Employment Site Assessment

Appendix 1

Iceni Projects Limited on behalf of
Bolton Metropolitan Borough
Council
September 2026

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Extant Employment Planning Permissions (outside of Protected Employment Areas / Allocations)			
08373/20	28 A Manchester Road	148	N/A - Complete
89159/12	Land at Toughsheet Stadium	150	Consider allocating for mixed use
11312/21	Land at Firwood Industrial Estate	153	N/A - Complete

11878/21	Old Station Park Buildings	155	Do not allocate
12787/21	Builders Yard Opposite 51 Vallets Lane	157	Do not allocate
14541/22	Lever Bridge Mills	160	Protect
16894/23	Land Adjacent to London Street and High Street	162	Do not allocate
17785/24	Burnden Works	165	Do not allocate
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Call for Sites			
CFS404	Land to the south of Leigh Tenement Farm and east of Blackrod Bypass (A6), Blackrod, Bolton.	169	Consider allocating
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CFS450	Land southeast of Junction 4 of the M61, Farnworth	175	Consider allocating
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A2. Methodology

Site Assessment Methodology

1.2 The site assessments have considered the existing protected employment sites listed in the Local Plan together with allocated mixed use and employment land, extant commitments and recent completions outside of existing sites.

1.3 Site surveys were undertaken by Iceni in September 2025 using a site assessment proforma agreed with the Council which draws on the Planning Practice Guidance.

1.4 Two separate pro-formas were used to assess existing sites (protected employment sites; allocations; town centre regeneration areas; unitary development plan sites; recent employment completions) and potential sites (extant permissions; call for sites; potential sites identified by the council).

1.5 The red, amber and green ranking criteria for each of the categories assessed are detailed in the tables below.

1.6 Where there was development potential on existing sites, such as evident vacant plots, or the potential for intensification of use, this was noted. Our assessment included consideration of the market attractiveness of available land, and any known constraints which might impact on its deliverability.

Table A2.1 Pro-Forma Existing Employment Sites

Site Ref	Red	Amber	Green
Site Name			
Site Size			
Planning / Policy Status			
Location / Context - Location of site within town, current use of site, scale of site			
Greenbelt			

Clustering Uses / Occupiers			
Adjacencies / Sensitivities	Adverse impact to adjacent uses (significant residential adjacency)	Some sensitive adjacent uses (i.e. nearby residential but can be mitigated through design)	No sensitive adjacent uses / within existing employment area.
Age and Quality of Buildings	Aged, poor-quality stock, unfit for purpose	Aged but good quality stock, evidence of maintenance and refurbishment	High quality buildings, well-maintained. Post-2000s
Quality of public realm / Circulation and Parking	Poor - significant on road parking limiting circulation, poor quality public realm.	Some on-road parking but does not significantly impact function of site, site is poor quality in places but generally maintained	High quality - well maintained, good signage, good circulation
Vacancy Rate	High: +10%	Medium: 5-10%	Low: 0-5%
Accessibility	Poor: access through heavily residential area/ rural location / +10 minutes from A-road	Medium: 5–10-minute drive time of SRN / A-road /	High: within 5-minute drive time of SRN
Public Transport Access	No railway station within 800m (10-minute walk) or bus stop within 400m	Within 800m of railway / metrolink station **or** within 400m of high frequency bus stop (one every 15 minutes minimum) or within 250m of low frequency bus stop	Within 800m of railway / metrolink station **and** within 400m of high frequency bus service (one stop every 15 minutes minimum)
Active travel	Population within 1000m of site is less than 5000 and there are no dedicated walk/ cycle links		Population within 1000m of site is greater than 5000 and there are existing dedicated walk/ cycle links to the site.
SSSI	On site		None on site
Listed Building	On site		None on site
Site of Biological Interest	On site		None on site
Conservation Area	On site		None on site
Green Corridor	On site		None on site
Local Nature Reserve	On site		None on site
Landfill	On site		None on site
Topography	Topographical variation that will reduce development area		Flat

Floodzone 3	Covers over 25% of site	Covers less than 25% of site	None on site
Market Attractiveness	Low: poor quality site / high vacancy / unfavourable location	Medium: some evidence of vacancy / need of maintenance or refurbishment / secondary location	High: well-let site / high-quality units / environment / good accessibility / prime location
Development Opportunities			
Boundary matters - Removal of non E(g)/B-class uses from employment site boundary			
Recommendation - Retain / Protect / Release / Allocate			

Table A2.2 Potential Sites Pro-Forma

Site Ref	Red	Amber	Green
Site Name			
Site Size			
Planning / Policy Status			
Location / Context			
Brownfield			
Greenbelt			
Locational Clustering			
Adjacencies / Sensitivities	Adverse impact to adjacent uses (significant residential adjacency)	Some sensitive adjacent uses (i.e. nearby residential but can be mitigated through design)	No sensitive adjacent uses / within existing employment area.
Accessibility	Poor: access through heavily residential area/ rural location / +10 minutes from A-road	Medium: 5-10 minute drive time of SRN / A-road /	High: within 5 minute drive time of SRN

Public Transport Access	No bus or railway station within 800m (10 minute walk)	Within 800m of railway / metrolink station **or** within 400m of high frequency bus stop (one every 15 minutes minimum) or within 250m of low frequency bus stop	Within 800m of railway / metrolink station **and** within 400m of high frequency bus service (one stop every 15 minutes minimum)
Active travel	Population within 1000m of site is less than 5000 and there are no dedicated walk/ cycle links		Population within 1000m of site is greater than 5000 and there are existing dedicated walk/ cycle links to the site.
Proximity to Areas of Deprivation	Over 15 minute walk of 10% most deprived LSOAs IMD 2025	Within 15 minute walk of 10% most deprived LSOAs IMD 2025	Within 5 minute walk of 10% most deprived LSOAs IMD 2025
SSSI	On site		None on site
Listed Building	On site		None on site
Site of Biological Interest	On site		None on site
Conservation Area	On site		None on site
Green Corridor	On site		None on site
Local Nature Reserve	On site		None on site
Landfill	On site		None on site
Topography	Topographical variation that will reduce development area		Flat
Floodzone 3	Covers over 25% of site	Covers less than 25% of site	None on site
Utilities/ Infrastructure	Utilities running through site that would impact development potential		No utilities running through site
Ownership	3+ titles	1-2 titles	Single owner
Timescale of delivery	Long term (+10 years): No planning status / masterplan / major infrastructure requirements / delivery constraints flagged by promoters	Medium term (5-10 years): No application submitted / Infrastructure delivery required	Short term (0-5 years): Under-construction / Full planning consent / outline consent + RM submitted / No major delivery issues flagged by promoted

Availability	Landowner unwilling to deliver for employment use	Land owner open to development but not actively promoting /Site in other use - not immediately available	Site is immediately available / promoted / planning secured
Achievability	Complex / multiple ownership / ransom issues / site is safeguarded for other uses / severe environmental constraints	Some ownership issues but not prohibitive	Single or cooperative ownership / publicly owned; no major environmental constraints
Deliverability	Significant infrastructure requirements / other phases of development required to enable site to come forward	Minor infrastructure requirements to deliver site	No major infrastructure requirements / immediately deliverable
Market Attractiveness / Viability	Low: poor accessibility; unsuitable surrounding uses; lack of developer interest; low rents e.g office making development unviable	Medium: reasonable access (5-10 minutes from SRN / within urban area / on A-road); mixed surrounding uses (not within existing employment site); further viability testing required.	High: located in established employment area; excellent SRN access; proximity to labour and services; achievable rents
Recommendation - Allocate / Protect / Release. Quantity of floorspace and suitable use class			

A3. Site Assessments

Protected Employment Sites

Site Ref	1P.1
Site Name	Middlebrook Business Zone
	
Site Size	12.24
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site is located in Middlebrook to the south of Horwich in the west of the Borough. The site comprises of a mid-sized industrial estate and business park, with a business park located in the northern portion of the site, which includes offices, and two light industrial and distribution units located off Northgate Close.

	To the west there is a further business park, comprising of offices and a car dealership. To the south there is an additional section containing mid sized industrial units on Enterprise Park road.	
Greenbelt	No	
Clustering Uses / Occupiers	Scan Computers, Kia car dealership, ISS Facility Services, Premex Group, Jones Regan Financial Planning, Astemo UK, Royal Mail, Tom Croft Electrical supply, AG Barr (marketing), E.ON Next	
Adjacencies / Sensitivities	To the south of the site is Middlebrook Retail & Leisure park. Land directly to the north and west is the Former Horwich Loco Works Strategic Site currently undergoing mixed use development.	
Age and Quality of Buildings	The vast majority of units on site are Grade B representing good quality stock, which was built and renovated between 1990 and 2017. The buildings were observed to be of a good quality during the site visit.	
Quality of public realm / Circulation and Parking	Overall there is very good circulation and parking provision with no on-street parking observed throughout the site. The site has a good quality environment with lots of greenery and clear wayfinding to each respective employment building.	
Vacancy Rate	Futura Park to the southwest of the site has 10,700 sq.ft of vacant office space; 3 office properties on Northgate Close has vacant space totalling 34,800 sq.ft – vacancy over 10%	
Accessibility	The site benefits from its location adjacent to Middlebrook Retail and Leisure Park which provides a range of shops and leisure facilities appealing to staff located in this employment area, which are accessible via footpaths	

	connecting the site to the retail park. The site also benefits from access to the M61 and A673.	
Public Transport Access	Site is within 800m of Horwich Parkway which provides services between Manchester Airport and Blackpool North	
Active Travel	Population within 1km of site is over 5,000. The site benefits from its location adjacent to Middlebrook Retail and Leisure Park which provides a range of shops and leisure facilities appealing to staff located in this employment area, which are accessible via footpaths connecting the site to the retail park.	
SSSI	None	
Listed Building	Grade II listed building on site - Lower House Farmhouse	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Flood zone 3	Flood zone 2 partially covers site – southern section south of Aspinall Way. No Floodzone 3 on site	
Market Attractiveness	High – site is well let and provides good quality employment units.	
Development Opportunities	No further development opportunities identified	
Boundary matters – removal of non-E(g)/B class uses / extension of boundary to include new development	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. It is a good quality industrial estate and business park in a highly accessible location. Vacancy of office units should be monitored.	

Site Ref	2P.2(a)
Site Name	Lostock Industrial Estate (Mansell Way)
	
Site Size	12.16
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	Site is located adjacent to Middlebrook to the southeast of Horwich in the west of the Borough. The northern section (Paragon Business Park) includes offices, and light industrial units located off Chorley New Road. The southern section is under construction for two units with associated landscaping, parking and ancillary development located off Mansell Way.
Greenbelt	No
Clustering Uses / Occupiers	The north of site includes occupiers such as Gorilla Accounting, Amity Law, Indespension (trailer manufacturer).
Adjacencies / Sensitivities	To the north of the site across Chorley New Road and to the east of the site across the A6027 are residential dwellings. To the west of the site is St Josephs RC High School and

	Beyond the Lostock site, there is a retail park to the south of the site, comprising of Tesco Extra, Vue cinema, TGI Fridays, Hollywood Bowl, Starbucks, O2 Store and various clothing stores.	
Age and Quality of Buildings	Office stock in the north is of average to good quality – built in 1980/90s. The implementation of permission 18890/24 will introduce two modern warehouse buildings in the south of the site.	
Quality of public realm / Circulation and Parking	The site appears to be of a good quality with good circulation and parking provision, and overall, a high-quality environment (with amenity space for employees).	
Vacancy Rate	5-10%: 2,100 sq. ft of office space advertised as available at Paragon House; 8,300 sq.m at Lostock House. The two new units in south of site are advertised as available but not currently constructed.	
Accessibility	The site is within a 4-minute drive time of M61 J6. The site is accessed from Manswell Way and Chorley New Road	
Public Transport Access	Bus stop on Chorley New Road providing frequent services	
Active Travel	Population within 1km of site is over 5,000. Cycle route along Chorley New Road and partial down De Havilland Way.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	No Floodzone 3 on site	
Market Attractiveness	High – vacancies on site and slightly aged stock but site is undergoing renewal indicating market demand	
Development Opportunities	South of site (7ha) has permission for erection of two B8 units (18890/24) and is under construction. On half of this applications site there is a pending application (00679/26) for a change of use to allow B2 and B8 units at Unit 1 of above permission.	

	The north east of site has planning permission (20163/25) for the erection of a class E food store (approved July 2025)
Boundary matters	If food store permission is actioned, it should be removed from the site boundary
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Site is undergoing renewal indicating strong market demand.

Site Ref	2P.2(b)
Site Name	Lostock Industrial Estate (Lynstock Way)
	
Site Size	16.03
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	Site is located adjacent to Middlebrook to the southeast of Horwich in the west of the Borough. The site comprises of a mid-sized industrial estate, which includes offices and a range of industrial units located off Lynstock Way. Beyond the site, there is a further business and industrial park to the west including Severfield Nuclear and infrastructure, storage units, Gym, rock climbing and various other units.
Greenbelt	No
Clustering Uses / Occupiers	Manufacturing and supplier clustering: Gresham Office Furniture, Orseal, Silteq, Thermo King, Turner & Wrights wholesaler, Cohens Chemist, Hardman and Cain, Platinum Precision Sheet Metal, CSL Washrooms

Adjacencies / Sensitivities	To the north of the site is residential dwellings. To the east of the site is Regent Park Golf Centre, football playing fields. To the south of the site is a train line and beyond that is agricultural land and to the west industrial and business park.	
Age and Quality of Buildings	The site is comprised of a mid-sized industrial estate and business park and contains reasonable quality stock and overall has a reasonable quality of environment	
Quality of public realm / Circulation and Parking	Whilst the internal access roads and circulation is reasonable, the site visit indicated that on-street parking, including HGV's along Lynstock Way, particularly towards the end of the road, was problematic and may limit circulation.	
Vacancy Rate	There are currently no vacant units	
Accessibility	The site is within a 4-minute drive time of M61 J6. The site is accessed off Lostock Lane.	
Public Transport Access	no railway station within 800m and no bus stop within 400m	
Active Travel	Population within 1km of site is over 5,000. Cycle route along Chorley New Road and partial down De Havilland Way.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	The trees in the very southwest of the site are include in Lostock Hall Local Nature Reserve	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – site is well let and has strong accessibility	
Development Opportunities	There is planning permission on site 07088/19 for demolition of buildings and erection of 4 units for industrial uses and car parking spaces (granted January 2020) – the site has been cleared however during the site visit no construction works were noted to have taken place.	

	Site is being marketed as Platinum Business Park
Boundary matters	Boundary should be extended to include Destinology unit – see British Aerospace site assessment
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Site is seeing development activity indicating strong market demand.

Site Ref	2P.2(c)
Site Name	Lostock Industrial Estate (Lostock Way)
	
Site Size	55.54
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	Site is located adjacent to Middlebrook to the southeast of Horwich in the west of the Borough. The site is a mixed, moderate to large industrial estate and business park and forms part of a cluster of employment sites in the Middlebrook area. The site includes Parklands office park.
Greenbelt	No
Clustering Uses / Occupiers	Within the southeast corner of the site there is a large steel fabricator (which is a key employer) and within the northeast of the site there is a mix of light industrial/office uses including some high tech/high value businesses (e.g. Soil Stabilisation). Within the western pocket of the site there is a large, modern business park (Parklands) with

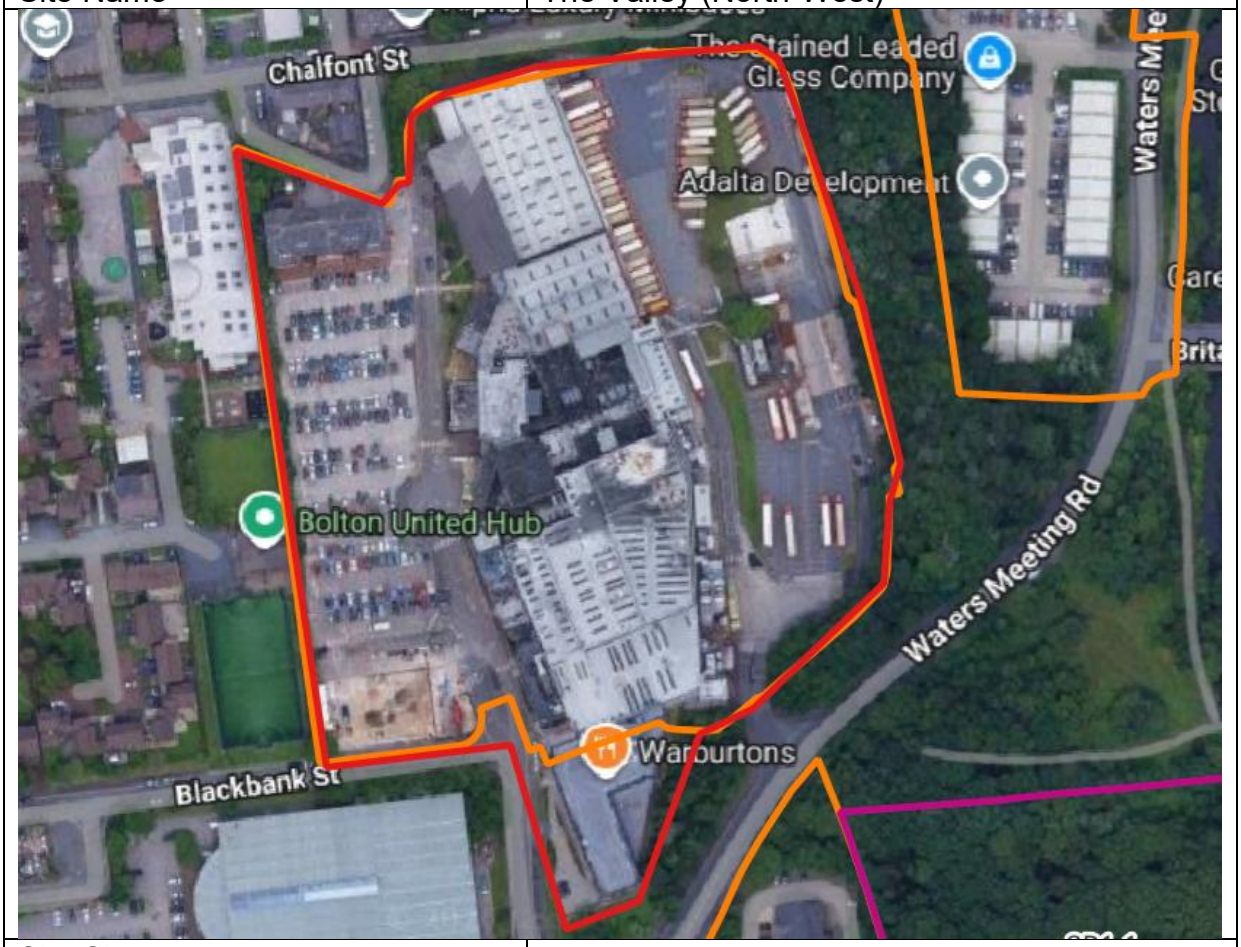
	high quality circulation, good parking provision and a number of national occupiers.	
Adjacencies / Sensitivities	To the north of the site is Tesco Extra and another industrial park. To the east of the site is residential dwellings and an industrial park, to the south a train line and beyond that is agricultural land and to the west industrial and business park. To the northwest across the A6027 is Toughsheet Community Stadium.	
Age and Quality of Buildings	The buildings in this area are of a good quality, ranging from 1970s to 2010s	
Quality of public realm / Circulation and Parking	Generally, the site is of a high quality with good circulation and parking. No litter was noted on-site, with high levels of landscaping and clear navigation between employment units.	
Vacancy Rate	Around 15%+ - approximately 213,000 sq. ft vacant – includes 45,600 sq.ft at 2 The Parkands; 69,200 sq.ft at 4 The Parklands; 41,400 sq.ft at 3 The Parkland.	
Accessibility	The site is within a 2 minute drive from M61 J6. The site has multiple existing access points.	
Public Transport Access	The Bromilow Arms" bus stop, Lostock Lane is 1 minute from the site and the Lostock Railway Station is located 4 mins from the site	
Active Travel	Population within 1km of site is over 5,000. Cycle route along Chorley New Road and partial down De Havilland Way.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	Only around 3% of the western section of the site is in flood zone 3.	
Market Attractiveness	Medium – site is of good quality and well-located however suffers from	

	significant vacancies as a result of the move away from large HQ offices.
Development Opportunities	13647/22 – car park site in south of site has permission for 3 storey office building (granted August 2024)
Boundary matters	None
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.Repurposing of office space should be explored to improve market attractiveness – increase flexibility through sub-division.

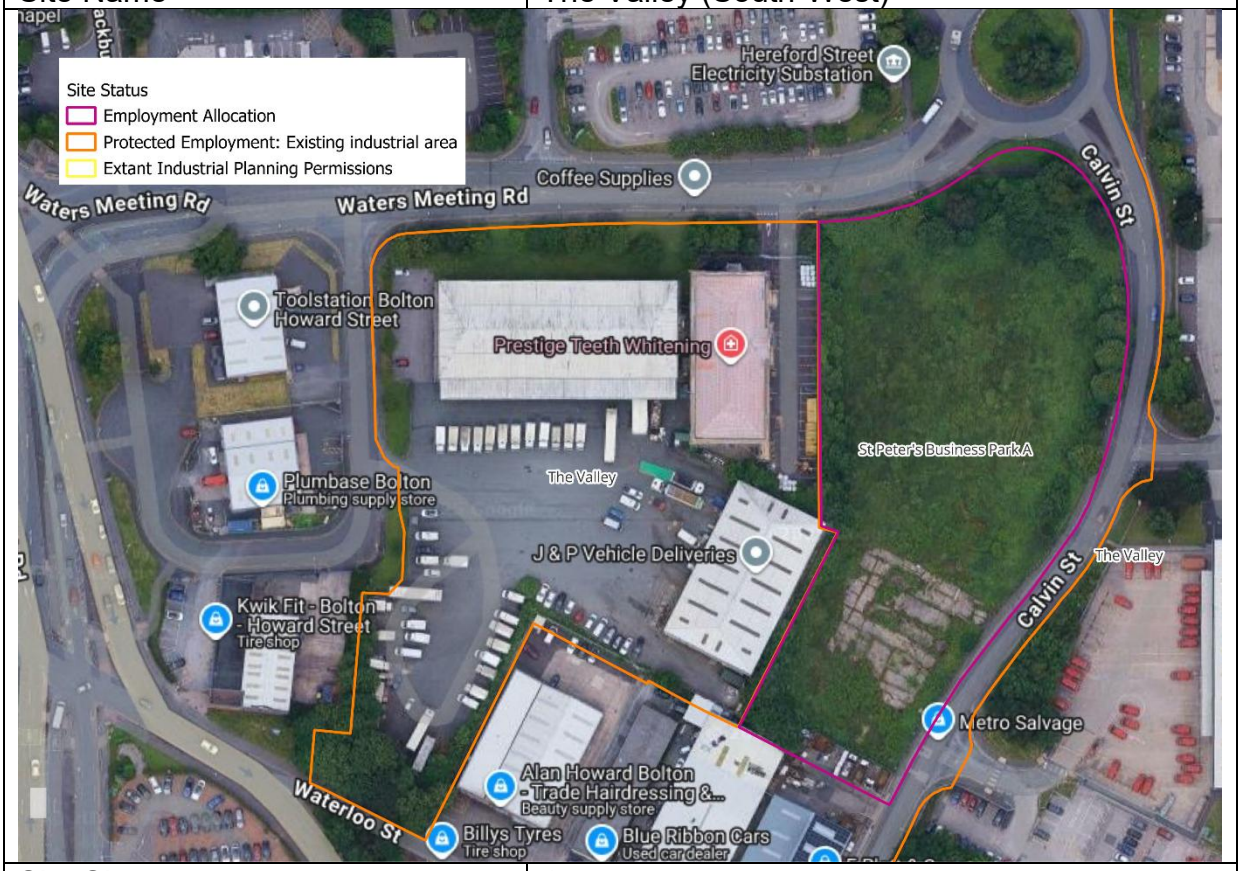
Site Ref	3P1.2
Site Name	Wingates Industrial Estate
	
Site Size	58.45
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site is a large, well developed industrial estate which is located on the northern periphery of Westhoughton. The site lies on the northern side of the railway line which separates the site from the main settlement area. Immediately west of the PfE West of Wingates application (JPA6)
Greenbelt	No
Clustering Uses / Occupiers	The site comprises of different areas with varying characteristics, as follows: • The southern part of the site consists of a number of large distribution warehouses (e.g. Hermes) and manufacturers (e.g. large food manufacturer – Stateside foods). • The eastern portion of the site includes more intense light industrial and industrial uses in poorer quality builds. This part of the site also suffers from poor accessibility (including via a long,

	narrow lane called Long Lane which is badly potholed). • The north-east section of the site is comprised of Pannetonne Park, 33,284 sqm of industrial/logistics space. These units are pre-let/let by Amazon, Hermes and UPS and are modern, large, high-quality premises recently completed • The north-west portion of the site includes older stock but still of a reasonable quality (this part of the site appears to be the origins of the estate). However, the site is constrained by some on-street parking, limiting circulation.	
Adjacencies / Sensitivities	To the north and east of the site are residential dwellings and they are also to the south beyond the railway track. To the west is the PfE allocation for industrial/warehousing (JPA6)	
Age and Quality of Buildings	CoStar data confirms that the site consists of mainly 3-star buildings which are all considered Class B, indicating good quality stock which were built and renovated between1980-2010. The site contains several large and modern warehouse buildings, as well as some smaller industrial units towards the western part of the site. The site includes three large sheds within the centre of the site which have been recently completed (2020s) and are of a modern and high quality with large car parks and good circulation.	
Quality of public realm / Circulation and Parking	Generally, the site benefits from reasonable circulation and parking provision although there is some on-street parking and on-street loading in places, particularly on Elland Close to the west if the suite. Overall, the quality of the environment is reasonable with some greening in places.	
Vacancy Rate	CoStar data indicates that the site has a vacancy rate of 4.9% vacancy rate During the site visit, an advertisement for the Panattoni unit (Bolton 45) was observed on site – 47,300 sq.ft. Other vacancies include 20,200 sq.ft at Units 17-18.	

Accessibility	The site is within a 4 minute drive of M61 J6.	
Public Transport Access	Great Bank Road Bus stop is 225m from site and offers bus route 22.	
Active Travel	Population within 1km of site is over 5,000. Cycle route along Chorley Road.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – site is well let with strong accessibility to the SRN	
Development Opportunities	Long Lane 2005 UDP (see separate site assessment) - During the site visit, most of this plot had been used to extend the surface car park for the adjacent unit to the west. Barr Folds Close Allocation – see separate assessment PfE Allocation - Western extension of site	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	4P1.2 (a)
Site Name	The Valley (North-West)
	
Site Size	3.9
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site is located north of Bolton town centre. The western part of the site comprises of Warburtons' factory, car park and distribution yard. The eastern site (Riverside Industrial Estate) has separate access from Waters Meeting Road and contains small light industrial units
Greenbelt	No
Clustering Uses / Occupiers	Riverside industrial estate occupied by stained glass company, hose suppliers, appliances part supplier, accountants, aerospace and engineering supplier, bespoke glazing, security company.
Adjacencies / Sensitivities	To the south of the Hardcastle Street site are industrial and warehouse buildings on Waters Meeting Road. Immediately west lies St Matthew's CE Primary School and adjacent terraced housing, while residential streets and green buffer land sit to the north. The eastern

	boundary adjoins further industrial units within the Waters Meeting Industrial Estate.	
Age and Quality of Buildings	Warburtons: Access to the site was restricted on the site visit. However, the warehouse building appeared to be of a sound quality (1980s). The office building in the northwestern corner appeared to be of a better quality. Riverside Industrial Estate comprises of 1990s units of good quality.	
Quality of public realm / Circulation and Parking	Access was restricted, but separate access points were observed into the car park for cars on the western side of the site, and for HGVs on the eastern side of the site which creates better circulation and reduced risk of conflict between vehicles. The site appeared to be well marked out and tidy.	
Vacancy Rate	No vacancies across the sites.	
Accessibility	The site is a 3 minute drive from A666.	
Public Transport Access	Bus stop within 400m on A666. No railway station within 800m	
Active Travel	Population within 1km of site is over 5,000. Dedicated cycle route travelling from the town centre	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	The east of the site is covered by Bolton Power station Landfill.	
Floodzone 3	None	
Market Attractiveness	High – site is well occupied and of good quality	
Development Opportunities	No clear opportunities.	
Boundary matters	Extend boundary to include the entirety of Warburtons site	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	4P1.2 (b)
Site Name	The Valley (South-West)
	
Site Size	1.5
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site comprises of two distribution units, and a dental clinic with a large car park / servicing area. See separate site assessment for St Peters Business Park A allocation.
Greenbelt	No
Clustering Uses / Occupiers	Fountain Fresh (fruit and veg wholesaler); Synergy dental specialist clinic.
Adjacencies / Sensitivities	No sensitivities were observed.
Age and Quality of Buildings	The buildings are of a good quality and there are no signs of damage or disrepair. Office buildings were constructed in 2008 and 2010. Industrial unit constructed in 1973.
Quality of public realm / Circulation and Parking	The main servicing area was flat and of a good quality. The site was well laid out with dedicated areas for car parking and separate areas for HGV loading. The site

	has good security and boundary treatments with maintained landscaping.	
Vacancy Rate	No vacancies	
Accessibility	The site benefits from good accessibility in close proximity to Bolton Town Centre. The two distribution units have a shared access and servicing courtyard. The dental clinic has a separate access and car park off Waters Meeting Road	
Public Transport Access	There is a bus stop within 400m of the site on Blackburn Rd / Calvin St and is high frequency	
Active Travel	Population within 1km of site is over 5,000. The site has good pedestrian connectivity; signal-controlled crossings at major junctions. Cycle lanes travelling from town centre.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – well let and located	
Development Opportunities	There are no clear development opportunities on the site itself however land is allocated to the east (see separate site assessment)	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	4P1.2 (c)
Site Name	The Valley (South)
	
Site Size	East: 2.8ha and West: 1.4ha

Planning / Policy Status	Protected Employment Site (2014)	
Location / Context	The site to the east is a small industrial estate comprised of two main buildings (Watermead Works) The site to the west comprises a small business park (known as 'The Courtyard', which includes several modern Class E office buildings and a Royal Mail Delivery Office.	
Greenbelt	No	
Clustering Uses / Occupiers	Watermead is occupied by Belmont Bakery Machinery. The Courtyard includes professional services occupiers such as a recruitment agency, electronic parts supplier, estate agent, health consultant, financial planning and Handelsbanken Bolton and Wigan	
Adjacencies / Sensitivities	The site to the east of Watermead is contained by the River Tonge and Watermead which is an area of dense vegetation and a pond.	
Age and Quality of Buildings	Watermead is of reasonable quality. The southern building is constructed of red brick and considered suitable quality. The building to the north comprised a mix of brick and corrugated cladding. The northerly unit is rated by CoStar as Class B and is deemed to be 2 star rated quality accommodation, constructed in 1965 but renovated in 2007. The offices on the western site were constructed between 2000 and 2010, and rated as Class B and 3 star, whilst the Royal Mail depot is rated as a 2 star premises.	
Quality of public realm / Circulation and Parking	For the eastern site, there is plenty of parking provision however it is laid out informally and the access is the most constraining factor. Slater Lane is narrow and steep with retaining walls either side which is considered challenging for HGV access. The site was generally considered to be of a reasonable quality. Access to the western site is via Calvin Street and largely unconstrained for cars and HGVs. There is a good amount of parking and circulation is good, with separate designated parking for the	

	Royal Mail Delivery Office and office units respectively. The overall environment is pleasant and of a good quality.	
Vacancy Rate	5-10%: Office vacancy – 7,400 sq.ft in building 4	
Accessibility	Situated in the heart of north Bolton with good accessibility.	
Public Transport Access	Bolton Railway Station is within 800m of the site and the nearest bus stops (Waterside Gardens, Elmfield Street, Ullswater Street) are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Good on-street pavements connect directly to the surrounding road network. Off-road walking (Tonge Trail) and cycling (NCR 6) routes are reachable within 5 minutes on foot	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium to high – good quality units but some vacant office stock	
Development Opportunities	None	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	4P1.2
Site Name	The Valley (East)
	
Site Size	
Planning / Policy Status	Protected Employment Site (2014)

Location / Context	The site forms part of the cluster of protected employment sites collectively known as 'The Valley' (ref. 4P1.2), This site is a large business park and industrial estate which includes key occupiers such as Warburtons (other Warburtons facilities are also located nearby).	
Greenbelt	No	
Clustering Uses / Occupiers	Warburtons; VIL Resins; Darts supply shop; Whitehead JR 2000 (vales); Martindales double glazing; Fazila Foods; Ideal Aluminium systems.	
Adjacencies / Sensitivities	The site is bordered to the north and east by residential dwellings.	
Age and Quality of Buildings	According to CoStar, the site is predominantly comprised of Class B stock which is rated 2-3 stars, indicating the site is of a reasonable quality throughout. Stock ranges from 1970 to 2020s	
Quality of public realm / Circulation and Parking	Parking and circulation is generally good, with each unit containing its own dedicated parking and circulation provisions.	
Vacancy Rate	CoStar indicates the vacancy rate is 4.3% - vacant units include 19,560 sq.ft Unit A; 2,900 sq.ft Unit 9; 3m200 sq.ft Unit 23.	
Accessibility	Situated in the heart of north Bolton with good accessibility.	
Public Transport Access	The nearest bus stops are on Crompton Way / Green Way, within 400m and are high frequency.	
Active Travel	Population within 1km of site is over 5,000 .Continuous, lit footpaths along Britannia Way and Crompton Way link the site to surrounding residential areas. Established national cycle route provides convenient active-travel links to the site.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	

Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – site is well let with strong accessibility	
Development Opportunities	There are no further obvious development or intensification opportunities within the site boundary.	
Boundary matters	The boundary of the Protected Employment Site designation should be extended to include recent completions / commitments at Crompton Way / Bolton Point as shown by the red boundary	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Extend boundary.	

