



**BRIERFIELD CANAL CORRIDOR
(HOUSING) PLANNING BRIEF**
(SUPPLEMENTARY PLANNING DOCUMENT)

Adopted October 2005

Putting people first in Pendle



Elevate East Lancashire
New life for neighbourhoods in **Pendle**



THE ADOPTED
BRIERFIELD CANAL CORRIDOR (HOUSING) PLANNING BRIEF
- A SUPPLEMENTARY PLANNING DOCUMENT -

CONTENTS

1.0. Introduction

2.0. Purpose of the Brief

3.0. The Area

The Brief Area – Location and Description

The Surrounding Area

Attributes of the Area

4.0. The Context

Housing Market Renewal Initiative

The Brierfield Area Development Framework

5.0. The Development Sites

Site 1 A – Site of lower Holden Road and King Street

Site 1 B - Lob Lane Mill Site

Site 2 – Site of Berkeley Street, Claremont Street, Belgrave St. and Veevers St and canal side land.

6.0. Policy and Planning Context

Statutory Planning Framework

Principal Planning Policies

7.0. Planning and Design Requirements for the Brief Area

Design Objectives

Key Design Principles

Sustainable Design

Site Specific Requirements

8.0. Other Issues/Constraints

Canal side Environment
Highway and Access Issues
Car Parking
Statutory Services
East Lancashire Railway Line
Contaminated Land
Landscaping and Trees
Protected Species
Access for Disabled Persons
Archaeological Record of the Sites
Planning Benefits

9.0. The Way Forward and Form of Applications

10.0. Contacts and Further information

11.0. Map References

**Produced by Housing Market Renewal Service Area
Pendle Borough Council
October 2005**

1.0 INTRODUCTION

- 1.1 The area which forms the subject of this Planning Brief is called the Brierfield Canal Corridor Housing Area. This Brief was adopted by Pendle Council on 27th October 2005 as a Supplementary Planning Document. It will supplement Policy 1 of Pendle's approved Local Plan (1999) and Policy 18 of the Re-deposit Local Plan (April 2005).
- 1.2 This document has been produced in order to provide guidance on planning, highway, urban design, sustainability and other issues to assist in the preparation of proposals for the **redevelopment of a number of key sites within 'the project area'**.
- 1.3 The redevelopment of these three key sites within the Brierfield Canal Corridor Housing Area represents an integral component of Pendle's Housing Market Renewal (HMR) programme being delivered under the East Lancashire Housing Market Renewal Pathfinder initiative (Elevate¹). The Canal Corridor housing area has been identified within the Brierfield Area Development Framework (which has been approved by Pendle Borough Council in April 2004), as a Priority Action Area to be brought forward for early implementation of the Housing Market Renewal Programme (i.e. over the next 3 years)
- 1.4 Drawing upon the strengths of its location, close to the Leeds and Liverpool Canal and open countryside, the Brierfield Canal Corridor Project Area presents a significant opportunity for bringing forward a range of innovative residential development schemes. Pendle Council is seeking a fully integrated development mix for the three sites within 'the brief area'. The aim is to greatly increase the tenure and choice of housing to cater for people's changing lifestyles and to bring in some higher residential values. However, there will also be a requirement to provide an element of high quality affordable housing to cater for existing residents affected by demolition who wish to stay within the neighbourhood. This could include low cost homes to buy, shared equity and similar schemes. It is expected that family housing with gardens, town houses, bungalows for older/mature people and apartment buildings, together with other forms of housing will have a place in the new housing provision for the Brierfield Canal Corridor.

¹ See Section 10 for further information on ELEVATE.

2.0 THE PURPOSE OF THE BRIEF

2.1 The purpose of this brief is to:

- Set out in detail the opportunities and attributes of the area.
- Provide the background to bringing forward the regeneration of the Brierfield Canal Corridor Area.
- Guide development to ensure that the future uses and development meets the policy requirements of Pendle's Local Plan and the aspirations of the Council.
- Ensure that the regeneration of the area provides overall benefits not only to Brierfield but to Pendle as a whole.
- Provide key urban design standards and principles to guide the future development of the sites.

3.0 THE AREA

The Brief Area – Location and Description

3.1 The area, which is the subject of this planning brief, extends to approximately 2.74 hectares. The area is located on the western fringe of Brierfield, some 200 metres west of the town centre. See Location Map 1 and Context Map 5. The East Lancashire railway line forms the eastern boundary of the area, whilst a mixture of open countryside and suburban housing flanks its western boundary. The area is primarily accessed by Clitheroe Road (B6248) which runs east-west, forming a gateway route into the town centre and linking Brierfield with the Fence/Padiham by pass and surrounding villages to the west.

3.2 The Brief Area is characterised by a mixture of buildings and uses. These include:

- 1) Former industrial premises in the shape of the vacant Lob Lane Mill, which occupies a canal side location.
- 2) A number of terraced commercial properties located on the south side of Clitheroe Road (namely No.'s 4 and 6 Clitheroe Road)
- 3) Two distinct areas of housing including :
 - An area of pre-1919 terraced housing on the lower part of Holden Road and King Street, containing 35 dwellings.

- An area of pre-1919 terraced housing off Berkeley Street, Claremont Street, Belgrave Street and Veevers Street, containing 101 properties.
- 4) There is also an area of open land used for access and operational purposes by British Waterways, near Lob Lane Bridge and adjoining some private gardens/wasteland.

The Surrounding Area

- 3.3 The area immediately surrounding the Brief area is characterised by a mixture of uses, buildings and features. One of the key features of the area is the Leeds and Liverpool Canal which passes between the two distinct areas of the Project area. It represents a huge environmental, cultural and economic asset within this area which to date has only been partially realised and has left relics of its industrial past in the form of a number of attractive canal side mills.
- 3.4 The most notable mill building is the Grade 2 listed Brierfield Mill - currently occupied by BSN medical supplies as their headquarters and serving as one of their main manufacturing sites. This 6/7 storey mill complex, which extends over 3 hectares occupies a prominent canal side location and dominates the area. Immediately to the south of the Mill complex, are a number of commercial premises including the Railway Tavern Public House and two garage sites. On the opposite side of the road is the former Leeds and Liverpool Public House (occupied by the Brierfield Bridge Club).
- 3.5 The area is also characterised by housing ranging from pre-1919 terraced housing and 1970's bungalows (off Holden Road and King Street Terrace) and a number of private housing estates. The latter includes:
1. The Chatburn Park Drive housing estate containing a mixture of semi detached houses and bungalows built in the 1970's. A formal children's play area is also located within the estate, which serves the surrounding area.
 2. Two new housing estate developments containing a mixture of detached and semi-detached housing completed in 2001-02 known as Quaker View and Wood Clough Platts.
- 3.6 Adjoining these housing areas is woodland, private garden areas and grazing land. An area of grazing land (white land in the Local Plan) extending to 2.1ha abutting

Quaker View to the west has been designated in Pendle's Re-deposit Local plan (April 2005) as 'Safeguarded land'. This land is set aside for its possible long term redevelopment. The land could be released for future housing development if there is a need to replace dwellings cleared in the Brief Area.

Attributes of the Area

3.7 The attributes of the area are:

- Reasonable public transport connections, being within easy walking distance of Brierfield train station and the main bus routes.
- Less than 1/2 mile to junction 12 of the M65, providing links to the national motorway network and the employment centres of Manchester and Preston.
- Adjoining attractive countryside with open views over to the surrounding countryside and Pendle Hill.
- Situated at the western gateway into Brierfield
- Possesses important heritage assets, including Brierfield Mill (Grade 2 listed), Lob Lane Mill and the Leeds and Liverpool Canal.
- Recreational/ leisure and development opportunities offered by the Leeds and Liverpool Canal.
- Network of public footpaths, tow paths and cycle ways.
- The recent completion of 2 housing developments of predominantly 3 bedroomed properties, which has proved popular and has raised confidence in the housing market for new dwellings in that part of Brierfield.

4.0 THE CONTEXT

Housing Market Renewal Initiative

4.1 The area falls within the Housing Market Restructuring Intervention boundary as defined in Pendle's Re-deposit Local Plan and it is under the Housing Market Renewal (HMR) Programme that this area is being considered for regeneration proposals.

