

# Pendle Local Plan

## Evidence Base



## Strategic Employment Land Site Allocation

December 2013



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## **Strategic Employment Land Allocation**

### **Site Selection**

#### **Introduction**

- i The Council has undertaken and is consulting on its Employment Land Review (“the ELR”) as part of the evidence base for its Core Strategy. This identifies that there is a need to find 18.23 ha of additional employment land over the plan period. The evidence also points to there being a need to allocate a strategic employment site ahead of the Development Management and Land Use Allocations DPD – Part 2 of the Local Plan. This should be located in the M65 corridor.
- ii The ELR has undertaken a broad review of potential new employment sites. The results of this are shown in table 1 below. The evaluation of the optimum site for a strategic site is an important one, particularly as the site which is ranked the highest is located in green belt.
- iii The Council is proposing to undertake a strategic review of the green belt at part 2 of the Local Plan when allocations will be proposed. However there is a need to consider in more detail the site that will be put forward as the strategic employment site, assessed against other possible sites. The impact on the green belt needs to form an integral part of that assessment process. The assessment that has been undertaken clearly shows that Lomeshaye extension is the optimum one in the context of those sites that lie in green belt.
- iv The conclusion reached in this assessment re-affirms the scoring set out in the ELR in that the optimum site is the land west of the existing Lomeshaye Industrial Estate. This is backed up by the green belt assessment. This involves redrawing the settlement boundary and a loss of a section of the green belt. The site however is an essential one for the long term economic and social development in Pendle. The loss of this section of green belt would not have an impact on the overall role of the green belt and the harm caused would be significantly outweighed by the benefits the development would have for the Borough.

### Table 1

## PENDING EMPLOYMENT AND REVIEW 2013 STAGE 3 SITE APPRAISAL

## ADDITIONAL SITES

SITE DETAILS			SITE ASSESSMENT AND SCORING																																																				
RESPONSE	SITE NAME & ADDRESS	TOWN	POSTCODE	SCHEDULE INFORMATION		QUANTITY OF BUILDING PERMITS		STRATEGIC ZONES	MARKET CONTROL / PROTECTION ZONING										CONVERSION / USE CHANGES					ESTABLISHED BUILDINGS (INDICATES PRESENT)					ACCESSIBILITY	SPECIAL POL. / DESIGNATED		SOCIAL RESEARCH / POLICY		OTHER POLICY		M	S	R	SCORING			OVERALL RECOMMENDATION	COMMENTS												
				U1	U2	U3	U4		U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24		U25	U26	U27	U28	U29	U30				U31	U32	U33			U34	U35	U36	U37	U38	U39	U40					
M01	M01 Site A	London	EC1A 1BB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M02	M02 Site B	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M03	M03 Site C	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M04	M04 Site D	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M05	M05 Site E	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M06	M06 Site F	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M07	M07 Site G	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M08	M08 Site H	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M09	M09 Site I	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M10	M10 Site J	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M11	M11 Site K	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M12	M12 Site L	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M13	M13 Site M	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M14	M14 Site N	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M15	M15 Site O	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M16	M16 Site P	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M17	M17 Site Q	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M18	M18 Site R	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M19	M19 Site S	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M20	M20 Site T	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M21	M21 Site U	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M22	M22 Site V	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M23	M23 Site W	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M24	M24 Site X	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M25	M25 Site Y	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M26	M26 Site Z	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40	U41	U42	U43	U44	U45	U46	U47	U48	U49	U50	Overall	Major
M27	M27 Site AA	Edin	EH1 1AB	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12	U13	U14	U15	U16	U17	U18	U19	U20	U21	U22	U23	U24	U25	U26	U27	U28	U29	U30	U31	U32	U33	U34	U35	U36	U37	U38	U39	U40												

## Index

Identifying the Sites Initial Sifting	6
Site Appraisal Methodology	7
<b>The Sites</b>	
<b>Lomeshaye</b>	
Analysis of the site against the assessment criteria	10
Green Belt assessment	17
Visual Assessment	22
Site scoring	25
<b>Heirs House Road</b>	
Analysis of the site against the assessment criteria	28
Green Belt assessment	33
Visual Assessment	36
Site scoring	39
<b>Barrowford Road</b>	
Analysis of the site against the assessment criteria	42
Green Belt assessment	47
Visual Assessment	50
Site scoring	53
<b>Land North of Foulridge</b>	
Analysis of the site against the assessment criteria	56
Visual Assessment	61
Site scoring	64
<b>Greenhead Lane</b>	
Analysis of the site against the assessment criteria	67
Green Belt assessment	70
Visual Assessment	72
Site scoring	75
<b>Study Conclusions</b>	78
Delivery of Lomeshaye	79

## **List of Appendices**

- A Site Scoring Criteria
- B Highway Advice on Lomeshaye
- C Lomeshaye Environmental Report
- D Heirs House Environmental Report
- E Barrowford Road Environmental Report
- F Land North of Foulridge Environmental Report
- G Greenhead Lane Environmental Report
- H Flood Risk Assessment

## **Identifying the Sites to Be Considered**

- 1.1 Table 7.6 of the ELR details additional sites that have been identified to be included in the future supply of employment land. These have been identified in a number of ways. Representations have been made on some sites whilst others have been identified by economic development and planning officers reviewing potential options in the Borough. The selection of the sites follows the strategic approach to the development of the Borough as set out in the Core Strategy. The strategic approach is that the focus of development should mainly be in the M65 corridor which has the main settlements and has the main road and rail links serving the Borough.
- 1.2 The existing pattern of development in the M65 corridor is such that there are no sites that have been identified that are currently available for development of a scale that would fit in with the need for a strategic employment site. A new site is therefore needed to fulfil the needs of the Borough.
- 1.3 Due to its undulating topography, Pendle has a limited supply of sites that may be suitable for employment development of any scale. Sites have been identified using officers' in-depth knowledge of the Borough and utilising a methodology which considered accessible zones around the M65 and proposed A56 bypass, where sites would need to be sustainably located to be marketable and suitable for modern commercial development without adversely affecting the amenity and highway network of the Borough.
- 1.4 A strategic site needs to be of sufficient size to deliver the quantum of development that would lead to a change in the delivery of new businesses in the Borough. Sites that can deliver a small number of units would not be sufficient to individually affect the economic performance of the Borough or meet the economic needs identified. Sites under 10 ha have therefore been excluded as not being large enough to meet the identified needs. Six sites remained after excluding sites not large enough. These were

E137	Land West of Lomeshaye Industrial Estate	30.59ha
E139	Land at Heirs House Lane	19.66ha
E235	Land Off Colne Road	21.41ha
E124	Land at Trough Laith	12.96ha
E234	Land North of Foulridge Wharf	24.59ha
E115	Land off Greenhead Lane	29.52ha

- 1.5 E124 is proposed by the Council to be allocated as a strategic housing site. This is therefore excluded on the basis that it is proposed for another purpose. This leaves 5 sites that are analysed in more detail for their suitability.

## **Site Appraisal Methodology**

### **2.1 Site Appraisals**

**2.2** An assessment of the five sites using a bespoke assessment matrix has been undertaken. This has been developed by reference to the ODPM 'Employment Land Reviews' guidance note (2004) and the selection criteria contained at Appendix E of that document. This has been augmented by a more detailed appraisal of the green belt and an overall analysis of the results. A landscape visual assessment has also been undertaken. It has been completed by undertaking site visit and reviewing the Council's records. Environmental research undertaken by RPS has been included for four sites. An additional assessment has been undertaken for Greenhead Lane. The detailed methodology has included:

**a. A planning policy assessment of each of the sites**

A desk based assessment of each site against the Adopted Replacement Pendle Local Plan (2006) ("the Local Plan") and the policies of the National Planning Policy Framework ("the Framework"). It considers policy constraints and opportunities, and their impact on development prospects.