Site Ref	5P1.2
Site Name	Express Industrial Estate
	
Site Size	17.28
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	See separate site assessments for Express Industrial Estate B and Stone Hill Road allocations The site comprises large scale warehouse units situated at Junction 3 of the M61.
Greenbelt	No
Clustering Uses / Occupiers	Bestway (wholesaler); Booker (wholesaler); Aalco (steel supplier); Percy Dougty & Co (fireplaces); Tylers Coaches; Johnsons Workwear Manchester; Storebox Self Storage; Saturn Lighting; Bridgewater Windscreens; Deals (wholesaler). Wholesaling cluster
Adjacencies / Sensitivities	There are some residential properties bordering the site to the north (Conway Street), which may experience residential amenity impacts from the closest premises within the industrial estate.

Age and Quality of Buildings	The site is of a reasonable quality with the Booker Wholesalers appearing relatively new. The premises are mainly Class B and 3-star buildings indicating they are generally good quality, built and renovated between 1980-2021.	
Quality of public realm / Circulation and Parking	The site is of a good quality overall with a pleasant environment experienced on-site. Circulation is good, with wide streets and very little on-street parking. The area includes landscape areas and plots are separated by secure boundary treatments and mature trees. However, there are some poorer quality areas of the site, as witnessed on the site visit (e.g. poor lighting surfacing between the roundabout and Stone Hill Road).	
Vacancy Rate	CoStar data confirms that the vacancy rate currently stands at 0.3% - Vacant space advertised at Stone Hill Business Centre during the site visit for units 1, 7 and 12.	
Accessibility	The site is located in a highly accessible position in South-East Bolton, close to the M61/A66 junctions.	
Public Transport Access	The nearest bus stops are on Crompton Way / Green Way, within 400m and are high frequency.	
Active Travel	Population within 1km of site is over 5,000 . Continuous, lit footpaths along Britannia Way and Crompton Way link the site to surrounding residential areas. Established national cycle route provides convenient active-travel links to the site.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – good quality units, well-let	
Development Opportunities	Allocated sites remain available for development – Stone Hill Road site has permission for 4 industrial units; Express	

	Industrial Estate allocation has no application – see separate site assessments. UDP 2005 site is part in use as a car park
Boundary matters	None
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Extend boundary to incorporate Stone Hill Road allocation once complete.

Site Ref	6P1.2
Site Name	Europa Industrial Estate
	
Site Size	12.41
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site lies north west of Kearsley, south east of Bolton town centre and forms part of the Europa trading estate. The site compromises of a mid-sized industrial estate and business park. It includes light-industrial units. Workshops, distribution units and the northern section includes offices.
Greenbelt	No
Clustering Uses / Occupiers	General industrial mixed use: AMR Textiles manufacturing; car finance and loan company; Astra Windows, Unique Door Panels; Pulsar Computing (hardware manufacturer); Ductwork Design & Installation; mydentist HQ; Bethell Group (civil engineering); Marshall Tufflex (manufacturer); Recomac (road construction); Red Rose Training (HGV driving school).
Adjacencies / Sensitivities	The site is bordered by residential areas to the north and east, and green-infrastructure corridors to the south west

Age and Quality of Buildings	The buildings appear to be of a good quality and some appear to have been recently refurbished, with solar panels present on the central larger units. 'My Dentist' on the eastern side of the side is a reasonably high quality, modern office block with a large amount of parking) The site is compromised mainly of 2/3 star stock, with some Class C space but generally of reasonable quality. This is likely due to the age of the properties, built and renovated between 1977 and 2009	
Quality of public realm / Circulation and Parking	There is a level difference across the site - the access road slopes up from the front of the site to the back; some of the units located towards the site entrance in the middle of the access road are much lower than their surroundings, with a steep bank down towards these units on the southern side of the access road. The site is well developed with good circulation owing to the looped road around the site, however there are high levels of on-street parking, including HGV's, particularly along the southern part of Europa Way. Notwithstanding this, the overall environment is pleasant and attractive with dedicated parking areas and landscaping.	
Vacancy Rate	CoStar data indicates a 0% vacancy and there was no vacant units observed on site	
Accessibility	The site is located a 3 minute drive from the A666(M) and 5 minute drive from M61. The site benefits from sustainable accessibility – there is a public footpath that connects the site to the residential dwellings to the east (Ringley Meadows, off Hulme Road), however it is unclear if this is well-lit and safe throughout.	
Public Transport Access	The site is within 800m of Kearsley Rail station which provided services to	

	Manchester, Bolton and Preston. Stoneclough Road / Europa Trading Estate provides 6-8 buses per hour.	
Active Travel	Population within 1km of site is over 5,000. There are footways that connect directly to the estate entrances and adjacent bus stops/rail station. No dedicated cycle links.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – site is well-let with good access to SRN.	
Development Opportunities	My Dentist support centre has a large car park to the north of the building (0.44ha) – this recently had a refused application (19481/24) for a two storage E(g)(iii)/B8 unit. Refused due to units size, small and massing harming the outlook and living conditions of neighbouring residents. Alternative scheme could be permitted The mydentist site itself has a pending application (20482/25) for enlargement of car park and electric charging points	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Encourage development of vacant plot to north of mydentist unit – include in long-term industrial and warehousing supply	

Site Ref	7P1.2
Site Name	Lyon Industrial Estate
	
Site Size	9.18
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	Site is located Kearsley, in south-east Bolton. It is strategically positioned between junctions 2 & 3 of the M61 and adjacent to the A666(M). The site comprises of a mid-sized industrial estate which comprises of light-industrial, wholesale and distribution units clustered around the northern section
Greenbelt	No
Clustering Uses / Occupiers	Cautrac (construction): Circle Recycling Centre; phs Group; David Wood Baking; JMA Transport; Pfaudler (manufacturer); Flameproofings (manufacturer)
Adjacencies / Sensitivities	To the east of the site there is residential development within Kearsley. To the south there is strategic highway corridor (A666(M) and M61)
Age and Quality of Buildings	The buildings on site were built and renovated between 1950-2010

	and comprise mainly Class B properties, rated 2-3 star according to CoStar's five-star building rating system. During the site visit the buildings were observed to be an older stock but of a reasonable quality.	
Quality of public realm / Circulation and Parking	The site represents a reasonable quality environment, with good circulation owing to the two main roads through the site – Moss Road and Lyon Road. There was some on-street parking present during the site visit which may present circulation issues, however this was limited and the streets were wide and mostly quiet.	
Vacancy Rate	0% - No vacant units observed on-site. CoStar data also indicates a 0% vacancy rate	
Accessibility	This site is located in an accessible location in South-East Bolton, close to the M61/A66 junctions	
Public Transport Access	High-frequency bus stops along Crompton Way / Green Way are within 400m.	
Active Travel	Population within 1km of site is over 5,000. There are dedicated lit footways on Britannia Way & Crompton Way plus National Cycle Network route linking directly to the site.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – although site consists of older average quality stock it is well let and highly accessible	
Development Opportunities	None	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

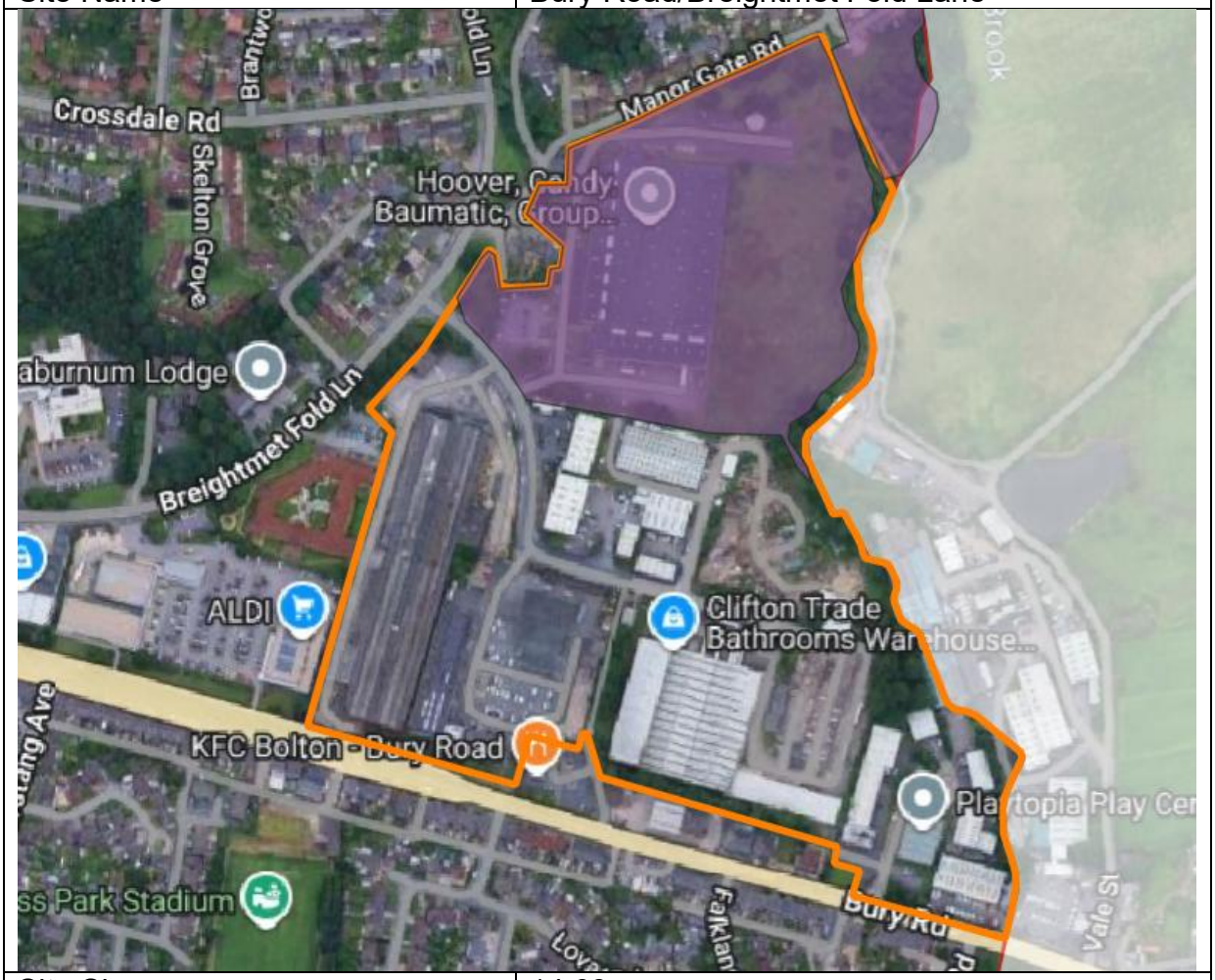
Site Ref	8P1.2
Site Name	Great Lever Industrial Area
	
Site Size	43.36
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	This site is a large, mixed use employment site located directly to the south of Bolton Town Centre. The site includes a wide range of uses including some residential dwellings, student accommodation , a large bus depot and large truck parts supplier (Jost GB Ltd, located in the centre of the site alongside industrial logistics units.
Greenbelt	No
Clustering Uses / Occupiers	Go North West Bus Depot; Viveley Commercials; Acorn Polymers (dental supplies); Booth Industries (Door manufacturers); vehicle repair shops; Ventorex (HVAC); Tannery Building & Fixings; AKA Security; Halfords Garage; Assembly Solutions; retail and foodstores.
Adjacencies / Sensitivities	To the north and east of the site across Chorley New Rd / A6027) there are residential

	dwellings. To the west is St Joseph's RC High School.	
Age and Quality of Buildings	During the site visit, the quality of buildings observed varied widely, from poorer older stock to more modern purpose built units. The buildings are rated by CoStar as between 1-4 stars and are mainly Class B with some Class C rated premises, indicating that the site is of a mixed quality which would benefit from some refurbishment. This is due to the age of the buildings which were built and partially renovated between 1826-2012 (although most buildings on site date between 1960-2000)	
Quality of public realm / Circulation and Parking	Whilst some of the site comprises of a reasonable environment, there are areas which are poor quality, with old buildings, litter and fly tipping prevalent. Parts of the site included narrow streets with poor surfacing and there is also limited dedicated parking associated with each unit on site, leading to on-street parking limiting circulation. Nelson Street, Thyme Street and Lever Street were of a better quality which were the main navigation routes through the site.	
Vacancy Rate	CoStar data indicates that there is a vacancy rate of 9% During the site visit, the vast majority of units appeared to be occupied. Orlando Bridge in the northern part of the site has 46,600 sq.ft of office space available; Bolton Central Business Park in centre of site is part vacant with 100,600 sq.ft of industrial floorspace	
Accessibility	Overall, the site is located in a very accessible location in the centre of Bolton	
Public Transport Access	Close to the train station (units located in the south of the site are approximately a 20-minute walk from the station, and to the north of the site, approximately a 10-minute walk).	
Active Travel	Population within 1km of site is over 5,000. There are no mapped walking or	

	cycling links currently connected to the site; access is via surrounding vehicular roads only.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	No Floodzone 3 on site	
Market Attractiveness	Medium to high -site is central and well-let; some older stock requires some renewal	
Development Opportunities	**Planning permission 16393/23** - Outline application for the erection of a detached, single storey building for use as a trade counter/storage - During the site visit construction not yet started / been implemented. **Planning permission 18408/24** – Change of use from Class E to Class E/B8 No development was observed to have started during the site visit in relation to the above. Number of vacant plots without planning permission: • Parcel of land (0.15ha) to the north of Cochrane Street and east of Coe Street. • Parcel of land (0.33ha) directly to the east between Sidney Street and Foundry Street comprises a square parcel of vegetated land which was identified as a potential development opportunity with a for sale sign at its frontage. Land highlighted in purple has been promoted through the call for sites process	
Boundary matters	Halls of Residence in north of site shows evidence of losses to other uses – cannot be removed from boundary as in centre of site.	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Limit further losses to non-employment uses. Include vacant plots within long term industrial and warehousing supply.	

Site Ref	9P1.2
Site Name	Crescent Road and Manchester Road
	
Site Size	5.29
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	Site is located south of Bolton Town centre and is fronting the A666 The site comprises of a mid-sized industrial estate, comprising of predominantly light-industrial and flexspace office
Greenbelt	No
Clustering Uses / Occupiers	Sofas by Saxon; The Print Room; The Green Hub (energy advisor); CoGoGo (business broker); DBR recruiters; estate agents; Taekwondo school.
Adjacencies / Sensitivities	There is no immediate residential units located around the site.
Age and Quality of Buildings	The buildings across the site appear to be of a varying age and build quality. Lythgoe House office building fronting Manchester Road was of a reasonable build quality, with several modern industrial units located to the rear. The two buildings to the

	southeast are of an older stock with limited market attractiveness.	
Quality of public realm / Circulation and Parking	The site includes a good level of parking provision and circulation and overall, is a high-quality environment. Each building had access points off Manchester Road and dedicated parking areas.	
Vacancy Rate	5-10%: The office building had advertisements at its frontage for flexible workspace. Unit 63 available – total 5,700 sq.ft	
Accessibility	The site has immediate frontage to A666 and is a 14 min drive to M61 J2.	
Public Transport Access	A666 corridor carries frequent bus services at roughly every 10-15 mins.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways and on-road cycle lanes on A666, linking southwards to town centre.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium – moderate vacancy within office stock, poorer quality stock in places	
Development Opportunities	There are not considered to be any potential development or intensification opportunities present on site.	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	10P1.2
Site Name	Bury Road/Breightmet Fold Lane
	
Site Size	14.68
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	Site is located in Breightmet, east of Bolton Town Centre. The site comprises of a mid-sized employment site, including warehousing, distribution and manufacturing premises with ancillary retail/trade counter units.
Greenbelt	No
Clustering Uses / Occupiers	Large unit in north of site occupied by Hoover, candy, Baumatic Group; Thrive gym; Bolton Trade Frame (window); 1 Up Access (training); Clifton Trade Bathrooms; Van Stop Bolton; Diamond Logistics Bolton; Playtopia Play Centre.

Adjacencies / Sensitivities	To the west, south and north of the site is existing residential streets fronting Bury Road and backing onto the estate.	
Age and Quality of Buildings	The site includes good quality stock in general, with CoStar rating most premises as Class B, 2 and 3 star (reflecting the age of the buildings, constructed from the 1950s onwards).	
Quality of public realm / Circulation and Parking	The site includes good access for HGVs and good parking throughout, however some of the roads are of a poor-quality. The public realm appears to be safe and secure with strong boundary treatments and palisade fencing around most plots.	
Vacancy Rate	0%: All units were observed to be occupied.	
Accessibility	The site is accessible location off the A58, with the principle access route obtained off Breightmet Fold Lane.	
Public Transport Access	There is frequent bus services along Bury Road, within 400m.	
Active Travel	Population within 1km of site is over 5,000. Continuous pavements and informal cycle links to surrounding neighbourhoods and Bury Road corridor.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	Floodzone 3 covers 4 % of the south-east corner.	
Market Attractiveness	Medium to high – site is well let, however no direct access to SRN	
Development Opportunities	A potential development opportunity was identified to the north-east of the site, adjacent to the Hoover factory. The land is under lease by Hoover Ltd (freeholder is Cyntra Properties Limited) and access to the edge of the site is in place although this is through the Hoover site. There are no planning applications or permissions associated with the site at present. 2.2 ha of land which may be suitable for Class E and/or B2 development, however a B8 use may be undesirable due	

	to the associated vehicle movements and the impact of this upon a semi-residential area. This site and the existing building has been submitted within the call for sites.
Boundary matters	None
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Include vacant plots in long-term industrial and warehousing supply

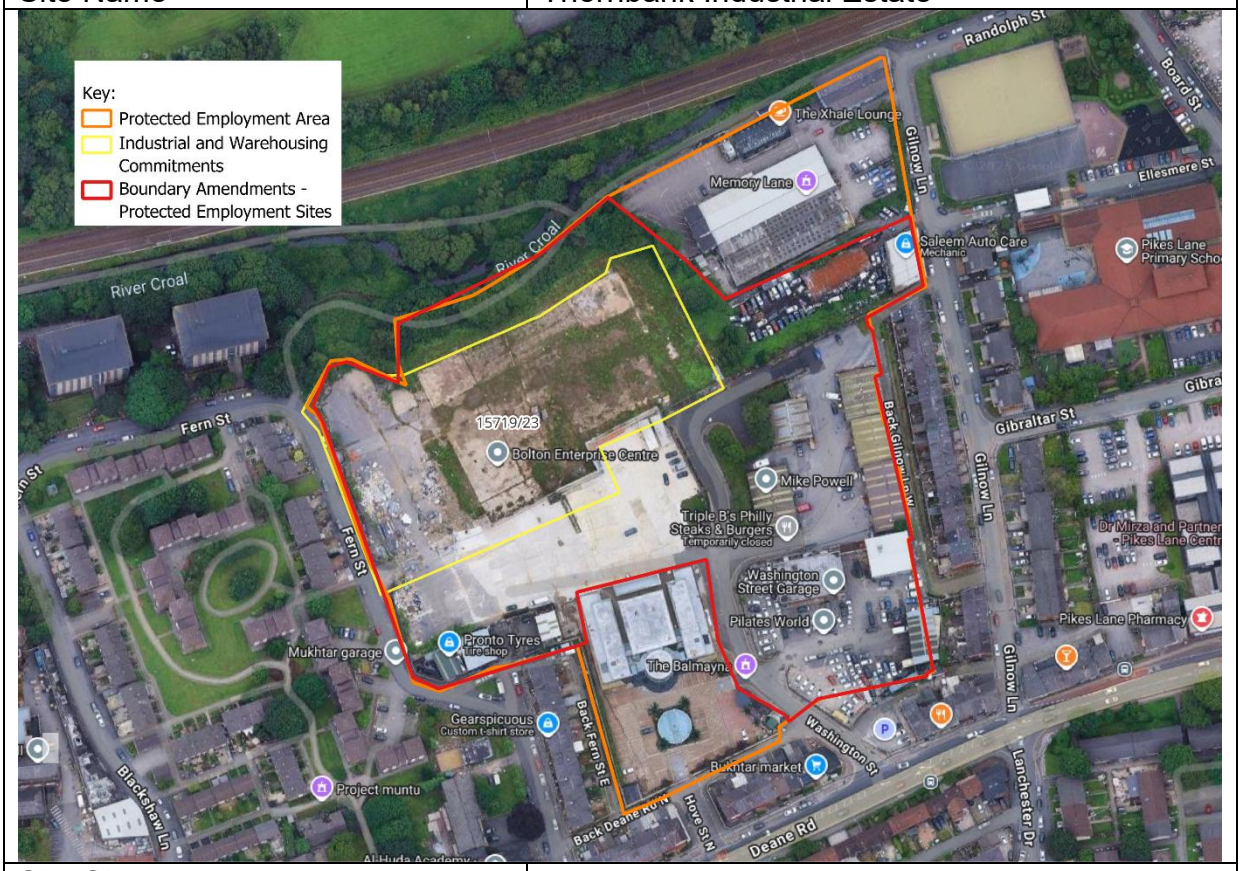
Site Ref	11P1.2
Site Name	Raikes Lane
	
Site Size	10.91

Planning / Policy Status	Protected Employment Site (2014)	
Location / Context	Site is located south east of Bolton Town centre accessed from Raikes Lane / Manchester Road. The site comprises of a large-sized industrial estate that comprises warehousing, heavy industrial units and waste-management facilities.	
Greenbelt	No	
Clustering Uses / Occupiers	Strong clustering of car repair; bodyshops, car sales. Occupiers include: Ultra Finishing; Throite (industrial equipment); car bodyshops; car dealer; Cutsmark home improvement; Viridor waste collection; SIG Roofing; WheelGods	
Adjacencies / Sensitivities	There are no immediate residential units	
Age and Quality of Buildings	CoStar data confirms the buildings mostly comprise 2–3-star, Grade B-C stock, which means they are reasonable to low quality and reflective of their age, mostly built and renovated between 1960-2000. The building quality observed on-site was considered to be reasonable, with older stock buildings being used for storage.	
Quality of public realm / Circulation and Parking	There is relatively good circulation across most of the site. However, this is slightly inhibited by a high level of on-street parking from both cars and HGVs. Most of the public realm and surfacing is good, with some poor road surfaces present off the main circulation route.	
Vacancy Rate	CoStar data confirms that there is a 0% vacancy rate on site and no vacancy was observed on-site.	
Accessibility	The site is served by a B-road which is heavily trafficked at times, but relatively close to the town centre. There is also indirect but close access to the A666 (St Peter's Way).	
Public Transport Access	Frequent bus services on Manchester Rd & Raikes within 400m	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on Raikes	

	Lane and the Croal Valley Greenway cycle route 300 m north.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium to High – despite being poorer quality the site is well let indicating strong market demand	
Development Opportunities	None	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	12P1.2
Site Name	Tonge Bridge Industrial Estate
	
Site Size	3.27
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site comprises of a mid-sized industrial estate, which includes offices and a range of industrial units. The site is fronting Tonge Bridge Way and is northeast of Bolton Town Centre. The site comprises light-industrial, manufacturing, storage & distribution
Greenbelt	No
Clustering Uses / Occupiers	Butler Roofing; vehicle repair / MOT centres; LDP (pipe supplier); TPB (Butchers).
Adjacencies / Sensitivities	To the North & West is River Tonge corridor and terraced housing along Eskrick Street / Bury Road. Residential housing is also south along Springfield Road.
Age and Quality of Buildings	All stock is rated 2 star based on the CoStar five-star building rating system and the site generally comprises of a mix of Class C and B buildings, indicating that the condition of the stock

	is reasonable but some buildings could be considered to be on the lower end of the mid specification. This is largely due to the age of the properties, which were built and renovated between 1960 and 1990.	
Quality of public realm / Circulation and Parking	Whilst there is reasonable circulation within the site, this is limited somewhat by the presence of on-street parking.	
Vacancy Rate	Data from CoStar suggests that at the time of writing, the vacancy rate of the site is 0%, and during the site visit, there was no vacant units observed.	
Accessibility	The site is within a 5 minutes to M61 J3 via A666.	
Public Transport Access	There are frequent bus services (every 12–15 min) on Bury Road, within 400m	
Active Travel	Population within 1km of site is over 5,000. Continuous footways and off-road cycle route along River Tonge linking to town centre.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – well-let, good quality	
Development Opportunities	Planning permission 16276/23 for a motor repair shop has not yet been implemented on the eastern side of the site. Aside from this, the site is compact and constrained by the River Tonge which skirts around the western boundary of the site, which also represents a potential flood risk around the site perimeter.	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

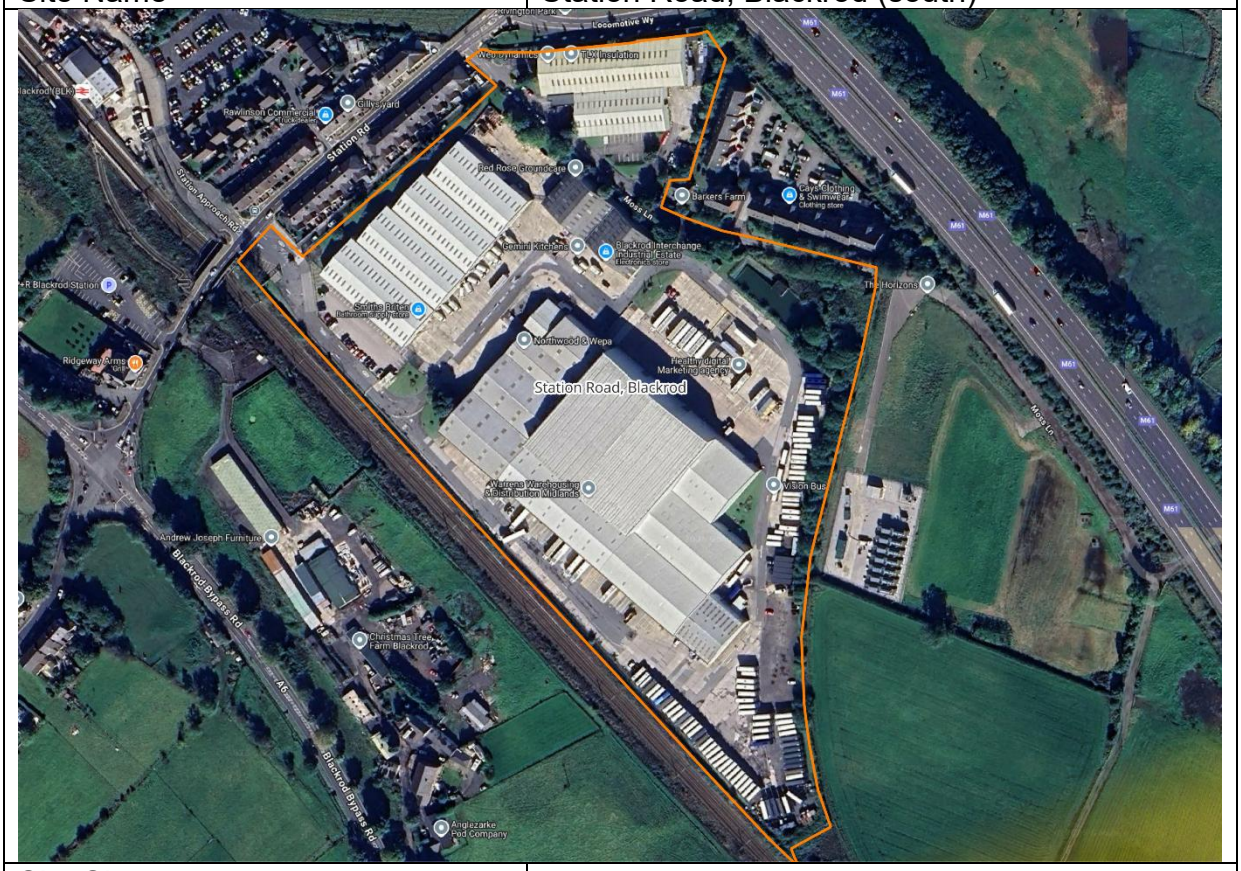
Site Ref	13P1.2
Site Name	Thornbank Industrial Estate
	
Site Size	3.79
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	Site is located west of Bolton town centre, in an established urban area. The site is a mid-sized employment estate comprising Lincoln Mill and several smaller industrial plots. Bolton Enterprise Centre site has been cleared for redevelopment. The site is currently used for light-industrial units, small workshops, business incubator space and ancillary offices.
Greenbelt	No
Clustering Uses / Occupiers	Pronto Tyres; The Balmayna and Memory Lane Wedding Venues; Washington Street Garage.
Adjacencies / Sensitivities	North & East at Gilnow Lane there is a mixture of terraced housing and small industrial plots
Age and Quality of Buildings	The wedding venue in the southwest corner of the site is of a good and

	modern quality. The remaining units are of a moderate to poor quality, and the industrial building to the south of Memory Lane was in a state of disrepair.	
Quality of public realm / Circulation and Parking	Access into the north east portion of the site is very constrained due to a narrow potholed road and along residential streets. The wedding venue in the northeastern corner of the site has reasonable circulation and parking. However, the industrial use to the south is extremely confined and of a poorer quality. The land to the rear of the function/banqueting hall is currently vacant, with the former Bolton Enterprise Centre being mostly demolished. This area of the site is in very poor condition, with a large amount of litter and fly-tipping present.	
Vacancy Rate	5-10%: During the site visit, 5 of the small workshop units on the eastern parts of the site appeared to be vacant.	
Accessibility	3 min drive to A579 and 5 min to A666 St Peter's Way, giving fast access to M61.	
Public Transport Access	High-frequency bus services (routes 501/521/571) stop on Deane Road within 400m.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways, cycle lanes on Deane Road and signed cycle route via Gilnow Road.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium: site is of average to poor quality but is well connected and seeing redevelopment	
Development Opportunities	Former Bolton Enterprise Centre has permission (15719/23) for redevelopment to	

	provide 13 industrial units – site has been cleared.
Boundary matters	Wedding Venues should be removed from site boundary – non B/E(g) use class. New boundary shown in red.
Recommendation	Amend boundary and retain remainder of site as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.

Site Ref	14P1.2
Site Name	Edge Fold
	
Site Size	7.09
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site comprises of a mid-sized industrial estate in Farnworth, south east Bolton. This estate is predominantly B2/B8 warehouses, distribution and light-manufacturing units.
Greenbelt	Yes
Clustering Uses / Occupiers	Evri depot; Nextday Overnite; Seddons Plant & Engineers; Winget (manufacturer); Backer Heatrood (central heating);
Adjacencies / Sensitivities	None
Age and Quality of Buildings	The premises towards the eastern boundary of the site and to the rear of the site (recently completed – 2018) are of the highest quality of units across the site. Units in south east of site were completed in early 2000s
Quality of public realm / Circulation and Parking	On-street parking was observed within the southern part of the site alongside areas of littering. The parking and public

	realm was much better on the northern part of the site.	
Vacancy Rate	No vacancy advertised	
Accessibility	The site is within a 5 minute drive time of A66 and M61 J4	
Public Transport Access	Frequent bus services on Plodder Lane, within 400m	
Active Travel	Population within 1km of site is over 5,000. There are continuous footways link to Plodder Lane and Edge Fold estate. Limited dedicated cycle infrastructure.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – high quality and well let estate with direct access to M61 J4	
Development Opportunities	The area of greenfield land in the northeastern corner of the site has permission for PV solar panels – assumed unavailable	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	15P1.2a
Site Name	Station Road, Blackrod (south)
	
Site Size	7.65
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site is located to the east of Blackrod and adjacent to Blackrod Railway Station. The site is a medium sized industrial and distribution estate containing a large logistics building
Greenbelt	No
Clustering Uses / Occupiers	Warrens Warehousing & Distribution occupy the large unit in the south of the site; Gemini Kitchens; Vision Bus and Greenland Garage
Adjacencies / Sensitivities	Residential dwellings adjoin site to the north and west.
Age and Quality of Buildings	The buildings are generally of reasonable quality. However, access into the site was not possible during the site visit – private estate
Quality of public realm / Circulation and Parking	Access into the site was not possible during the site visit. However, the quality of public realm seemed reasonable from the periphery of the site which had clearly defined and laid out car parking areas and circulation routes.