4.2 The Government's Housing Market Renewal Initiative provides a once in a life time opportunity for the Council to address housing problems and improve the quality of life for residents in areas of low demand housing. It also represents a challenge for

the Council and other organisations to tackle some of the wider social, economic and environmental issues that many residents have to face in their day to day lives. The Initiative is being delivered over the next 10-15 years and brings in substantial funding from central Government, regional agencies and potentially the private sector.

The Brierfield Area Development Framework

4.3 As part of the Housing Market Renewal Initiative, Pendle Borough Council commissioned consultants GVA Grimley, in July 2003, to prepare an Area Development Framework (ADF) for Brierfield. Their work involved an analysis of how the town functions, including a study of housing conditions and market demand, together with an in depth consultation exercise with local agencies, businesses and residents. The production of the ADF was also informed by the development and appraisal of a number of options for each Priority Action Area. The ADF report was completed in March 2004 and the Council agreed the vision, strategies and objectives of the ADF in April 2004.

4.4 The ADF provides a vision and regeneration strategy for the town over the next 10-15 years, which aims to restore confidence in the local housing market and improve the quality of life for people within Brierfield. The overall vision for Brierfield as set out in the ADF is:

‘ a vibrant and successful town in which a dynamic employment and service sector is complemented by a richly varied range of house types and environments offering real housing choice and access to quality schools, healthcare and leisure within a pleasant and attractive environment.’

4.5 The ADF also identifies 3 Priority Action Areas within the town, which suffer problems of low demand housing and where investment and interventions in the housing market should be focused. A key aim is to develop a more suitable balance between housing supply and demand to meet peoples changing aspirations and lifestyles.

4.6 The Brierfield Canal Corridor Area has been identified as a Priority Action Area for early implementation within the HMR programme within the ADF. It is an area which contains an over supply of terraced housing, with high levels of vacant properties and

private renting and a large number of poorly maintained properties with low house prices. Given the unique features of the area, the consultants felt that the area represented the best opportunity for drawing in new investment and driving some higher residential values in to the ADF area. A range of regeneration proposals were put forward for the area in the ADF, including the clearance and redevelopment of a number of sites, the refurbishment of retained older housing and the rationalisation of vacant floorpace and land within the Brierfield Mill (BSN) complex for employment uses. The ADF also identified 2.1ha of white land (adjacent to the Quaker View housing estate) which has been safeguarded in both the 1st Stage draft deposit and Re-deposit Local Plan for residential development if required and highlighted the importance of realising its early release for development to achieve a critical mass of investment and boost to the population on the western edge of the town to safeguard settlement viability as well as to complement the clearance/redevelopment proposals.

- 4.7 In the light of the consultants' recommendations outlined in the ADF, the Council agreed in April 2004 to take forward the Brierfield Canal Corridor Priority Area as an early project for delivery in the HMR programme. Following a major consultation exercise with residents and stakeholders on the consultants' recommendations, the Council agreed in Autumn 2004 a range of interventions for the area. This included the acquisition, clearance and redevelopment of two housing sites located off Clitheroe Road (Site 1A and 2) and through a developer, the partial conversion/redevelopment of the Lob Lane Mill site (Site 1B). To support the acquisition of the houses it was agreed that Compulsory Purchase procedures be pursued. The Council also agreed that a number of selective terraces on Veevers Street, King Street Terrace and the upper part of Holden Road be retained, with some refurbishment works.

5.0 THE DEVELOPMENT SITES – LOCATION AND DESCRIPTION

5.1 The Brief is concerned only with the redevelopment of the **three key development sites** within the project area, as follows:

Site 1A: Site of lower Holden Road and King Street - approx. 0.42 hectares

5.2 The site (see attached Map 2) is bounded by Clitheroe Road to the north, by the railway embankment to the east, Lob Lane Mill to the west, and terraced housing /bungalows to the south. The former Leeds and Liverpool P.H (No 2 Clitheroe Road) which abuts the site serves as a landmark building at this gateway into Brierfield and with its adjoining car park is to be retained.

5.3 The site which extends to approximately 0.42 hectares (1 acre) is currently occupied by two rows of terraced housing (No's. 2-40 Holden Road and 3-31 King Street) and a small block of commercial premises (No's 4 and 6 Clitheroe Road). The properties are to be acquired by the Council by negotiation in the first instance and then by a Compulsory Purchase Order, for clearance and redevelopment.

Site 1B: Lob Lane Mill Site – approx. 1.03 hectares

5.4 The site of Lob Lane Mill, which extends to approximately 1.03 hectares (2.56 acres) is located on the south side of Clitheroe Road and occupies a prominent canal side frontage extending to 143 metres. See attached Map 3. Lob Lane Mill was a former steam powered cotton weaving mill built in phases during the latter half of 1800.² The mill site currently comprises two 4 storey canalside buildings, a large single storey 'north light' building to the rear and an area of wasteland to the south occupied in part by an electricity sub station in its south-eastern corner. The site is at a different level to the adjoining development site (Site 1 A) being some 6 – 7 metres in part below the street level of Holden Road.

5.5 The canal side buildings which were built between 1891 and 1910 are not 'listed', however they present a striking frontage to the canal. They also complement the

² A brief survey of Lob Lane Mill was undertaken by the former RCHME in partnership with English Heritage and Pendle B.C. dated November 1998. Copies are available from Pendle Council's Planning Dept.

adjoining Brierfield Mill and add to the overall canalscape. The mill site offers a significant opportunity for a mixture of conversion and redevelopment for residential purposes. Outline planning consent for a residential scheme, involving the conversion of the canal side buildings and redevelopment of the single storey north light shed was secured by the owner in July 2004.

Site 2: Site of Berkeley Street, Claremont Street, Belgrave Street, Veevers Street (odd no. side) and canal side land - approx. 1.29 hectares

- 5.6 This site which extends to approx. 1.29 hectares (3.2 acres) occupies a prominent location fronting onto Clitheroe Road. See attached Map 4. It is bounded by Veevers Street, Clitheroe Road, the Leeds and Liverpool Canal and the private housing estate of Chatburn Park Drive.
- 5.7 The site currently contains seven terraced rows of pre 1919 housing on Veevers St (odd numbered side only), Belgrave Street, Claremont Street and Berkeley Street and 3 gable properties on Clitheroe Road, together with an area of private gardens/open land on the west bank of the canal.
- 5.8 The site is on split-levels. The main area of land occupied by the terraced housing and the adjoining gardens are on a lower level to the canal bank and slope gently from east to west; whilst the open land abutting the canal bank forms a plateau on an upper level. The canal side land currently serves as a key entry point onto the canal towpath for pedestrians and cyclists (which would have to be maintained), as well as British Waterways vehicles for maintenance purposes.
- 5.9 The land and properties are to be acquired by the Council by negotiation in the first instance and then by a Compulsory Purchase Order, for clearance and redevelopment.
- 5.10 Alternative access arrangements and storage facilities for British Waterways to carry out their maintenance work on the canal will be explored by the Council in conjunction with British Waterways. Any alternative access arrangements would have to be secured before any development on the site can be carried out. Alternatively, British Waterways would consider retaining access if it can be satisfactorily incorporated into the development scheme.

6.0 POLICY AND PLANNING CONTEXT

Statutory and Non Statutory Policy Framework

6.1 The relevant policy and planning framework for the sites is set out in:

- PPG1 – General Policy and Principles
- PPG 3 – Housing
- PPG12 – Development Plans
- PPS1 Delivering Sustainable Development
- Regional Spatial Strategy for the North West
- The Joint Lancashire Structure Plan (covering 2001-2016)
- Pendle Local Plan adopted January 1999
- Pendle Local Plan Re-Deposit Stage April 2005
- Brierfield Area Development Framework April 2004

The Regional Spatial Strategy for the North West (RSS)

6.2 The RSS for the North West, (which replaces the previous Regional Planning Guidance) provides the broad development framework for the North West region, identifying the scale and distribution of housing development and the priorities for the environment, transport, infrastructure and economic development.

6.3 The RSS states under the Existing Housing Stock and Housing Renewal Policy UR6 that 'there will be a particular need for clearance in areas where there are problems with housing that is unfit, beyond economic repair, life expired, unsuitable for modern living and in areas of extremely low demand where it is necessary to assist the overall improvement and regeneration of an area.' The policy stipulates that local authorities should adopt a 'concerted and comprehensive approach to influence housing supply across all tenures and values' in the interests of improving the quality of the housing stock and that this is particularly important in certain local authorities. The Elevate authorities, including Pendle are specifically referred to. The RSS also states that a 'comprehensive approach to housing renewal, clearance and regeneration is required' and that strategies should 'consider designating substantial local areas for comprehensive regeneration, possibly including demolition and clearance, as part of a broader course of action to regenerate local communities'.

