area / one of the constituent local authority areas is, therefore, the total number of people whose normal residential address is in these areas.
SELF-EMPLOYED:	An individual working on his or her own account whether as a sole trader or as a partner within an unincorporated business. The self-employed may have employees working for them.
SMALL TO MEDIUM ENTERPRISE (SME):	An independent business managed by its owner or part owners and having a small market share either by number of employees or turnover.
TAKE UP:	The rate at which new properties are occupied or land is developed (also see 'completions').
UNEMPLOYED:	Those individuals who are neither employees nor self-employed and are actively seeking work.
WORKFORCE:	The total of those individuals in an economy that are any of employed, self-employed and actively seeking work.