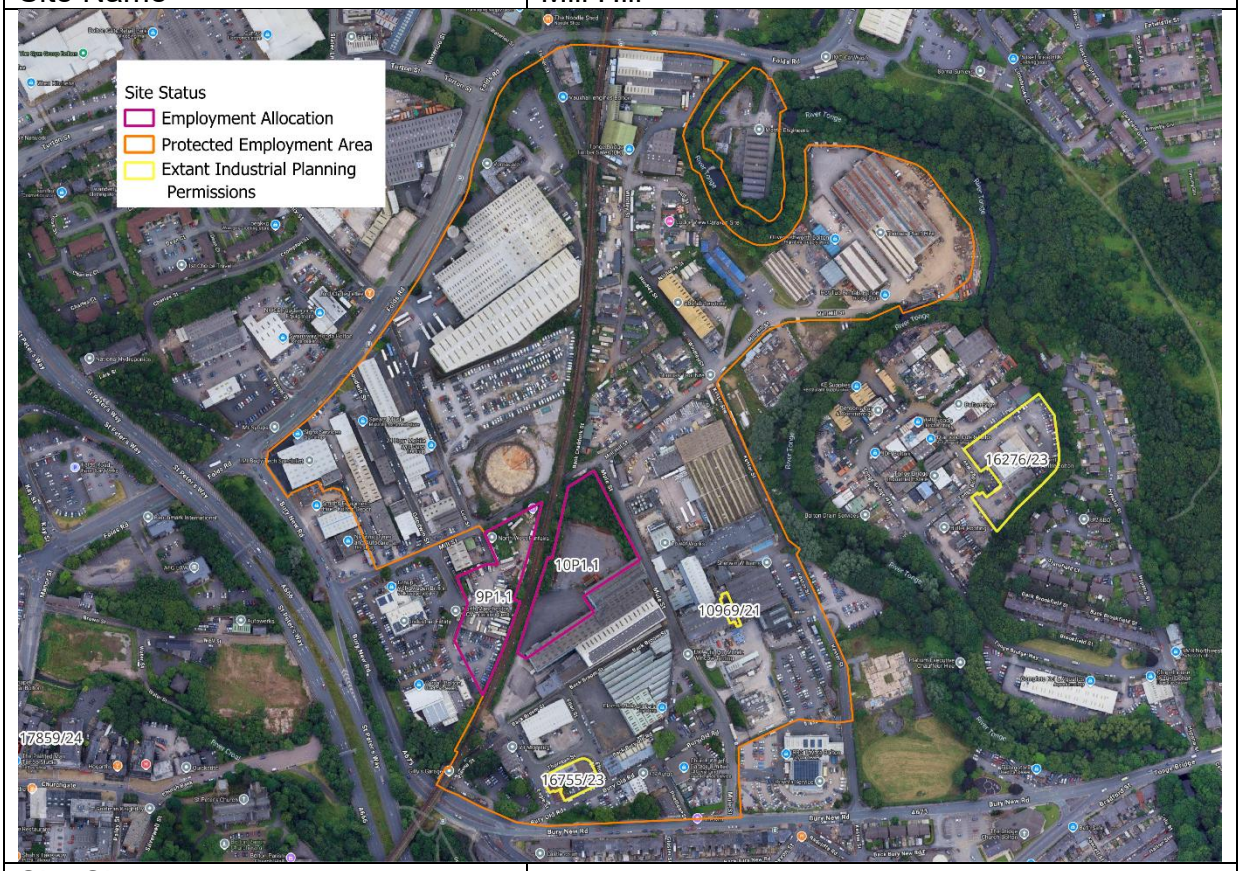
Vacancy Rate	0-5%: A 42,000sqft to let sign was observed during the site visit.	
Accessibility	The site is within a 5 minute drive time of M61 J6 and A6.	
Public Transport Access	Blackrod rail station is located within 800m of the site and there are frequent bus services on Station Road / A6	
Active Travel	Population within 1km of site is over 5,000. Continuous footways to station and A6 and NCN 55 cycle route nearby.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – low vacancy, moderate accessibility to M61	
Development Opportunities	None	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	15P1.2b
Site Name	Station Road, Blackrod (North)
	
Site Size	3.88
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site is east of Moss Lane and Station Road, Horwich. It comprises industrial / waste-management use with clusters of sheds and a large recycling / waste-disposal operation. The site adjoins Rivington View Business Park to the south-east
Greenbelt	No
Clustering Uses / Occupiers	Two occupiers: J dicksons & Sons (waste management) and Medicina (medical manufacturing)
Adjacencies / Sensitivities	To the north-west & north there is scattered residential off Crown Lane / Station Road
Age and Quality of Buildings	The units are generally of a good quality. Units built 2000-2010, the buildings score relatively well, as Class B/C, with a 2-4 star rating (the larger buildings score highest), meaning a reasonable quality throughout.

Quality of public realm / Circulation and Parking	The environment was pleasant and road surfacing of a reasonable quality for cars and HGVs.	
Vacancy Rate	0% - fully let	
Accessibility	Direct access to B5238, with access to A6 and M61 a 4 min drive.	
Public Transport Access	The site is within 800m of Blackrod Rail Station and 400m of bus stops on Station Road/Crown Lane	
Active Travel	Population within 1km of site is over 5,000. Continuous footways along Station Road; informal cycle connection via Crown Lane	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	Historic landfill covers entirety of the site (shown on map)	
Floodzone 3	None	
Market Attractiveness	High - fully let and of good quality	
Development Opportunities	None	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

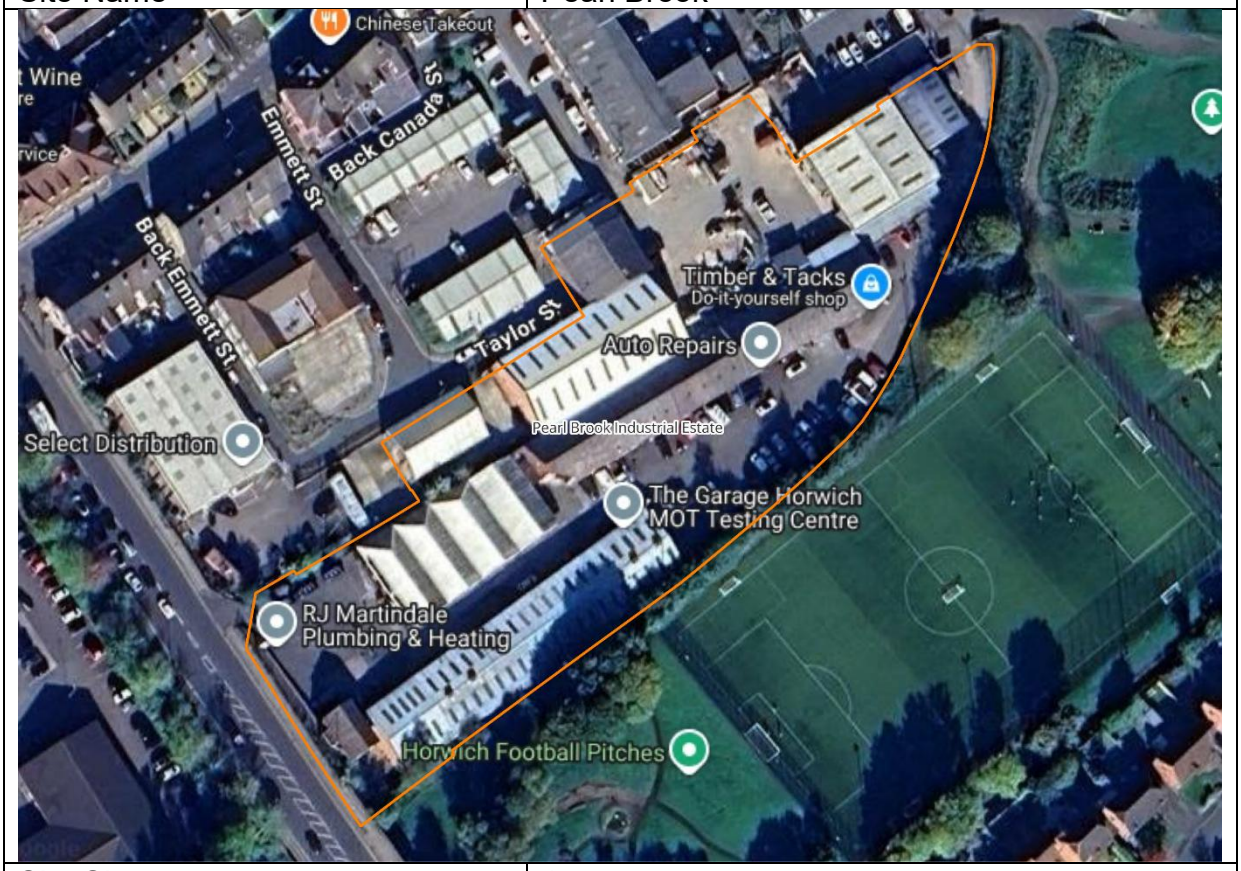
Site Ref	16P1.2
Site Name	Crown Lane/Lodge Bank, Horwich
	
Site Size	6.09
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site comprises a varied mix of businesses including skip hire and light industrial and retail (a kitchen furniture shop, art supplies shop and double-glazed window supplier).
Greenbelt	No
Clustering Uses / Occupiers	JDM Quality Foods; Hough Green garage; Bromley Art Supplies; Wenick Hire; Taziker (civil engineering); Intech (software); Maxim Industries (business management); Lostock Skip Hire; Monoroof;
Adjacencies / Sensitivities	The site is bordered to the north, west and east by residential units.
Age and Quality of Buildings	The buildings include a variety of poor to reasonable quality premises, ranging from 1960s to 2010s; rating 2-3 Stars
Quality of public realm / Circulation and Parking	The premises off Lodge Bank Road are of reasonable quality and the road is well surfaces and contains a turning circle at the bottom to aid circulation. Nevertheless, the access is still narrow and some on street parking limits circulation.

	In contrast, Star Lane is a narrow road which is well potholed (caused by vehicles associated with the Skip Hire) and improvements should be considered. This is a far lower quality environment and there is some lower quality stock on this road but it still seems well used.	
Vacancy Rate	0%: CoStar data confirms that the site is fully let and no vacancy was observed during the site visit.	
Accessibility	The site is within a 6 minute drive time of M61 J6.	
Public Transport Access	The site is within 800m of Blackrod station and the nearest bus stop is Lodge Bank (Crown Lane) bus stop 120m away	
Active Travel	Population within 1km of site is over 5,000. There are no mapped walking or cycling links currently connected to the site; access is via surrounding vehicular roads only.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	Yes – shown on map	
Floodzone 3	None	
Market Attractiveness	Medium: average to poorer quality but fully let	
Development Opportunities	There are no opportunities for further development, and any intensification of the site should also consider how to mitigate any amenity impacts on neighbouring residential dwellings which border Star Lane and Hazel Pear Close. It is likely that significant noise and general disturbance is already generated by the skip hire facility to the rear of the site	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	17P1.2
Site Name	Mill Hill
	
Site Size	20.0
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	This is a large, developed employment site to the east of Bolton town centre, containing a variety of uses, but with a particular focus on car sales and other automotive businesses.
Greenbelt	No
Clustering Uses / Occupiers	Automotive clustering Sherwin Willams (large manufacturing plant); Gillys Garage; VI Motors; Jeffs Auto electrics; Thomas Plant Hire; Oliver Ashworth (plumbers merchant); Metric Engineers; Tonge Bridge Timer Sales.
Adjacencies / Sensitivities	Residential units adjoin site to the south.
Age and Quality of Buildings	CoStar data confirms that the premises are of a low quality, mainly comprising of Class C stock with a star rating of 2 out of 5. Some Class B stock with a star rating of 3 is present, however generally the site is of an overall poor quality, with stock mostly dated between 1970 and 1990.

	Sherwin Williams premises dates back to 1900s	
Quality of public realm / Circulation and Parking	The overall quality of the environment is poor, with poor quality roads (some narrow in part) and on-street parking. The northern area in particular, along Windley Street and Mill Hill Street and around Lodge View Caravan Park has on-street HGV / lorry parking for funfair vehicles, creating poor visibility and circulation. The quality of public realm in this area is poor with overgrown vegetation and litter, which was more prevalent in these areas compared to the area around the car dealerships to the south.	
Vacancy Rate	CoStar data suggests that the area has a vacancy rate of 0% and no floorspace vacancy was observed on site during the site visit. The site thus evidently plays a role in providing affordable employment space for local businesses.	
Accessibility	The site is located a 4 min drive from A666 - St Peter's Way	
Public Transport Access	The nearest bus services run along Bury New Road, within 400m	
Active Travel	Population within 1km of site is over 5,000. Cycle lane along Folds Road.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium – despite being of poor quality the site is fully let and clearly provides a role in providing affordable space	
Development Opportunities	Two allocated sites remain vacant and available for development – see separate site assessments for (9P1.1 and 10P1.1) **Pending permission (16755/23**) – erection of 4 industrial units following demolition of existing units (0.15ha)	
Boundary matters	None	

Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Stock renewal and redevelopment should be encouraged to improve quality and public realm.

Site Ref	18P1.2
Site Name	Pearl Brook
	
Site Size	1.06
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site lies immediately south of Lee Lane, close to Horwich town centre. It is a small-scale industrial estate comprised predominantly of garages and a Plumbing Merchants.
Greenbelt	No
Clustering Uses / Occupiers	Car repair clustering. RJ Martindale Plumbing and Heating; MOT centre; Timber and Tacks; Auto Repairs; JMG Engineering; Dog daycare;
Adjacencies / Sensitivities	Residential terraces and small apartment blocks to the east and north-east.
Age and Quality of Buildings	The site is comprised of reasonable quality buildings. However, the buildings are not moderns and comprises mainly 1 star stock. This is a reflection of the site's age, built in the 1970's and not

	appearing to have been renovated or reinvested in since.	
Quality of public realm / Circulation and Parking	A large amount of cars were parked in this area during the site visit and the parking situation is very poor and haphazard, making circulation around the site difficult. The public realm was of a decent quality and free of litter, but road surfacing was in need of repair in some parts.	
Vacancy Rate	0%: No units appeared to be vacant on the site visit.	
Accessibility	The site has direct frontage to the B6226 (Lee Lane) linking to the A673	
Public Transport Access	Multiple bus routes run along Lee Lane and Chorley New Road, within 400m of the site	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on all site frontages and connections into the town-centre pedestrian network. National Cycle Network Route 55 is within 500 m, providing links towards Bolton and Adlington.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	Entire site is within flood zone 3	
Market Attractiveness	Medium: site is of poor quality but it well let	
Development Opportunities	None	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8. Site provides key population servicing uses.	

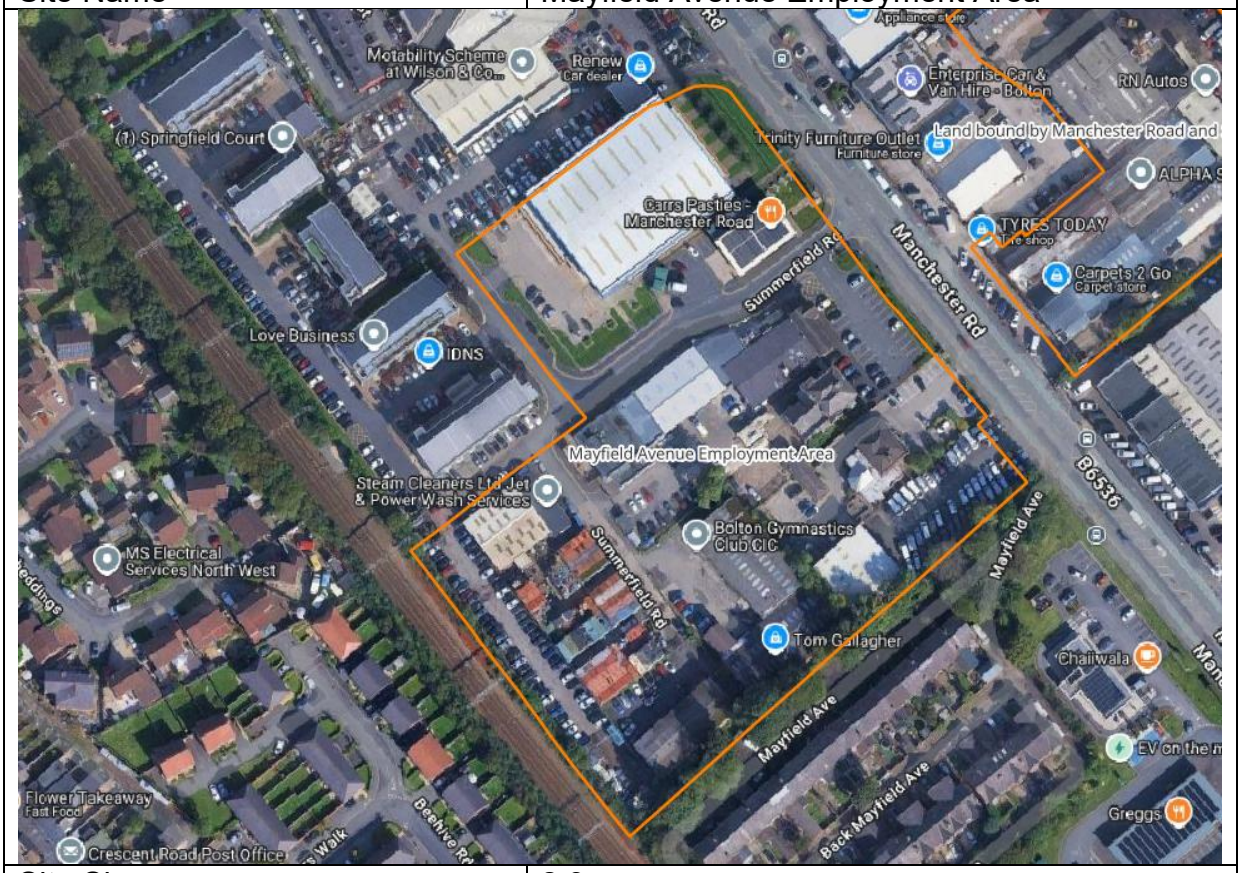
Site Ref	19P1.2
Site Name	Bella Street / St Helen's Road
	
Site Size	3.98
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	This site is an industrial estate which includes a large commercial bakery, a number of automotive businesses, a 3D printing business and some retail and leisure uses
Greenbelt	No
Clustering Uses / Occupiers	Park Cake Bakeries occupy large unit in west of site; small units in western pockets of site have a clustering of automotive businesses; unit in north of site contains 3D Centre (marriage hall); other occupiers in east of site include Hulton Motors, SND accountants; Burnett MOT; Rope Source; Alhuda Mosque
Adjacencies / Sensitivities	Residential development is bound to the west and north.
Age and Quality of Buildings	The 3D centre to the north appears to be of a good quality and a more modern construction. The factory (built 2000) and industrial units (1980s to early 2000s) across the remainder of the site were observed to be of a reasonable quality.

Quality of public realm / Circulation and Parking	There is some parking provision available within the site, mostly associated with Park Cake Bakeries, however there was evidence of on-street parking during the site visit which created a narrow circulation, particularly in the northwestern corner. The overall public realm quality was reasonably good. It had good circulation, was well lit and had pedestrian footways. There was good circulation through Morris Green Business Park. Thye 3D centre to the north had well defined boundaries and a car park and was a pleasant environment.	
Vacancy Rate	0% - no vacant units observed on site visit	
Accessibility	The site has moderate accessibility to Bolton town centre, it is located off the A579 in south-west Bolton.	
Public Transport Access	Frequent bus services along St Helens Road providing 10–15 min headways to Bolton Interchange and Farnworth.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on St Helens Road with signal-controlled pedestrian crossings. Signed National Cycle Network (NCN route 55) passes 350 m north of the site on Bradford Street, giving off-road cycle access towards Bolton town centre and Bury.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – site is well let and of average quality	
Development Opportunities	None	
Boundary matters	Remove Alhuda Mosque and Wedding Centrefrom boundary – shown by red line boundary above	

Recommendation	Amend Boundary. The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.

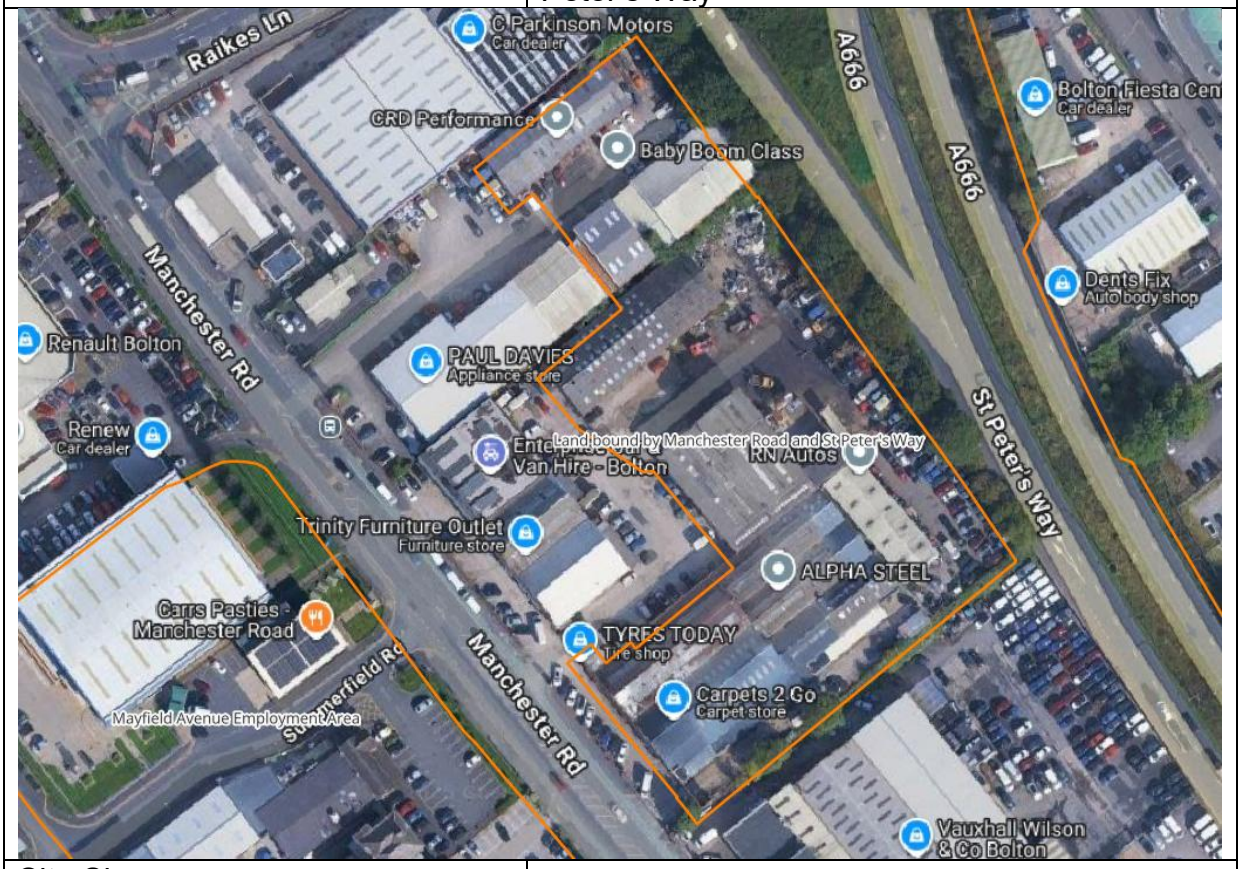
Site Ref	21P1.2	
Site Name	Ox Hey Lane Industrial Estate	
		
Site Size	3.98	
Planning / Policy Status	Protected Employment Site (2014)	
Location / Context	Site is located in Lostock and comprises of a mid-sized industrial estate, which includes warehouses, there is also offices located on site.	
Greenbelt	No	
Clustering Uses / Occupiers	This entire site is occupied by Greenhalgh's (a bakery) and a factory and offices associated with Eurobake.	
Adjacencies / Sensitivities	The site is tightly bound by residential dwellings on three sides and as a result, HGV access relies on residential streets and is therefore poor	
Age and Quality of Buildings	Site comprises of victorian built industrial buildings with some newer modern stock – good quality	
Quality of public realm / Circulation and Parking	The quality of public realm is good. However, on-street parking along	

	neighbouring residential streets creates a cramped environment.	
Vacancy Rate	0% - fully let to single occupier	
Accessibility	5 minute drive to M61 J6	
Public Transport Access	The nearest bus stop is located on Chorley New Road, providing regular services	
Active Travel	Population within 1km of site is over 5,000. Direct pedestrian links to surrounding housing; traffic-calmed residential streets suitable for cycling; controlled crossings to Chorley New Road.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium – site is attractive for current single occupier however if became vacant would likely not be relet in current form – purpose built	
Development Opportunities	None	
Boundary matters	Amend boundary in southwest of site.	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	22P1.2
Site Name	Mayfield Avenue Employment Area
	
Site Size	2.3
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site is located south of Bolton Town Centre and comprises of a mid-sized industrial estate and business park with a range of employment, healthcare, retail and leisure uses. West of site contains storage containers.
Greenbelt	No
Clustering Uses / Occupiers	Safestore Self Storage; Carrs Pasties café; Bolton Gymnastics Club CIC; Tom Gallagher contractors; Bolton Autocentre; Steam Cleaners Ltd;
Adjacencies / Sensitivities	Residential dwellings adjoin site to the south, and on the opposite side of the railway line to the west.
Age and Quality of Buildings	There is amodern self-storage facility within the site. To the south of the site the quality stock is reasonable to low quality. CoStar data confirms that the site includes a varying level of stock, rated 1-3 star and

	Class C-B, representing reasonable to lower quality stock, which was built between 1973-2020.	
Quality of public realm / Circulation and Parking	Circulation around the site is good via Summerfield Road which is of a good quality surface. There appears to be sufficient parking associated with the pastry shop and retail/office uses to the north, however parking becomes more constrained towards the shipping containers to the south with on street parking observed.	
Vacancy Rate	CoStar data confirms that there is a 0% vacancy rate. However, the two storey building fronting Manchester Road to the south of Carrs Pastries Trade Shop appeared to be vacant during the site visit.	
Accessibility	The site is served by a B-road (Manchester Road) which is heavily trafficked at peak times but is relatively close to the town centre. As Manchester Road can become heavily trafficked, the junction into the site itself at Summerfield Road can be busy and would benefit from traffic lights or other measures to assist vehicle movements at this junction.	
Public Transport Access	Manchester road / Mayfield avenue bus stop is the nearest to the site and is high frequency	
Active Travel	Population within 1km of site is over 5,000. Continuous pavements on Manchester Road; National Cycle Network 55 along Bolton & Bury Canal ≈ 650 m east offers off-road cycle link to Bolton centre.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium – industrial estate located in close proximity to town centre however stock is of average to poor quality	
Development Opportunities	None	

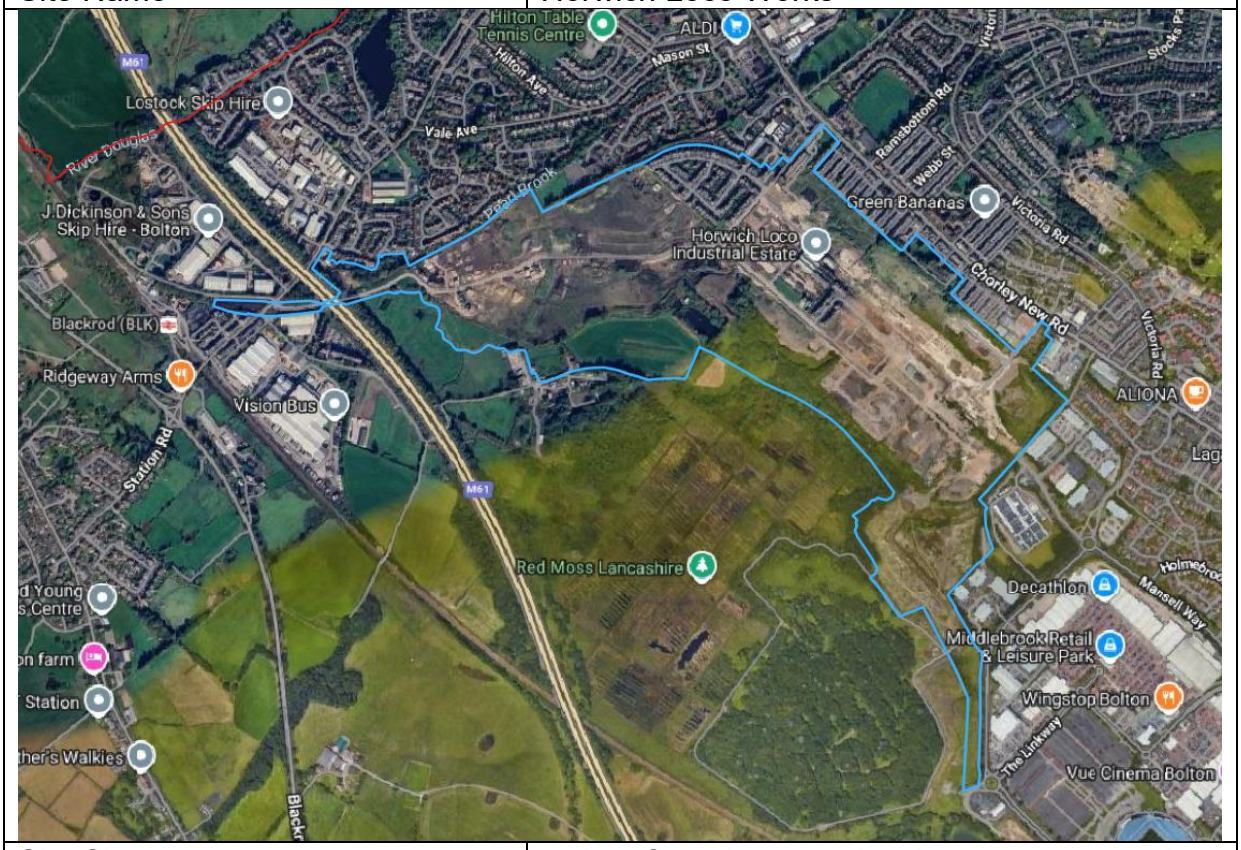
Boundary matters	N/A
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.

Site Ref	23P1.2
Site Name	Land bound by Manchester Road and St. Peter's Way
	
Site Size	
Planning / Policy Status	Protected Employment Site (2014)
Location / Context	The site is located south east of Bolton town centre and comprises of a mid-sized industrial estate, which is an intensely filled industrial area with a number of garages together with leisure and retail uses.
Greenbelt	No
Clustering Uses / Occupiers	Clustering of car repair and retail - Carpets2Go fronts Manchester Road; RN Autos; QVS Cars; Pro-Valet Bolton; CRD Performance; Baby Boom Class
Adjacencies / Sensitivities	None
Age and Quality of Buildings	The site is comprised of relatively low-quality stock CoStar data confirms this, noting that the site is mainly 2 star and Class C stock represent poorer quality buildings, built and renovated between 1953-1982.

Quality of public realm / Circulation and Parking	The site has very poor circulation and limited parking provision in a low-quality environment. Circulation is restricted by distribution of broken down cars throughout the site.	
Vacancy Rate	According to CoStar the site has a vacancy rate of 0%, indicating it is a well-used employment site. 4 small units appeared to be vacant at the site visit and the buildings were of a very poor quality.	
Accessibility	Access to the site is served via Manchester Road (a B-road) which is heavily trafficked at peak times due to its proximity to the town centre. Access is relatively narrow and there appears to be only one access and egress point.	
Public Transport Access	Bus services along Manchester Road (frequencies 10-15 min to Bolton Interchange)	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on Manchester Road with signalised crossings; on-road cycle lane (northbound) connects to Bolton town-centre cycle network.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium – despite poor quality stock, site is well-let.	
Development Opportunities	There are no opportunities for intensification of the site.	
Boundary matters	None	
Recommendation	Despite poor quality site provides affordable stock for population serving local businesses. The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	24P1.2	
Site Name	Salford Road, Over Hulton	
		
Site Size	12.95	
Planning / Policy Status	Protected Employment Site (2014)	
Location / Context	The site is located in South Bolton and comprises existing waste-management and industrial uses and a solar farm. The surrounding area contains a mix of light-industrial premises and infrastructure uses. Site is adjacent to Logistics North site	
Greenbelt	No	
Clustering Uses / Occupiers	This site contains a varied mix of uses including a household waste and recycling facility, a solar farm, and a large warehouse to the south.	
Adjacencies / Sensitivities	None	
Age and Quality of Buildings	The buildings and structures on site are of a high quality.	
Quality of public realm / Circulation and Parking	The overall environment is also of a high quality, with recently resurfaced roads witnessed on the site visit, with good road capacity and circulation	

Vacancy Rate	No vacancy was observed on site.	
Accessibility	High – direct access to M61 J4 via Salford Road	
Public Transport Access	Several bus routes run along Manchester Road and Salford Road, offering many services	
Active Travel	Population within 1km of site is over 5,000. Cycle land along Salford Road and pedestrian /cyclist crossing at M61 roundabout.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	High – high quality stock with strong accessibility to M61	
Development Opportunities	None	
Boundary matters	None	
Recommendation	The site should be retained as a Protected Employment Site for employment purposes in use classes E(g), B2 and B8.	