**b. A landscape assessment for each site**

A survey of all the sites was carried out to determine whether the use of any of the sites for industrial/employment use was likely to have any significant impacts on the surrounding areas visually or on the landscape character of the area. The survey was carried out in accordance with the methodology set out in Section 6 of the 'Guidelines for Landscape & Visual Impact Assessment – 2nd Edition' (The Landscape Institute and the Institute of Environmental Assessment). This assessed the current landscape position and the consequent potential impact of development on the site with respect to nearby receptors and the open countryside. This has been undertaken through a site visit and visual observation, allied with photographic analysis. Potential development parameters (e.g. height and type of buildings, likely site access and arrangements etc.) have been devised from reasoned assumptions as to how the site might be developed based on consideration of the type of occupiers currently represented in the Borough's industrial areas and review of the recently built employment units at the West Craven Business Park and Lomeshaye estate. The study assumes that the following would be typical for a commercial development:

1. a 40-50% site cover;
2. 10% office space and the balance being storage and production space;
3. Steel portal frame buildings would be appropriate with cladding and eave heights of 5-6m.

The Landscape Assessment has followed the Guidelines and has undertaken a level of assessment appropriate for the identification of a site. The basic characteristics of the landscape have been considered and a review of the

likely constraints. Site visits and photographs have been taken of each site to help inform the baseline study.

The extent of the visibility of the site has been assessed and principal representative viewpoints considered. The likely effects of the development have been considered and the nature of those impacts. Cumulative effects are also assessed.

The assessments have been proportionate to the consideration of the issues at this site identification stage.

The assessments will need to be supplemented by specific individual assessments should any site come forward for development. That will be undertaken at the planning applications stage.

**c. An accessibility assessment**

This considered access by all modes of travel and sustainability, through a site visit to consider walking/cycling distances to nearby facilities, as well as research into bus/train access (destinations and frequency), and highway access. Accessibility has been assessed against standards set out by the Institute of Highways and Transport (IHT) or other appropriate models.

Distances are calculated from the centre of the site unless otherwise stated (e.g. following roads or other access from the closest bus stop to the site edge then straight to the site centre).

**d. An assessment of the impact of development on surrounding uses**

This assessed the likely impact of employment development on the site and surrounding land in land use, noise, traffic and environmental terms, in particular impact on residential amenity.

**e. Consideration of topographic constraints for each site and their implications for redevelopment**

Through site visit visual inspections and consideration of Ordnance Survey maps, the impact of topography has been assessed on the use of the land, potential developable area, and the impacts this might have in respect of finished floor levels and visual impact.

**f. An assessment of the likely site environmental constraints**

A previous study on sites was undertaken by Indigo Planning. Information from that study has been used to consider whether there are any constraints on four of the sites that would affect their suitability for development. A supplementary assessment for Greenhead Lane has been undertaken in line with the Indigo assessments. The Indigo study has been considered to assess whether any material changes to the sites has occurred in the intervening period. The assessments include:

- A comprehensive review of historical site activities;

- An assessment of the environmental setting of each site;
- Consultations with statutory and non-statutory bodies with pertinent information in respect of the properties;
- A review of all previous environmental reports made available at the time of this report;

Production of individual reports for each site contains a robust Qualitative Environmental Risk Assessment. The acceptability of each site from an environmental risk perspective is considered, with respect to all environmental risk issues identified. Where significant environmental risk issues have been identified, further work is identified.

**g. An assessment of the economic benefits associated with the development of each site**

This work has assessed the economic impact of the development of each site for appropriate employment use in respect of likely job creation and investment to the area.

**h. A market assessment of the attractiveness of each site for development**

An initial view has been taken of the viability of each site and the likelihood of it being developed. This has been developed taking into account the viability assessment produced by Colliers for the Council.

**i Impact on green belt**

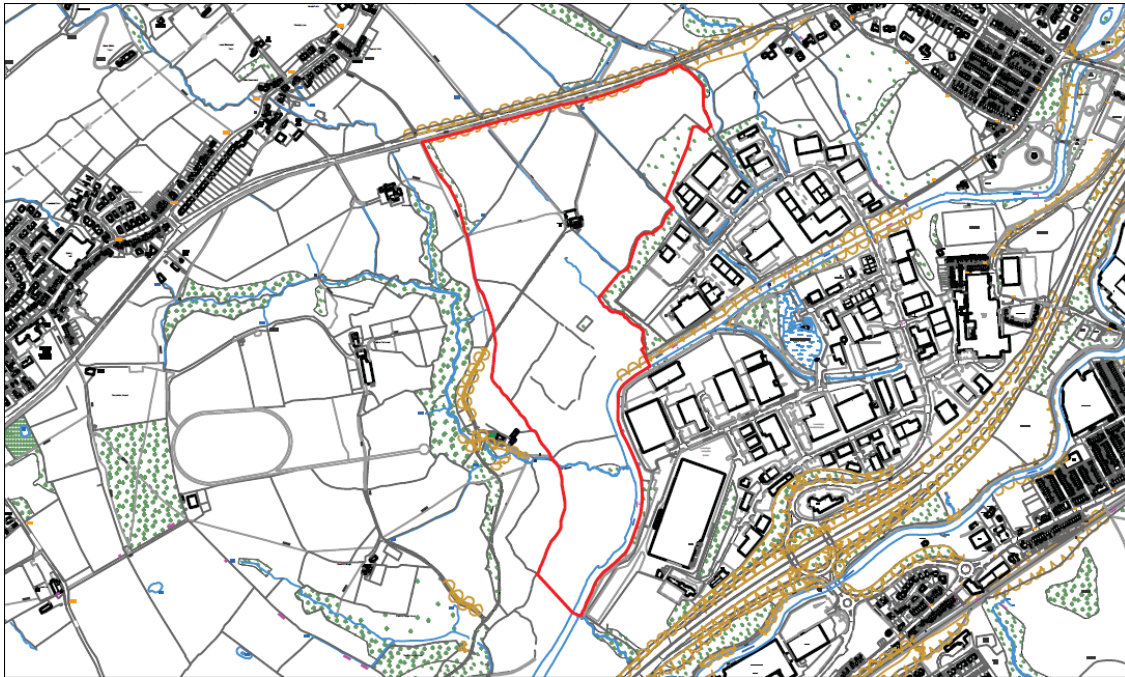
Four of the five sites put forward lie in designated green belt. This is a significant constraint that needs to be assessed against the other criteria. The assessment considers the sites against the five purposes of green belt set out at paragraph 80 of the Framework:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns;
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

2.3 The next stage comprised a comparative assessment and scoring of the sites (qualitative and quantitative) so that they could be ranked against all the factors set out above. This provides the basis for selecting the optimum site.

# The Sites

## Land West of Lomeshaye Industrial Estate



### Policy

- 1.1 The planning policy context is set by two principal documents. In the absence of the recently abolished Regional Spatial Strategy for the North west the development plan now comprises of the saved policies of the adopted Replacement Pendle Local Plan 2006 and an adopted Area Action Plan for Bradley. The AAP has no bearing on this site.
- 1.2 The site lies outside of the Local Plan settlement boundary in open countryside. It is located in the green belt on land which otherwise has no designation.
- 1.3 The Local Plan protects the Borough's Area of Outstanding Natural Beauty ("AONB") under Policy 2. This seeks to protect the setting of the AONB and seeks to ensure new development does not detract from the natural beauty of it. Policy 3 refers to green belt and indicates that inappropriate development would not be allowed in it.
- 1.4 Adjacent to the site are locally designated sites of ecological value. To the west is a Biological Heritage Site designated by LCC, English Nature and Lancashire Wildlife Trust. A second BHS is situated to the south west of the southern end of the land. Policy 4C seeks to protect, conserve and where possible enhance sites of conservation value. The importance of wildlife

corridors is recognised under Policy 4D. The Local Plan recognises the importance of trees and woodlands in policy 14.