- 6.4 The North West Regional Assembly confirms that the Planning Brief is considered to in general conformity with the adopted Regional Spatial Strategy (March 2003)

National Planning Guidance – Planning Policy Guidance Note 3: Housing

- 6.5 Planning Policy Guidance Note 3: Housing (PPG 3) and The Companion Guide is particular relevant to the production of this Brief, as it sets out a radical new approach to planning for new housing. It requires new developments to be of the highest quality and to design more attractive and sustainable living environments, which meet the needs of future residents. It lays down a challenge to developers and local authorities to deliver a fundamental change in the quality and layouts of new residential environments and ‘to break the mould of mediocrity that has characterised so much new housing development.’ This brief aims to reflect the Government’s current policy on quality and design of new housing developments.

The Joint Lancashire Structure Plan 2001- 2016 (adopted 31st March 2005)

- 6.6 The Joint Lancashire Structure Plan (JLSP) adopted in March 2005 looks to fundamentally change the way in which development is accommodated in Lancashire. The JSLP seeks a significant reduction in the level of unfit housing across East Lancashire with 25,000 dwellings to be refurbished or demolished by 2016. The Plan also recognises the need in some instances for demolition where retention is not economically viable due to stock condition or low demand and where it assists the wider regeneration of an area. The JLSP recognises that some cleared housing sites offer opportunities for a variety of uses including new housing.
- 6.7 In respect of clearance, the JSLP provides the following guidance:
- Solutions should be tailored to local circumstances and should involve the local community
 - New development should respect the scale, pattern, grain and historical character of Lancashire’s urban area in order to maintain local distinctiveness and regional diversity
 - Measures should be identified to recover and re-use building material

6.8 With regards to the clearance of dwellings and the building of replacement dwellings, Policy 13 the JLSP is relevant. Under the policy, it is highlighted that replacement dwellings do not count towards the housing provision figures, unless the number of replacement dwellings exceed the number to be cleared.

6.9 All new developments with the Brief area are required to conform to the Structure Plan.

Principal Planning Policies of the Pendle Local Plan (Adopted 1999)

6.10 The Pendle Local Plan was adopted in January 1999. There are no land use allocations for the 3 development sites which are the subject of this Brief in the Local Plan. There are however a number of policies, which are relevant to the sites' redevelopment, which should be taken into consideration.

Relevant Policies of the Adopted Local Plan are:

Policy	Title	Brief Description
Policy 1	General Policy	This states that the Council will control development in the public interest and will not grant planning permission where proposals cause demonstrable harm to interests of acknowledged importance. Planning permission will be granted where proposals conform to the development plan, demonstrate good design and quality in individual buildings and the built environment; work towards sustainable development and provide safe highway access.
Policy C5	The conversion of Buildings into Dwellings/flats	The policy states that in respect of planning applications for conversion of buildings into dwellings, consideration will be given to standard of amenity, adequate refuse storage and separate pedestrian/vehicular access arrangements. This policy is applicable to the Lob Lane Mill site.
Policy C9	Leeds and Liverpool Canal	The Council will seek to safeguard the Leeds and Liverpool Canal and canal side corridor and planning permission will not be granted for development, which

		would adversely affect the character and setting of the canal.
Policy E18	Landscape Proposals	The Council will require proposals for new development to be accompanied by landscape schemes of quality and type appropriate to the development and its location.
Policy D1	Use of building materials	This states that buildings shall be constructed in materials to complement the character and/or appearance of the surroundings.

Principal Planning Policies of the Pendle Local Plan (Re-deposit stage – April 2005)

6.11 The Local Plan is now going through its statutory review process. The first deposit stage was the subject of a statutory consultation period up to 3rd November 2003, during which time representations were received. Further changes have been made to the Plan and a Re-deposit version of the Plan has been produced, which has been subject to consultation up to 17th May 2005. It is envisaged that following a Public Inquiry, the Plan will be adopted in mid 2006.

6.12 There are a number of relevant planning policies in the Re-deposit Plan, which will also need to be taken into consideration when bringing forward development proposals for the sites and dealing with any planning applications on the sites. These are:

Policy	Title	Brief Description
4C	Natural Heritage – Local Sites	The Council will protect, conserve and where appropriate enhance all Biological Heritage Sites (BHS), Geological Heritage Sites (GHS), sites of local Natural Importance (LNI) and Local Nature Reserves (LNR), as defined (where applicable) by BHS Partnership, Lancashire RIGS, Lancashire Wildlife Trust and Borough of Pendle and as listed in table 2a and defined on the proposals map. Development that would destroy or adversely affect a BHS, GHS, LNI or LNR will be subject to special control. In general,

		development proposals within a BHS, GHS, LNI or LNR site will only be permitted where it can be shown that there are exceptional economic or social benefits which clearly outweigh the extent of ecological harm. This policy is applicable to the stretch of the Leeds and Liverpool Canal (which stretches from Barden Mill to Junction 12 of the M65) as it is designated as a BHS.
4d	Natural Heritage - Wildlife corridors, Species Protection and Biodiversity	The council will protect Wildlife Corridors and encourage the re-establishment of Habitats and species populations to help maintain and enhance biodiversity. Proposals for development should not significantly affect the function of Wildlife Corridors to maintain the migration and dispersal of wildlife. Where development is permitted, the developer will be expected to enhance existing Wildlife Corridors. Conditions and Planning Obligations may be used to ensure that the necessary compensatory measures are provided. This policy is applicable as the Leeds and Liverpool Canal serves as a wildlife corridor.
13	Quality & Design of new development	The Council will protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality design in new development. A number of requirements are stipulated for new developments which are particularly relevant to this Brief. These are: <ul style="list-style-type: none"> • Siting and design should be in scale and harmony with the surroundings, innovative where possible and contribute towards the character of an area. • Sustainable drainage systems should be incorporated.
17	Location of New Housing	Proposals for new residential development will only be permitted where:

	Development	<p>There is insufficient land with planning permission to meet the annual provision rate as detailed in the most up-to-date Housing Land Availability Schedule³.</p> <p>Depending on the most recent published Housing Land Availability Schedule, there are further circumstances and exceptions where new residential development will be permitted. These are outlined in more detail in the Re-deposit Local Plan. But where the most recent Housing Land Availability Schedule demonstrates that the capacity of existing planning permissions is sufficient to satisfy the annualised requirement proposals for new housing, new proposals for housing will not be permitted, unless it is one of the 7 exceptions stated. <i>The main exception which is relevant to this Brief are:</i></p> <p>A. Replacement of cleared dwellings</p> <p>The circumstances which apply are:</p> <p>For replacement dwellings where there is in sufficient brownfield/white land within a settlement boundary to meet the needs of the proposal, development may be permitted on safeguarded land where it is demonstrated that sites in accordance with the search sequence are not available and the dwellings cannot be replaced on the same site. The 2.1ha safeguarded site within the Brierfield Canal Corridor Priority Action Area may be applicable in these circumstances.</p>
16	Landscaping in new development	<p>The Council will require all development proposals, which involve new build or re-build to include a scheme of landscaping sympathetic to the sites character and vicinity.</p>
18	Housing Market Renewal	<p>The Council will support regeneration activities within the Housing Market Renewal Intervention Area. Within</p>

³ Pendle Borough Council will prepare an annual Housing Land Availability Schedule with a base date of 31st March each year from 2004 onwards. This is available from the Planning Department.