Site Ref	M1 & M2
Site Name	Horwich Loco Works
	
Site Size	c.5ha of employment development proposed
Planning / Policy Status	Mixed Use Strategic Site The site is allocated for development under Core Strategy Policy M1 and M2 (Horwich Loco Works). This is a strategic site that will be developed for a sustainable mixed-use community primarily for employment and housing. Policy M2 sets out the guiding principles for development of the site.
Location / Context	This site is known as the former Horwich Loco Works and is now being marketed as 'Rivington Chase' The site is a mix of greenfield and brownfield land, and has permission for 7,008 sqm of industrial/logistics floorspace and 10,512 sqm of office floorspace which is planned to be delivered between 2026/27 and 2030/31 (plus housing to form a mixed-use community).
Greenbelt	No

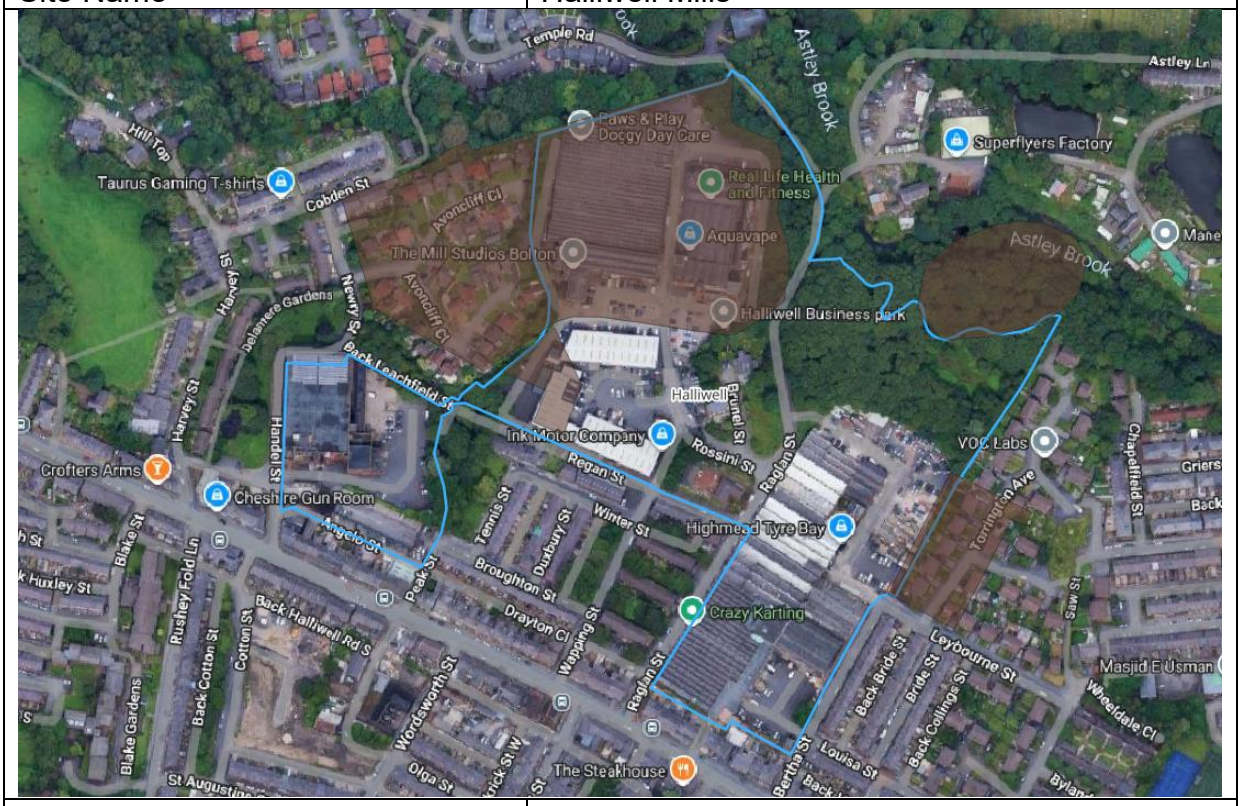
Clustering Uses / Occupiers	N/A - Site has been cleared for redevelopment.	
Adjacencies / Sensitivities	The site is bordered to the north and east by residential dwellings and to the south an agricultural field that is a SSSI Site.	
Accessibility	The site is a 5 minute drive from M61 J6	
Public Transport Access	The nearest bus stop is Chorley New Rd / Aspinall Court and is served by regular buses to Wigan, Horwich and Bolton, within 400m. Horwich Parkway Station is within 800n and has services to Bolton, Manchester, Preston & Blackpool	
Active Travel	Population within 1km of site is over 5,000. Cycling way on Chorley New Road.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None – borders Red Moss SSSI to south	
Listed Building	Grade II “War Memorial at former Horwich Locomotive Works” – northern edge	
Site of Biological Interest	None	
Conservation Area	Horwich Loco Works CA – northern third (approx. 30 %)	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	Four historic landfill cells (BREC, Horwich Works, Asbestos Tip, Redmoss) totalling approx. 23 %	
Floodzone 3	**< 1 % of site (≈ < 0.7 ha)** mainly along small drains on west & south edges	
Utilities/ Infrastructure	Mix of overhead and underground routes – concentrated along the western and eastern edges, several spurs crossing the central	
Ownership	There are 10 main titles on the site, the largest being The Borough Council of Bolton (19.83%), Morris Homes (North Ltd) (20.11%) and a private ownership (11.8%)	
Timescale of delivery	Long term – application submitted however several phases of residential. Assumed employment will be in later phases – no RM submitted	
Availability	Site has been cleared for redevelopment and is available.	
Achievability	Assumed to be achievable	

Deliverability	Potential viability issues associated with delivery of office floorspace due to change in market conditions since application was approved in 2015. More likely to come forward for industrial	
Market Attractiveness	High – expected to be high, modern stock in accessible location	
Recommendation	Site in underconstruction – do not retain allocation. Site is unlikely to yield office development given the change in market conditions since application in 2014 but light industrial / general industrial development remains appropriate.	

Site Ref	1P6AP
Site Name	Moses Gate
	
Site Size	18.34
Planning / Policy Status	Mixed Use Allocation 2014
Location / Context	The site is located north of Farnworth, south east of Bolton town centre. The site is controlled by a large number of individual landowners, reflecting the wide variety of users across the site; employment uses, residential and some leisure providers (e.g. indoor cricket nets and trampoline centre).
Greenbelt	No
Clustering Uses / Occupiers	Clustering of home furnishings businesses alongside general industrial Direct Vans Bolton; Swift Motor Repairs; Aryana Food distribution; Peaktech; Fusion Furniture Solutions; Walkden Metals; TyreWise; G2 Garage; Artisan Furnishing; GRP Products; Handrail Creations; Farnworth MOT; Prime Glazing Supplies.
Adjacencies / Sensitivities	The site is surrounded by residential dwellings in most directions and also Harper Green School borders the site to the south west.

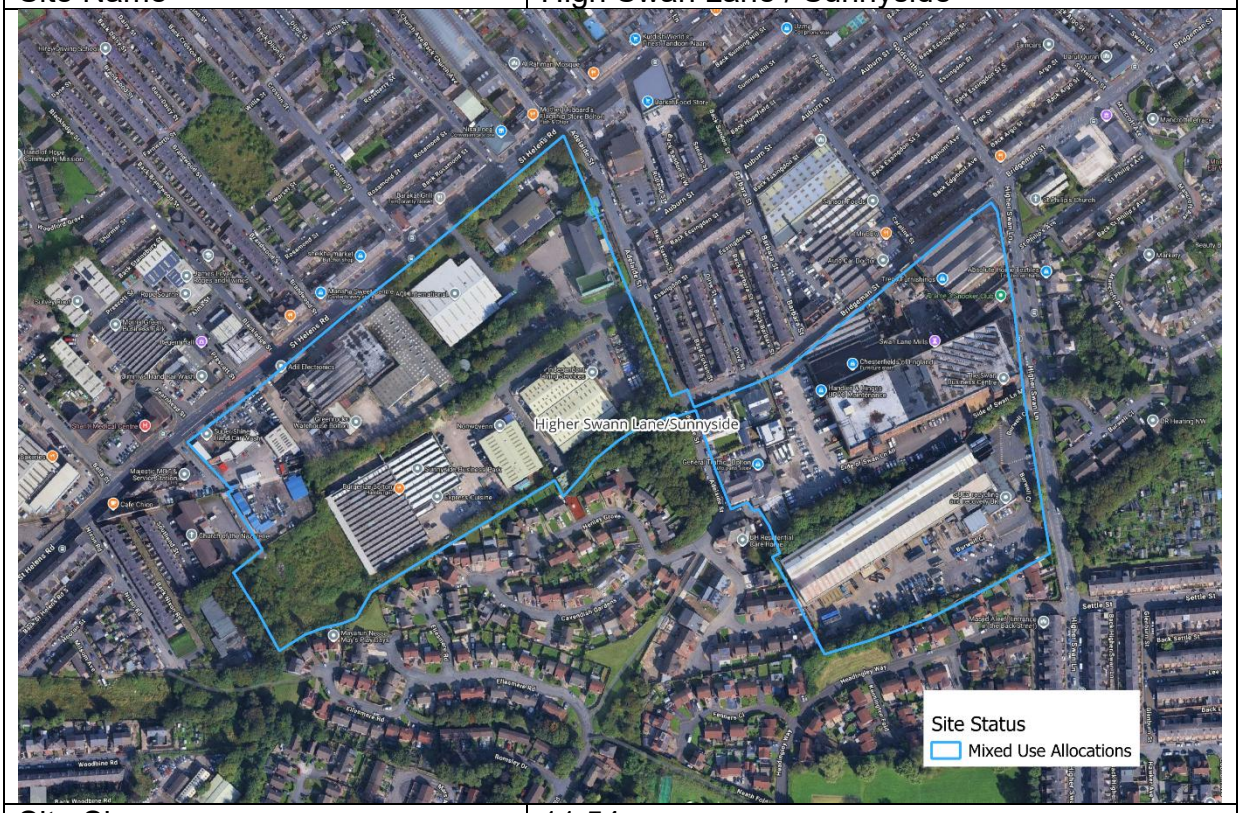
Accessibility	7 min drive to A666 and 9 min to M61	
Public Transport Access	Moses Gate railway station is within 800m and provides trains to Manchester – low frequency 1/hour. Multiple bus stops are located along Campbell Street, within 400m of the site	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on Gower St, Egerton St and Kluge Ln link into the wider Farnworth urban grid. National Cycle Network Route 55 (Manchester-Bolton-Bury Canal greenway) passes ~500 m east, providing off-road cycle access towards Bolton & Little Lever. Local advisory cycle lanes on A666 (Bolton Road) approx. 350 m west give on-carriageway links to Bolton town centre.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	Yes two grade II - Horrockses Mill (north edge) and Cobden Mill (south edge)	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities / Infrastructure	55 separate underground 11 kV circuits detected, Concentrated around the south, south-east and western edges of the site	
Ownership	The site has ten different freeholders (largest portions held by Peel L&P Investments, Udunk Ltd, Mainwell Properties Ltd, etc.).	
Timescale of Delivery	Long term - No planning application submitted and multiple owners	
Availability	Site is not currently being promoted for redevelopment. Industrial units occupied.	
Achievability	Site has fragmented ownership, unlikely to come forward as a comprehensive mixed use development	

Deliverability	Large scale redevelopment likely not deliverable, small piecemeal redevelopment could come forward	
Market Attractiveness	Medium – site has good accessibility however residential adjacency limits industrial activity	
Recommendation	Site has seen moderate level of residential delivery however fragmented ownership means comprehensive mixed use development is unlikely. Release allocation and do not protect as employment site.	

Site Ref	2P6AP
Site Name	Halliwell Mills
	
Site Size	8.13
Planning / Policy Status	Mixed Use Allocation 2014
Location / Context	The site is located north-west of Bolton Town Centre. This is a large industrial estate that consists of light industrial uses and creative studios and telecoms apparatus. The site comprises of a mix of industrial warehouses and historic mill buildings (Falcon Mill in west of site) which have been converted into offices, storage units and light industrial workshops. The site therefore includes a range of uses including industrial, retail, wholesale and leisure. The northeastern corner of the site comprises dense vegetation and a steep topography which would not be suitable for development.
Greenbelt	No
Clustering Uses / Occupiers	FeMAS Art Gallery and Studios, Ink Motor Company; Vehicles 4 Business; Fabriplas; Bolton Engineering Products; Plumb Factory; Theatre Dance Studios; Aquvape; Bolton Taekwondo; Empire Tools & Abrasives; Tiles & Taps; Highmead Tyre Bay; Crazy Karting;

	Shyne Detailing; Real Gym 24/7; Golistan Rice; Unicorn Global	
Adjacencies / Sensitivities	Surrounded by residential terraced streets on south, west & east.	
Accessibility	The site is a 4 minute drive from A666. The site is in an area of moderate accessibility –access off the A6099 and a secondary/residential roads.	
Public Transport Access	Multiple bus routes on Halliwell Rd less than 400m, providing frequent buses.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on surrounding grid. Advisory cycle lanes on A673 Halliwell Rd (350 m). NCN Route 6 (former rail corridor) c. 450 m east gives off-road cycle link to town centre.	
Proximity to Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	Yes – Falcon Mill (Grade II)	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	Yes – see map	
Floodzone 3	None	
Utilities/ Infrastructure	multiple 6.6 kV underground cables running along its perimeter	
Ownership	Largest ten owners control c. 73 % of the land, leaving a long tail of smaller parcels.	
Timescale of delivery	Medium term – No planning application submitted, some of the units are still in operation	
Availability	No evidence that the whole site is being promoted, not immediately available	
Achievability	No major environmental barriers identified, but ownership complexity	
Deliverability	Minor infrastructure requirements to deliver site	
Market Attractiveness	Medium – site is of lower quality but well-let, located in primarily residential area which limited occupier activity	
Recommendation	No evidence that site is being promoted or is available for mixed use development, site has	

	highly fragmented ownership – release allocation.

Site Ref	3P6AP
Site Name	High Swan Lane / Sunnyside
	
Site Size	11.54
Planning / Policy Status	Mixed Use Allocation 2014
Location / Context	This site is located approximately 1 mile south of Bolton Town Centre and comprises of a cluster of employment uses. North east of site contains a primary school
Greenbelt	No
Clustering Uses / Occupiers	Suez recycling; The Swan Business Centre (clustering of textiles and furnishing businesses); General Traffic auto parts store; Handles & Hinges; Snooker Club; Trend Furnishings; Voyage Brothers; Independent Living Services; AQL International; Greenlocks Warehouse; car wash; Adil Electronics

Adjacencies / Sensitivities	The site is surrounded to the north, east and south by residential dwellings and to the west by St Heles Rd district centre frontage.	
Accessibility	The site is a 4 minute drive to A666 and 7 minutes to M61 J5.	
Public Transport Access	There are multiple high frequent buses located along Higher Swan Lane.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on Higher Swan Ln & Adelaide St. NCN Route 55 towpath 600 m east offers off-road cycle link toward Bolton & Little Lever.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	Yes – Rumworth Mill (Grade II) on western edge of the site.	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	10 underground 6.6 kV cables detected, mainly around the east, south-east and west edges of the site	
Ownership	The 10 largest ownership slices together control only c.76 % of the land	
Timescale of delivery	Medium term – no site-wide planning application, small plot specific consents (13238/22 – self-storage building and 41 containers, granted 22 Mar 2023; 06042/19 – 4 dwellings, granted 27 Aug 2019)	
Availability	The businesses currently on site are all still active and no whole site promotion	
Achievability	The site will face issues from multiple ownership and listed buildings will need to be carefully considered	
Deliverability	No obvious need for major new strategic infrastructure	
Market Attractiveness	Medium – good proximity to town centre and well-let but aged and average quality stock	
Recommendation	No evidence that site is being promoted or is available for mixed use development, site has highly fragmented ownership – release allocation.	

Site Ref	4P6AP	
Site Name	The Greenwood	
		
Site Size	0.58	
Planning / Policy Status	Mixed Use Allocation 2014	
Location / Context	The site is south east of Horwich and north of Middlebrook. The site comprises a parade of local shops with flats at first floor level and associated car park fronting Chorley New Road. Residential dwellings are located to the rear (north) of the retail units with access from Derby Street	
Greenbelt	No	
Clustering Uses / Occupiers	Retail units and residential development.	
Adjacencies / Sensitivities	Immediately bordering the site in every direction is residential dwellings.	
Accessibility	5 minute drive to M61 J6	
Public Transport Access	High-frequency bus corridor on Chorley New Road directly outside site.	
Active Travel	Population within 1km of site is over 5,000. Continuous footpaths link the site to Middlebrook Retail & Leisure Park, Horwich town centre and Loco Works	

	redevelopment. National Cycle Route 55 passes 400 m south-west.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	None on site	
Ownership	21 separate freehold titles with a mix of private individuals and companies.	
Timescale of delivery	N/A – Site Complete	
Availability	N/A – Site Complete	
Achievability	N/A – Site Complete	
Deliverability	N/A – Site Complete	
Market Attractiveness	N/A Site has not E(g)/B-class premises	
Recommendation	Release as mixed use allocation – site has been completed. No E(g)/B-class uses on site.	

Site Ref	5P6AP
Site Name	British Aerospace
	
Site Size	7.46
Planning / Policy Status	Mixed Use Allocation 2014
Location / Context	The site lies on the east side of Lostock Lane, within Lostock. The site consists of majority residential dwellings, with some industrial units in the northern and southern sections. A self storage business was observed at the northwestern corner of the site during the site visit with advertisements along Lostock Lane.
Greenbelt	No
Clustering Uses / Occupiers	Self-storage; Destinology (tour operator)
Adjacencies / Sensitivities	Adjoins residential
Accessibility	The site is a 2 minute drive from A673 and 4 minutes from M61
Public Transport Access	The nearest bus stop is located at Lostock Lane / Wingates Lane stop, within 400m and is high frequency.

Active Travel	Population within 1km of site is over 5,000. Footways on both sides of Lostock Lane connect to the extensive pedestrian network within Middlebrook. Segregated cycle lanes along Aspinall Way and routes through the retail park provide onward links towards Horwich town centre.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	The site is fringed by several underground 11 kV electricity circuits	
Ownership	The ten largest owners together holding ≈50 % of the land.	
Timescale of delivery	N/A – site complete	
Availability	N/A – site complete	
Achievability	N/A – site complete	
Deliverability	N/A – site complete	
Market Attractiveness	N/A – site complete	
Recommendation	Allocation has been built out and therefore does not need to be retained. Destinology to be included in Lostock Lane (Lynstock Way) Protected Site boundary	

Site Ref	6P6AP	
Site Name	Crompton Way / Bolton Point	
		
Site Size	13.41	
Planning / Policy Status	Mixed Use Allocation 2014	
Location / Context	Site is located to the north of Bolton. The site comprises of eight industrial units in the south section of the site (Waters Meeting) and residential units in the north of the site.	
Greenbelt	No	
Clustering Uses / Occupiers	John Dawson Electrical; Pure Gusto Coffee Company; Bennitt Workplace Solutions; disability equipment supplier; ecotec filters;	
Adjacencies / Sensitivities	There are residential dwellings to the north and east of the site. To the south and west are industrial units.	
Accessibility	Accessed via Britania Way, no immediate access to SRN	
Public Transport Access	Hail I' th' wood train station is within 800m.	
Active Travel	Population within 1km of site is over 5,000. Footpath linking site to station, no cycle routes connecting to site.	

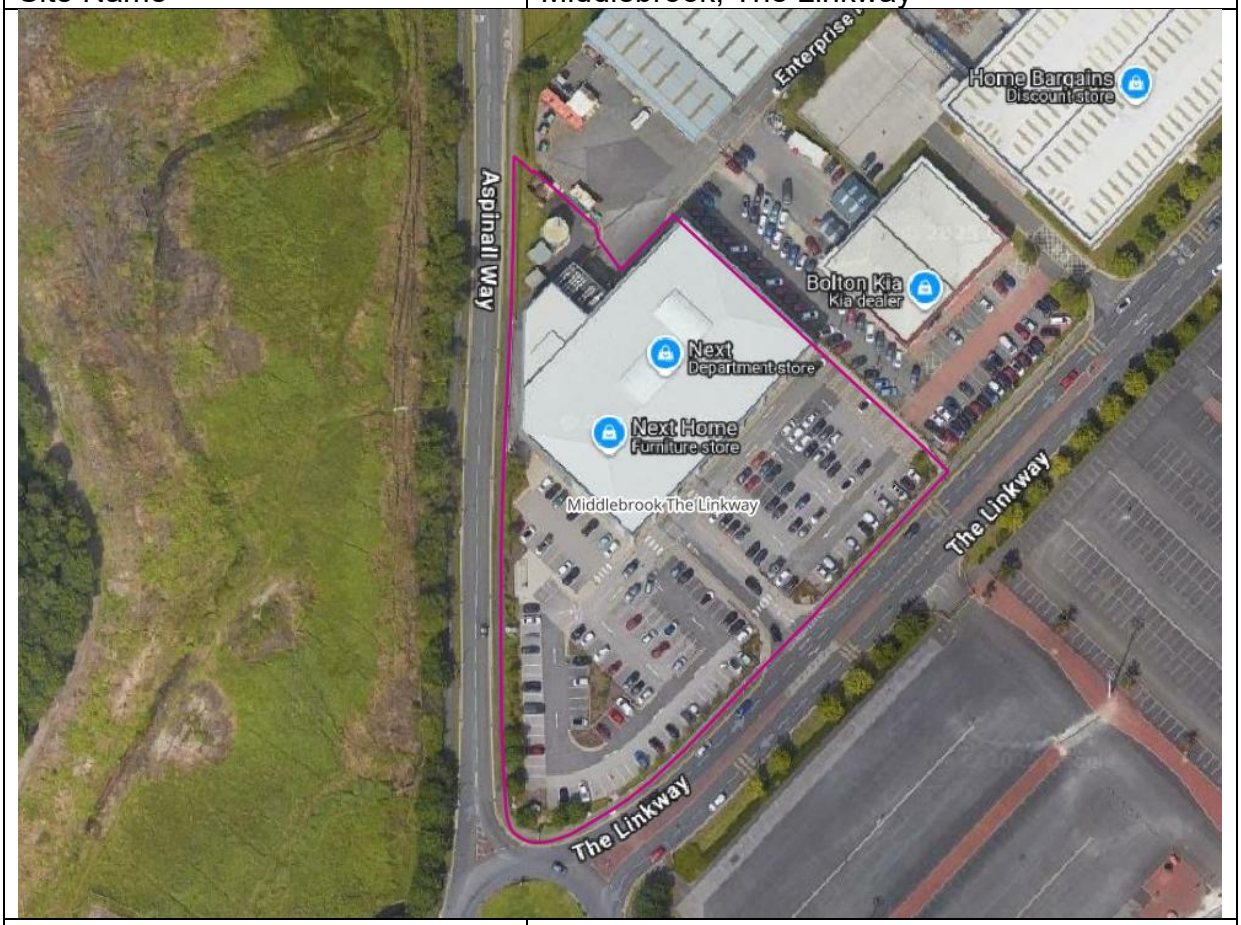
Proximity to Areas of Deprivation	Within 5 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	The site is crossed by a 132 kV overhead line at the south-eastern edge and an associated underground 132 kV duct on the south-west side. Several medium-voltage (11 kV and 6.6 kV) underground cables run along the western and northern margins	
Ownership	Multiple owners. Extant plot under single ownership	
Timescale of delivery	Short-term: Remaining plot has planning permission (20536/25) for 6 industrial units. Active discharge / variation of conditions indicates live construction activity	
Availability	Remaining plot has been cleared and is available	
Achievability	Site is assumed achievable	
Deliverability	No major infrastructure requirements	
Market Attractiveness	High – new modern units, fully let in surrounding sites	
Recommendation	Majority of mixed use allocation built out – do not retain as mixed use allocation. Extend boundary of the The Valley (existing protected employment site to the south) to encompass employment component of mixed use site, including vacant plot.	

Site Ref	2P1.1
Site Name	Barrs Fold Close
	
Site Size	0.48 ha / 1,645 sq.m
Planning / Policy Status	Allocated Employment Site 2014
Location / Context	The site is located within Wingates Industrial Park to the northwest of Westhoughton. The site is currently in use as a car park but this may be surplus to requirements (the site appears to be for Aptus Utilities which is located opposite, but they also have another car park outside of their building). However, during the site visit, the car park appeared to be well used during working hours.
Greenbelt	No
Clustering Uses / Occupiers	N/A
Adjacencies / Sensitivities	Greenbelt adjoins site to west.
Accessibility	The site is located 8 minutes from A673 – Chorley New Road and M61 – Junction 6
Public Transport Access	No railway station within 800 m and no bus stop within 400 m
Active Travel	Population within 1km of site is over 5,000. On-road cycle lanes along

	Chorley Road; footways on estate spine road connect to wider urban network. Rural lanes to south-west popular with leisure cyclists.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	No utilities on site	
Ownership	2 owners – Samoa Limited own majority of the site and AGLP Nominee 1 Limited own the eastern side	
Timescale of delivery	Medium term - No live or recently determined planning application. Last consents (industrial uses) date from 2009 and have lapsed	
Availability	Site is in active industrial/estate use today; no marketing evidence. Site has been submitted as a call for site.	
Achievability	No major environmental constraints and just 2 owners	
Deliverability	Within an existing serviced industrial estate. No indication of strategic infrastructure being necessary	
Market Attractiveness	High – within sought after established Wingates site	
Recommendation	Retain employment allocation	

Site Ref	5P1.1
Site Name	Cutacre (Logistics North)
	
Site Size	95.6 ha / 92,751 sq.m remaining
Planning / Policy Status	Allocated Employment Site 2014
Location / Context	Site is located south west of Bolton Town Centre. The site is a large strategic logistics & industrial park (Logistics North) immediately east of J4 M61. Development comprises modern distribution sheds (Amazon, Aldi, Lidl, Whistl, etc.) with ancillary offices set around Cutacre Way and Bridgewater Avenue.
Greenbelt	No
Clustering Uses / Occupiers	MBDA, Aldi Regional Distribution Centre; NBP; Howorth Air Technology Solus Acident Repair; PJH HQ; Hardscape Products; Amazon; Currys; Komsatsu Mining Group
Adjacencies / Sensitivities	Greenbelt surrounds site
Accessibility	Direct access to M61 J4.
Public Transport Access	Frequent bus services stop on Salford Rd at estate entrance, linking Bolton, Leigh & Wigan.

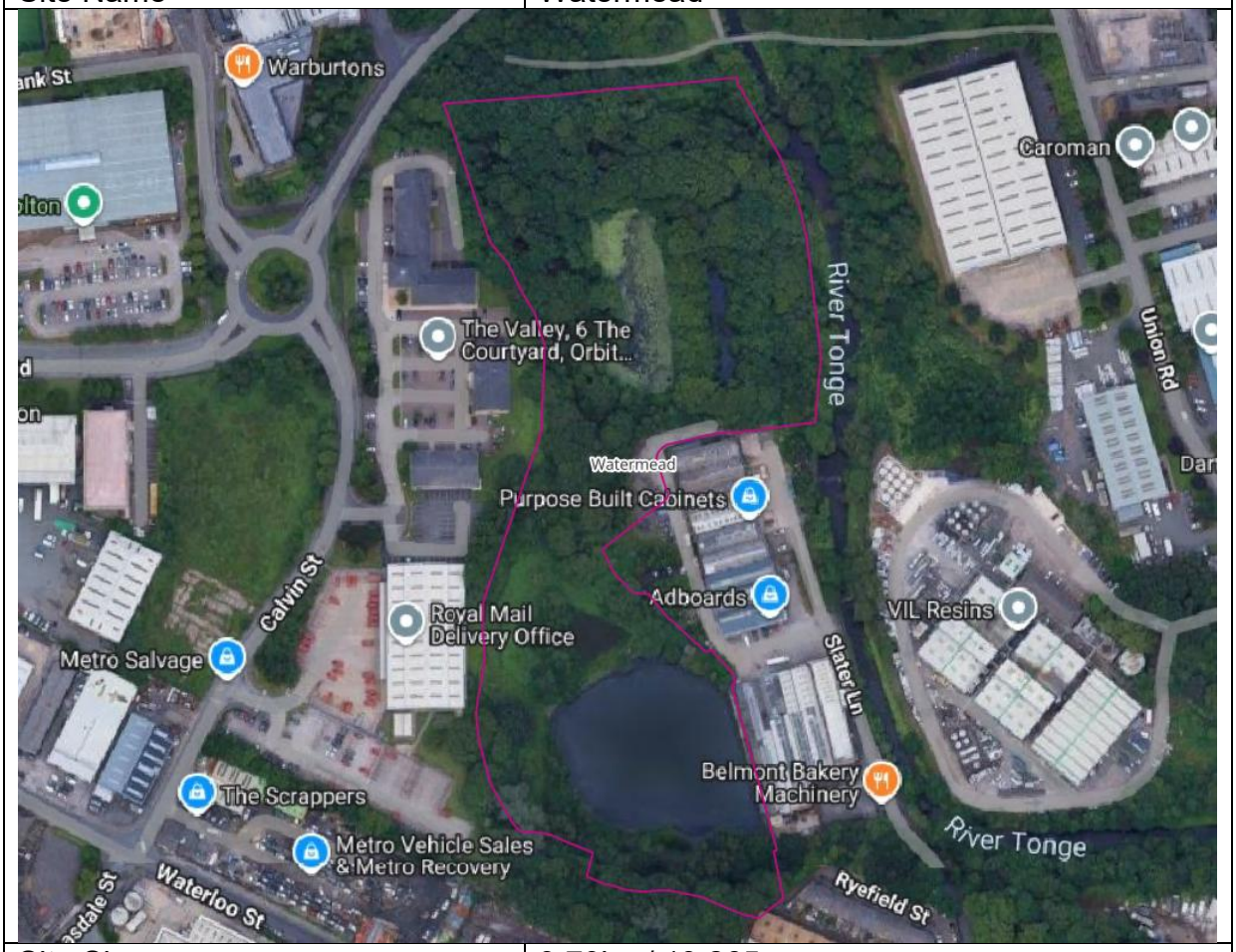
Active Travel	Population within 1km of site is over 5,000. Dedicated footways & segregated cycle lanes inside estate connect to Cutacre Country Park trails and the A6 cycle track.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	132 kV overhead line at the south-east edge. Extensive 11 kV underground distribution cables running through all parts of the site	
Ownership	Remaining plot under single ownership - Lidl	
Timescale of delivery	Short-term: planning secured and reserved matters submitted on remaining plot for Lidl. Technical start although no current construction activity.	
Availability	Remaining plot is owned by Lidl – available for owner-occupier	
Achievability	Site is assumed achievable – no major constraints	
Deliverability	Site is deliverable – awaiting construction progress	
Market Attractiveness	High – new modern units with strong accessibility to M61	
Recommendation	Protect site as an existing employment site.	

Site Ref	6P1.1	
Site Name	Middlebrook, The Linkway	
		
Site Size	0.94	
Planning / Policy Status	Allocated Employment Site 2014	
Location / Context	Site is located Middlebrook, south of Horwich, west of Bolton Borough. The site comprises of Next and the carpark associated with Next.	
Greenbelt	No	
Clustering Uses / Occupiers	Retail	
Adjacencies / Sensitivities	None	
Accessibility	Good access in a highly sustainable and accessible location. A673 Chorley New Road is a 3 min drive and M61 J6 is a 8 min drive from site	
Public Transport Access	Horwich Parkway railway station ≈ 800 m: services Manchester Airport ↔ Blackpool North.	
Active Travel	Population within 1km of site is over 5,000. Pedestrian routes to retail & leisure	

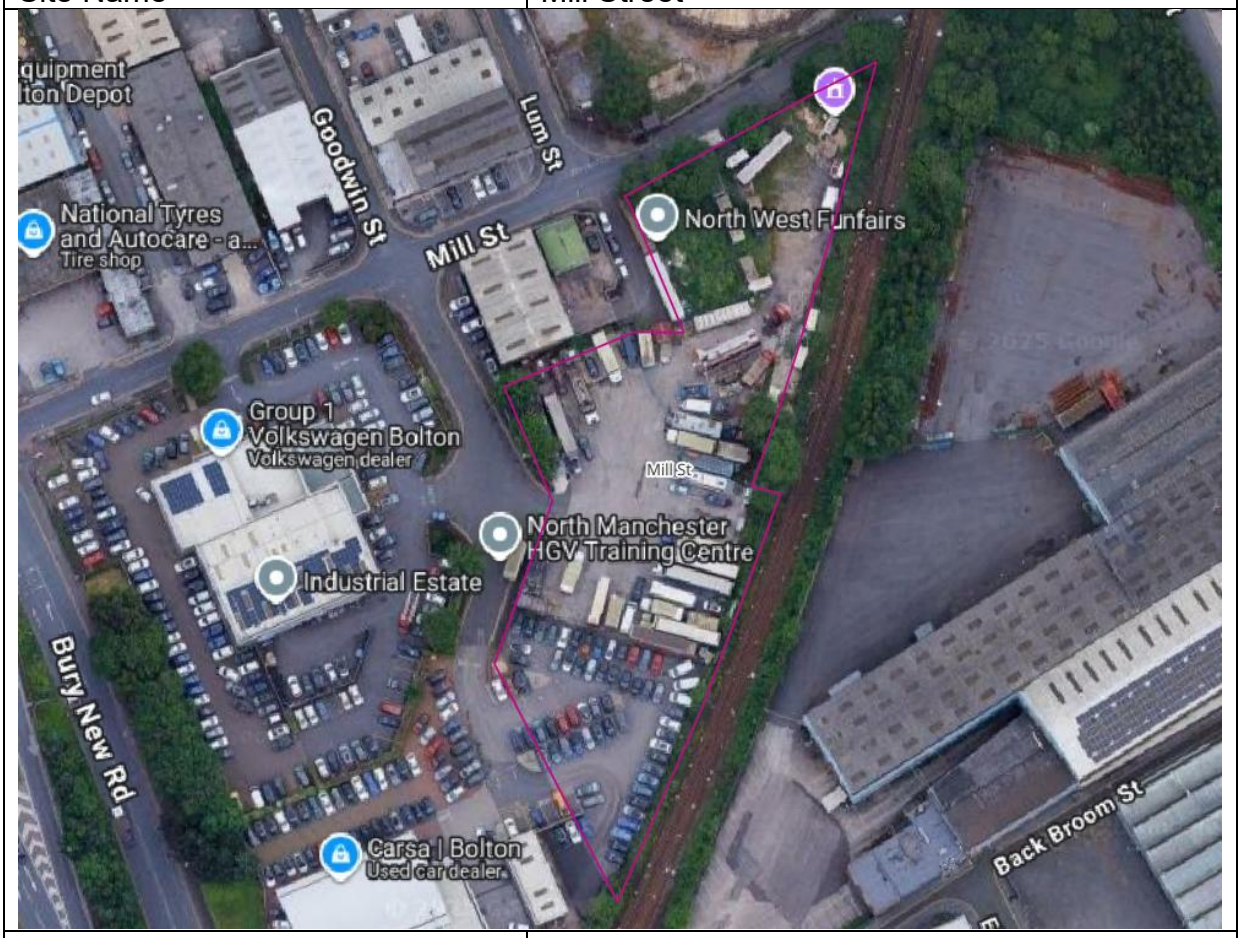
	facilities within Middlebrook Retail & Leisure Park. Cycle lanes on Chorley New Road and down to retail park	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	4× underground 11 kV cables	
Ownership	3 owners – Orbit Investments, Electricity North West Ltd and Next Holdings Ltd	
Timescale of delivery	N/A - complete	
Availability	N/A - complete	
Achievability	N/A - complete	
Deliverability	N/A - complete	
Market Attractiveness	N/A – not E(g)/B-class use	
Recommendation	Allocation is fully built out. Not an E(g)/B-class use – do not protect.	