- 1.5 Water issues are recognised under policies 6 and 6 of the Local Plan. On sites that may be susceptible to flooding alleviation measures are required under policy 6 as is the use of Sustainable Urban Drainage Systems. Policy 7 seeks to protect the areas water resources.
- 1.6 Good design is sought under policy 13 of the Local Plan but there are no specific design requirements contained in the policy.
- 1.7 New sites are expected to have adequate landscaping as set out in policy 16. This includes the use of existing contours, trees watercourses etc.
- 1.8 Policy 23 of the Local Plan sets broad locational criteria for new development. Although the policy does not relate specifically to the allocation of new employment land it sets out that new businesses should be located near to shopping centres and transport hubs.
- 1.9 The land is in a minerals safeguarding area protected under policy M2 of the adopted Joint Lancashire County Council Minerals and Waste Local Plan.

### **The Framework**

- 1.10 Nationally the suite of planning policies that existed have been replaced by the National Planning Policy Framework (“the Framework”). This makes clear that sustainable development should be encouraged and sets out that the view of what is sustainable development is set out at paragraphs 18-219. The document needs to be read as a whole but there are some key policy points that need to be set out here.
- 1.11 Sustainable development has three dimensions to it those of an economic, social and environmental role. These three strands need to be seen together and a balanced view of what sustainable development is in a particular case assessed with these three broad dimensions in mind.
- 1.12 Part 1 of the Framework gives a commitment to grow a strong and competitive economy. Councils are expected to be proactive in meeting the needs of business.
- 1.13 Transport is important, particularly in terms of promoting sustainable transport. Paragraphs 9 -41 set out the Framework’s policies for this. Good design of all development is important as set out in part 7.
- 1.14 Part 9 deals specifically with the protection of green belt land. The extent and location of green belt should be set in Local Plans. The boundary of green belt should only be altered in exceptional circumstances through the preparation of Local Plans. In reviewing green belt boundaries account must be taken of the need to promote sustainable patterns of development.

- 1.15 The challenges of climate change are recognised in part 10 and of the need to reduce greenhouse gas emissions. Conserving our natural and historic environments are considered in parts 11 and 12.
- 1.16 Local Plans are pivotal documents for promoting sustainable development in an area. They should set out strategic priorities and deliver the homes and jobs needed in an area. An appropriate evidence base should be used and sites should be allocated bringing forward new land where necessary.

### **Landscape and visual impact**

- 1.17 The site lies in an area classified as being in the industrial foothills of the Calder Valley in the Lancashire County Council Landscape Character Assessment 2000 ("the LCA"). The character type is assessed generally as being a well-populated landscape of modest scale with a mature established pattern of development. It has generally a moderate sensitivity to change.
- 1.18 The site sits in a mixed landscape setting. This mixed setting means that there are no uniform defining patterns in the locality which define the landscape character of the site. To the south the setting is heavily influenced by the M65 and the settlements of Brierfield, Nelson and Colne. To the north lies the village of Fence that is very much rural in nature. Pendle Hill lies in the Forest of Bowland AONB ("the AONB") and forms the backdrop to the site when viewed from across the valley to the south. Pendle Hill cannot however be seen directly from the site itself as the hills to the north obscure direct line of sight.
- 1.19 On site landscape elements mainly comprise of the field boundaries which contain naturally occurring trees in between the hedges that define the field boundaries. The site has a lower flat area that site adjacent to Pendle Water on the lower western side. Lying across this section is a line of mature trees.
- 1.20 A steep central section is followed by the upper northern side which is undulating. It has a steep sided sylvan gully on its western edge which frames the site from this direction. This is a tree lined gully and this is an important element and one of the elements that defines the wider landscape character.
- 1.21 To the east the upper northern side is gently undulating and is interspersed with hedges. To the east the land drops off sharply down towards the existing industrial estate to the south. A wooded area separates the two and this is an element of the landscape, alongside the woodland to the west that is a prominent element in the landscape.
- 1.22 There is a farmhouse and buildings located centrally in the upper plateau.
- 1.23 The landscape character of the area is influenced by a number of factors. The lower section adjacent to the river has no distinct natural features and is very much influenced by the large buildings on the adjacent industrial estate. Photograph 2 shows that the lower section would be visible from the M65. The dominating features are the industrial building on the south of this section of the site and the steep land outcrop to the west. The land outcrop masks the

rest of the site from views along the approach from the M65. The existing industrial building is the dominating landscape feature from this direction.

- 1.24 When the site is viewed from higher distant vantage points to the north it is set against the urban backdrop of the Brierfield –Colne urban area and would be characterised as being dominated by the built form of the towns from these areas.
- 1.25 The site is relatively self-contained from the west and eastern approaches (viewpoints 2,3,4). Natural topography and screening make the site less sensitive to change from these directions.
- 1.26 The upper plateau has hedges on it and is farmed. It is visually associated with both the industrial estate to the south and the open countryside to the north.
- 1.27 The principal visual impacts are the views towards the site from the southerly direction (viewpoint 1). Here the foreground is framed by the existing industrial estate which gives the lower sections an industrial landscape as a baseline. The transition is then from a distinctly industrial setting to a rural setting with Pendle Hill and the Forest of Bowland AONB in the background. The views are from within the urban area towards the settlement of Fence.
- 1.28 Views across to the site from the urban areas to the south and the impact it would have on public views are heavily influenced by the existing street patterns. Views across to the site from the urban areas are significantly constrained by the tight urban grain of the Victorian terraces. This results in views across that are intermittent except from the highway network to the immediate south of Junction 12 of the M65.
- 1.29 The development of the land by industrial buildings would be most dominant from the lower land and roads adjacent to the motorway. This is due to the higher northern sections of the site being more prominent from the lower vantage points. The more elevation is gained from the south the more compacted the landscape appears with the existing industrial estate.
- 1.30 There is then a visual delineation between the north of the site and the rising hillside beyond. The site is more closely visually associated with the foreground of the industrial estate. The transition between the upper slopes of the site and the hills beyond form a natural break in the landscape. This would mean the industrial units would be associated with the foreground of the existing industrial estate and not directly with the AONB and rising land beyond.
- 1.31 The changes in the upper sections of the site in terms of landscape and visual effects would be harmful to the landscape. Structural landscaping would be needed to assist in the transition from the lower sections dominated by the existing industrial setting to the open countryside and generally open fields on the northern plateau.
- 1.32 Viewpoint 5 is a photograph which shows the landscape when seen from the hills above Nelson from the south. The site would sit well within the urban

landscape of the wider urban area. This is particularly when the settlement of Fence is seen as a man made urban feature beyond.

- 1.33 The sensitivity to change in the landscape increases from the lower to the upper sections of the site. The landscape is green belt and has a high value. This needs to be set against the landscape being influenced by the existing industrial estate and urban area and that the impacts would be seen from a relatively narrow section of the public landscape when set against the theoretical range of the site's visibility from the south. Whilst the change in the on site characteristics would be significant the overall impact on the landscape would be localised and moderate. There would be a need to undertake structural landscaping to integrate the development into the landscape and to provide a context with the woodland areas which adjoin it to the west and east.