		<p>the ADF boundaries the Council will grant planning permission, where needed, for the following actions as long as they are in line with all other Local Plan policies and are supported by the ADF for the area and in particular any Area Action Plan or SPD.</p> <p>Actions relevant to this Brief are:</p> <ol style="list-style-type: none"> 1. Improvement, repair and clearance of existing residential property 2. New residential development
20	Quality Housing Provision	<p>Proposals for new housing development must adhere to criteria under the following; density, type and quality. In terms of: 1. <i>Density</i> - new housing development should be provided at a minimum density of 30 dwellings per hectare net. 2. <i>Type</i> – On sites of 10 units or more, a mix of housing size and style is sought to provide for local need and choice. 3. <i>Quality</i> – Layout and design should reflect site surroundings and provide a quality environment.</p>
21	Provision of open space in new housing development	<p>Where there is an identified deficiency of open space⁴, proposals for new housing development of 10 units or more will be required to make adequate provision for new open space on site. The developer will also be required to make payment to the Council to provide for the maintenance of the open space for a period of 10 years. Where it is not possible to provide the open space requirement on site, the Council will instead require a commuted sums payment from the developer to contribute towards new open space provision or the maintenance /enhancement of existing open space. The policy applies to all new housing developments of 10 units or more. All payments will be made into the Open Space fund (see Appendix 1 Re-deposit Local Plan)</p>
31	Parking	<p>The Council will support car parking in new</p>

⁴ Wards with deficiencies of open space are identified in the Council’s Open Space Audit (2003)

		developments in line with the Maximum Car and Cycle Parking Standards (in Appendix 2 of Re-deposit Local Plan). All new parking provision should be in line with these standards, unless this would compromise highway safety. <i>Details of the parking standards for dwellings are highlighted in para. 8.6</i>
36	Leeds and Liverpool Canal Corridor	The Council will support improvements to the canal corridor through initiatives proposed within: <ul style="list-style-type: none"> • The Leeds and Liverpool Canal Corridor Study • The Canal Corridor Development Strategy. Development proposals, regardless of use, should improve the canal corridor as a place for amenity, recreation and leisure. Proposals that are inconsistent with the Canal Corridor Study or Development Strategy will not be granted planning permission.

The Leeds and Liverpool Canal Study (East Lancs.) February 2003

6.13 The Leeds and Liverpool Canal Corridor Study - Consultation Draft produced in February 2003 by British Waterways/NWDA/English Heritage, sets out strategic guidance for the social, economic and environmental regeneration of the canal corridor and contains specific guidance on design and development, which should be considered in bringing forward development proposals. The design principles which are particular relevant relate to *New Development and Conserving Waterway Character, New Waterfront Development, New Waterside Buildings, Built Heritage and Historic Structures and New Residential Development* and have been reflected in the key design principles and site specific requirements outlined in the brief. The Study also specifically highlights that in partnership with the planning process, the conservation and redevelopment opportunities at Lob Lane Mill should be exploited.

Pendle's Canal Corridor Strategic Framework (SRB6)

6.14 As a result of the Canal Study, (above) Pendle Council's Environment Key Priority Group on the Local Strategic Partnership Group commissioned a Pendle wide Canal Corridor Strategic Framework (SRB6). With funding from SRB6 and Big Lottery, a 'Small Projects fund' was set up to deliver community led environmental projects along the canal corridor and so far a range of projects have been implemented. A

'Larger Projects fund' has also been established to deliver community led projects along the canal corridor in Brierfield and Nelson, over the next few years.

Sustainable Development Framework

6.15 A Sustainable Development Framework has been produced through Elevate to ensure that sustainable development principles are embedded within the planning and implementation of the Pathfinder programme. All new development that takes place in East Lancashire on sites forming part of the Elevate programme will be expected to respond to these minimum guidelines:

- Involve the local community in the planning and design of HMRI projects
- Contribute to the creation of liveable environments through street designs that encourage social contact and by providing usable green space within walking distance
- Promote mixed communities that integrate all ages, social and ethnic groups and are served by community facilities and activities that promote cohesion
- Protect and enhance local heritage and distinctiveness
- Create net housing densities of 30 dwellings per hectare or higher
- Promote alternatives to car based travel by providing public transport stops within walking distance and safe and direct routes for walking/cycling
- Promote low energy use by creating homes that have a high u-value
- Include simple measures to conserve water use e.g. low flush toilets
- Provide space for waste recycling facilities
- Ensure access to quality open spaces
- Layout development that makes crime more difficult to commit by improving security and surveillance
- Engage contractors who are committed to sustainable construction techniques

7.0 PLANNING AND DESIGN REQUIREMENTS FOR THE BRIEF AREA

7.1 In order to reinforce Policy 13 (Quality and Design of new development) in the revised Local Plan (Re-Deposit), a set of **design objectives** developed from the document 'Better By Design' by DETR/ CABI (May 2000) and a set of **key design principles** have been established for the benefit of this brief.

Design Objectives

7.2 The Council requires that the future uses and development of the identified sites respond to the following design objectives:

7.3 Character - A place with its own sense of place

The positive features of a place contribute to its special character and sense of place. The careful design of buildings, streets, spaces and landmarks will help to achieve a strong identity and sense of place. New developments should respond sensitively to the sites physical context and location to reinforce the distinctiveness of the local neighbourhood.

7.4 Continuity and Enclosure – A place where public and private spaces are clearly distinguished

A high quality urban environment (including the street space) is defined by buildings, structures and landscape. The relationship between buildings and the street and the clear definition of public and private spaces are the key to the success of this.

7.5 Quality

High quality environments and quality design can enrich an area and its liveability. If a design is of sufficiently high standard it can endure the test of time and help create an urban richness.

7.6 Legibility – a place that has a clear image and is easy to understand

The form and layout of places can determine the ease of movement in and around an area and help to foster a sense of confidence, security and personal safety.

7.7 Variety and Diversity - A place with variety and choice.

‘Stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users, amenities and social groups. They also weave together different building forms, uses, tenures and densities.’ Urban Design Compendium 2000

7.8 Adaptability- A place which can be easily changed

A place which can be easily adapted and where quality from the past should be built into future developments. Flexibility is also a crucial element of sustainability; focusing on the adaptability of development can help to create long term durability, as uses or functions change over time.

Key Design Principles

7.9 In order to achieve the objectives as set out above, the following key design principles should be addressed in any development proposals for the three sites:

- The new developments should respect and enhance the setting of the canal and the distinctive urban character established by the mill buildings to reinforce the distinctiveness of the neighbourhood
- Buildings should be high quality and suitably urban in design, form, scale and massing sympathetic to surrounding buildings. The height of new buildings should respect the height and scale of existing buildings and be scaled to reflect the hierarchy of the different streets and roads through the area. To assist in holding together the urban composition and to create visual interest, corner buildings are encouraged.
- A distinctive style of architecture that combines contemporary styles with the best architectural traditions in Brierfield is sought. Design of new dwellings should where possible incorporate some of the features of the traditional building style, including the deep window recesses and the vertical emphasis of window openings, jambs and door openings.
- Careful consideration should be given to the siting, scale and detailing of buildings so that strong development frontages are created along Clitheroe

Road reinforcing it as key gateway route into Brierfield. Along the upper reaches of Clitheroe Road, buildings of at least three storeys in height are sought.

- New developments along the canal edge should respect or enhance the distinctive character of the waterway and reinforce the development frontage onto the canal, which has been established by the historic mills. The developments should present a public face to the canal and give life to it.
- New developments should adopt a common building line to create a continuity of frontage and provide definition to the street scene. Where buildings are set back they should be appropriately scaled to relate to the street and incorporate high quality boundary treatments or appropriate tree planting in order to contribute to the enclosure of the street.
- Any new build on land within the site should be to a minimum of 30 dwellings per hectare net. A higher density of development is sought along the canal edge, along the frontages to the upper part of Clitheroe Road and around Lob Lane to ensure that the developments complement the scale and massing of the mill buildings and reinforces Clitheroe Road as a gateway into Brierfield.
- Where new access roads and streets are to be created they should promote legibility and permeability and be integrated into the existing street network.
- Parking and servicing must be catered for within the site curtilage of the developments. The impact of in-curtilage surface car parking from street frontages should be minimised by locating parking areas between or at the rear of residential properties, rather than in front of properties.
- Safety and security in the design must be considered from the outset and good quality crime prevention measures which are not visually and physically intrusive should be included in the design. The design of the developments should respond to Government Guidance (Circular 5/94: Planning Out Crime) and the Secure by Design initiative. The developments should seek Secure by Design Status and also adhere to the Council's adopted Supplementary Planning Guidance on Crime Prevention in Residential Development' (1999)

- Building frontages should present a public face to the street with the primary entrance to a building served from the street thereby promoting activity on the street and encouraging natural surveillance. Blank walls onto streets will not be permitted.
- The choice and detailing of materials for external walls, paving, fenestration and roofs should complement the character and appearance of the surrounding historic urban fabric and should be chosen to provide visual interest. In particular the Council requires the reuse of original site materials salvaged from the demolition of the houses and use of traditional materials, such as natural stone/slate within the new developments. Innovative materials may also be considered. The local sourcing of materials is encouraged.
- High quality, well detailed landscape treatments which complement the developments and are sympathetic to the character of the area are required. Public spaces, squares and the street scape should be designed positively to create liveable environments, which encourage social interaction. They should be quality spaces, clearly defined, with no ambiguous or left over space and be overlooked to provide natural surveillance.
- Works to enhance the public realm should be of high quality design and use high quality materials sympathetic to the character of the area. In this respect, the re-use of old stone setts and yorkstone paving, reclaimed from the demolition works should be used in hard landscaping schemes or for paving works. Consideration should also be given to providing high quality boundary treatments to the street frontages, using robust materials sympathetic to the area.
- The retention of existing trees and planting of new street trees is encouraged. The planting of an avenue of native trees on Clitheroe Road to enhance the route as a gateway into the town should be incorporated within the development proposals.
- Full integration with the latest communication technology is encouraged as standard.