Site Ref	7P1.1	
Site Name	St Peter's Business Park A	
		
Site Size	0.94 ha / 3,447 sq.m (office) or 3,290 sq.m (I&L @0.35 plot ratio)	
Planning / Policy Status	Allocated Employment Site 2014	
Location / Context	This site is located off Calvin Street, to the north of Bolton Town Centre, close to existing industrial and business areas to the east. The site is a vacant brownfield plot of land which has become heavily vegetated with scrub.	
Greenbelt	No	
Clustering Uses / Occupiers	N/A	
Adjacencies / Sensitivities	None	
Accessibility	Direct frontage to the A666, offering quick links south to Bolton town centre and north towards Egerton.	
Public Transport Access	The A666 corridor is served by frequent bus routes between Bolton and Darwen/Blackburn, within 400m	
Active Travel	Population within 1km of site is over 5,000. Footways run along Blackburn	

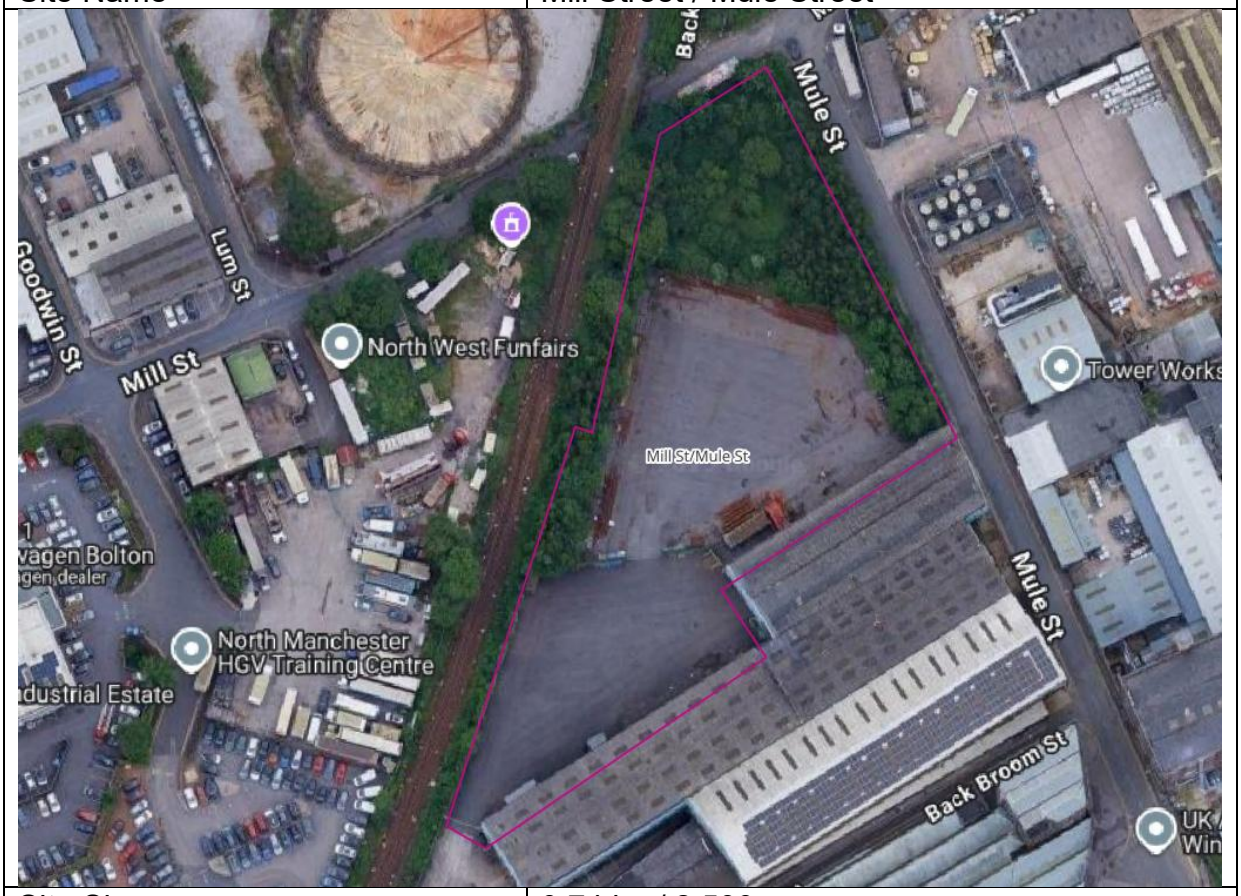
	Road; cycle lane along Higher Bridge Street.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	None on site	
Ownership	Velistar Limited	
Timescale of delivery	Medium term - No live or recent planning applications on-site (last consent granted 2002 – technical start).	
Availability	Immediately available – one owner, site not in use. Site has been submitted in call for sites	
Achievability	One owner and no major constraints, however office development is likely unviable	
Deliverability	No major infrastructure requirements / immediately deliverable – issues around viability of new build office	
Market Attractiveness	Medium – site is located within existing employment area, low market attractiveness for office	
Recommendation	Release – unlikely to be delivered for office development.	

Site Ref	8P1.1
Site Name	Watermead
	
Site Size	3.79ha / 13,265 sq.m
Planning / Policy Status	Allocated Employment Site 2014
Location / Context	Site is located north of Bolton Town centre. The site is vacant and comprises of dense woodland / vegetation and a pond to the south.
Greenbelt	No
Clustering Uses / Occupiers	N/A
Adjacencies / Sensitivities	None
Accessibility	Access into the site (via Slater Lane) is poor as it is narrow and steep near with a retaining wall either side. The A579 Manchester Road is a 6 min drive.
Public Transport Access	Multiple local bus services operate along Manchester Rd , within 400m
Active Travel	Population within 1km of site is over 5,000. Footways run along Blackburn Road; cycle lane along Higher Bridge Street.

Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	4 x 6.6 kV underground cables at northern edge	
Ownership	Songlee Limited owns the whole site	
Timescale of delivery	Medium term – No live permission: last consent was an outline approval for industrial/warehouse use granted in 1997 (ref 51383/97) – now lapsed. No constraints	
Availability	Site is available – not currently in use	
Achievability	Single owner and no constraints, although site currently contains large pond that will require infilling	
Deliverability	Minor infrastructure requirements to provide access and prepare site for development	
Market Attractiveness	High – for industrial development, within established employment area	
Recommendation	Retain employment allocation	

Site Ref	9P1.1
Site Name	Mill Street
	
Site Size	0.53 ha / 1,855 sq.m
Planning / Policy Status	Allocated Employment Site 2014
Location / Context	Site is located west of Bolton Town Centre. The site comprises of a car park for HGV training centre
Greenbelt	No
Clustering Uses / Occupiers	Employment allocation 9P1.1 comprises a HGV training centre and outdoor storage area for a funfair business. The site was still in use but was of a poor quality with large amounts of litter observed.
Adjacencies / Sensitivities	None
Accessibility	4 minute drive to A673 (Topp Way)
Public Transport Access	Bolton Interchange rail & bus hub is within 800m, providing direct services to Manchester, Preston, Wigan, etc.; multiple bus routes run along A673.

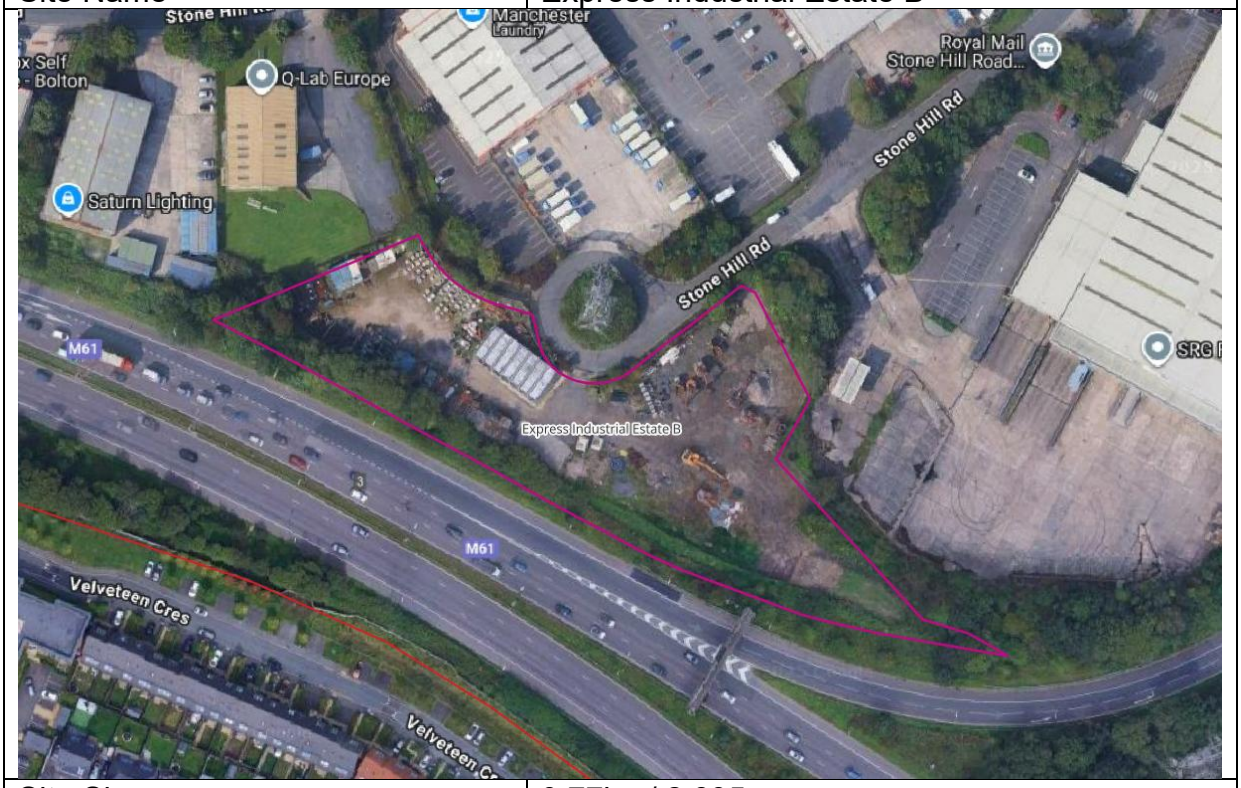
Active Travel	Population within 1km of site is over 5,000. Continuous footways on surrounding streets; on-road cycle facility along Topp Way connects to town-centre cycle network	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	None on site	
Ownership	Four private companies (Inchcape Estates Ltd, Carsa Ltd, Lyndajean Ltd, Trojan1 Ltd) and Bolton Council (public ownership).	
Timescale of delivery	Medium term - There is no extant consent for redevelopment. Recent applications (e.g. 13098/22, 09432/20) relate only to minor commercial works such as MOT testing and signage, not to site-wide regeneration.	
Availability	Parts of the site operate as a used-car centre, lorry park and MOT facility. No evidence of the site being promoted but could become available. Site submitted within call for sites	
Achievability	Multiple site owners and the site occupiers would need to be relocated.	
Deliverability	No major infrastructure requirements, deliverable if scheme came forward	
Market Attractiveness	High – would provide modern space within close proximity to the town centre	
Recommendation	Retain as employment allocation	

Site Ref	10P1.1	
Site Name	Mill Street / Mule Street	
		
Site Size	0.74 ha / 2,590 sq.m	
Planning / Policy Status	Allocated Employment Site 2014	
Location / Context	The site is north-west of Bolton town centre within an established industrial/commercial quarter.	
Greenbelt	No	
Clustering Uses / Occupiers	Employment allocation 10P1.1 is enclosed with dense vegetation and poor visibility into the site. The site comprises scrubland and part of a car park associated with Harry Peers Steelwork factory.	
Adjacencies / Sensitivities	Industrial adjacency, site borders railway line to the west.	
Accessibility	The A676 is located a 7 minute drive from the site	
Public Transport Access	Frequent local bus services on Chorley Old Road and Blackburn Road, within 400m	
Active Travel	Population within 1km of site is over 5,000. Continuous urban footways and cycle routes connect the site to Bolton	

	town centre and surrounding neighbourhoods.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	Three 6.6 kV underground electricity cables along the site's northern perimeter.	
Ownership	Harry Peers Steelwork Ltd	
Timescale of delivery	Medium term – no active planning application but no constraints or infrastructure upgrades required	
Availability	The site is not actively promoting but not in use, assumed available	
Achievability	Single owner and no constraints	
Deliverability	No major infrastructure requirements	
Market Attractiveness	Medium – site has good accessibility to town centre however surrounding stock is of poorer quality	
Recommendation	Release – site is unlikely to come forward for industrial development for the wider market; provides expansion space for Harry Peers Steelworks only who are using the site for parking and lorry turning.	

Site Ref	11P1.1	
Site Name	Stone Hill Road	
		
Site Size	0.60ha / 450 sq.m	
Planning / Policy Status	Allocated Employment Site 2014	
Location / Context	The site is a brownfield plot within Express Trading Estate, on the eastern edge of Farnworth town centre.	
Greenbelt	No	
Clustering Uses / Occupiers	No uses on site, surrounding general industrial use	
Adjacencies / Sensitivities	Residential dwellings located north of the site.	
Accessibility	3 min drive to A666 St Peters Way and 6 min to M61 J3.	
Public Transport Access	Bus stops on Stone Hill Road & Egerton Street, provide 6+ buses/hr to Bolton, Manchester & Bury	
Active Travel	Population within 1km of site is over 5,000. There are on-road cycle lanes along A6053. Continuous footways on Stone Hill Road linking to Farnworth town centre.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	

Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	None on site	
Ownership	Single ownership - LB Homes North West Ltd	
Timescale of delivery	Short-term – site has planning permission (10051/20) for 4 industrial units. Conditions discharged Jan 2025	
Availability	Site is immediately available and has been cleared	
Achievability	Single landowner and planning secured. Site submitted within call for sites.	
Deliverability	Immediately deliverable, no major infrastructure requirement	
Market Attractiveness	High – site will offer modern industrial space with strong accessibility to SRN	
Recommendation	Site has planning permission – release allocation. Amend boundary of Express Industrial Estate Protected Employment Site to protect site under construction	

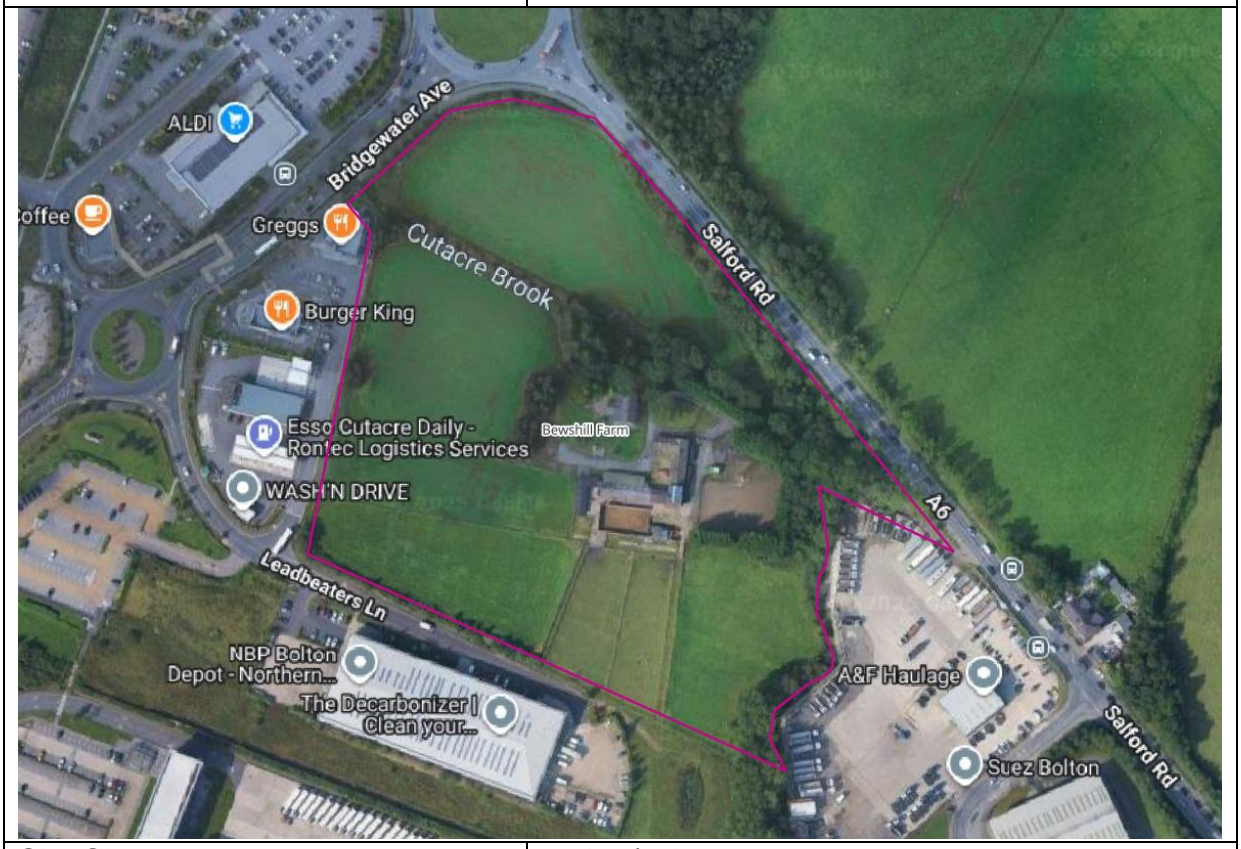
Site Ref	12P1.1
Site Name	Express Industrial Estate B
	
Site Size	0.77ha / 2,695 sq.m
Planning / Policy Status	Allocated Employment Site 2014
Location / Context	The site is located immediately north-east of the M61 corridor at Farnworth. The site is located within the Express Industrial Estate which is currently used for outdoor storage.
Greenbelt	No
Clustering Uses / Occupiers	No uses on site, surrounding general industrial use
Adjacencies / Sensitivities	The closest residential units are south across the M61.
Accessibility	The site has direct frontage to the M61 and J3 is 1min drive away.
Public Transport Access	Bus stops on Worsley Road (A5082), provide 4 services per hour to Bolton, Manchester & Leigh.
Active Travel	Population within 1km of site is over 5,000. Continuous footways on Worsley Road and through adjoining industrial estate. No dedicated cycle facilities on site.

Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	132 kV overhead line across the northern edge of the site	
Ownership	Single ownership - JJ Mullins Ltd	
Timescale of delivery	Medium term - no planning applications on site	
Availability	Land appears available in principle but not actively promoted	
Achievability	One owner of majority the site and no environmental constraints	
Deliverability	No major infrastructure requirements to deliver site	
Market Attractiveness	High – expected attractiveness, desirable location on well-let estate	
Recommendation	Retain employment allocation	

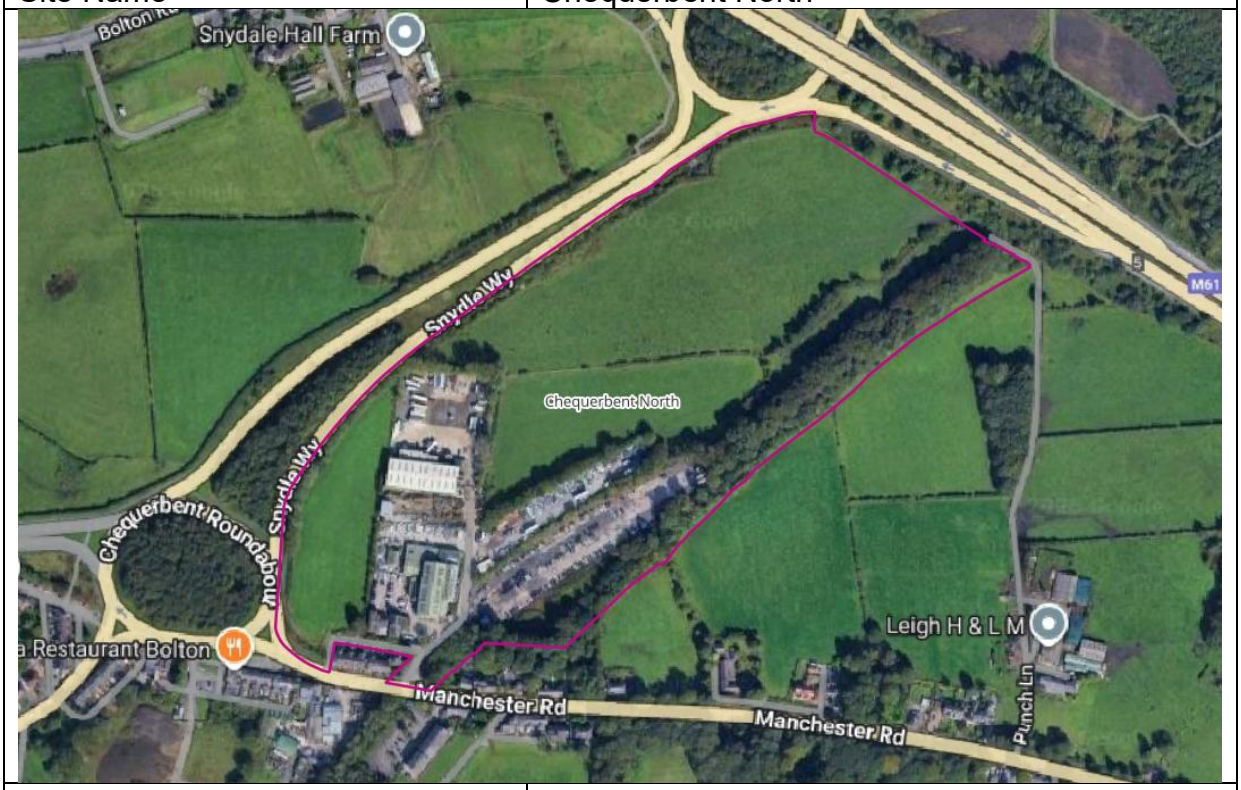
Site Ref	13P1.1	
Site Name	Undershore Works	
Address		
		
Site Size	0.81ha	
Planning / Policy Status	Allocated Employment Site 2014	
Location / Context	The site is in north of Bolton Town centre and comprises of industrial / manufacturing units.	
Greenbelt	Yes	
Clustering Uses / Occupiers	Occupiers include GN Systems; Portman Doors; Gillys Antiques; Transport Support; Scantech Packaging; eSeller International	
Adjacencies / Sensitivities	The site is adjointed to the south and west by residential units.	
Age and Quality of Buildings	The buildings observed were of generally good quality, and CoStar indicates that they are rated as 3-star/Class B, however it appears that there have been multiple extensions and additions to some of the buildings over time, meaning they appear quite disorganised.	
Quality of public realm / Circulation and Parking	Access into the site is via a partly cobbled residential street which is inadequate. The parking provision, access and circulation is	

	moderate but parking spaces are unmarked.	
Vacancy Rate	0% - No vacant units were observed on site.	
Accessibility	6 minute drive to A666. The site is accessed via Brookside Road which is a residential street and narrow and steep in parts, in need of resurfacing. The site has good access to A roads however, the site is in a predominantly residential area in the north-east of Bolton and does not form part of a wider cluster of employment sites	
Public Transport Access	Bus stops within 400m on Crompton Way (8 services per hour to Bolton, Bury, Horwich)	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on Crompton Way and Local public footpath links Brookside Road to allotments	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Utilities/ Infrastructure	Three underground 6.6 kV cables run along the south edge of the site	
Ownership	Single ownership - Properties Ade 2 Ltd	
Timescale of delivery	Medium term – no planning application on site, no infrastructure constraints	
Availability	The site is currently in industrial use, not actively promoting the site	
Achievability	One major owner and no environmental constraints	
Deliverability	No major infrastructure works required however site is already in industrial use and unlikely to deliver further development	
Market Attractiveness	Medium – site is well let and of good quality but accessibility is average	

Recommendation	Release allocation – site is unlikely to come forward for further intensification, unsuitable due to residential adjacency

Site Ref	JPA4	
Site Name	Bewshill Farm	
		
Site Size	5.6ha / 21,000 sq.m	
Planning / Policy Status	Places for Everyone 2024 – Employment Allocation	
Location / Context	The site is located at M61 J4, north of Logistics North. It is predominantly open farmland with scattered farm buildings accessed from Salford Road (A579).	
Greenbelt	No	
Clustering Uses / Occupiers	Working farmland	
Adjacencies / Sensitivities	There are scattered detached dwellings along Salford Road to the north.	
Accessibility	4 min to drive to M61 J5. Potential access points were observed via the farm and/or from Salford Road.	
Public Transport Access	Bus stop within 400m of site – Cutacre Way served by routes 20, 38 and 521frequently	
Active Travel	Population within 1km of site is over 5,000. Public footpaths cross adjoining fields, linking north-south towards	

	Leeches Farm and east towards Hulton Park. No dedicated cycle lanes.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Ownership	Potential ownership issues – 3 owners	
Timescale of delivery	Long term - No planning application on site. Harworth's option on the site has expired.	
Availability	Greenfield – assumed available	
Achievability	Potential landownership issues – three titles across the site.	
Deliverability	Site assumed to be deliverable in the longer term, new access arrangements required.	
Market Attractiveness	Expected high – excellent accessibility to M61, extension of successful Logistics North	
Recommendation	Retain allocation	

Site Ref	JPA5	
Site Name	Chequerbent North	
		
Site Size	15.8ha / 25,000 sq.m	
Planning / Policy Status	Places for Everyone 2024 – Employment Allocation	
Location / Context	The site lies to the east of Westhoughton and east of Chequerbent Roundabout. The site is situated between Manchester Road and the M61. The northern and western parts of the site are undeveloped.	
Greenbelt	No	
Clustering Uses / Occupiers	Site currently part in use for industrial use – occupiers include Junction 5; Vanir Logistics; Toughsheet Building Products; Wrennal Brothers. Significant amount of open storage on site. Portion of site is used for parking.	
Adjacencies / Sensitivities	Residential estates are north beyond the junction and south west beyond the junction.	
Accessibility	4 min to drive to M61 J5	
Public Transport Access	Bolton Road (A6) bus corridor runs past the eastern boundary, with 4+ buses per hour	
Active Travel	Population within 1km of site is over 5,000. Continuous footway & on-	

	carriageway cycle lane on Bolton Road. Informal footpath connections towards Snydale Way and local leisure centre.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Scheduled Monument	Yes – Chequerbent embankment of Bolton and Leigh Railway	
Ownership	Site is owned by Peel and forms part of wider Hulton Park development.	
Timescale of delivery	Medium term - Peel have recently (November 2025) submitted a separate application (21405/25) to bring forward residential and employment component separate from golf course. This application is pending but proposes the delivery of 25,000 sq.m B2/B8/E(g)(iii) floorspace.	
Availability	Site is available and application pending	
Achievability	Assumed achievable – application implies employment component could come forward separate from Hulton Park scheme	
Deliverability	Site is assumed to be deliverable – minor infrastructure improvements required to site access	
Market Attractiveness	High – allocation will provide new industrial stock with strong accessibility to M61	
Recommendation	Retain allocation	

Site Ref	JPA6
Site Name	West of Wingates / M61 Junction 6 Phas 1 & Future Phases
Address	



Site Size	183ha / 440,000 sq.m	
Planning / Policy Status	Places for Everyone 2024 – Employment Allocation	
Location / Context	The site is located on the northern edge of Westhoughton, Bolton. The site is a large area of greenfield land comprising mainly of agricultural fields with some farm buildings. The site adjoins the existing Wingates Industrial Estate.	
Greenbelt	No	
Clustering Uses / Occupiers	Adjoins Wingates Industrial Estate which is occupied by logistics and manufacturing occupiers.	
Adjacencies / Sensitivities	The site is bound by existing employment development to the east and north, and some residential dwelling along its northern edge. The rest of the site is largely bound by open countryside and natural features.	
Vacancy Rate	N/A	
Accessibility	2 min to drive to M61 J6	

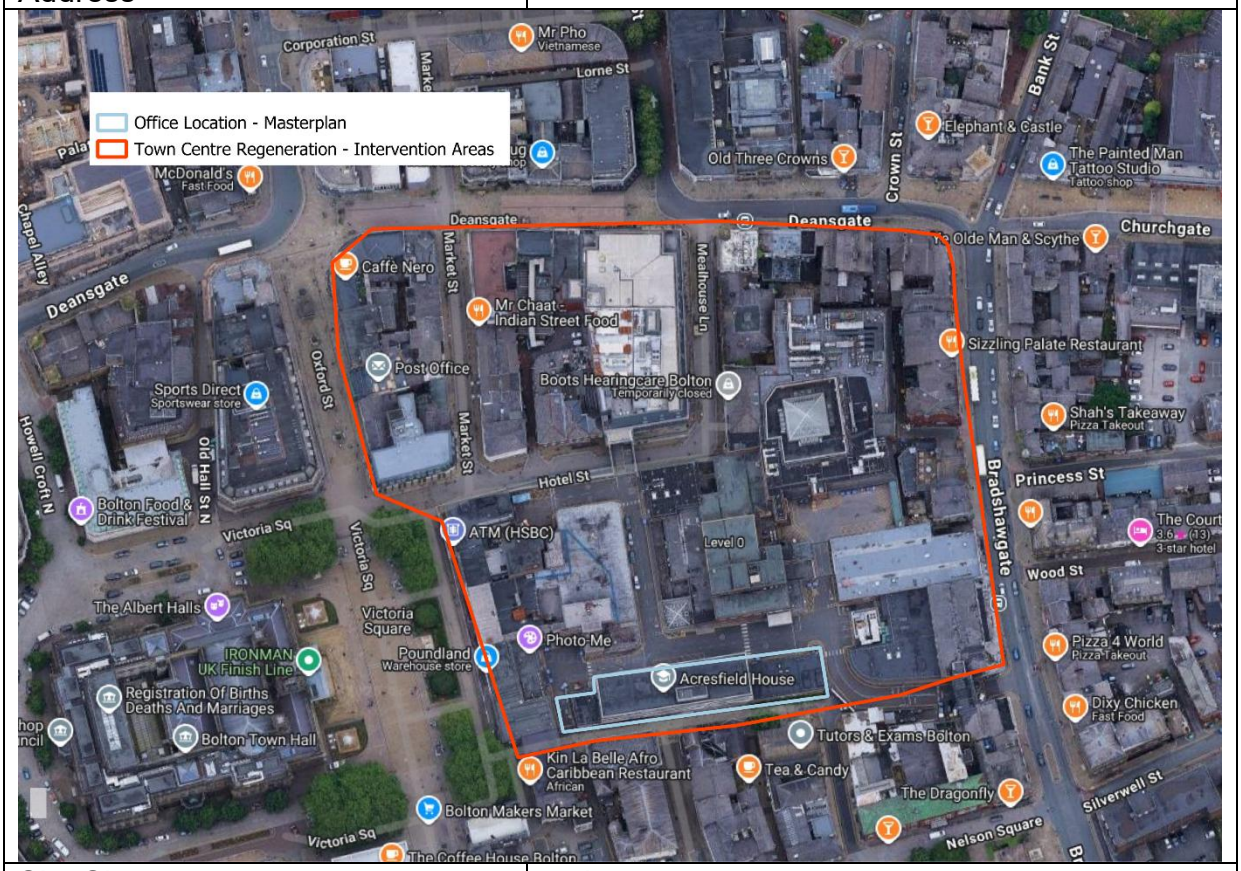
Public Transport Access	Within 400m on Chorley Road (A6) bus stops provide 4+ services per hour to Bolton, Leigh & Chorley. Westhoughton Train Station is within 800m of the site.	
Active Travel	Population within 1km of site is over 5,000. Shared footway / on-carriageway cycle lanes along Chorley Road. Public footpath network connecting north-south across the site to Leeches Farm and to the south-east leisure centre.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Ownership	Single ownership – Harworth Estates	
Timescale of delivery	Part short term; full scheme long-term: Phase 1 of the site has outline permission for 1 million sq.ft. Engagement with Harworth indicates site will be under construction in 2026 which first units complete in early 2027.	
Availability	Site is available and coming forward	
Achievability	Full scheme assumed to be achievable – initial highways works key to unlocking site	
Deliverability	Site is deliverable – scale of site supports scale of infrastructure works	
Market Attractiveness	High – strong accessibility to SRN, adjacent site is well-let	
Recommendation	Retain allocation	

Site Ref	1P1.1
Site Name	Trinity Quarter – Bolton Town Centre
	
Site Size	c.16ha
Planning / Policy Status	Trinity Quarter – Town Centre Framework
Location / Context	Site is located in Bolton town centre. Bolton Train Station and Bus Interchange are located in the south west and north west of the site respectively. The rest of the site comprises of a mixed-use business estate, which includes offices, light industrial and distribution units, alongside residential The blue outlines show the plots reserved for employment development as per the Town Centre Framework. During the site visit, the western parcel edged in blue above was secured by hoarding. The rear of the plot (the west) appeared to be in use as a Network Rail depot whereby the access road bisects the site.