### **Impact on Surrounding Land Uses**

- 1.34 The site is located on major transport routes and away from residential properties. There is a farm in the middle of the upper plateau and isolated farms on the western side outside of the site boundary. Noise would need to be considered at these properties.
- 1.35 Light would be able to be controlled to mitigate any impacts on the isolated residential properties.
- 1.36 Care would need to be taken to mitigate against any impacts on the ecological area found to the west.
- 1.37 With adequate screening an industrial estate would be compatible with farming surrounding.

### **Topographical Considerations**

- 1.38 The site's topography comprises two plateaus that might be developed, one by Pendle Water to the south adjacent to the existing industrial estate, one at the northwest corner of the site bordering the A6068. In between is a steep escarpment. The topography makes development of the middle section of the site difficult, and also restricts the ability of highway access to serve the top part of the site from the existing industrial estate. Work has been undertaken to assess the feasibility of developing the central area and having a road linking the two areas. That has confirmed that it is technically feasible to develop the upper, middle and lower sections with a highway link.
- 1.39 The middle section could be developed but there would need to be a high degree of earth works with retaining structures. There would also need to be an appropriate landscaping scheme to integrate the development into the landscape of the area successfully.
- 1.40 Development on the lower plateau of the site, adjacent to Pendle Water, would certainly be less visible. Development on the upper plateau (adjacent to A6068) whilst it could be screened from the road by a broad strip of structural landscape planting and the existing thick hedge and bank (the road is lower than the site), it would be highly visible from directly across the valley from the

motorway and town, as it steps up the hillside. The topography makes natural screening from this direction difficult.

- 1.41 Overall, approximately 50% of the site is developable with a high degree of structural landscaping needed.

### **Accessibility and Sustainability**

- 1.42 In highway terms, the site is reasonably accessible, being located very close to the M65 motorway (J12 and 13) and the A56, with access possible through the existing estate and utilising the Pendle Water bridge as well as from the A6068.
- 1.43 For public transport the site is less accessible, as it lies 2km from Nelson railway station, which is served by only one train an hour in each direction (weekday daytimes). The line offers limited destinations with trains that run from Preston to Blackpool via Blackburn, where it is possible to change trains for connections to Manchester (50 minutes).
- 1.44 There are bus services 340m from north of site and 1.2k from south of site. The development of the site would need to see an improvement to the range of bus services available.
- 1.45 The topography is gently sloping, making walking and cycling acceptable for most people. There are good pavements but the route to Nelson town centre crosses a busy road.
- 1.46 Therefore, overall the site has good highway access, which is essential for commercial uses, but public transport and linkages for employees are relatively poor and would encourage use of the car.
- 1.47 The site is currently greenfield farmland and therefore is not a high priority for development under national and regional planning guidance. It is however on the edge of an urban area and is sustainably located in terms of access to other services, transport routes and housing.
- 1.48 The site has good sustainability credentials as it lies at an edge-of-town location that borders an existing industrial estate comprising manufacturing, distribution and office uses. It lies within easy reach of residential areas for employees with the estate itself offering some services, and nearby Nelson town centre able to meet most occupiers' needs. It is also near to the proposed strategic housing site proposed as part of the Core Strategy.
- 1.49 The site's development for employment uses is compatible with the adjacent industrial estate, and provided that screen planting were installed, should not adversely affect the of the adjoining agricultural land. Access and traffic impacts are likely to be acceptable as traffic can use the existing industrial access and junction, with traffic from the top part of the site using the A6068 to access the M65, both routes not passing a high number of residential properties. The distance the site is set from the nearest main residential areas means that in light and noise terms commercial use would be unlikely to adversely affect amenity.

## **Environmental Conditions**

- 1.50 The potential for ground contamination is low, as the site has largely been in agricultural use since the earliest mapping (1848), although by 1965 an unknown structure existed in the centre east of the site. Currently the site comprises nine fields.
- 1.51 The geology is Boulder Clay overlying Lower Coal Measures (sandstone, mudstone and shales with coal beds), with a minor aquifer underlying the site. The boulder clay should reduce the migration of potential contaminants into the aquifer.
- 1.52 The west section of the site lies within flood zones 2 and 3. A separate Flood Risk Assessment has been undertaken which demonstrates that the site is able to be developed with compensation measures implemented. That is attached at Appendix H.

## **Economic Benefits**

- 1.53 The site is estimated to be able to create 1572 jobs. It is located in a Borough that suffers from areas of deprivation and higher than regional and national averages of worklessness. The development would bring significant economic benefits to the Borough.

## **Market Attractiveness**

- 1.54 The site lies next to Lomeshaye industrial estate which is a highly successful development. It has easy access to the motorway system and is likely to be significantly attractive to the market to develop. The market attractiveness of this site is likely to be significantly higher than the others assessed due to its location, links to existing businesses and lack of need for significant infrastructure to bring it forward.

## Green Belt

Purpose of Green Belt	
<p>To check the unrestricted sprawl of large built-up areas</p>	<p>The site lies between the western extent of the settlement boundary and the village of Fence found to the north west. The two are separated by the A6068 Barrowford Road. The green belt separates the settlement of Barrowford and Lomeshaye Industrial Estate from Fence.</p> <p>The settlement limit for Barrowford runs along Carr Hall Road. This recognises the urban area of Barrowford. The green belt lies to the west of this separating Barrowford from the large village of Fence.</p> <p>Lomeshaye defines the settlement of Nelson beyond which green belt is designated lying in between Fence and the industrial estate.</p> <p>There are however distinct connecting urban features linking the village with the settlements to the east. Wheatley Lane Road has linear residential development along its route which connects Barrowford with Fence.</p> <p>The A6068 provides a clear demarcation between Fence and Nelson. Immediately to the west of Lomeshaye is a dense steep sided clough. This forms a distinct visual and physical barrier between the industrial estate and the village of Fence.</p> <p>On the east side of the site is a steep clough. This forms a significant natural feature that would prevent development further to the west. In addition to this the land beyond rises steeply forming a further natural physical barrier to further expansion.</p> <p>The green belt immediately to the west of Lomeshaye assists in restricting the expansion of the settlement and industrial estate to the west. The issue is however that there is a defined need to find more industrial land and for the Council and the community to find the site which best performs the role of meeting this need in a sustainable way whilst causing the least impact on green belt and other assets.</p> <p>The physical constraints of the highway and the topography of the land to the west are the major barriers to urban development beyond the proposed site boundaries and these form the natural development limits for the area. This is however in</p>

	<p>recognition that the green belt has prevented the expansion of the industrial estate which is a well used location with good demand for units.</p>
<p>To prevent neighbouring towns merging into one another</p>	<p>Two villages lie to the west of Barrowford and Lomeshaye. Higham is a small village found 3.2km from the nearest point on Lomeshaye. It is physically distinct from Nelson and Barrowford and is not likely to ever merge with them. Higham is also physically distinct from Fence separated by a distance of 1.2km. Again the relationship is such that it is highly unlikely that the two would ever merge.</p> <p>The main issue to be addressed is whether Barrowford and Nelson would be likely to merge with Fence. The green belt separating Fence provides for a policy and physical buffer between the settlements. Although there is linear housing development that links Barrowford to Fence there is a separation of 1.3km between the settlement limits of both. This distance reduces to 1.2km between Lomeshaye and Fence.</p>
<p>To assist in safeguarding the countryside from encroachment</p>	<p>This is a generic policy position which would apply to all land outside of settlement limits. The emphasis of the Core Strategy is to make the most beneficial use of land but with the caveat that there needs to be sustainable growth on viable sites which may mean release of land in the open countryside.</p> <p>The green belt designation has reduced potential pressure to develop this site and to allocate it for development. The emphasis has been to look towards meeting the development needs of the Borough elsewhere and in particular to recycle land for housing and employment uses. This is no longer possible as is demonstrated in the evidence base underpinning the Core Strategy.</p>
<p>To preserve the setting and special character of historic towns</p>	<p>The green belt in this location influences the setting of Nelson, Barrowford and Fence. The setting of each needs to be assessed in considering this aspect of the role of the green belt.</p> <p>Nelson is a large town which grew up significantly in the 1850s as part of the industrialisation of the country. It has areas which have historic interest interspersed with modern industrial sites. It also has a high proportion of its housing stock (58%) which are terraced. These in the main have little intrinsic or historic value.</p> <p>The eastern side of Lomeshaye industrial estate is a designated conservation area – Lomeshaye</p>