Sustainable Design

7.10 The development should accord with the guiding principles outlined in Elevate's Sustainable Development Framework (launched in August 2004) and also adhere to the following principles on sustainability:

- The use of environmentally sustainable methods of construction and a finished product that will deliver low running costs for the occupier in the medium and long term will be required. The use of locally generated renewable energy sources, such as solar photovoltaics to supply an element of the developments heating and electricity is encouraged.
- As a minimum all the new homes must achieve the Building Research Establishment's Eco-Homes 'Good' standard.⁵
- The new homes must also adhere to emerging guidance on sustainability standards and Eco-Homes requirements in the East Lancashire Pathfinder area, being produced by Elevate.
- The developments should have sufficient refuse storage space for segregated waste collection. The Council has recently introduced a segregated waste collection service (May 2005) with separate wheelie bins for green and domestic waste and storage boxes for bottles. It is expected that any refuse storage facilities be integrated into the design of the development from the outset, be of a high quality design and not be intrusive within the streetscape.
- The developments should provide measures to minimise the use of water, by introducing grey water systems and introducing low flush toilets.
- The developments should also seek to achieve Lifetime Homes⁶ standards.

⁵ The Eco-homes standards have been developed by the Building Research Establishment (BRE). Eco-homes is an environmental rating. To achieve a 'good' rating a minimum credit of 72 points is required.

⁶ The concept of Lifetime Homes was developed by the Joseph Rowntree Foundation. It focuses on designing houses which build-in flexibility to adapt to people's changing lifestyles.

7.11 In addition, the Council will require that developments should respond to any up to date or emerging practice on energy efficiency.

SITE SPECIFIC REQUIREMENTS

7.12 The proposed uses and site specific design/development requirements for each site are set out below:

SITE 1A: SITE OF LOWER PART OF HOLDEN ROAD AND KING STREET

7.13 Size

0.42 hectares, (1 acre) approx.

7.14 General Uses

The site is proposed to be cleared of buildings and released for redevelopment. The Council wishes to see the site developed for new housing, incorporating a mix of types and forms to provide a diversity of housing choice. The aim is to bring in some higher value residential homes to buy, as well as to provide an element of high quality affordable housing to cater for existing residents (affected by demolition of their homes) who wish to stay within the neighbourhood. In this respect, a mixture of types and tenures of new housing, with properties to buy, rent and possibly on a shared equity basis should be brought forward. Details of the affordable element requirement for new housing and existing residents' requirements regarding housing types will be issued to prospective developers once confirmed and it is a requirement that these are incorporated.

7.15 Layout and Design

- Consideration must be given to the positioning of buildings and their scale so that a strong frontage is created on Clitheroe Road and that it relates well to the former Leeds and Liverpool public house building.
- It is essential that the design of the new housing is high quality and complements the surrounding housing, (which is a mixture of two storey terraced housing and bungalows), as well as the canal side buildings on the

Lob Lane Mill site. In this respect, a two and three storey development, incorporating a mix of family homes and townhouses with gardens will be considered.

- The layout of the development should also be sympathetic to surrounding buildings and be complementary to the redevelopment proposals for the Lob Lane Mill site. Particular consideration should be given in the layout to the former Leeds and Liverpool Public House building (now a private members bridge club) and its car park, which are to be retained.
- The layout of the site and design of the frontages should be designed in such a way that improves levels of security and natural surveillance of the street.
- A development which responds innovatively and positively to the contrasting changes in levels on the adjoining sites and seeks to maximise views out across to the open countryside and the surrounding hills is sought.
- The choice and detailing of materials for external walls, paving, fenestration and roofs should complement the character and appearance of the surrounding historic urban fabric. In this respect, the reuse of original site materials, such as the stone/slate from the demolition of the housing should be used and other traditional materials, such as natural stone and slate used. The local sourcing of materials is encouraged.
- Consideration should be given to bringing forward a high quality landscaping/boundary treatment scheme to improve the amenity of the area and to screen the railway. Any landscaping scheme adjacent to the railway line should nevertheless respect the operational requirements of the railway. In this respect, care should be taken in terms of choice of species of trees in any landscape strip.
- There may be the potential to comprehensively redevelop the site in conjunction with the adjoining Lob Lane Mill site, which is in private ownership; prospective developers may wish to explore the opportunity of this.

7.16 Highway Access

- The existing vehicular access points off Clitheroe Road could be used for simplicity and cost minimisation.
- Two access roads currently run through the site; rationalisation of these two roads should be considered, but must maintain both vehicular and pedestrian

access to the residential properties on upper Holden Road/King Street Terrace and to the Brierfield Bridge Club car park.

SITE 1B: LOB LANE MILL

7.17 Size

1.03 hectares, (2.56 acres) approx.

7.18 General Uses

The Council wishes to see a partial conversion/ partial redevelopment of the mill site for residential purposes, incorporating a mix of apartments and/or duplexes and town houses. If the developer was to bring forward other uses, such as a small café/restaurant type use (A3) in the mill complex in a canal side location, this would be looked upon favourably subject to it not undermining the town centre and it meeting Policy 25 of the Re-deposit Local Plan and any other planning requirements.

Outline planning consent for a residential scheme, involving the conversion of the canal side buildings and redevelopment of the single storey mill building was secured by the owner in July 2004.

English Heritage has advised that a townscape appraisal be carried out for the Lob Lane Mill site. This appraisal will be undertaken before finalising any detailed development proposals for the site.

7.19 Layout and Design

- A high quality development, which acknowledges the strategic nature of this canal side site at this prominent gateway into Brierfield, is sought.
- The Council strongly supports the retention and conversion of the canalside buildings which form the 4-storey element of the mill complex, for loft style apartments or duplexes. The design and detailing of the conversion should respect the architectural character of the building, whilst also being innovative and sensitive to its historic waterside location.
- The redevelopment of the single storey element of the mill complex and the adjoining land for a mixture of new housing, in the form of 2, 3 and possibly 4 storey town houses is sought.

- The design of the new build elements should be innovative and sensitive to their particular location and respect the scale and massing of existing neighbouring buildings, including the canal side buildings. They should be well designed, have interesting facades to the waterside and road frontages and avoid bland or blank elevations. In particular, the facades of any new build element on the canal frontage should be sensitively designed and respect the rhythm, proportions and vertical elements that characterise the mill frontage.
- The new build elements should be suitably urban in design, form and massing; and should complement rather than dominate existing structures.
- Careful consideration should be given to the positioning of the new housing, so that a strong development frontage is created along Clitheroe Road, so ensuring activity and surveillance of the street, and giving recognition to Clitheroe Road as a key route through the area.
- Consideration should be given to the careful conservation and integration of existing historic building features into the new development and conversion component. In particular, with regards to the 4 storey canal side buildings, the canopy feature, the multi pitched roof and the high windowed façades should be retained.
- Opportunities should be investigated for upgrading the canalside environment and increasing its attractiveness for leisure and recreation. The use of lighting to illuminate the canalside buildings as landmarks and to create an ambience will also be encouraged.
- The choice and detailing of materials for external walls, paving, fenestration and roofs should complement the character and appearance of the surrounding historic urban fabric. In this respect, the reuse of original site materials, such as the stone from the partial demolition of the mill should be used and other traditional materials, such as natural stone and slate used. The local sourcing of materials is encouraged.
- A development, which responds innovatively and positively to the contrasting changes in levels on the adjoining sites and seeks to maximise views out across to the open countryside and the surrounding hills, is sought.
- There may be the potential to comprehensively redevelop the site in conjunction with the adjoining site (Site 1A) which is to be cleared of properties and redeveloped for a range of new housing. The developer may wish to explore further the prospect of this with the Council.