	The eastern parcel edged in blue above includes a row of retail/leisure uses. The northern units were of a high quality and appeared to be of a modern construction. The southern unit was of an older stock and appeared to be vacant. The land to the east of the building comprises of a car park associated with Bolton Excellency wedding venue. The plot of land to the south of Shifnall Street was enclosed by fencing and of a poor condition but a good development candidate.	
Greenbelt	No	
Clustering Uses / Occupiers	Restaurants, take-aways, petrol station, residential, retail, hotel, industrial.	
Adjacencies / Sensitivities	Residential dwellings adjoin site.	
Accessibility	Immediate access to A666 dual carriageway	
Public Transport Access	The nearest bus stop is included inside the site and is a bus station with over 20 stands for town and regional routes. The nearest train station is Bolton Railway Station within the site with frequent services.	
Active Travel	Population within 1km of site is over 5,000. Extensive footways through interchange linking to retail core	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	Two Grade II assets on west edge: 1. Roman Catholic Church of St Patrick with presbytery. 2. Former County Grammar School with railings.	
Site of Biological Interest	None	
Conservation Area	Western strip (≈ 4 % of site) falls within Bolton Town Centre Conservation Area	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Ownership		
Timescale of delivery	Part short-term; full regeneration of area expected medium to long-term.	

	Western plot: permission (07369/19) for mixed use development of 144 apartments, a 6-storey office block, multistorey car park and ground floor class A1-3. An application is pending (16054/23) to provide 160 dwellings (no employment), on this site and land to the east of the A666. Eastern plot: outline permission (09549/20) for mixed use development of 269 apartments, ground floor commercial and car parking.	
Availability	Site is assumed available given planning permissions. Areas identified for employment have been put forward in call for sites.	
Achievability	Mixed-use development will support delivery of E(g) space. Western plot (office permission) is ambitious in post-pandemic market	
Deliverability	Mixed-use development is deliverable. Large quantum of office not viable.	
Expected Market Attractiveness	Medium to High – assuming office development is brough forward, proximity to train station improves attractiveness however Bolton is not considered a prime office market	
Recommendation	New build stand alone office development is unlikely to be viable. However proximity to Bolton train station makes it an attractive office location. If allocated mixed-use development within the Trinity Quarter should contain an element of E(g) floorspace to cross-subsidise new office space.	

Site Ref	1P1.1
Site Name	Crompton Place – Bolton Town Centre
Address	



Site Size	c.3ha
Planning / Policy Status	Crompton Place – Town Centre Framework
Location / Context	Site is located in Bolton town centre contained within Bradshawgate, Deansgate and Oxford Street. The town centre framework indicates that the area outlined by the blue line boundary will provide for retail use on ground floor and office use on first floor.
Greenbelt	No
Clustering Uses / Occupiers	Mix of retail, office, food, leisure and residential
Adjacencies / Sensitivities	None
Accessibility	A673 – Bradshawgate is a 1 minute drive away and A579 – Trinity Street is a 2 minute drive
Public Transport Access	450 m south-east of Bolton Rail & Bus Interchange

Active Travel	Population within 1km of site is over 5,000. Extensive pedestrianised network across the town centre. igned on-street cycle route (National Cycle Network 55) passes the eastern edge and public cycle stands provided at Victoria Square and Market Place and public cycle stands provided at Victoria Square and Market Place.	
SSSI	None	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
Listed Building	Several Grade II listed buildings within the site	
Site of Biological Interest	None	
Conservation Area	Yes	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Ownership	Around 50% of site owned by Bolton Council. Multiple landowners on remainder of site	
Timescale of delivery	Medium term: previous planning permission has expired (07954/20) for the demolition of Crompton Plan Shopping Centre for mixed use redevelopment including retail, professional services, food, drinking, takeaway, office, hotel and 200 dwellings.	
Availability	Application site is vacant and available	
Achievability	Site assumed to be achievable, council-led development	
Deliverability	Site assumed deliverable in medium to long term given scale of redevelopment	
Expected Market Attractiveness	Medium to high: New town centre office development, Bolton not a prime office location	
Recommendation	Allocated as a mixed use allocation to protect delivery of new office space.	

Site Ref	30E and 31E	
Site Name	Gower Street	
		
Site Size	30E: 0.43ha 31E: 5.7ha	
Planning / Policy Status	UDP 2005 Deallocated Site – Deemed suitable for industrial / commercial development within the 2005 UDP. The allocation was not carried forward into the 2014 Allocations Plan	
Location / Context	The site is in Famworth, immediately west of the A666. Current use: steel-stockholding yard with warehousing; the southern part is a pond and not developable.	
Greenbelt	No	
Clustering Uses / Occupiers	Predominantly industrial / trade-counter estate.	
Vacancy Rate	0%	
Accessibility	3 min to drive to A666 / M61 J3	
Public Transport Access	Within 400m Bus stops on A666 that have four services per hour	
Active Travel	Population within 1km of site is over 5,000. Shared footway/cycle route	

	alongside A666 but no segregated path to the estate entrance.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Ownership	Each plot is under single ownership. Northern plot owned by B Hobson Ltd and south by Peel	
Timescale of delivery	Long term – plot not promoted or available	
Availability	Not available – northern plot is in use by Walkden Metals, southern plot is use as pond	
Achievability	Southern plot not achievable. Northern plot may be achievable but nothing promoted	
Deliverability	South plot not deliverable. Low deliverability on northern plot given nothing promoted and in use	
Expected Market Attractiveness	Medium: could provide new stock on well-let estate	
Recommendation	No development opportunities. Do not allocate.	

Site Ref	36E	
Site Name	Bolton Road, Kearsley	
		
Site Size	8.7ha	
Planning / Policy Status	UDP 2005 Deallocated Site – Deemed suitable for industrial / commercial development within the 2005 UDP. The allocation was not carried forward into the 2014 Allocations Plan	
Location / Context	The site is greenfield with undulating topography and includes areas of dense vegetation and woodland. The site is also situated between residential development and Kearsley Academy.	
Greenbelt	No	
Clustering Uses / Occupiers	Playing fields	
Adjacencies / Sensitivities	Surrounding the site is residential units to the north and east.	
Accessibility	2 min to drive to A666 / M61 J3. Not clear how access would be obtained from Bolton	
Public Transport Access	Within 400m Bus stops on Bolton Road that have four+ services per hour	
Active Travel	Population within 1km of site is over 5,000. Shared footway / cycle lanes along Bolton Road; informal footpath links to Moss Road and leisure centre.	
Proximity to Areas of Deprivation	Within 15 minute walk of 10% most deprived LSOA	

SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	Land at Moss Road covers majority of site	
Floodzone 3	None	
Ownership	Single ownership – Bolton Council	
Timescale of delivery	N/A – will not be delivered	
Availability	Site is being considered for off site BNG site	
Achievability	Due to the expected ecological value of the site and character of surrounding area, the prospects of employment development are low. Land contamination issues – not achievable	
Deliverability	Low – unsuitable access, unlikely to come forward for industrial development	
Market Attractiveness	Low: largely residential area, poor road access	
Recommendation	Do not allocate – no development opportunities	

Site Ref	7E	
Site Name	Long Lane	
Address		
		
Site Size	0.4ha	
Planning / Policy Status	UDP 2005 Deallocated Site – Deemed suitable for industrial / commercial development within the 2005 UDP. The allocation was not carried forward into the 2014 Allocations Plan	
Location / Context	The site is in Wingates Industrial Estate, Westhoughton and comprises of pharmaceutical / light-industrial	
Greenbelt	No	
Clustering Uses / Occupiers	Site adjacent to Stateside Foods HQ and Catalent (pharma)	
Adjacencies / Sensitivities	Bounded by other industrial units on all sides.	
Accessibility	4 min to drive to A6 and M61	
Public Transport Access	Within 400m of Bus stops on A6 that have services to Bolton and Chorley	
Active Travel	Population within 1km of site is over 5,000. There are footpaths along Lancaster Way/A6 and signed cycle route on A6.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	

SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Ownership	Single ownership – Sandhof	
Timescale of delivery	Medium term – no planning application	
Availability	In use for parking / storage by Catalent but likely immediately available	
Achievability	Assumed achievable – no major infrastructure requirements	
Deliverability	Assumed deliverable – no major issues	
Market Attractiveness	Medium – small development plot between two existing businesses	
Development Opportunities	Remaining vacant plot could provide for expansion of Catelent operations given landownership structure but not suitable to meet wider market needs	
Boundary matters	None	
Recommendation	Do not allocate. Site is protected within wider Wingate's Industrial Estate	

Site Ref	33E	
Site Name	Express Industrial Estate C	
Address		
		
Site Size	0.19	
Planning / Policy Status	UDP 2005 Deallocated Site – Deemed suitable for industrial / commercial development within the 2005 UDP. The allocation was not carried forward into the 2014 Allocations Plan	
Location / Context	The site is in Farnworth and is currently is use as a car park.	
Greenbelt	No	
Clustering Uses / Occupiers	Site adjacent to Aalco (metal stockholder).	
Adjacencies / Sensitivities	Surrounding is mainly industrial units, and the nearest houses lie across A666 slip road;	
Accessibility	3 min to drive to A666 / M61 J3	
Public Transport Access	Within 400m of Bus stops on A666 that have four services per hour	
Active Travel	Population within 1km of site is over 5,000. Shared footway/cycle route alongside A666 but no segregated path to the estate entrance.	
Proximity to Areas of Deprivation	Within 15 minute walk of 10% most deprived LSOA	
SSSI	None	

Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Ownership	Single ownership – Kitchens Inc.	
Timescale of delivery	Medium to long term – no application	
Availability	Site is well-used as a car park for Aalco unit. Will increase on-road parking of surrounding site.	
Achievability	Small unit could be provided however small plot size limits scale of industrial development	
Deliverability	Small plot reduces viability; site in use, unlikely to come forward	
Market Attractiveness	Medium – plot within well-performing estate however small plot limits unit size delivered	
Recommendation	Do not allocate	

Recent Employment Completions (outside of Protected Employment Areas / Allocations)

Site Ref	07468/19	
Site Name	Garnet Fold Farm	
Address	884 St Helens Road	
		
Site Size	0.5ha	
Planning / Policy Status	Recent Industrial Completion –Demolition of existing factory and erection of industrial unit for manufacturing of animal food.	
Location / Context	The site is south west of Bolton off St Helens Road. The site contains a single industrial unit	
Greenbelt	No	
Clustering Uses / Occupiers	Occupied by Burns Animal Food	
Adjacencies / Sensitivities	Surrounding the site to the north, east and west is residential units and to the south agricultural land.	
Age and Quality of Buildings	On the site visit, the building had been constructed and was of a good quality.	
Quality of public realm / Circulation and Parking	The quality and layout of the car park and circulation around the site was poor quality	
Vacancy Rate	0% Occupied by Burns Animal Foods.	
Accessibility	1 min drive to the A58.	

Public Transport Access	Within 400m of Bus stops on A58 that are high frequency	
Active Travel	Population within 1km of site is over 5,000. There are continuous footways/cycle advisory lanes on A58, but no dedicated segregated paths.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	Yes	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Low – located in residential area, suitable for owner occupier only	
Development Opportunities	None	
Boundary matters	None	
Recommendation	Do not protect – single unit, no clustering of employment.	

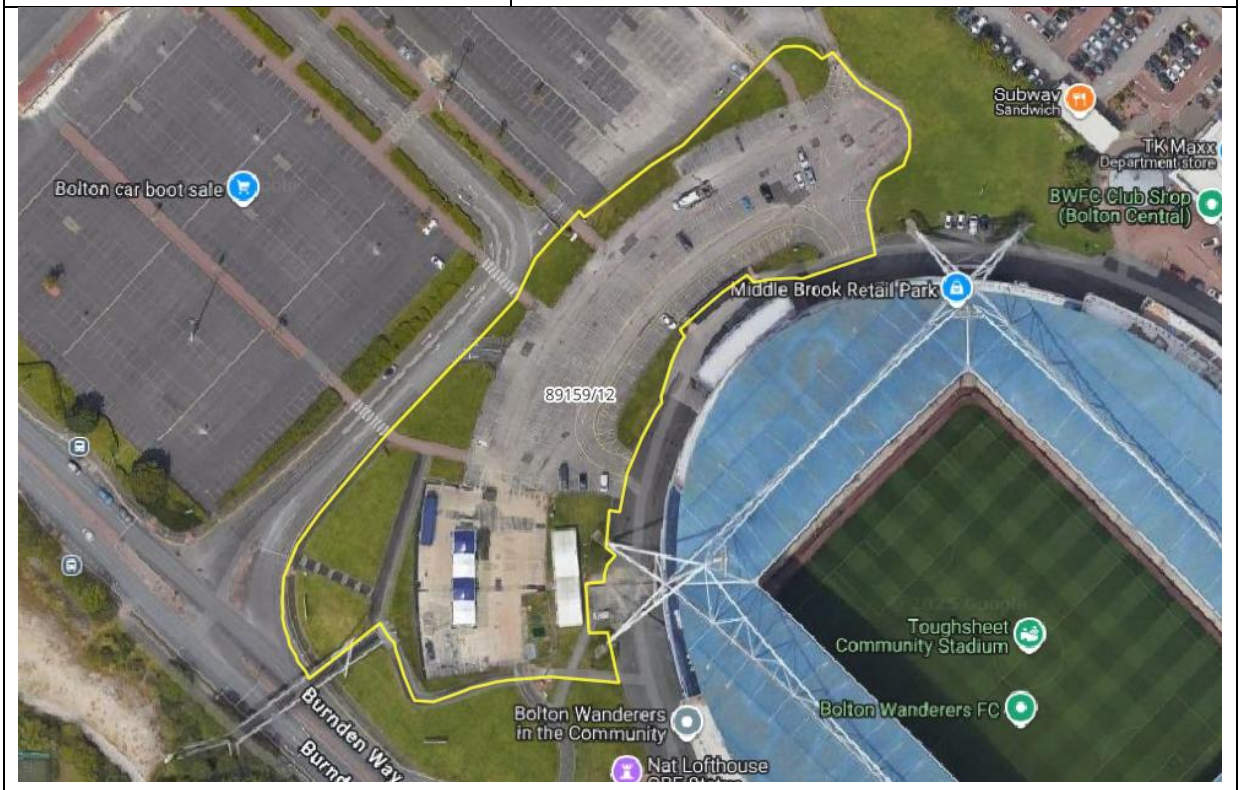
Site Ref	08452/20	
Address	Open Gate Caravan Park Belvoir Street Bolton BL2 6AL	
		
Site Size	0.16ha	
Planning / Policy Status	Recent Industrial Completion – change of use of land from residential to light industrial and erection of 2no buildings comprising 6no units with parking and associated works.	
Location / Context	Small industrial parcel in east of Bolton, currently used for light-industrial / manufacturing	
Greenbelt	No	
Clustering Uses / Occupiers	Auto parts store to north, doctors to east and church to northwest	
Adjacencies / Sensitivities	Residential streets to the west & south; light-industrial to east; local shops on Tonge Fold Rd. However, the building appears to be suitable set back from nearby dwellings.	
Age and Quality of Buildings	The unit is of a modern construction and good build quality.	
Quality of public realm / Circulation and Parking	The site is well contained with boundary treatment and access gate. A suitable level of car parking is located to the west of the building.	
Vacancy Rate	0% fully let	

Accessibility	4 minute drive to A666 St Peter's Way / SRN with good access off Bury Road.	
Public Transport Access	Within 400m of Bus stops on Tonge Fold Rd & Bradford St that serve Bolton centre every 10–15 min.	
Active Travel	There are continuous footways; nearby cycle links on Tonge Moor Rd.	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone 3	None	
Market Attractiveness	Medium – modern industrial units but within residential area	
Development Opportunities	No further opportunity without building in car park / service yard	
Boundary matters	None	
Recommendation	Do not protect – no clustering on employment, single property	

Extant Employment Planning Permissions (outside of Protected Employment Areas / Allocations)

Site Ref	08373/20
Site Name	28 A Manchester Road
Address	WESTHOUGHTON, BOLTON, BL5 3QJ
	
Site Size	0.12ha /
Planning / Policy Status	App. 08373/20 for erection of 2 buildings comprising 4 no. business units (class b1c) and 1no. office unit (class b1a) with new access from manchester road – approved December 2020. The units were complete on the site visit.
Location / Context	The site is in Westhoughton and lies to the east of Wingates Industrial Estate, along Chorley Road.
Current Use	Commercial distribution / storage with office floorspace. The buildings seemed vacant and did not appear to be in use on the site visit.
Brownfield	Yes
Greenbelt	No

Locational Clustering	The site is surrounded by employment/industrial uses.	
Adjacencies / Sensitivities	There is a residential estate north of the site across Chorley road.	
Accessibility	High – within 4 minute drive to M61 J6	
Public Transport Access	No rail / metrolink within 800m, within 400m of multiple bus stops with high frequent buses	
Active Travel	Population within 1km of site is over 5,000. There are paved footways/cycle links along Chorley Rd	
Proximity to Areas of Deprivation	Within 15 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	Yes	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	No overhead power lines, substations or gas mains on-site	
Ownership	Single owner (private freehold)	
Timescale of Delivery	Short-term – site was complete on site visit	
Availability	N/A – site complete	
Achievability	N/A – site complete	
Deliverability	N/A – site complete	
Market Attractiveness / Viability	N/A – site complete	
Recommendation	No further action - complete	

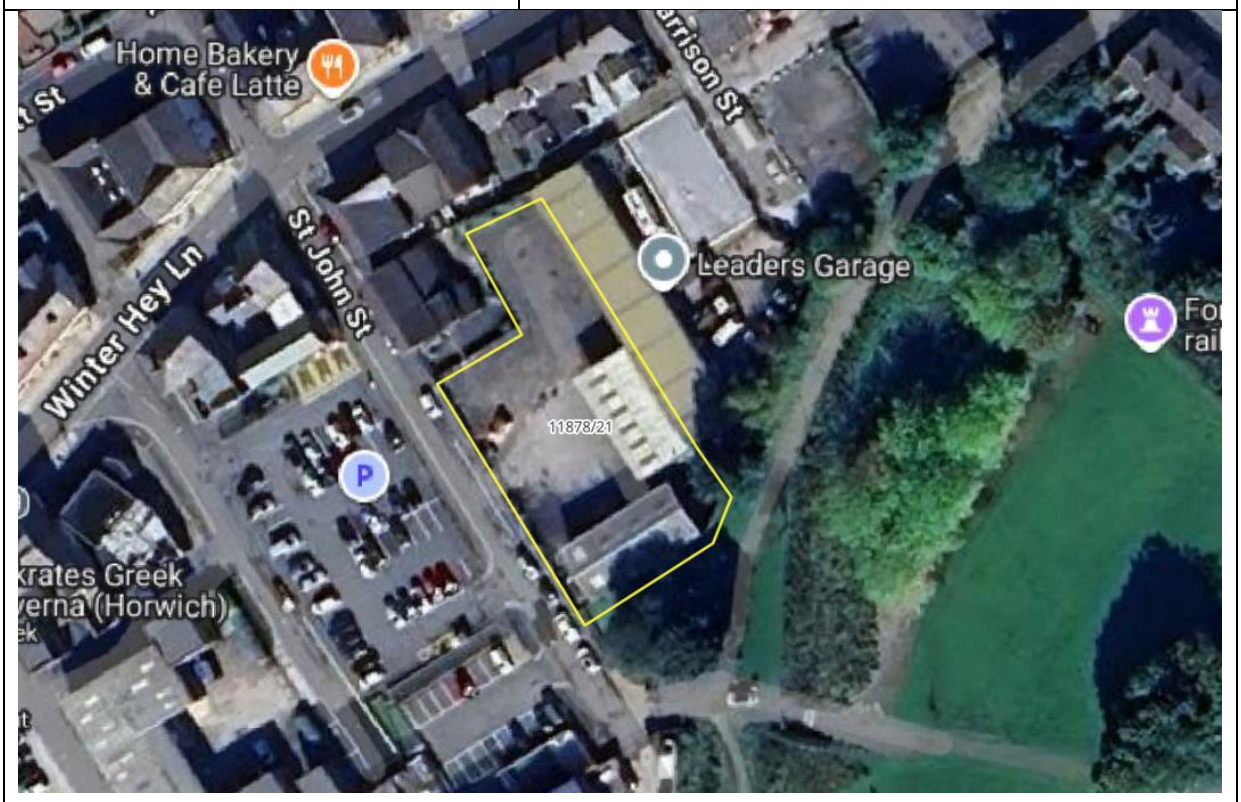
Site Ref	89159/12
Site Named	Land at Toughsheet Stadium
Address	BURNDEN WAY, HORWICH, BOLTON, BL6 6JW
	
Site Size	10.7ha / 2,500 sq.m office
Planning / Policy Status	Part of a larger application 89159/12 for improved sports and education facilities, mixed use development of residential and hotel building with ancillary retail, restaurant/café, office and assembly/ leisure uses, car parking and associated works – approved March 2023.
Location / Context	The site is north Horwich and currently accommodates Bolton Wanderers' stadium car parks and remnant Sefton Fold Farm land.
Current Use	car parks and remnant Sefton Fold Farm land.
Brownfield	Yes
Greenbelt	No

Locational Clustering	Surrounded by sports stadium, substantial employment / retail / leisure uses (Middlebrook Retail & Business Park).	
Adjacencies / Sensitivities	No residential units nearby	
Accessibility	High – within 4 minute drive to M61 J6	
Public Transport Access	Horwich Parkway Rail Station within 800m, within 400m of multiple bus stops in Middlebrook.	
Active Travel	Population within 1km of site is over 5,000. There are dedicated footway / cycleway network connecting the retail park, station and stadium.	
Proximity to Areas of Deprivation	Not within 15 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None – partial flood zone 2	
Utilities Infrastructure	No overhead power lines or strategic utilities crossing the site.	
Ownership	Four freehold titles registered: Bolton Council, Bolton Sporting Ventures Ltd, FVWL Football Ltd, Prescot Business Park Ltd.	
Timescale of Delivery	Medium to long-term – No progress has been made since the scheme was permitted in 2023, still required detailed design	
Availability	Site is available – owned by the council	
Achievability	Publicly owned – no major barriers	
Deliverability	Work has not commenced on site – change in market conditions since application was submitted in 2012. Recent rise in build cost and interest rates have likely further stunted progress.	
Market Attractiveness / Viability	Questions around viability of large-scale office development as shown in	

	masterplan (7 storeys). Rents not of sufficient level to fund new build office development. Similarly retail sector has cooled since 2012 application.	
Recommendation	Allocate for mixed use development to ensure delivery	

Site Ref	11312/21
Site Name	Land at Firwood Industrial Estate
Address	Thicketford Road,Bolton, BL2 3TR
	
Site Size	0.7ha /
Planning / Policy Status	App. 11312/21 for erection of replacement industrial unit and associated external works – approved January 2022
Location / Context	The site is north east of Bolton Town centre and contains previously-developed hardstanding with disused buildings
Current Use	Completed modern industrial unit.
Brownfield	Yes
Greenbelt	Yes
Locational Clustering	The site adjoins Firwood Works industrial estate, including Boxes and Packaging Bolton, Tonge Motor Bolton, Eslworth AJR, Hartech Automotive

Adjacencies / Sensitivities	Immediate neighbours mainly industrial or non-built-up land	
Accessibility	High – within 5 minute drive to A666	
Public Transport Access	No rail / metrolink within 800m or bus stop within 400m	
Active Travel	Population within 1km of site is over 5,000. There are only basic footways; no dedicated cycle links	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	No overhead power lines, substations or gas pipes crossing site.	
Ownership	Single owner – SARACO INDUSTRIES HOLDINGS Ltd (Freehold).	
Timescale of Delivery	Short-term - completed	
Availability	N/A - completed	
Achievability	N/A - completed	
Deliverability	N/A - completed	
Market Attractiveness / Viability	N/A - completed	
Recommendation	Site complete – do not protect	

Site Ref	11878/21
Site Name	Old Station Park Buildings
Address	St John Street, Horwich, Bolton, BL6 7NY
	
Site Size	0.16ha / 4,800 sq.m
Planning / Policy Status	App. 11878/21 for demolition of 2no. industrial units and erection of new build headquarters for Woodley ltd – permission granted in August 2022
Location / Context	The site is in Horwich and is predominantly vacant hard-standing and redundant commercial/storage buildings
Current Use	Vacant / disused commercial with hard-standing.
Brownfield	Yes
Greenbelt	No
Locational Clustering	The immediate area is largely residential and small retail.
Adjacencies / Sensitivities	The site is adjacent to residential area, mitigation through design will be needed.

Accessibility	Medium – within 10 minute drive to M61 J6. Access into the site via St John Street is very narrow with high levels of vehicular activity associated with the adjacent car park. St John Street was in need of resurfacing and had a high level of on-street parking.	
Public Transport Access	No rail / metrolink within 800m, within 400m of there is a bus stop on Lee Lane	
Active Travel	Population within 1km of site is over 5,000. There are existing footways; no dedicated cycleway noted.	
Proximity to Areas of Deprivation	Not within 15 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	Flood zone 3 covers 1.9% of the site	
Utilities Infrastructure	None observed	
Ownership	Three freehold titles (Secure Equity Assets Management Ltd, Private Ownership, Organon Pension Trustees Ltd).	
Timescale of Delivery	Short-term – full permission	
Availability	Site is available – in use by Woodley Equipment Company however redevelopment is to provide business with new HQ.	
Achievability	No known ownership issues	
Deliverability	No major infrastructure requirements . site is immediately deliverable	
Market Attractiveness / Viability	Low – designed for use of current occupier, not for wider market	
Recommendation	Do not allocate – single use owner-occupier site, will not accommodate wider market.	

Site Ref	12787/21
Site Name	Builders Yard Opposite 51 Valletts Lane
Address	Bolton, BL1 6DW
	
Site Size	0.19ha / 600 sq.m
Planning / Policy Status	App. 12787/21 for erection of storage building, formation of service yard and alterations to boundary wall – permission granted November 2022
Location / Context	The site is north west Bolton Town centre and currently functions as a builder's yard with planning permission for a new B8 storage building, service yard and boundary-wall alterations.
Current Use	Builders yard. During the site visit, some vegetation seemed to have been cleared but no construction work was underway.
Brownfield	Yes

Greenbelt	No	
Locational Clustering	The site is an isolated builder's yard surrounded mainly by housing	
Adjacencies / Sensitivities	Residential properties on Valletts Lane and Gladstone Road border the site.	
Accessibility	Medium – within 4 minute drive to A666. No strategic-access show-stoppers, but HGV movements will traverse residential roads.	
Public Transport Access	No rail / metrolink within 800m, within 400m of multiple bus stops on Chorley Old Road.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways; advisory cycle lanes on Chorley Old Road.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	No overhead power lines or major utilities crossing the site.	
Ownership	Single ownership – Greenmount Securities	
Timescale of Delivery	Medium term – permission expired November 2025, will require new application	
Availability	Site available – single owner, not in use	
Achievability	Single ownership, no known issues	
Deliverability	Conditions require intrusive site investigations to establish risk posed by past coal mining activity and if needed, remediation works	
Market Attractiveness / Viability	Dependant on coal contamination issues. If site is contaminated viability is reduced	

Recommendation	Do not allocate for employment – within primarily residential area with poor access to SRN

Site Ref	14541/22
Site Name	Lever Bridge Mills
Address	Radcliffe Road, Bolton, BL3 1RU



Site Size	1.06ha / 1,637 sq.m
Planning / Policy Status	App 14541/22 part demolition of mill and erection of 3no buildings comprising 12no industrial units with parking – permission granted April 2023
Location / Context	The site is in Darcy Lever and is former textile mill complex now largely vacant light-industrial / storage buildings.
Current Use	Largely vacant. The site was partly demolished during the site visit, however the front part of the mill appeared to remain in use.
Brownfield	Yes
Greenbelt	No
Locational Clustering	The site adjoins small pockets of employment (workshops, trade counters) along Radcliffe Road. Wider area predominantly residential.

Adjacencies / Sensitivities	The site is very nearby to residential area, mitigation through design will be needed.	
Accessibility	High – within 4 minute drive to A666 and A579/A673	
Public Transport Access	No rail / metrolink within 800m, within 400m of multiple bus stops on Radcliffe Road with services to Bolton & Bury	
Active Travel	Population within 1km of site is over 5,000. There are continuous pavements / on - road cycle route	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None – some flood zone 2	
Utilities Infrastructure	No overhead HV power lines or strategic gas mains crossing the site. Standard urban network capacity assumed.	
Ownership	Four freehold titles – all private ownership.	
Timescale of Delivery	Short-term – application has been granted and demolition has started	
Availability	Site is largely vacant. Site submitted within call for sites.	
Achievability	4 titles across site but assume land consolidation / option agreement has been made for application	
Deliverability	Demolition of site has began so assumed to be deliverable. No known issues	
Market Attractiveness / Viability	Medium – site is in closely proximity to existing industrial areas of Raikes Lane however connectivity is poor	
Recommendation	Protect employment site	

Site Ref	16894/23
Site Name	Land Adjacent To London Street And High Street
	
Site Size	4.0ha / 256 sq.m
Planning / Policy Status	App 16894/23 for 3no. light industrial units and 4no. units together – granted permission in June 2025. The planning permission did not appear to have been implemented during the site visit.
Location / Context	During the site visit, the land appeared to be in use for coach storage and the storage of building supplies. The site comprises a narrow parcel of land between residential development and a Cash and Carry to the south west of Bolton Town Centre.
Current Use	During the site visit, the condition of the site was observed to be very poor, with lots of litter and materials spread across the site.
Brownfield	Yes

Greenbelt	No	
Locational Clustering	The site is east of Caterchoice Cash & Carry Wholesaler but is predominantly in residential area	
Adjacencies / Sensitivities	The site is a narrow strip on land adjacent to residential area, mitigation through design will be needed.	
Accessibility	High – within 4 minute drive to A666. Good existing access off High Street. However, the narrow nature of the site will make circulation and manoeuvrability difficult.	
Public Transport Access	No rail / metrolink within 800m, within 400m of multiple bus stops on Deane Road and Broach Street	
Active Travel	Population within 1km of site is over 5,000. There are continuous pavements / local cycle routes to Deane Rd	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	Yes, 'Bolton – Keynon Junction Railway Line' covers 97% of site	
Floodzone	None	
Utilities Infrastructure	None observed	
Ownership	Single ownership – Sapphire Vehicle Company	
Timescale of Delivery	Short to medium term – planning secured but number of conditions on decision	
Availability	Site is immediately available and planning has been secured	
Achievability	Single ownership, however number of condition to discharge relating to surface water drainage, contaminated land remediation strategy, disused underfilled bridge, biodiversity.	
Deliverability	Deliverable – no known constraints / infrastructure requirements	
Market Attractiveness / Viability	Medium – will provide modern units however within residential area not established employment site	

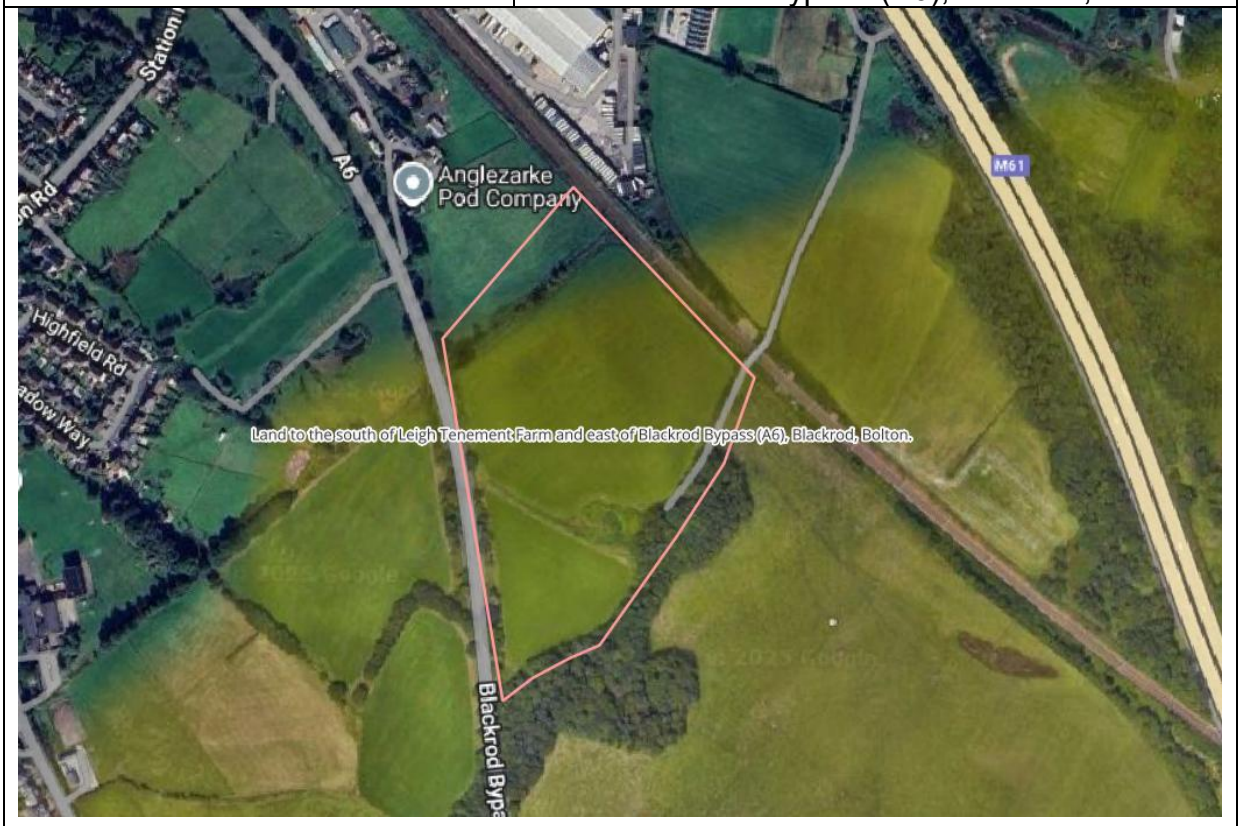
Recommendation	Do not allocate – residential area, not with existing employment area.