	<p>Conservation Area. This consists of a mill complex with chimney with an area of terraced housing to the north. The industrial estate then lies in between it and the green belt. The conservation area's setting is significantly influenced by the modern industrial buildings. The green belt to the west plays no part in influencing the setting of the conservation area.</p> <p>Immediately to the north of Lomeshaye Conservation Area is the Carr Hall Road conservation area ("the CHRCA"). This includes the houses directly to the north of Lomeshaye which are accessed from the A6068 and the houses immediately to the east of the section of Carr Hall Road south of the A6068.</p> <p>The north western section of the CHRCA will be affected by the extension of the estate. The large houses in this section of the conservation area have in front of them open fields. They are set in sylvan settings with little influence by the existing industrial estate below.</p> <p>The buildings are however already screened by the trees and they do not have a significant presence when viewed from approaches along the A6068 from the west. The importance of the views into the conservation area from the west is not significant in this location, although a new industrial development will have a minor impact on it. The nearest part of the new development to the closest building in the conservation area would be circa 400m giving a significant gap to preserve the setting.</p> <p>The third conservation area in the locality is the Carr Hall/Wheatley Lane Road Conservation Area ("the CHWLRCA"). This lies to the north west of the site on land that rises in a northerly direction. The site would be visually distinct from the conservation area. It is separated by a road and lies below the level of the conservation area. The houses on the south side of the A4068 set the context for the conservation area from the settlement to the south.</p> <p>The green belt where the site lies has little impact on preserving the setting of the conservation area.</p> <p>Fence is located to the west through to north west of the site. It contains a mixture of modern houses and older properties and also has some older commercial buildings. It is not however of architectural or historic merit worthy of designation as a whole or part conservation area. It has little historic significance in</p>
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	<p>itself.</p> <p>The settlement can be seen from vantage points in across a valley from Nelson and Brierfield. It is set in an elevated position above the existing Lomeshaye Industrial Estate and the site would be seen set in between the village and the exiting industrial estate.</p> <p>The site would be visible in the landscape. It would however be visually distinct from views across the valley towards the village. There would be a green wedge separating the two.</p> <p>When looking out to the south east from the village there would be fields and a belt of mature trees visually separating the site from the main part of the village. Visually the site would have little impact on the setting of the village which in turn is of little historic significance.</p>
To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	<p>The adopted Local Plan considered the need to allocate land for housing and land for employment which are the two main development types requiring additional land. The tight green belt boundaries help to define the policies within that which sought to use previously developed land as much as possible. This has had a significant impact on development. For example in 2011/12 of all houses built 83% were built on brownfield land.</p> <p>The evidence base that we have assembled for the Core Strategy looks at the housing and employment needs of the Borough. There is now a clear need to release Greenfield sites for employment and housing. This study examines the optimum sites to bring employment land forward, including an emphasis on protecting green belt. The designation as green belt has assisted in recycling land previously but the evidence we now have is that the Borough's need can not viably be met within the existing settlement limits or on previously developed land.</p>

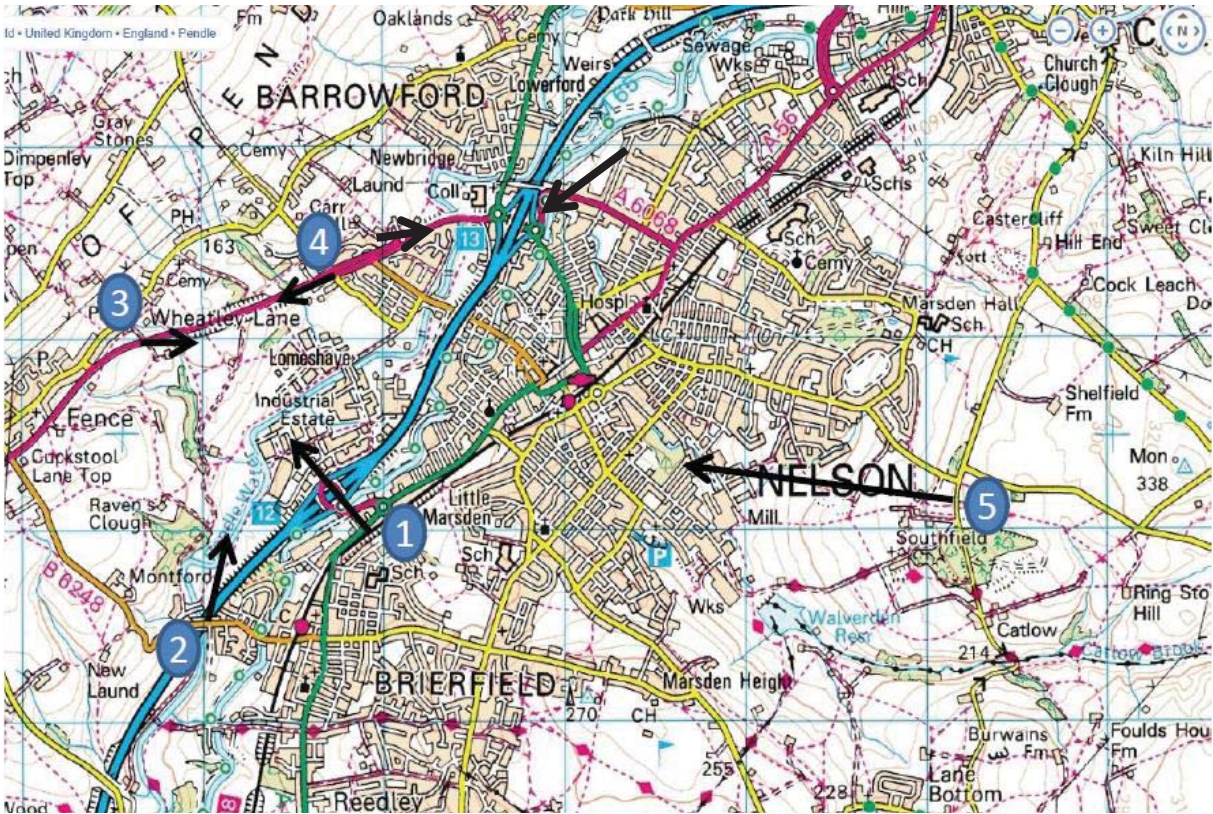
## Summary

- 1.55 This site would be a sustainable employment site as it lies at an edge-of town position adjacent to existing industry. It has good accessibility, being set close to the M65 with access via the existing industrial estate and A6068, although it is only moderately well served by public transport.
- 1.56 The site is highly visible from the immediate south but is not significantly detrimental to the wider landscape which has a range of influences on it. It would require structural landscaping to assist in assimilating it into the

landscape beyond to the north which is the more divorced area from the industrial estate to the south.