7.20 Highway Access

- A new site access would need to be created either off Clitheroe Road or Holden Road, subject to Highway approval.
- Where possible any new access roads into the site should lead somewhere and link in with other streets, promoting integration and legibility. A cul de sac arrangement would be discouraged.

**SITE 2: SITE OF BERKELEY STREET, CLAREMONT STREET,
BELGRAVE STREET, VEEVERS STREET AND CANALSIDE LAND**

7.21 Size

1.29 hectares, (3.2 acres) approx.

7.22 General Uses

The site is proposed to be cleared of buildings and released for redevelopment. The Council wishes to see the site developed for a range of types and tenures of new housing, including affordable homes, homes for older/mature persons and larger homes for families to provide a diversity of housing choice. The aim is to bring in some higher residential values, as well as provide an element of high quality affordable housing to cater for existing residents (affected by demolition of their homes) who wish to stay within the neighbourhood. In meeting this affordable housing requirement, properties to buy at low cost, to rent and possibly on a shared equity basis should be brought forward. Details of the affordable element requirement and existing residents' requirements regarding housing types will be issued to prospective developers, once confirmed and it is a requirement that these are incorporated.

If the developer was to come forward with a scheme which included a small local convenience shop in an appropriate location on Clitheroe Road, it may be looked upon favourably, subject to it being in accordance with the Council's retail and town centre planning policies.

7.23 Layout and Design

- A high quality and innovative development is sought, which acknowledges the strategic nature of this prominent site at this gateway location into Brierfield.
- A mix of different types of residential accommodation (including townhouses, family homes, apartments and bungalows) is required that caters for existing residents (affected by the acquisition/demolition of their homes in the project area) who wish to stay within the neighbourhood, as well as meeting the needs and lifestyles of potential new residents. As highlighted above, details of the existing residents' requirements will be issued to prospective developers, once confirmed and it is a requirement that these are incorporated.
- Consideration must be given to the positioning of buildings and their scale so that a strong development frontage is created on Clitheroe Road.
- The design of the new development should be suitably urban in form, massing and detailing.
- In line with the principles outlined in the Leeds and Liverpool Canal Study (British Waterways 2003), the new buildings proposed along the canal edge should be innovative and sensitive to their location, be designed to high architectural standards and respect the height, massing and detailing of neighbouring buildings. In this respect, a development is sought along the canal edge to complement the adjacent mill buildings and should incorporate interesting facades to the waterside, which complement the waterside setting. Care should be taken to ensure that the development does not have an overbearing impact on the existing bungalows to the north of the site.
- A distinction between the public and private space along the waterfront should be made. A cohesive approach to the design of boundaries needs to be adopted. High walling and fencing will not be acceptable along the waterway edge.
- A development, which responds innovatively and positively to the contrasting changes in levels across the site and seeks to maximise views out across to the open countryside and the surrounding hills, is sought.
- The choice and detailing of materials for external walls, paving, fenestration and roofs should complement the character and appearance of the surrounding historic urban fabric. In this respect, the reuse of original site materials, such as the stone reclaimed from the demolition of the housing, should be used and other traditional materials, such as natural stone/slate used. The local sourcing of materials is encouraged.

7.24 Highway and Access

- The existing vehicular access points off Clitheroe Road could be used for simplicity and cost minimisation. Any new access points will have to meet visibility requirements.
- Veevers Street and Berkeley Street currently provide vehicular access through to properties on Chatburn Park Drive. The road network within the new development should continue to allow for traffic flow through to the properties on Chatburn Park Drive.
- The new road layout should promote permeability and be based on a straightforward pattern of streets; cul-de-sacs should be avoided where possible.
- The canal side land adjoining Lob Lane Bridge currently serves as a key entry point onto the canal towpath for pedestrians and cyclists. The development will be required to maintain pedestrian/cycle access from Clitheroe Road and provide appropriate access arrangements with regard to safety and security.

8.0 OTHER ISSUES AND CONSTRAINTS

Canal Side Environment

- 8.1 In accordance with the Leeds and Liverpool Canal Study (2003) opportunities should be investigated for upgrading the canal side environment and increasing its attractiveness for leisure and recreation. In appropriate locations, the use of lighting to illuminate the canal side buildings and the towpath will be encouraged. The long term maintenance costs of lighting the towpath would however have to be considered by the developer and explored with British Waterways. The provision of mooring facilities to encourage boater's use of the waterfront will be encouraged, as this will greatly add to the sense of place, character and activities of the area. Advice from British Waterways on developing this concept and to assess future viability and demand would need to be sought.

- 8.2 The Leeds and Liverpool Canal is a Biological Heritage Site (BHS). Artificial habitats such as aquatic and marginal vegetation are present in the canal, on the towpath and on the banks. In the light of the canal's status as a Biological Heritage Site, it is advised that the developers for Site 1B and Site 2 undertake a Phase 2 Habitat Survey on the land adjoining the canal and within the canal itself. The survey should also check for the presence of Water Voles and Great Crested Newts as a precaution. The developer will also be required to provide adequate information of how the development might affect any protected species and their habitat and what measures can be introduced to mitigate their impact. It is also advised that both Lancashire County Council's Ecologist and British Waterway's Ecologist be consulted on future development proposals for the Lob Lane Mill site (Site 1B) and the land adjoining the canal within Site 2 at the planning application stage.

Highway and Access Issues

- 8.3 Any new road layouts and access positions are required to meet standards laid down in Design Bulletin 32 and its Companion guide 'Places, Streets and Movement'. All newly modelled streets and roads within the residential developments will have to be 20mph zones and be traffic calmed accordingly. The responsibility for the cost of implementing the traffic calming measures lies with the developer.
- 8.4 The resurfacing of existing and new footways within the developments or adjoining the developments will be held to be the responsibility of the developer. A high quality surface treatment for footways (including paving where practical) along prominent frontages will be sought. Developers should also give consideration to using porous pavements and road surfaces, where the more traditional Sustainable Drainage Systems (SuDS) are not appropriate.
- 8.5 Pendle Council's Highways Engineer has advised that a Green Travel Plan should be done for the whole area to appraise links to sustainable means of transport. The Council's HMR Team will explore the procurement of this.

Car Parking

8.6 The standards laid down in Pendle's Local Plan (Re-deposit) on parking provision should be followed. The standards, which are maximum figures, relating to residential (C3) are as follows:

Single Dwellings: - 1 parking space per dwelling

Sheltered housing: - 1 parking space per 3 dwellings

Family: 2 or 3 bedroom dwellings - 2 parking spaces per dwelling

Family: 4 + bedroom dwellings – 3 parking spaces per dwelling

For proposals of 30 plus dwellings average parking spaces per dwelling should equal 1.5 spaces.

8.7 The requirements are reduced on a pro rata basis, depending upon the accessibility score of a development. Opportunities to increase the accessibility of a site and thereby reducing levels of parking on the housing development site should be explored.

Statutory Services and Culverts

8.8 Developers need to be aware that there is a 500mm diameter, 5m deep culverted watercourse (known as the Sefton Street river) that passes under Sites 1A and 1B and that this should be taken into account in the layout of any development. This private culvert is classed as a Critical Ordinary Watercourse. Developers are advised to consult with the Environment Agency about this culvert and the implications it could have for the development.

8.9 Developers must satisfy themselves as to the location of all-statutory services and sewers affecting the sites and any requirement for their closure or diversion. They are advised to check for such services at the earliest point in the design process. From initial investigations, several public sewers cross the sites and permission to build over these will not be given. An access strip of no less than 6 metres wide, measuring at least 3 metres either side of the centre of the line of the sewer, for maintenance or replacement will be required.

8.10 The cost of any new supplies or diversions will be the responsibility of the developer. United Utilities have advised that the sites be drained on a separate system with only foul drained into the foul sewer. Surface water should discharge to the watercourse/soakaway/surface water sewer, but may require the consent of the

Environment Agency. No surface water should discharge into the canal. As it is unclear if the existing sewer network has the capacity to accommodate the new developments, flow investigations will be required before this can be confirmed.