Site Ref	17785/24
Site Name	Burnden Works
	
Site Size	0.8ha / 565 sq.m
Planning / Policy Status	Planning permission (17785/24) – demolition of existing workshop, erection of new high bay workshop and 1 vehicle wash bay
Location / Context	Site located to north of Raikes Lane Industrial Estate
Current Use	Site currently occupied by DP Cold Planing, contains single workshop
Brownfield	Yes
Greenbelt	No
Locational Clustering	Closely located to wider industrial areas – Raikes Lane
Adjacencies / Sensitivities	Directly adjacent to industrial units – Taylors Consumables, snooker club, Your Local
Accessibility	Site is accessed via Burden Road, direct access to A666 however route is under low bridge

Public Transport Access	Site is located 600m from bus stop on Manchester Road	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on Raikes Lane and the Croal Valley Greenway cycle route 300 m north.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None on site	
Ownership	Single ownership – DP Cold Planing	
Timescale of Delivery	Short-term – planning consent secured	
Availability	Proposals are for current occupier – immediately availably	
Achievability	No major infrastructure requirements	
Deliverability	Site assumed to be deliverable – owner-occupier development	
Market Attractiveness	Low – specific occupier proposal	
Recommendation	Do not allocate – site for single owner-occupier, does not accommodate wider market	

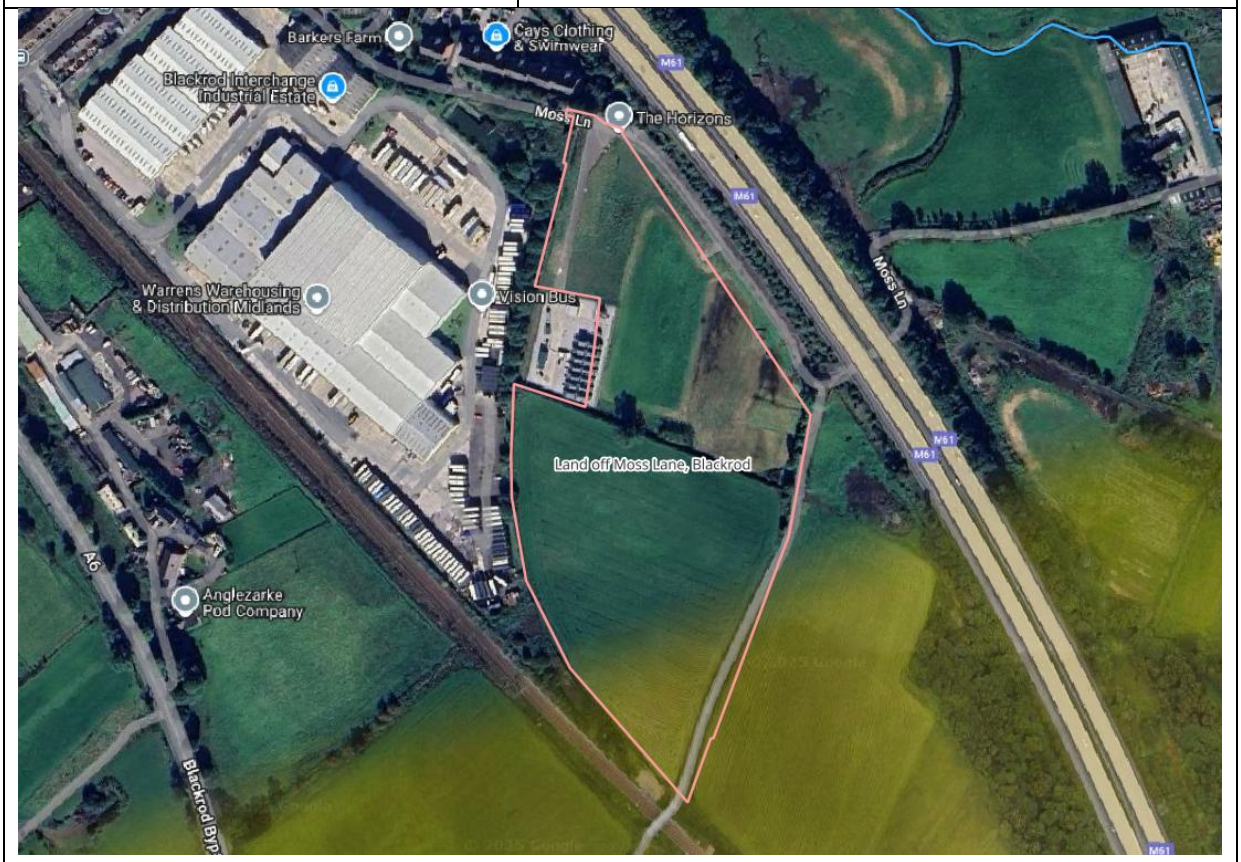
Site Ref	17818/24	
Site Name	Nelson Mill	
		
Site Size	0.21ha / 908 sq.m	
Planning / Policy Status	Planning permission (17818/24) - Erection of 6 no. Industrial units (use class b2 and b8) in 3no. Blocks, together with associated car parking, landscaping, and boundary treatments.	
Location / Context	Located on Gaskell Street in Halliwell.	
Current Use	Currently in use as open storage yard	
Brownfield	Yes	
Greenbelt	No	
Locational Clustering	Older industrial stock located to the north of site – Van hire, bathroom shop	
Adjacencies / Sensitivities	Adjacent to residential to the west and south	
Accessibility	Site is accessed off Gaskell Street. Good accessibility to town centre	
Public Transport Access	Bus stop located 300m away – served by routes 125 to Bolton, Chorley and Royal Preston Hospital – every 15-30 minutes	
Active Travel	Population within 1km of site is over 5,000. Continuous footways on Gaskell Street	

Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None on site	
Ownership	Single ownership	
Timescale of Delivery	Short-term – planning secured site available	
Availability	Site available – not in use	
Achievability	Site assumed achievable – no major infrastructure requirements	
Deliverability	Site assumed deliverable	
Market Attractiveness / Viability	Medium – would provide new stock but in residential area	
Recommendation	Do not allocate – site is permitted and included within the supply	

Site Ref	CFS404
Site Name	Land to the south of Leigh Tenement Farm and east of Blackrod Bypass (A6), Blackrod, Bolton.
	
Site Size	6ha
Planning / Policy Status	None
Location / Context	The site is east of Blackrod and south west of Horwich and is open agricultural land. No extant planning permission. During the site visit the topography was noted as relatively steep, sloping down towards the railway line.
Current Use	Agriculture
Brownfield	No
Greenbelt	Yes
Locational Clustering	Blackrod Industrial Estate is north of the site, the wider area is predominantly residential and agricultural land.

Adjacencies / Sensitivities	No residential land adjoining the site but there is some further south and west.	
Accessibility	High, site fronts the A6 giving sub-5-minute connection to M61 J6. No existing access points were observed during the site visit, but could potentially be provided via Blackrod Bypass Road.	
Public Transport Access	Blackrod train station is within 800m of site however there are no bus routes serving Blackrod Bypass Road	
Active Travel	Population within 1km of site is over 5,000. There are only village pavements; no dedicated cycle lane identified	
Proximity to Areas of Deprivation	Not within 15 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	Two 11 kV underground distribution cables along NW edge – easement required	
Ownership	Single title – private landowner	
Timescale of Delivery	Medium (5-10 years) – no planning secured	
Availability	Immediately available – single ownership, agricultural use	
Achievability	No ownership or known environmental constraints. Steep typography of site may impact achievability	
Deliverability	Site does not form a natural extension of the existing employment site at Station Road. Sensitive in both green belt and landscape terms. Site would feed onto J6 M61 – competing capacity with Wingates Extension	
Market Attractiveness / Viability	Site would be an attractive location given accessibility to M61 however relatively small size of site limits contributions that may be required i.e. M61 junction capacity	

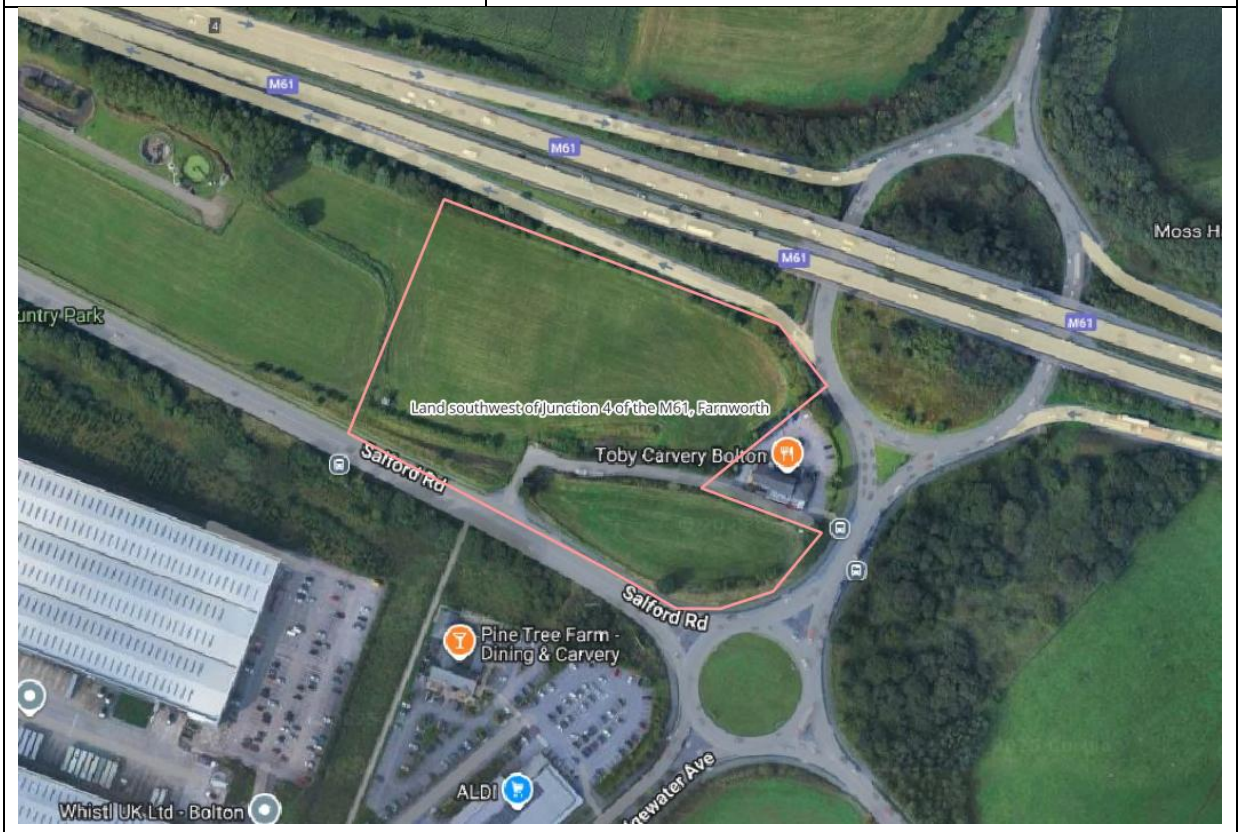
Recommendation	Attractive employment site - consider for allocation.

Site Ref	CFS434
Site Name	Land off Moss Lane, Blackrod
	
Site Size	4.5
Planning / Policy Status	Withdrawn planning application (19724/25) for outline application for the erection of mixed use commercial, industrial and storage units (class B2/B8) due to highways issues.
Location / Context	The site is east of Blackrod and south west of Horwich and is open agricultural land. The site is relatively flat with a hedgerow separating the two greenfield parcels.
Current Use	Agriculture
Brownfield	No
Greenbelt	No
Locational Clustering	There are industrial / manufacturing units immediately west, part in Blackrod Interchange Industrial Park.

Adjacencies / Sensitivities	Adjoining the site on the northern edge are residential units, design mitigation needed.	
Accessibility	7 min drive to M61 J6 via A6. Access into the site is obtained to the north via a narrow lane off Moss Lane which is unsuitable for HGV access – highways issues could not be resolved resulting in planning application being withdrawn	
Public Transport Access	Bus stop within 400m on Station Road – regular services to Wigan and Bolton. Blackrod train station within 800m	
Active Travel	Population within 1km of site is over 5,000. There are no dedicated walk / cycle infrastructure identified.	
Proximity to Areas of Deprivation	Not within 15 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	No overhead power lines, gas mains or substations identified on-site.	
Ownership	Single title – private owner. Promoted by WUKPG	
Timescale of Delivery	Medium term – planning application has been withdrawn	
Availability	Immediate available – land not in use and planning application submitted	
Achievability	Low – single land ownership, highways constraints	
Deliverability	Low – highways issues could not be resolved	
Market Attractiveness / Viability	High – will provide additional modern space at the success Station Road industrial estate.	
Recommendation	Do not allocate – unsuitable site access and significant highways issues	

Site Ref	CFS450
Site Name	Land southeast of Junction 4 of the M61, Farnworth
	
Site Size	9.0
Planning / Policy Status	Pending outline application (00563/26) for erection of employment floorspace (use classes B2/B8/E(G))
Location / Context	The site is located to the north of Logistics North at J4 M61 and is currently in agricultural use with no extant planning permission. The site was relatively flat and observed to be used for sheep grazing during the site visit.
Current Use	Agriculture
Brownfield	No
Greenbelt	Yes
Locational Clustering	Close proximity to Logistics North
Adjacencies / Sensitivities	Adjoining the site to the east is agriculture land, but beyond this is a residential estate.
Accessibility	High – immediate access to M61 J4, there is direct frontage to Salford Road A579

Public Transport Access	No rail / metrolink station within 800m, bus stops on Salford Road are within 400m.	
Active Travel	Population within 1km of site is over 5,000. There are footways on Salford Road and residential streets	
Proximity to Areas of Deprivation	Within 15 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	Four underground 11 kV power cables crossing west & north-west edges; no substations or gas mains on-site.	
Ownership	Single ownership – Peel L&P Investments	
Timescale of Delivery	Short to medium term: application pending and infrastructure largely in place due to wider Logistics North development	
Availability	Immediately available	
Achievability	Single ownership, no known constraints on site	
Deliverability	No deliverability issues – infrastructure largely provided through previous Logistics North development. May require signalled access on Salford Road.	
Market Attractiveness / Viability	High – excellent connectivity to M61, sought after location	
Recommendation	Consider allocating for employment use	

Site Ref	CFS449
Site Name	Land southwest of Junction 4 of the M61, Farnworth
	
Site Size	3.1
Planning / Policy Status	None
Location / Context	The site is located to the north of Logistics North, at J4 M61 and is currently in agricultural use with no extant planning permission. The site is largely flat and free from development. It is directly to the south of the M61 and bound to the west of Toby Carvery Bolton.
Current Use	Agriculture
Brownfield	No
Greenbelt	Yes
Locational Clustering	Close proximity to Logistics North. Directly south there is a small business park with Aldi, Costa

	Coffee, Burger King, car wash, Greggs and Pine Tree Farn restaurant.	
Adjacencies / Sensitivities	Adjoining the site to the west is agriculture land, this is also further north and east across the roads.	
Accessibility	High – immediate access to M61 J4. Existing access off Salford Road servicing Toby Carvery – will require upgrade	
Public Transport Access	No rail / Metrolink station within 800m, bus stops on Salford Road are within 400m.	
Active Travel	Population within 1km of site is over 5,000. There are footways on Salford Road but limited dedicated cycle paths	
Proximity to Areas of Deprivation	Within 15 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	Five underground 11 kV electricity cables along eastern & western margins.	
Ownership	Single ownership – Peel L&P Investments	
Timescale of Delivery	Short to medium term: no application submitted but infrastructure largely in place due to wider Logistics North development	
Availability	Immediately available	
Achievability	Single ownership, no known constraints on site	
Deliverability	No deliverability issues – infrastructure largely provided through previous Logistics North development. May require signalled access on Salford Road.	
Market Attractiveness / Viability	High – excellent connectivity to M61, sought after location	
Recommendation	Consider allocation for employment development	

Site Ref	CFS041
Site Name	Harrowby Mill
	
Site Size	0.85
Planning / Policy Status	None
Location / Context	The site is located at the edge of Farnworth town centre, 0.9 km west of A575 Bolton Rd. The site comprises of a mix of light industrial workshops, MOT garage, engineering works and large areas of hard-standing.
Current Use	The site functions as an existing employment land.
Brownfield	Yes
Greenbelt	No
Locational Clustering	The site comprises of small-scale engineering, vehicle services and general industrial. This includes Starcrest Developments Ltd (freehold landlord), Clean Air Ltd (engineering), Newton Autos MOT / vehicle repairs (MOT station) and Proline Engineering Ltd.

Adjacencies / Sensitivities	To the west and south of the site are two-storey residential terraces. To the east and further north are small industrial/commercial plots.	
Accessibility	Medium – site is accessible via residential area, located 1.7km from A666	
Public Transport Access	No rail / Metrolink station within 800m, bus stops on Harrowby Street are within 400m and have services every 10 minutes.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways; limited dedicated cycle infrastructure.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None recorded	
Ownership	Single ownership – Starcrest Developments	
Timescale of Delivery	Medium term: no application submitted, site is already operating as an employment site	
Availability	Site in use by existing businesses – not immediately available	
Achievability	Redevelopment achievable given single ownership	
Deliverability	No deliverability issues – requires clearance of existing site	
Market Attractiveness / Viability	Medium – residential area with sub-optimal accessibility	
Recommendation	Do not allocate	

Site Ref	CFS154
missiSite Name	Breightmet Bleachworks
	
Site Size	2.45
Planning / Policy Status	None
Location / Context	The site is located on the urban fringe east of Bolton. The site comprises of a brownfield mill complex with areas of hard-standing & unmanaged scrub.
Current Use	The site is a mix of industrial and brownfield land.
Brownfield	Yes
Greenbelt	No
Locational Clustering	The site adjoins former mill land & small distribution/storage plots to south. Not a protected employment estate.
Adjacencies / Sensitivities	To the west borders residential dwellings. To the south east and east is agricultural land.

Accessibility	Low – poor SRN access, narrow residential area via Red Lane	
Public Transport Access	No rail / Metrolink station within 800m, bus stops on Bury Old Road are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Footways on Bury Old Road connect directly to local housing and Bolton–Bury Strategic Cycle Route is east	
Proximity to Areas of Deprivation	Within 5 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	Floodzone 3 – existing pond	
Utilities Infrastructure	None recorded	
Ownership	+3 owners	
Timescale of Delivery	Medium to long term: no application submitted, would require redevelopment of existing units	
Availability	Currently occupied by multiple businesses – not immediately available	
Achievability	Would require comprehensive redevelopment but multiple land ownership reduces achievability. Cross boundary issues.	
Deliverability	Site has poor accessibility – intensification scheme creating additional traffic movements likely undeliverable	
Market Attractiveness / Viability	Low – poor connectivity, residential adjacency	
Recommendation	Do not allocate	

Site Ref	CFS353
Site Name	Darwen Road
	
Site Size	7.08
Planning / Policy Status	Site has planning permission for Lidl foodstore and 43 retirement apartments (07518/19)
Location / Context	The site is located on the eastern edge of Bromley Cross local centre. The site is fronting Darwen Road and backing on to open land and sports pitches.
Current Use	Site is vacant – contains previous garden centre
Brownfield	Yes
Greenbelt	Yes
Locational Clustering	None – adjacent to school
Adjacencies / Sensitivities	Direct residential frontages on the opposite side of Darwen Road and to the south-west. There is also a primary school north of the site.
Accessibility	Low – accessed via residential area, poor SRN accessibility

Public Transport Access	Bromley Cross Rail Station within 800m, bus stops on Darwen Road are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways run along Darwen Road directly in front of the site. There are no marked strategic cycle lanes immediately adjoining Darwen Road	
Proximity to Areas of Deprivation	Within 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None recorded	
Ownership	Single ownership: Lidl GB Ltd	
Timescale of Delivery	N/A: not employment development. Lidl scheme being implemented; pre-commencement conditions cleared	
Availability	Single freehold owner (Lidl GB Ltd) – Full planning permission 07518/19 (granted 01 Sep 2021) for Lidl foodstore, 43 retirement apartments, new sports pitches & commuter car-park.	
Achievability	Not achievable for employment development – retail and residential proposed. Not a suitable location for employment development	
Deliverability	Retail and residential proposed – general employment likely undeliverable	
Market Attractiveness / Viability	Medium to low – poor accessibility to SRN, residential adjacency	
Recommendation	Do not allocate	

Site Ref	CFS372
Site Name	University Of Bolton Arena
	
Site Size	1.37
Planning / Policy Status	None
Location / Context	The site is located on the edge of Horwich within the Middlebrook Retail & Leisure complex. Adjacent to A6027 & J6 M61 The site comprises of predominantly open sports pitches / grass.
Current Use	The contains formal astroturf pitches part of Bolton Arena complex that are well used.
Brownfield	No
Greenbelt	No
Locational Clustering	The site is immediately surrounded by stadium, Bolton Arena, retail park, offices & restaurants.
Adjacencies / Sensitivities	The site is surrounded on all sides by commercial or leisure uses.

Accessibility	High – Direct link via Aspinall Way to M61 J6 – approx. 5 mins	
Public Transport Access	Horwich Parkway Rail station within 800m, bus stops on Burnden Way are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Footways on Aspinall Way and Burnden Way give pedestrian links to the retail and leisure park, community stadium and Bolton Arena and the rail station. An off-road, shared-use cycle track runs alongside the A6027 and ties into National Cycle Network Route 55, providing continuous cycle access towards central Bolton, Chorley and the wider West Pennine area.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	1.5% is floodzone 3	
Utilities Infrastructure	None recorded	
Ownership	Single ownership – Bolton Borough Council	
Timescale of Delivery	Medium-term: comprehensive mixed-use redevelopment	
Availability	Assume available given planning consent	
Achievability	Outline permission ref 89159/12 (granted 21 Mar 2023) for mixed-use (sports, education, residential, hotel & ancillary retail/leisure) – office floorspace is likely to be ancillary to leisure activities rather than general E(g)	
Deliverability	Residential-led mixed use development will support deliverability of office space	
Market Attractiveness / Viability	High - Established employment/leisure destination with motorway & rail access	
Recommendation	Consider alllocating as a mixed use site	

Site Ref	CFS374
Site Name	West of Dicconson Lane
	
Site Size	57.46
Planning / Policy Status	None
Location / Context	The site is an edge of settlement site on the south-west fringe of Westhoughton. The site comprises of generally flat agricultural fields.
Current Use	The site is greenfield agricultural use.
Brownfield	No
Greenbelt	Yes
Locational Clustering	The site is surrounded by agricultural fields and some buildings. Chequerbent Industrial Estate and M61 logistics parks are within 2km of the site. In terms of future clustering site is immediately adjacent to West of Wingate's allocation
Adjacencies / Sensitivities	Northern & eastern boundaries back on to residential dwellings. Southern & western edges adjoin open countryside.

Accessibility	High – 4 min drive to M61 J5. Direct link via A58 & A6.	
Public Transport Access	No rail / Metrolink station within 800m, bus stops A58 are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Footways run along Chorley Road (A6) and Dicconson Lane, giving direct, lit pedestrian access from the site to the surrounding clusters of housing and to several nearby bus stops No dedicated segregated cycleway immediately adjoining the site, the nearest signed strategic route – National Cycle Network Route 55 through Westhoughton town centre – is roughly 1 km north-east	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None recorded	
Ownership	Single ownership	
Timescale of Delivery	Medium term: no planning application; requires Green Belt release	
Availability	Assumed availability given promotion	
Achievability	Requires green belt release – adjacent to West of Wingates extension so case for further GB release in this location may be difficult given early stages of adjacent allocation	
Deliverability	Significant amount of employment development already proposed in this location, provides further capacity pressure on M61 J6	
Market Attractiveness / Viability	High – strong strategic location with direct SRN access	

Recommendation	Consider allocation but long-term option, post-West of Wingates completion.

Site Ref	CFS376
Site Name	Hulton Park
	
Site Size	298.75
Planning / Policy Status	None
Location / Context	The site is located on the edge of the south-west fringe of Bolton. The site comprises of parkland, farmland and incidental woodland surrounded by ribbon housing along A6/Manchester Rd and scattered farms.

Current Use	The site is predominantly greenfield land with minimal previously developed land.	
Brownfield	No	
Greenbelt	Yes	
Locational Clustering	No existing employment development at M61 J5 but Logistics North located at J4	
Adjacencies / Sensitivities	The site has residential frontages on Manchester Rd, New Brook Rd and Woodlands Drive.	
Accessibility	High – site has direct access to M61 J5	
Public Transport Access	There are no rail stations within 800m, bus stops on the A6 are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways run along the A6 / Manchester Road on the northern edge of the site. There are Public Rights of Way that cross the historic parkland and connect into the wider Bolton footpath network A signed on-road cycle route follows the A6 and links southeast to New Brook Road where a segregated shared-use path ties into National Cycle Network Route 55.	
Proximity to Areas of Deprivation	Within 5 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	several Grade II listed lodges on site	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None recorded	
Ownership	Single ownership - Peel L&P	
Timescale of Delivery	Medium term: Promoter (Peel L&P) actively progressing an alternative scheme to bring forward housing and employment on land to the west. Golf resort development dependant on securing Ryder Cup rights	

Availability	Land within boundary is proposed for golf resort primarily, not available for wider employment development	
Achievability	Dependant on securing Ryder Cup rights	
Deliverability	Site will deliver leisure, accommodation and visitor uses, general employment likely not deliverable.	
Market Attractiveness / Viability	Medium – close proximity to M61 but needs green belt release	
Recommendation	Do not allocate for employment	

Site Ref	CFS377
Site Name	Health Innovation Bolton
	
Site Size	273.2
Planning / Policy Status	PfE Strat 6 – Northern Areas PfE Strat8 – Wigan-Bolton Growth Corridor
Location / Context	The site is located at the urban fringe south-west of Bolton town centre, located at M61 J4. The site comprises of a mix of farmland, Edge Fold Industrial Estate, Royal Bolton Hospital campus, Great Lever & Farnworth Golf Club and scattered dwellings.
Current Use	The site is predominantly agricultural grazing, golf course and hospital estate with pockets of industrial and residential land.
Brownfield	Partially
Greenbelt	Yes + OPOL
Locational Clustering	Existing industrial area located on Plodder Lane. Logistics North located to south of M61
Adjacencies / Sensitivities	The site is surrounded to the north and east by residential

Accessibility	High – direct access to M61 J4	
Public Transport Access	No rail station within 800m, bus stops on Plodder Lane and other surrounding residential streets are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Footpaths along B6199 running through site. New footpaths and active travel routes will need to be provided on site An off-road, shared-use cycle track runs alongside the A6027 and ties into National Cycle Network Route 55, providing continuous cycle access towards central Bolton, Chorley and the wider West Pennine area.	
Proximity to Areas of Deprivation	Within 5 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None recorded	
Ownership	Multiple owners (the 10 largest only control 66%). Owners include Borough Council, NHS Trust, Peel L&P and numerous private parties	
Timescale of Delivery	Medium to long term: Large scale development, requiring masterplanning and greenbelt release.	
Availability	Site assumed available – promoted for Health Innovation Bolton	
Achievability	Large quantum of office / R&D floorspace proposed – dependant on creating a new Health Innovation cluster to generate demand. Reliance on public funding (hospital expansion)	
Deliverability	Scale of scheme creates deliverability concerns, dependant on strong market demand for Health Innovation premises to support viability of employment space.	

Market Attractiveness / Viability	Medium – proximity to hospital builds on existing clustering; questions around scale of demand for health innovation premises	
Recommendation	Consider for allocation	

Site Ref	CFS383
Site Name	Ormstons Farm #2
	
Site Size	28.5
Planning / Policy Status	None
Location / Context	The site is located on the edge of Horwich Adjacent to A6027 & J6 M61
Current Use	Site currently in use as agricultural fields
Brownfield	No
Greenbelt	Yes
Locational Clustering	To north is Parklands office park and Lostock industrial areas
Adjacencies / Sensitivities	Site is surrounding by farmland
Accessibility	Medium – access to M61J6 via Lostock Lane / Chorley Road. May require improvements
Public Transport Access	Horwich Parkway Rail station within 800m, bus stops on Burnden Way are within 400m.
Active Travel	Population within 1km of site is below 5,000. No dedicated cycleways.

Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	1.5% is floodzone 3 – northern boundary	
Utilities Infrastructure	None recorded	
Ownership	Two owners – Inc L&P and D B Farming	
Timescale of Delivery	Medium term: no planning application submitted	
Availability	Assumed available – promoted through call for sites	
Achievability	Achievable given access to M61 is suitable; greenbelt release required	
Deliverability	No deliverability issues given infrastructure requirements are not required to improve access to M61	
Market Attractiveness / Viability	Medium – good access to SRN however rural location with separated from existing development	
Recommendation	Could come forward with wider strategic site promoted to the east – dependant on spatial strategy	

Site Ref	CFS386
Site Name	Between Europa Way and Hulme Road
	
Site Size	5.4
Planning / Policy Status	None
Location / Context	The site is an edge-of-settlement urban site in Kearsley and lies on the west side of Hulme Road, c.400 m south-east of Kearsley rail station.
Current Use	The site comprises of predominantly open grassland / scrub with some hardstanding in the south east corner.
Brownfield	No
Greenbelt	Yes
Locational Clustering	Europea Trading Estate to the northwest
Adjacencies / Sensitivities	The site immediately adjoins established residential estates (Edenbridge Drive, Kearsley Green).
Accessibility	Access would have to be obtained via existing Europe Way Estate. Located 1.4km away from A666(M)

Public Transport Access	Kearsley Rail station within 500m, bus stops on Hulme Road, Manchester Road and Stoneclough Road are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways are located on Hulme Road. A shared-use route on Stoneclough Rd connects to National Cycle Network Route 55 towards Bolton & Chorley.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None recorded	
Ownership	Multiple owners (+3) – largest is Linkhaven Housing Ltd with 63%	
Timescale of Delivery	Medium term: No planning applications on the site	
Availability	Assumed available given promotion	
Achievability	Site could potentially provide extension to Europa Way Industrial Estate if sufficient access arrangements	
Deliverability	Site unlikely deliverable for employment, more suitable for residential	
Market Attractiveness / Viability	Medium – potential extension of Europa Way but uncertain access arrangements	
Recommendation	Do not allocate	

Site Ref	CFS388
Site Name	Kearsley Golf Range
	
Site Size	7.2
Planning / Policy Status	None
Location / Context	The site is located at the urban fringe south-west of Bolton town centre and is an irregular parcel bordering Moss Lane and Medway Drive.
Current Use	The site is predominantly golf-course fairways / managed grassland with pockets of semi-natural vegetation.
Brownfield	Partially – there is a historic landfill recorded on the western half
Greenbelt	Yes
Locational Clustering	There are some small agricultural buildings to the west.
Adjacencies / Sensitivities	The site is surrounded to the north by the residential estate of Kearsley and agricultural

	fields predominantly surrounding the remaining border of the site.	
Accessibility	Medium – 2.2km from A666 via Bolton Road. Access via Moss Lane, very narrow, not suitable for HGVs and via residential area	
Public Transport Access	No rail station within 800m, bus stops Manchester Road residential streets are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways along Moss Lane & Manchester Road. National Cycle Network Route 55 runs c. 600 m west	
Proximity to Areas of Deprivation	Within 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	Yes western half is landfill: land at Kearsley golf centre	
Floodzone	None	
Utilities Infrastructure	None recorded	
Ownership	Single ownership	
Timescale of Delivery	Medium term: no planning application	
Availability	Not immediately available – in use as driving range but assume generally available due to promotion	
Achievability	Significant road improvements required to create suitable access, likely not possible due to residential on either side of Moss Lane	
Deliverability	Unsuitable access - not deliverable	
Market Attractiveness / Viability	Low – poor access arrangements	
Recommendation	Do not allocate	

Site Ref	CFS398
Site Name	Scot Lane / Blackrod Industrial Estate
	
Site Size	5.7
Planning / Policy Status	Not currently protected. Blackrod Neighbourhood Plan – policies ER4 and ER5 – support development and expansion of established employment sites to sustain or intensify
Location / Context	Small industrial estate located to the south of Blackrod. Significant open storage. Regeneration proposals – rebrand as a business park, provide office, incubator units, clean manufacturing, technology or research space. Proposes new link road from A6 via estate area to rejoin Scot Lane, enables HGVs to avoid T-junction. The site is east of Scot Lane and adjoins open farmland to the south, west and north.
Current Use	The north of the site is predominantly light-industrial / manufacturing units with ancillary yards

	and hard-standing. The south of the site comprises of open greenfield.	
Brownfield	Partially	
Greenbelt	Yes	
Locational Clustering	The site forms part of the existing Blackrod Industrial Estate	
Adjacencies / Sensitivities	Site has no direct adjacencies – residential closely located on Scot Lane	
Accessibility	Site is accessed off Scot Lane which is a busy residential road, not suitable for HGVs. Access to M61 J6 within 1.4 miles via A6.	
Public Transport Access	Blackrod station located 2km away. Bus stop directly outside – served by route 575 to Bolton and Wigan – every 15-30 minutes	
Active Travel	Population within 1km of site is over 5,000. Footpaths from Blackrod.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	11kV power line runs along northern border of site.	
Ownership	Site has 5+ owners however one landowner owns c.80% of site	
Timescale of Delivery	Medium term – new link road required to improve safety of site access	
Availability	Site is currently in use – not immediately available	
Achievability	Majority of site is under single ownership – comprehensive redevelopment would be possible	
Deliverability	Site is likely not of sufficient scale to fund link road, would require highways funding. It is Highway's view that link road is unviable	

Market Attractiveness / Viability	Medium – site has good accessibility to M61 (provided link road is delivered). Brownfield development could cause questions around viability is there are contamination issues linked to using site for industrial waste	
Recommendation	Site is of poor quality and in need of regeneration. Land ownership would allow for large proportion of site to come forward if current occupiers vacate site. New link road is viewed as unviable by highways officers. Site is protected within Blackrod Neighbourhood Plan which would allow development to come forward.	

Site Ref	CFS401
Site Name	North of Salford Road
	
Site Size	21.6
Planning / Policy Status	None
Location / Context	The site is located on the south west edge of Bolton, fronting Salford road to the south and M61 to the north. Hedgerows run along the northern and eastern edges of the site and it is predominantly agricultural land.
Current Use	The site is predominantly agricultural land.
Brownfield	No
Greenbelt	Yes
Locational Clustering	Logistics North located direct south of site

Adjacencies / Sensitivities	Residential adjacency to the east. Site adjacent to the west has pending application for employment development	
Accessibility	High – direct access to M61 J4	
Public Transport Access	No rail station within 800m, bus stops on Salford Road and other surrounding residential streets are within 400m.	
Active Travel	Population within 1km of site is over 5,000. Continuous footways from the site to surrounding areas, limited dedicated cycle links.	
Proximity to Areas of Deprivation	Within 5 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	132 kV overhead line along eastern edge	
Ownership	Single ownership	
Timescale of Delivery	Medium term – no planning application	
Availability	Assumed available given promotion	
Achievability	Assumed achievable – no major infrastructure requirements, potentially sensitive GB location	
Deliverability	Assumed deliverable given access can be achieved off Salford Road	
Market Attractiveness / Viability	High – strong SRN accessibility, Logistics North proximity	
Recommendation	Consider allocating for industrial / warehousing development – dependant on Green Belt assessment	

Site Ref	CFS413
Site Name	North Car Parks
	
Site Size	6.1
Planning / Policy Status	None
Location / Context	The site is located in Middlebrook, to the north west of the Toughsheet Community Stadium, currently in use as a car park.
Current Use	The site is previously-developed land comprising the Bolton Wanderers football stadium, car parks and associated leisure / retail uses.
Brownfield	Yes
Greenbelt	No
Locational Clustering	The site adjoins an established leisure / retail and employment cluster at Middlebrook
Adjacencies / Sensitivities	The nearest housing is north east of the site, Georges Lane / Meadows.
Accessibility	High – 3 min drive to M61 J6 via A6027

Public Transport Access	Horwich Parkway station is within 800m, bus interchange is north of the site within 400m.	
Active Travel	Population within 1km of site is over 5,000. . Shared footway/cycleway along De Havilland Way and Middlebrook retail park	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None recorded	
Ownership	Multiple owners (ORBIT Investments, Bolton Council, Bolton Sporting Ventures, FVWL Football, Prescot Business Park.)	
Timescale of Delivery	Medium term: no planning application	
Availability	Land in active use; owners appear open but not yet actively promoting	
Achievability	Multiple owners but no environmental constraints	
Deliverability	Minor infrastructure requirements	
Market Attractiveness / Viability	High – Established commercial location, immediate SRN access	
Recommendation	Consider allocating	

Site Ref	CFS420
Site Name	Ormstons Farm #1
	
Site Size	116
Planning / Policy Status	None
Location / Context	The site is located south west Bolton, in between Middlebrook and Westhoughton.
Current Use	The site is largely agricultural land with a few dwellings and industrial units
Brownfield	No
Greenbelt	Yes
Locational Clustering	The surrounding land is mixed farmland, small-scale residential and sport uses
Adjacencies / Sensitivities	Residential dwellings directly east of the site
Accessibility	11 mins drive to M61 J6, accessed via Lostock Lane
Public Transport Access	Lostock Rail Station is within 800m and over 10 bus stops are within 400m

Active Travel	Population within 1km of site is over 5,000. Existing pavements but limited dedicated cycle infrastructure	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	Grade II Pendlebury Farmhouse (on NW fringe)	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	5 % (eastern sector)	
Floodzone 3	None	
Utilities Infrastructure	Mix of overhead and underground lines. Concentrated along the western, south-eastern and north-western edges of the site	
Ownership	Multiple owners (+3)	
Timescale of Delivery	Long term – no planning status, requires significant GB release	
Availability	Assumed available given promotion	
Achievability	Multiple ownerships & GB release required	
Deliverability	Transport infrastructure upgrades likely needed to improve access to SRN	
Market Attractiveness / Viability	Medium – no direct access to SRN, rural location	
Recommendation	Should not be allocated as standalone employment site. Some quantum of employment would be considered suitable alongside wider residential-led mixed-use development.	

Site Ref	CFS421	
Site Name	Leigh Tenement Farm #1	
		
Site Size	6.8	
Planning / Policy Status	None	
Location / Context	The site is located in Blackrod, bordering the railway line to the south.	
Current Use	Agricultural farm	
Brownfield	Partially	
Greenbelt	Yes	
Locational Clustering	Surroundings mainly agriculture & low-density housing. Industrial units are north of the site across the railway line.	
Adjacencies / Sensitivities	Limited - the nearest residential is southwest of the site along Station Road	
Accessibility	High – direct frontage onto A6 and 3 min drive to M61 J61	
Public Transport Access	Blackrod rail station within 800m, bus stops on Station Road and Manchester Road are within 400m.	

Active Travel	Population within 1km of site is over 5,000. Lit footways on A6 but no continuous segregated cycle lane.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	Eight underground 11 kV cables, concentrated along the north-west boundary, with one at the south edge	
Ownership	One private owner	
Timescale of Delivery	Medium term – no current planning application	
Availability	Site is currently in use for farm but assumed available given promotion	
Achievability	No environmental constrains and no major ownership issues	
Deliverability	No infrastructure requirements	
Market Attractiveness / Viability	Medium – established employment location, very good access and location	
Recommendation	Consider allocating for industrial / warehousing development	

Site Ref	CFS422
Site Name	North of Dogholes Farm
	
Site Size	9.53
Planning / Policy Status	None
Location / Context	Site is located off M61 J6, outside of Blackrod
Current Use	Agricultural greenfield
Brownfield	No
Greenbelt	Yes
Locational Clustering	Limited – some nearby commercial uses to the north including hotel and Class E
Adjacencies / Sensitivities	Residential directly borders to the south, Heaton Dene Nursery to the southeast. Commercial area including hotel to the north
Accessibility	Site is located on Chorley Road (A6), new access would be required
Public Transport Access	Nearest stop on Scot Lane (10 minute walk) – frequent services to Blackrod, Wigan and Little Lever
Active Travel	Population within 1km of site is over 5,000. Continuous footways on A6, no cycle route nearby

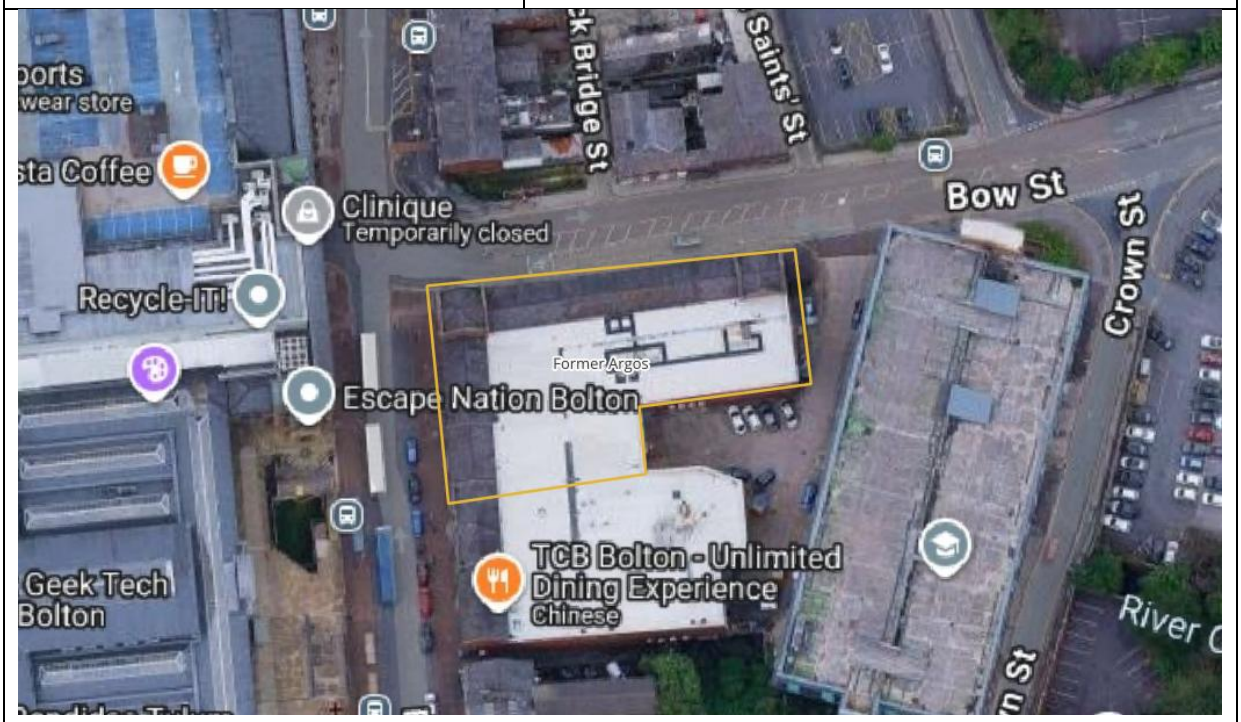
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	No	
Listed Building	No	
Site of Biological Interest	No	
Conservation Area	No	
Green Corridor	No	
Local Nature Reserve	No	
Landfill	No	
Floodzone	Yes in north of site	
Utilities Infrastructure	11kW cables running across centre of site from east to west	
Ownership	Single ownership – United Utilities	
Timescale of Delivery	Medium term – no current planning application	
Availability	Site assumed available given promotion	
Achievability	No environmental constrains and no major ownership issues	
Deliverability	No infrastructure requirements	
Market Attractiveness / Viability	Medium to Low – residential adjacency limits activity on site, poor labour accessibility	
Recommendation	Site has poor labour accessibility and residential adjacency limits use of site for industrial purposes – do not allocate	

Site Ref	CFS423
Site Name	Regent Park Golf Course, west
	
Site Size	7.51
Planning / Policy Status	None
Location / Context	Site forms part of the Regent Park Golf Course, located between Lostock and Middlebrook
Current Use	Golf Course
Brownfield	No
Greenbelt	Yes
Locational Clustering	Lynstock Way industrial area located to the west
Adjacencies / Sensitivities	Lynstock Way industrial area located to the west, school located to the north, residential to the north west, water treatment works to the east
Accessibility	No access to the site – new access would have to be obtained from Mill Lane which is narrow and unsuitable for HGV access. Alternative is access road for water treatment works off A673
Public Transport Access	Bus stops on Chorley New Road served by frequent services to Wigan, Blackrod and Bolton town centre

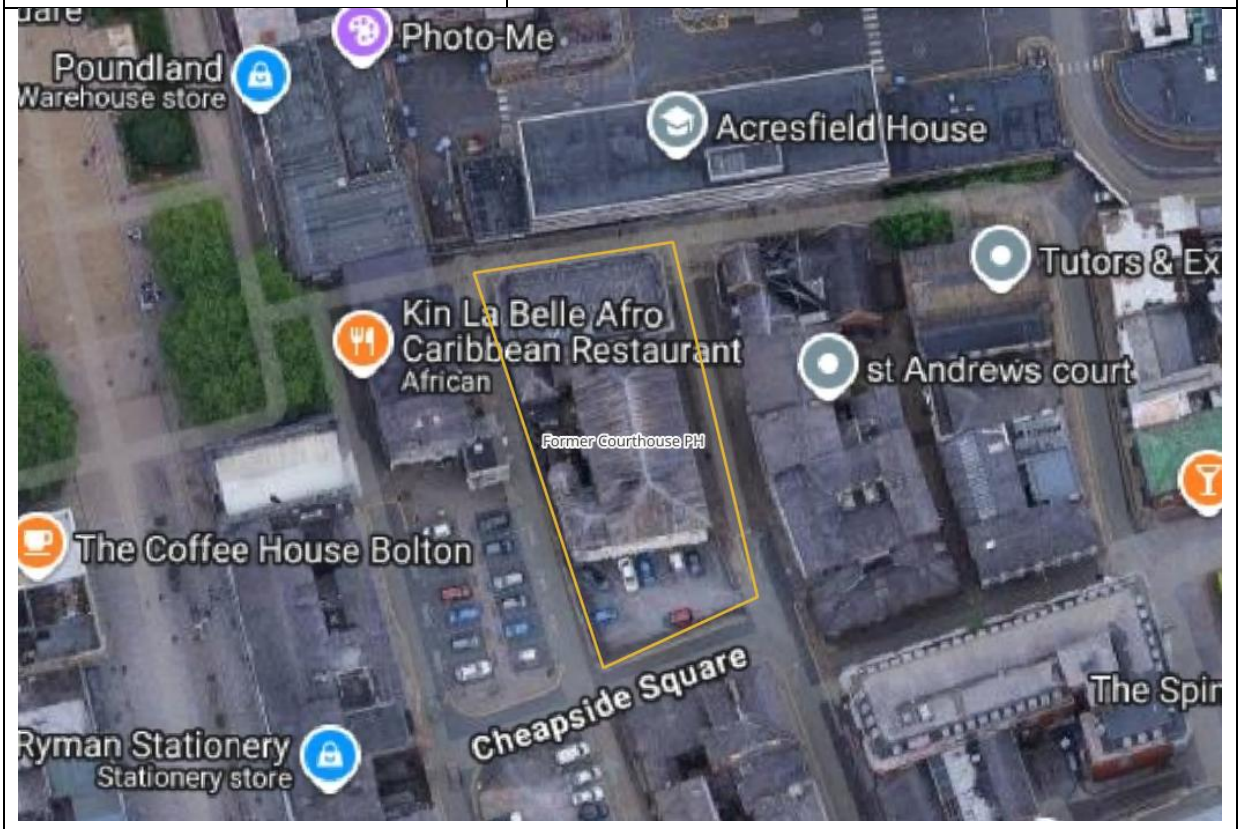
Active Travel	Population within 1km of site is over 5,000. Cycle route along Chorley New Road and partial down De Havilland Way.	
Proximity to Areas of Deprivation	Over 15 minute walk to 10% most deprived LSOA	
SSSI	No	
Listed Building	No	
Site of Biological Interest	No	
Conservation Area	No	
Green Corridor	No	
Local Nature Reserve	No	
Landfill	No	
Floodzone	No	
Utilities Infrastructure	11kW cables running across northern border of the site	
Ownership	Single owner – Bolton Borough Council	
Timescale of Delivery	Medium term – no current planning application	
Availability	Site assumed available given promotion	
Achievability	No environmental constrains and no major ownership issues	
Deliverability	No infrastructure requirements	
Market Attractiveness / Viability	Medium to Low – poor access to the site	
Recommendation	Site has poor road accessibility and does not form a natural extension of the existing industrial area – do not allocate	

Site Ref	CFS424	
Site Name	Salford Road, north	
		
Site Size	1.27	
Planning / Policy Status	None	
Location / Context	Greenfield site located to the north of Logistics North off M61 J4.	
Current Use	Agricultural greenfield	
Brownfield	No	
Greenbelt	Yes	
Locational Clustering	Located to the north of Logistics North	
Adjacencies / Sensitivities	Bordered by Salford Road and M61, residential located to the west and Logistics North to the south	
Accessibility	Site is located on Salford Road (A6), new access would be required	
Public Transport Access	Bus stop located on Salford Road, served by bi-hourly routes 20 and 521to Bolton, Blackrod and the Trafford Centre	

Active Travel	Population within 1km of site is over 5,000. Continuous footways from the site to surrounding areas, limited dedicated cycle links.	
Proximity to Areas of Deprivation	Within 15 minute walk of 10% most deprived LSOA	
SSSI	No	
Listed Building	No	
Site of Biological Interest	No	
Conservation Area	No	
Green Corridor	No	
Local Nature Reserve	No	
Landfill	No	
Floodzone	No	
Utilities Infrastructure	11kW cables running across southern boundary of site	
Ownership	Single ownership – United Utilities Water	
Timescale of Delivery	Medium term – no current planning application	
Availability	Site assumed available given promotion	
Achievability	No environmental constrains and no major ownership issues	
Deliverability	No infrastructure requirements	
Market Attractiveness / Viability	Medium to Low – given small scale of site limited market attractiveness	
Recommendation	Site is small in scale which limited viability and development potential. Site is separated from existing employment development south of A6 – do not allocate	

Site Ref	OFF1
Site Name	Former Argos, Bow Street
	
Site Size	0.17
Planning / Policy Status	TC1: Shopping Bolton Town Centre
Location / Context	The site is within Bolton town centre and contains commercial units fronting Bridge Street/Bow Street.
Current Use	Mixed commercial/retail with ancillary storage (26,500 sq.ft). The unit was vacant during the site visit but seemed to be of a reasonable quality for refurbishment.
Brownfield	Yes
Greenbelt	No
Locational Clustering	The site is surrounded by retail, leisure and office uses

Adjacencies / Sensitivities	There are some flats above shops and residential blocks on Marsden Rd, but impacts can be mitigated through design	
Accessibility	High – within 4 minute drive to A666	
Public Transport Access	Within 800m of Bolton Railway Station and within 400m of Deansgate / Bradshawgate high-frequency bus corridor, with 24 buses per hour.	
Active Travel	Population within 1km of site is over 5,000. There are continuous pavements and signed cycle route 200m east	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	None	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	No overhead HV power lines or gas transmission pipes across the site. Normal urban utility connections available in highway.	
Ownership	Freehold title for entire building owned by Kujay Investments	
Timescale of Delivery	Medium – no planning application for office development	
Availability	Immediate available – unit is vacant	
Achievability	Single ownership however site identified by council rather than landowner intention to redevelop	
Deliverability	No major constraints on infrastructure requirements – would require retrofit only	
Market Attractiveness / Viability	Medium: Retrofit of existing building would be more viable than demolition and redevelopment	
Recommendation	Site would be suitable for retrofit to provide office premises. Recommended to approach landowner.	

Site Ref	OFF2
Site Name	Former Courthouse PH, Mawdsley Street
	
Site Size	0.14
Planning / Policy Status	None
Location / Context	The site is within Bolton Town centre and contains a row of retail/commercial premises with areas of hard-standing and vacant floorspace. The building has a mix of architectural quality. During the site visit, the frontage of the building was attractive and appeared to be of historic interest. However the rear of the building was less attractive, with boarded up windows and was of a poorer quality.
Current Use	Retail / commercial. The building appeared to be partly vacant during the site visit. Odessa café was still operational. The courthouse restaurant

	was vacant and construction works were noted within the building.	
Brownfield	Yes	
Greenbelt	No	
Locational Clustering	The site is surrounded by other retail, leisure and commercial premises	
Adjacencies / Sensitivities	The neighbouring plots are mainly commercial, if any residential apartments above units these can be mitigated through design.	
Accessibility	High – within 4 minute drive to A666	
Public Transport Access	Within 800m of Bolton Railway Station and within 400m of Bolton Interchange bus station and multiple bus stops on Newport Street/ Great Moor Street nearby site.	
Active Travel	Population within 1km of site is over 5,000. There are dedicated pedestrianised streets and town-centre cycle links to the site.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	Grade II Former County Court and Grade II Mawdsley Hall on site	
Site of Biological Interest	None	
Conservation Area	Within Bolton Town Centre Conservation Area	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	Underground 6.6 kV distribution cables running along north, north-west and east site edges (5 lines). No overhead lines.	
Ownership	Two freehold owners – Greenmount Securities and PA.S Property Services. 10+ leasehold owners on the site	
Timescale of Delivery	Medium term – no planning application, no expression of interest to develop	
Availability	Site still partially in use – not immediately available	

Achievability	Several owners – southern portion of the building has only one leasehold and one freehold owner – more achievable	
Deliverability	Office retrofit would be deliverable. Listed building will limit scope of redevelopment.	
Market Attractiveness / Viability	Uncertainty around sufficient rents to support redevelopment, would be a more attractive location in the context of the Compton Place regeneration, would create an office clustering.	
Recommendation	Suitable for retrofit, recommended to approach landowner. Uncertainty around deliverability and viability.	

Site Ref	OFF3
Site Name	Former Ikon Site
	
Site Size	0.14
Planning / Policy Status	None
Location / Context	The site benefits from its central location within Bolton Town centre and comprises a former nightclub. Site was cleared linked to application for hotel (97795/16) The site is adjacent to typical town centre uses with direct access onto St George's Road. During the site visit, there was a depression on the eastern part of the site with a 'danger deep' sign.
Current Use	Vacant
Brownfield	Yes
Greenbelt	No

Locational Clustering	The site is surrounded by commercial / retail and leisure uses. Adjacent to Market Place Bolton.	
Adjacencies / Sensitivities	There is some flats & town-centre living nearby, but can be mitigated through design. A multi storey car park is located directly to the south of the site.	
Accessibility	Medium – within 5 minute drive to A666	
Public Transport Access	Within 800m of Bolton Railway Station and within 400m of Bolton Bus interchange.	
Active Travel	Population within 1km of site is over 5,000. There are established pedestrianised streets / cycle links.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	Within Bolton Town Centre Conservation Area	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	No overhead powerlines, substations or strategic gas pipes traverse the site.	
Ownership	Single ownership – Moorgarth Retail Ltd	
Timescale of Delivery	Medium – no planning application	
Availability	Site has been cleared and is not in use	
Achievability	Single ownership, no known constraints	
Deliverability	Previous hotel development was not delivered – requires further investigation.	
Market Attractiveness / Viability	Attractive office location in town centre however, new build office development is likely unviable at Bolton's office rents	

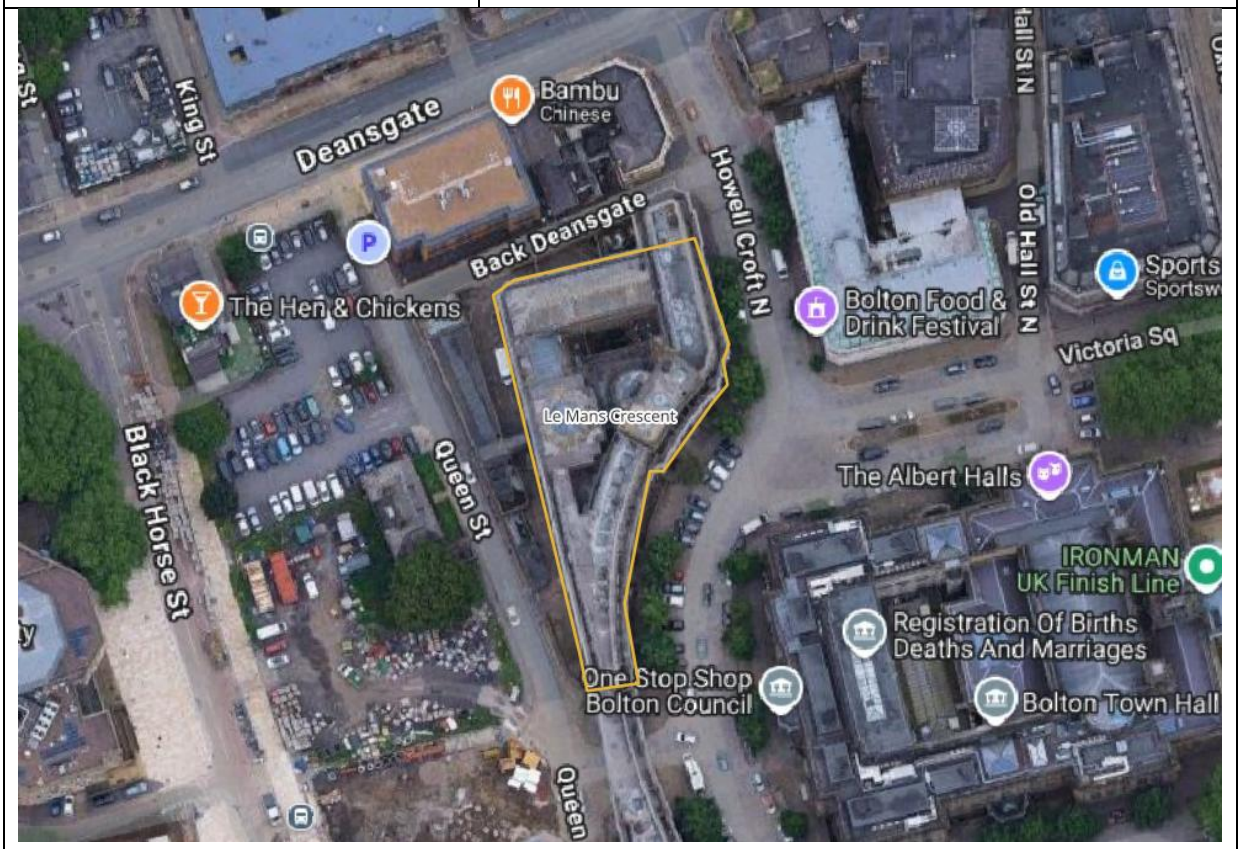
Recommendation	New build office development unlikely to be viable – E(g) space could be brought forward within a mixed-use scheme.

Site Ref	OFF4
Site Name	Former M&S
	
Site Size	0.21
Planning / Policy Status	Site falls within wider Crompton Place Town Centre Framework designation
Location / Context	The site is within Bolton Town centre and contains ground-floor retail / commercial units with upper-storey offices or ancillary space
Current Use	Ground-floor retail / commercial units with upper-storey offices or ancillary space. The unit was vacant during the site visit.
Brownfield	Yes
Greenbelt	No
Locational Clustering	The site is surrounded by retail and commercial units.
Adjacencies / Sensitivities	There are residential flats above within surrounding units but mitigation through design is likely possible.
Accessibility	High – within 3 minute drive to A666

Public Transport Access	Within 800m of Bolton Railway Station and bus interchange and within 400m of multiple high frequency town centre bus stops and Bolton Interchange.	
Active Travel	Population within 1km of site is over 5,000. There are established pedestrianised streets / cycle links.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	Within Bolton Town Centre Conservation Area	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	Three underground 6.6 kV cables crossing N / NE corner; no overhead pylons.	
Ownership	Site is owned by Bolton Borough Council	
Timescale of Delivery	Short to medium term – no application but retrofit could be delivered in the short-term	
Availability	Immediately available – vacant	
Achievability	High - Council ownership	
Deliverability	No major constraints on infrastructure requirements – would require retrofit only	
Market Attractiveness / Viability	Medium: Retrofit of existing building would be more viable than demolition and redevelopment	
Recommendation	Site would be suitable for retrofit to provide office premises or alternatively mixed use redevelopment with class E(g) ground floor.	

Site Ref	OFF5
Site Name	Former Yates PH
	
Site Size	0.05
Planning / Policy Status	App. 04462/18 For change of use and conversion of former public house to 3no. commercial units on ground floor and 8no. apartments on first and second floors – permission granted in March 2019
Location / Context	The site is within Bolton Town centre and contains commercial frontage on Bradshawgate During the site visit the unit was observed to be vacant with old furniture still inside. The quality of the building was good and there were no signs of damage or disrepair despite its age.
Current Use	Vacant
Brownfield	Yes
Greenbelt	No
Locational Clustering	Surrounded by retail, leisure and town-centre employment uses.

Adjacencies / Sensitivities	There is retail either side with residential flats above some ground-floor units but mitigation through design is likely possible.	
Accessibility	High – within 2 minute drive to A666	
Public Transport Access	Within 800m of Bolton Railway Station and within 400m of bus corridor along Bradshawgate	
Active Travel	Population within 1km of site is over 5,000. There are continuous footways and signed cycle route	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	None	
Site of Biological Interest	None	
Conservation Area	Within Bolton Town Centre Conservation Area	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	None across the site.	
Ownership	Two owners - Sir Maple 3 Ltd & Bolton Borough Council	
Timescale of Delivery	Short to medium term – no application but retrofit could be delivered in the short-term	
Availability	Immediately available – vacant	
Achievability	High – part Council ownership	
Deliverability	No major constraints on infrastructure requirement however, historical application for conversion to residential and commercial did not come forward. Mixed use development will cross subsidise delivery of office space.	
Market Attractiveness / Viability	Medium: Retrofit of existing building would be more viable than demolition and redevelopment	
Recommendation	Site would be suitable for mixed use conversion with class E(g) at ground floor	

Site Ref	OFF6
Site Name	Le Mans Crescent
	
Site Size	0.2
Planning / Policy Status	App. 07365/19 granted permission in January 2020 for change of use and conversion of former magistrates court to hotel and serviced apartments (class c1) with associated restaurant/bar (class a3/a4), access and back of house areas, internal alterations, refurbishment and external refurbishment including general repairs and replacement of windows.
Location / Context	The site is within Bolton Town centre and contains the former Magistrates' Court, Central Police Office and Bolton Library.
Current Use	Civic / public services
Brownfield	Yes
Greenbelt	No
Locational Clustering	Adjoins council offices and other community / employment uses

Adjacencies / Sensitivities	There is no residential land in close proximity to the site.	
Accessibility	High – within 4 minute drive to A666	
Public Transport Access	Within 800m of Bolton Railway Station and bus interchange and within 400m of Deansgate bus stop.	
Active Travel	Population within 1km of site is over 5,000. There are dedicated pedestrianised streets and town-centre cycle links to the site.	
Proximity to Areas of Deprivation	Within 5 minute walk of 10% most deprived LSOA	
SSSI	None	
Listed Building	Site contains listed building	
Site of Biological Interest	None	
Conservation Area	Within Bolton Town Centre Conservation Area	
Green Corridor	None	
Local Nature Reserve	None	
Landfill	None	
Floodzone	None	
Utilities Infrastructure	Underground 6.6 kV cable along south edge.	
Ownership	Single owner - The Borough Council of Bolton	
Timescale of Delivery	Short to Medium term – previous permission has now expired; however retrofit/conversion can be completed on a short timescale	
Availability	Immediately available – building is vacant. Site submitted within call for sites.	
Achievability	Council ownership. Building is listed creating restrictions on type of redevelopment	
Deliverability	Conversion and retrofit – limited deliverability constraints.	
Market Attractiveness / Viability	Medium to high: Conversion would provide office space within a historically significant building within the town centre.	
Recommendation	Potential for office space to brought forward within wider mixed-use conversion of the building	