- 1.57 The site would result in the loss of an area of green belt. The green belt here assists in the general role of preventing countryside encroachment and of encouraging urban regeneration. It does not however play a significant role in preventing urban areas merging nor of protecting the setting of historic towns. There are natural features which would be significant barriers to further expansion of the site and further urban sprawl.
- 1.58 Overall the site has significant advantages over the other sites assessed particularly in terms of its relationship to existing businesses, accessibility, location to major transport routes and the infrastructure necessary to bring it forward. The site scored significantly higher than the others assessed when set against the range of criteria in the assessment. Whilst it would result in the loss of greenbelt this loss would not impact on the overall function of the greenbelt or to its general extent and purpose.

Visual Assessment Viewpoints







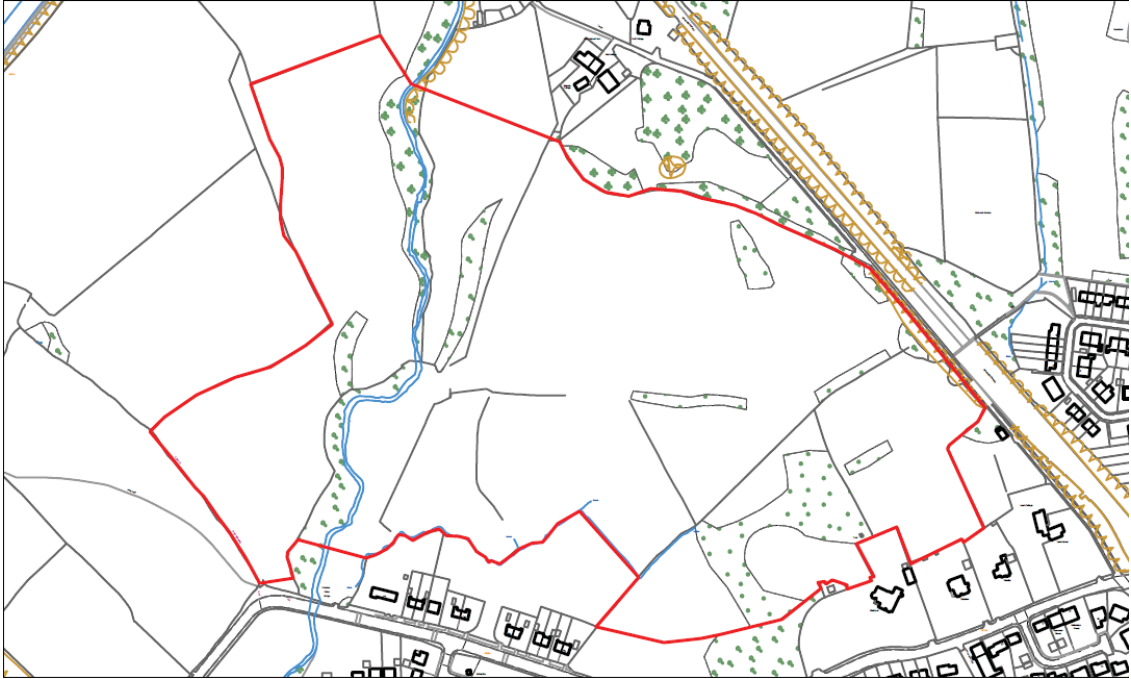
## Development Assessment Score Sheet

Site	Lomeshaye Industrial estate	Comments	Rating					
Location	West Of Lomeshaye, Nelson							
Size (Ha)	30.59							
			Exc	Good		Av		Bad
			0	1	2	3	4	5
Policy								
	Adopted local plan allocation	Green Belt (3) , plus adjacent to Important Wildlife Sites (4C), and part in the Flood Plain (6)					4	
	Planning history	None relevant			2			
	Extant employment (B Class) consent	None			2			
	Known other use for local plan	No other uses proposed	0					
	Ownership	Private	0					
Landscape								
	Current use (buildings, open)	Open agricultural (hilly pasture), farm building at centre of site	0					
	Configuration/ shape/topography	Flat plateau by river at south west corner, then a steep bank across site, with a flat plateau at the north west corner					4	
	Visibility from public vantage points - Roads/Paths	The site is split into 2 areas in terms of visual impact. The lower and mid areas are will not be seen from the north or the ease due to the existing industrial estate. From the approach along the M65 the western end of the lower plateau would be visible but this would be set against the existing industrial estate. Screening would be possible to mitigate this impact. The upper plateau would be screened through natural topography from the approach from the east along the M65. The existing buildings would largely mask it from the M65 from the east. When viewed from long distance vantage points from the AONB the site would be set against the urban backdrop of the existing town and this would have limited impact. The main views that would be affected would be from Nelson looking north towards the site and the AONB beyond.			2			
	Trees, natural screening	Considerable amount of mature tree planting and recent screen planting in central section of site at bottom of slope, on western edge and on slope in eastern section. Considerable loss of landscape resource if removed for development.			2			
	Heritage or special l/s character	Mature farmland with mature trees and hedges				3		
	Biodiversity	Grazing pasture with mature hedges and native mature trees, river and river bank habitat. Likely that there will be some biodiversity interest		1				
	Protected sites, e.g.. SSSI, Cons area	None on site but close to Old Laund Clough Important Wild life site				3		

	Linkage to surrounding landscape	Open farm land to north, west and south west, existing industrial estate to south and east			2			
	Need for structural planting	The site would need some structural planting on the lower section on its western side. There would also need to be a structural planting scheme to address the landscape impact it would have when viewed from the south from Nelson. The need for structural planting reduces the developable area.			2			
<b>Topographical Constraints</b>								
	Gradient, slope	The site has three distinct topographical areas that define it. The northern plateau has a central area that is relatively flat and is easy to develop. The lower southern section adjacent to the river is again flat. The central area is steep with 1:10 gradients.			2			
	Plateau extents	Top and bottom plateaus cover about half the site, but are separated by steep slope across the centre of the site					4	
	Developable area	Approximately 50% of site due to topography and need to have structural planting				2.5		
	Engineering required	To create lower plateau and deal with flood risk and to develop central area.					4	
	Risk of flooding	Lower section is in flood plain but remainder of the site is in flood zone 1. A Flood Risk Assessment has been undertaken which identifies the areas that can be developed.				3		
<b>Accessibility</b>								
	Distance to bus stops	340m from north of site and 1.2k from south of site		1				
	Bus frequency	Route 65 Lomeshaye village twice hourly.		1				
	Bus destinations/services	Route 65 Burnley, Nelson, Padiham correct ass of 13/3/14	0					
	Ease access to bus stop walking	Good from industrial estate, poor from top part of site adjacent to A6068			2			
	Distance to train station	2.2 km (Nelson)			2			
	Train frequency	Hourly				3		
	Train destination	Blackpool South via Nelson, Accrington, Blackburn (change for Manchester 50mins), Preston			2			
	Ease access to station walking/bus	Flatish access via pavements. A6068 at top of site also has a pavement				3		
	Cycle access ease	Topography undulating but cycle path on industrial estate			2			
	Proximity to shops services (except cafés)	Nelson town centre, 2km (café on industrial estate)				3		
	Highway access (local network)	Access feasible of the upper and lower plateaus but there will need to be a roundabout on the A6068	0					
	Highway access (regional network)	A6068 adjacent, M65 1.5km. Good location to strategic road network	0					
<b>Sustainability</b>								
	Greenfield or brownfield	Greenfield (pasture)					4	
	Sequential test	Edge of urban settlement				3		
	Linkage to existing industry	Adjoins industrial estate (manufacturing, distribution, offices)	0					