- 8.11 In respect of Site 1B, there is an electricity sub station adjoining it. United Utilities have advised that the developer should ensure that maintenance and access is maintained for United Utilities. Furthermore, United Utilities have advised that care should be taken in the planting of trees near to the substation, as well as overhead lines and underground cables. The planting of deep rooted trees should be avoided near electricity apparatus.

The East Lancashire Railway Line

- 8.12 It is recognised that the East Lancashire Railway Line between Preston and Colne has significant potential. In recognition of this, a Community Rail Partnership⁷ is being developed to promote the use of the railway and develop its potential.

- 8.13 Network Rail has advised that any new development must respect the operational railway that forms the eastern boundary to Site 1A. Developers should be aware that in connection with this site, no children's play area or significant open space should be provided adjacent to the railway. Network Rail have also advised that they wish to be consulted and involved in the approval process for any detailed landscaping scheme adjacent to the railway line that comes forward as part of the redevelopment.

Contaminated Land

- 8.14 The Council's contaminated land records shows there to be large pockets of historical contamination, which are concentrated on the Lob Lane Mill Site (Site 1B). There is no contaminated land shown for Site 1A and Site 2 on the Council's records.

- 8.15 Any planning application should be accompanied by a survey showing the type and extent of any contamination and a scheme of measures necessary to either remove the contamination or make the land suitable for the end use. The Environment Agency has advised that no development should take place on the Lob Lane Mill Site (Site1B) until any contamination has been satisfactorily remedied.

⁷A Community Rail Partnership is being developed by LCC, ELP, Blackburn with Darwen and Northern Rail.

Landscaping and Trees

- 8.16 High quality, well detailed landscape and boundary treatments which will enhance the visual appearance and setting of the developments are required. The treatments should use simple robust details, sympathetic to the character of the area. In respect of Site 1A, any landscape scheme alongside the railway should consider appropriate species of trees, so that problems are not caused by autumn leaf fall on the tracks and as highlighted above, Network Rail would wish to be consulted on the details of any scheme alongside the railway. Furthermore, developers should in drawing up detailed landscape schemes give consideration to their long term sustainability and arrangements for future maintenance should be determined and agreed in advance with the Council.
- 8.17 The developments should also cater for the retention of existing trees where possible. In particular, the mature trees along the Clitheroe Road frontage should be considered for retention for their townscape and amenity value. Further planting of native trees to form a formal avenue along Clitheroe Road should also be brought forward to reinforce the route as key gateway into Brierfield. Where appropriate, native trees should be introduced along existing or new roads/streets and within any internal courtyards, squares or gardens. Trees to be planted should be semi –mature and where practical should be planted early on in the development process to achieve an established setting for the new development.
- 8.18 Careful consideration should be given to the planting of trees near electricity apparatus. United Utilities have advised that the planting of deep rooted trees should be avoided in the vicinity of underground/overhead utility services.

Protected Species

- 8.19 A resident has drawn the Council's attention to the presence of bats, (which are a protected species) in the vicinity of the canal to the north of Lob Lane Bridge within Site 2. Given that the possibility of bats may be present, a bat survey should be undertaken under the advice contained within Planning Policy Guidance Note 9.
- 8.20 As highlighted above, a survey should also be undertaken to check for the presence of Great Crested Newts which are also a protected species and Water Voles on the sites (Site 1B and Site 2) within the vicinity of the canal. Prospective developers are

advised to consider the issue of protected species at an early stage in the development process. Further advice on this issue should be sought from English Nature.

Access for Disabled Persons

- 8.21 The developments are required to meet as a minimum the requirements for disabled access as set out in Part M of the Building Regulations. In accordance with the Sustainability Development Framework (produced by Elevate), the developments should also seek to achieve Lifetime Homes standards, which focuses on building in flexibility into new housing so that homes can easily be adapted as peoples' lives change.
- 8.22 Where new access or alternative access points or linkages are to be provided to the canal side and towpath, the principles of 'Access for All' should be promoted and considered.

Archaeological Record of the Sites

- 8.23 Lancashire County Council have recommended that an outline record (RCHME level 1) should be undertaken of the houses and buildings on Site 1A and Site 2, prior to the demolition works commencing on site. The cost of commissioning this survey and record of the houses will be required to be met by the developer. Similarly, the County Council have advised that a full building record be undertaken for the Lob Lane Mill site, before development works commence. This requirement was attached as a condition to the current outline planning consent and will be considered as a condition on any future planning applications.

Planning Benefits

- 8.24 The aim of the Planning Brief is to enable the regeneration of the Brierfield Canal Corridor to go forward in accordance with the requirements outlined above and to ensure that any development meets the objectives of the Pendle Local Plan and the needs of the public and other stakeholders. The Brief also gives the opportunity to establish any necessary planning benefits at an early stage taking into account the needs and requirements of corporate and other stakeholders. There is a balance to

be struck between the need for schemes to mitigate the impacts which they give rise to, and the contribution they make to Pendle as a whole and the promotion of its economic prosperity. Pendle recognises that in order for development to be sustainable, social, economic and environmental benefits must also be delivered to the Borough as a whole. Planning benefits are seen by Pendle as one of the key ways to deliver sustainable development and to meet the needs of neighbourhoods, residents, workers and visitors, as well as achieving an efficient and high quality environment. Planning benefits can be secured through planning conditions or planning obligations (Section 106 Legal Agreements)

8.25 The following list provides details of the type of planning obligations which may be sought in the redevelopment of the three key sites within the Brierfield Canal Corridor. These are not in order of priority and they will of course be dependent upon the type of development that comes forward:

- Highway improvements
- Improvement to playgrounds
- Travel plans and public transport improvements
- Public Realm improvements, including improvements to the canal side environment and corridor
- Environmental improvements
- Provision of public art

9.0 THE WAY FORWARD AND FORM OF PLANNING APPLICATIONS

9.1 This Brief has set out the range of proposals affecting the Brierfield Canal Corridor Area, the changing policy context and provides guidance for developers in drawing up proposals for the redevelopment of the three sites within the Brierfield Canal Corridor.

9.2 The presumption is for each application to be submitted as a detailed application with a 'Design Statement', together with any other supporting information or studies. The Design Statement should include:

1. A brief appraisal of the local context.
2. A brief review of relevant policy guidance and regulations

3. A vision statement of the area
4. A feasibility appraisal
5. Key design principles
6. Delivery through the development process

9.3 Officers will negotiate on the basis of this brief and the policies contained within the Pendle Local Plan on all proposals prior to submission and will encourage early discussion between all key stakeholders and residents.

10.0 CONTACTS AND FURTHER INFORMATION

10.1 Housing Market Renewal Team

The person to contact in the first instance about any aspect of this brief is:

Julie Palmer HMR Snr. Regeneration Officer 01282 661396

Other Contacts:

Julie Whittaker HMR Coordinator 01282 661320

10.2 Planning and Building Control

Neil Watson Planning Manager 01282 661706

Christine Douglas Planning Policy Manager 01282 661718

Daniel Hartley Development Control Manager 01282 661377

10.3 Further Information

Further information about Housing Market Renewal can be obtained from the Council's website and Elevate's website.

www.pendle.gov.uk and related links to Housing Market Renewal

www.elevate-eastlancs.co.uk

Other useful links for information are:

www.odpm.gov.uk/sustainablecommunities

www.cabe.org.uk

www.buildingforlife.org

www.bre.co.uk

11.0 Map References

11.1

Map Number	Map Title
1	Planning Brief Area – Location Plan
2	Site 1A – Site of Lower Holden Road & King Street
3	Site 1B – Lob Lane Mill Site
4	Site 2 – Site of Berkeley Street, Claremont Street, Belgrave Street, Veevers Street and Canal side land
5	Context Plan

11.2 References

Brierfield ADF, April 2004

Pendle Local Plan, Adopted January 1999

Pendle Local Plan Re- Deposit, April 2005

Leeds & Liverpool Canal Corridor Study, Consultation draft, February 2003

Pendle's Canal Corridor Strategic Framework

Better by Design – DETR/CABE, May 2000

Urban Design Compendium, English Partnerships, August 2000

Lifetime Homes, Joseph Rowntree Foundation

EcoHomes 2005 guidance - Building Research Establishment - (BRE)

Lob Lane Shed, RCHM/English Heritage Survey, 23 November 1998

BRIERFIELD CANAL CORRIDOR HOUSING PROJECT



PLANNING BRIEF AREA

MAP 1



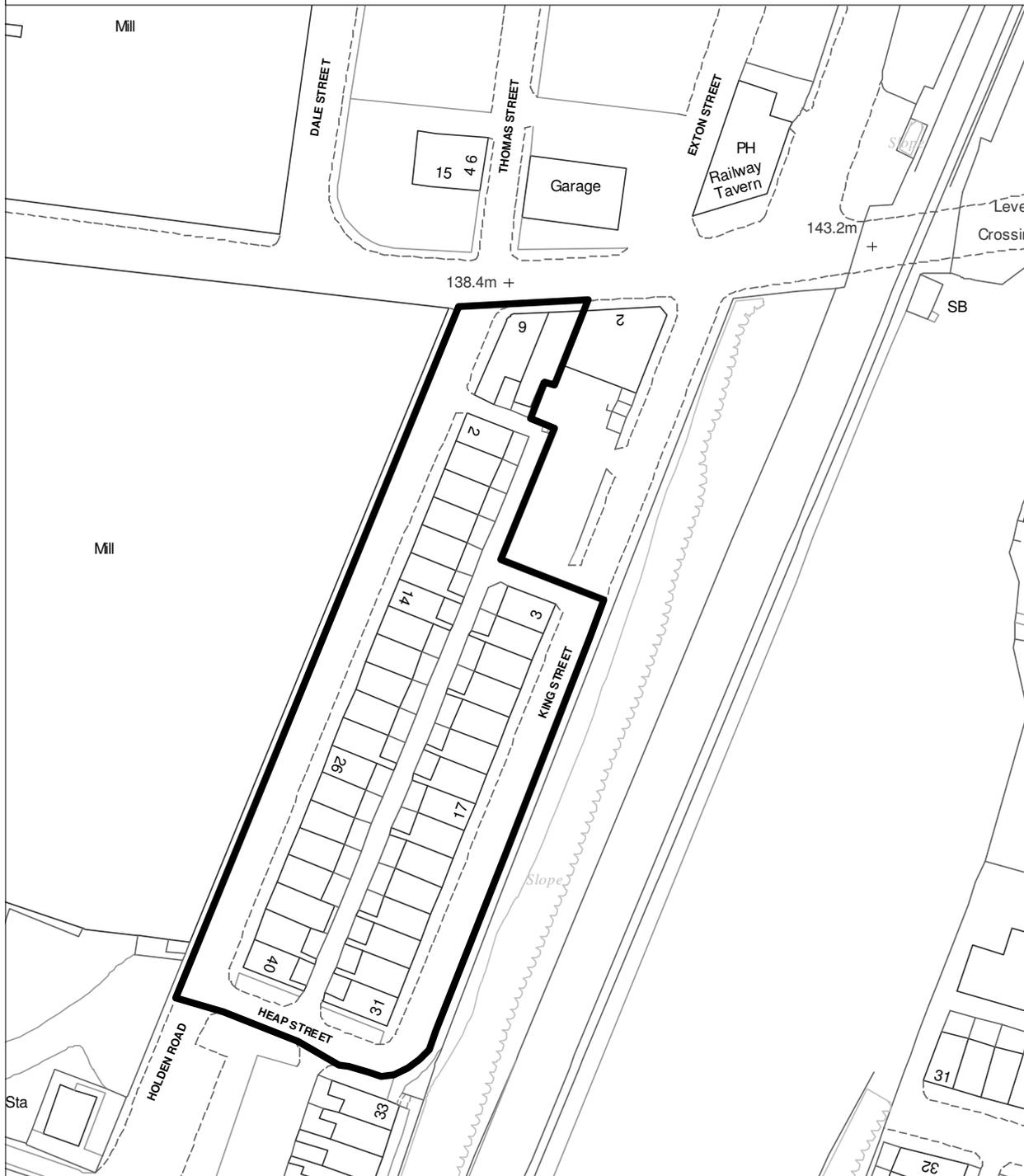
BRIERFIELD CANAL CORRIDOR HOUSING PROJECT

Site 1A - Site of Lower Holden Road & King Street



SITE AREA - 0.425 Hectares (1.050 Acres)

MAP 2



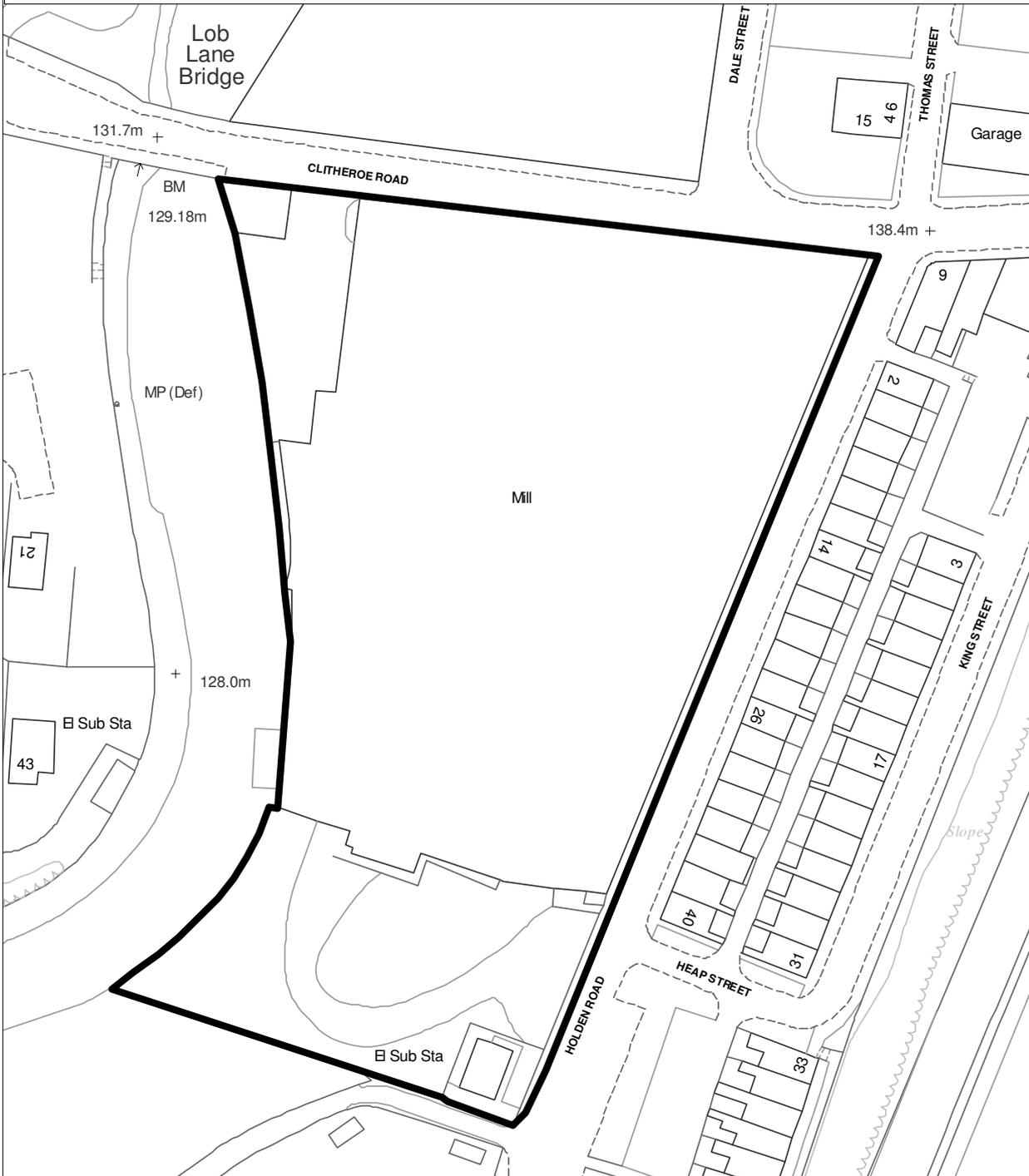
BRIERFIELD CANAL CORRIDOR HOUSING PROJECT

Site 1B - Lob Lane Mill Site



SITE AREA - 1.038 Hectares (2.564 Acres)

MAP 3



BRIERFIELD CANAL CORRIDOR HOUSING PROJECT

Site 2 - Site of Berkeley St, Claremont St, Belgrave St, Veevers St and Canal Side Land



SITE AREA - 1.297 Hectares (3.206 Acres)

MAP 4