	Linkage to houses, distance travel to work	Separated from residential areas by open land & M65. Nearest houses in Carr Hall area approximately 0.5km away, also closest houses on Wheatley Lane Rd (NW) 0.4 km.		1					
	Linkage to other services	The site is in reasonable distance to services in Fence, Nelson and Barrowford			2				
<b>Impact on Surroundings</b>									
	Compatibility with adjacent land uses	Relates well to mixed industrial to one side. Agriculture is not incompatible with an industrial use and that is the predominant other land use.	0						
	Proximity to residential	Other than a few farms, well distanced from residential areas in Carr Hall to east (0.35km) and Nelson to south (1km)					4		
	Likely access/traffic impacts	Need confirmation that Lomeshaye junctions and roundabout can cope with additional traffic		1					
	Potential buffering for noise	Existing estate and site topography			2				
	Potential buffering for light	Good to top road but open across valley to Nelson			2				
	Visual impact on residential amenity	Limited impact on nearby houses but visible across valley to Nelson. Will be seen against the backdrop of the existing industrial development		1					
<b>Environmental Review</b>									
	Impact of historical uses	Limited as agricultural fields	0						
	Potential for contamination from current use	Limited as agricultural fields		1					
	Geology	Boulder Clay over Lower Coal Measures	0						
	Coal Mining	No previous activity. A section lies in a coal mining referral area		1					
	Hydrogeology/hydrology	Minor aquifer under site, adjacent to Pendle Water (GQA), smaller streams cross site.			2				
	Flood risk	FRA undertaken. Site is developable with offsetting measures	0						
	Risk Assessment	Potentially contaminating uses not identified. Low risk of ground contamination.		1					
<b>Economic benefits</b>									
	Likely job creation	50% developable. 1572 jobs could be created.		1					
	Links to local business	Synergy with existing industrial estate	0						
<b>Market Attractiveness</b>									
	Agent view	Good particularly if linked through existing industrial estate		1					
	Has been marketed	No						5	
	Is development viable without funding					3			
<b>Infrastructure requirements</b>									
	Electricity				2				
	Sewerage				2				
	Drainage				2				
	New Access			1					
<b>Totals</b>			<b>0</b>	<b>12</b>	<b>36</b>	<b>26.5</b>	<b>24</b>	<b>5</b>	<b>103.5</b>

## Land off Heirs House Lane



### Policy

- 2.1 The planning policy context is set by two principal documents. In the absence of the recently abolished Regional Spatial Strategy for the North West the development plan now comprises of the saved policies of the adopted Replacement Pendle Local Plan 2006 and the Bradley Area Action Plan. The site lies outside of the Local Plan settlement boundary in open countryside. It is located in the green belt on land which otherwise has no designation.
- 2.2 Adjacent to the site are locally designated sites of ecological value. To the west is a Biological Heritage Site designated by LCC, English Nature and Lancashire Wildlife Trust. A second BHS is situated to the south west of the southern end of the land. Policy 4C seeks to protect, conserve and where possible enhance sites of conservation value. The importance of wildlife corridors is recognised under Policy 4D. The Local Plan recognises the importance of trees and woodlands in policy 14.
- 2.3 Water issues are recognised under policy 6 of the Local Plan. On sites that may be susceptible to flooding alleviation measures are required under policy 6 as is the use of Sustainable Urban Drainage Systems. Policy 7 seeks to protect the areas water resources.
- 2.4 Good design is sought under policy 13 of the Local Plan but there are no specific design requirements contained in the policy.
- 2.5 New sites are expected to have adequate landscaping as set out in policy 16. This includes the use of existing contours, trees watercourses etc.

- 2.6 Policy 23 of the Local Plan sets broad locational criteria for new development. Although the policy does not relate specifically to the allocation of new employment land it sets out that new businesses should be located near to shopping centres and transport hubs.

## **The Framework**

- 2.7 Nationally the suite of planning policies that existed have been replaced by the National Planning Policy Framework (“the Framework”). This makes clear that sustainable development should be encouraged and sets out that the view of what is sustainable development is set out at paragraphs 18-219. The document needs to be read as a whole but there are some key policy points that need to be set out here.
- 2.8 Sustainable development has three dimensions to it those of an economic, social and environmental role. These three strands need to be seen together and a balanced view of what sustainable development is in a particular case assessed with these three broad dimensions in mind.
- 2.9 Part 1 of the Framework gives a commitment to grow a strong and competitive economy. Councils are expected to be proactive in meeting the needs of business.
- 2.10 Transport is important, particularly in terms of promoting sustainable transport. Paragraphs 9 -41 set out the Framework’s policies for this. Good design of all development is important as set out in part 7.
- 2.11 Part 9 deals specifically with the protection of green belt land. The extent and location of green belt should be set in Local Plans. The boundary of green belt should only be altered in exceptional circumstances through the preparation of Local Plans. In reviewing green belt boundaries account must be taken of the need to promote sustainable patterns of development.
- 2.12 The challenges of climate change are recognised in part 10 and of the need to reduce greenhouse gas emissions. Conserving our natural and historic environments are considered in parts 11 and 12.
- 2.13 Local Plans are pivotal documents for promoting sustainable development in an area. They should set out strategic priorities and deliver the homes and jobs needed in an area. An appropriate evidence base should be used and sites should be allocated bringing forward new land where necessary.

## **Landscape and Visual Impact**

- 2.14 This site is undulating open countryside with gradients varying from 1 in 15 to 1 in 35. It is a shallowly dished valley. The site is currently used as farmland (grazing), and is reasonably prominent when viewed from the road, college and houses to the south of the site, but is otherwise screened by mature trees. As such warehouse development on site would be visible to some extent and appear out of character with the area.

- 2.15 This site is overlooked by housing on Barrowford Road and by Nelson & Colne College. It is also visible from Heir's House Farm, the B6247 and local public footpaths. Otherwise the site is relatively contained by tree planting within and surrounding it.
- 2.16 Groups of mature trees lie within the site at the northern side, along Wanless Water (to the west), and along the boundary with existing housing to the south. If this were lost, it would detrimentally affect the landscape resource. If tree planting within the site were removed to maximise development, the site would become considerably more visible in what is an area of open countryside. A large number of trees are covered by tree preservation orders (TPOs 1 (1953) and 18 (1996).
- 2.17 The site has no significant man made features which define its landscape character. It has mature protected trees on it which play an important role in the character of the site particularly when viewed from distant vantage points to the north (viewpoint 3).
- 2.18 The landscape is sensitive to change and the magnitude of the change would be significant. Structural landscaping would help to mitigate against these changes. The site is however isolated from major urban areas and would appear generally isolated in landscape terms.

### **Topographical Considerations**

- 2.19 The site is mostly flat, with a slight rise in gradient to the north, and a moderate slope at the western part of the site, particularly along the stream. Approximately 70% is developable, although this would require crossing the river at the northern end of the site and potentially raising land levels to prevent flooding. Therefore a more practical estimate is 70% to take account of land lost around the river and a buffer with the residential development along the western boundary.

### **Accessibility and Sustainability**

- 2.20 There is currently no road access to the site. It could only be achieved through a new access to it either by the provision of a by-pass via the protected route in the Local Plan off the A6068 or by the provision of a new by-pass. The new by-pass is a significant element proposed in the emerging East Lancashire Masterplan.
- 2.21 The funding for new infrastructure is changing with new arrangements being made for transport via Local Economic Partnerships. Strategic Economic Plans are being developed which will form the basis of bids to Government. Underpinning these is a need to produce an evidence base which will be used to assess bids for funding.
- 2.22 Lancashire County Council is currently preparing a masterplan for East Lancashire. This will be the principal piece of evidence that will influence whether the by-pass will be constructed. As part of that a study has been undertaken by Jacob's which looks at options for the route. The study and subsequent consultations leads to the conclusion that the current route

proposed is not the optimum one and it is therefore likely that an alternative route will be proposed by the highway authority.

- 2.23 Access of the B6247 could be achieved. However there would be potential capacity issues where this connects to the A6068 on Vivary Way and in Barrowford where it joins the A682.
- 2.24 A timescale for the work to be complete and for the by-pass to get funding has been given that looks towards 2021. Whilst there is a strong care for the by-pass, and it will be included in the Strategic Economic Plan, it will not be delivered in the short term. Until it is delivered the site cannot be accessed.
- 2.25 With respect to public transport, the site has reasonable accessibility with the nearest bus stop 100m to the east of the site (Alkincoats Rd/Barrowford Rd), although some services also stop at the college 50m south of the site. Bus frequencies are less than one an hour and are provided by services 95, 95A and 95S. Pedestrian access to the bus stops is good, with flat and pleasant paths.
- 2.26 Cycle access is good, with wide roads which are not too heavily trafficked, and no steep hills. There is reasonable access to shops and services in Colne town centre, and synergy with the adjacent college.
- 2.27 The site is of moderate sustainability being a greenfield edge-of-town site, with reasonably good access by green modes. It would not relate to any nearby industry, and there are no nearby shops or services. However, it does lie 1 mile from Colne town centre and has a reasonably close residential population.

### **Impact on Surrounding Uses**

- 2.28 The site has residential properties on its southern and northern boundaries. These will be the main land uses to be affected by a development. The agricultural uses which surround the site would not be significantly affected by an industrial estate adjoining it.
- 2.29 There are substantial mature trees and hedges to the north and east of the site that would provide good buffering for light and noise. The south of the site is open to the road, houses and college and would require some buffering.

### **Environmental Conditions**

- 2.30 There are no ground conditions liabilities known, as the site comprises 8 open fields that have remained largely unchanged over time.
- 2.31 Geology comprises Boulder Clay overlying Millstone Grit (mixed sandstone, mudstone and shales). The site is located on a minor aquifer. There are 3 watercourses within 800m; Wanless Water (grade B – good), Colne Water (grade A – very good), and the Leeds & Liverpool Canal (grade C – fairly good). The site is part of the Wanless Water floodplain which has a chance of flooding greater than 1 in 75.

### **Economic Benefits**

- 2.32 The site does not have good links to other economic sites. It could however provide for up to 1475 new jobs. Economic benefits would be significant.

### **Market Attractiveness**

- 2.33 It would be a logical site if the new road were built. It might be more appropriate for mixed use with higher value showroom uses along the new road frontage, with B1/B2/B8 further into the site, in units of 2-20,000ft<sup>2</sup>. The provision of access via a by-pass would make the site easier to market and to access. This would enhance significantly its market attractiveness.

## Green Belt

Purpose of Green Belt	
<p>To check the unrestricted sprawl of large built-up areas</p>	<p>The site lies on the north side of the main settlement of Colne. The site is bounded on its eastern side by a former railway line which is currently a protected route for the A56 by-pass. Beyond this is Alkincoats Park which serves Colne as a formal park with a range of recreation facilities. It is bounded to the south by the main settlement of Colne.</p> <p>To the west of the land is the Leeds and Liverpool Canal. Beyond this lies the urban area of Barrowford located circa 500m from the land.</p> <p>To the north lies the settlement of Foulridge. This is circa 1.8km away and is separated from the site by Lake Burwain.</p> <p>The green belt in this location serves a general purpose of encouraging urban renewal and redevelopment within a settlement. Colne, like the main urban areas of Pendle, grew out of the industrial revolution. It has a significant amount of terraced properties within it and is densely developed. Terraced properties can typically accommodate 100-120 units per hectare.</p> <p>The topography of Colne is such that development on the southern side has to contend with steep sloping hills. To the south east there are European Protected sites which would not be able to accommodate general development as this would conflict with their designation. The green belt therefore plays a part in controlling urban development in Colne into land that would be easier to develop than to the south.</p>
<p>To prevent neighbouring towns merging into one another</p>	<p>Barrowford and the north side of Colne are areas that are attractive to the development market, historically for residential development. The settlements of Colne and Barrowford are in close proximity to each other. Developing this site would bring the two settlements closer together and would leave an effective but narrow strip between them. This narrowing would add pressure to that area being infilled at some future plan review.</p> <p>The settlement of Foulridge is 1.8km north of the site and is separated by a body of water. The provision of the site would have little impact on the two settlements merging.</p>
<p>To assist in safeguarding the countryside from encroachment</p>	<p>This is a generic policy position which would apply to all land outside of settlement limits. The emphasis of the Core Strategy is to make the most beneficial use of land but with the caveat that there needs to be sustainable</p>

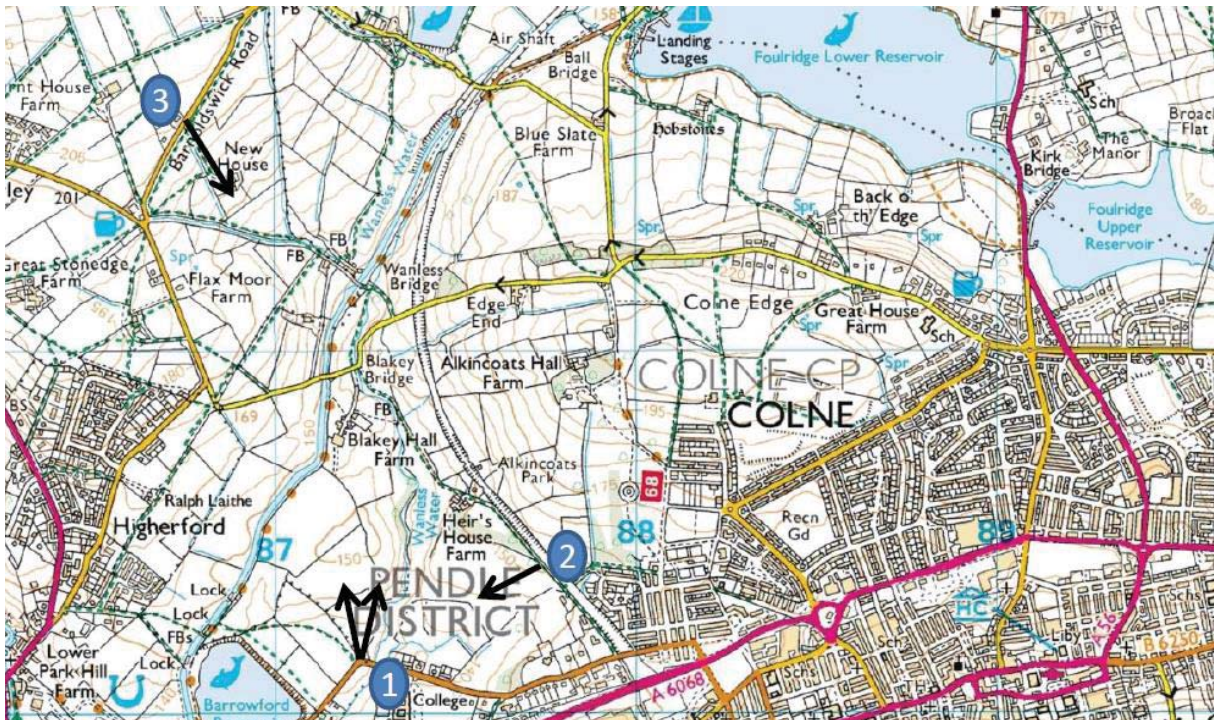
	<p>growth on viable sites which may mean release of land in the open countryside.</p> <p>The green belt designation has reduced potential pressure to develop this site and to allocate it for development. The emphasis has been to look towards meeting the development needs of the Borough elsewhere and in particular to recycle land for housing and employment uses. This is no longer possible as is demonstrated in the evidence base underpinning the Core Strategy.</p>
To preserve the setting and special character of historic towns	<p>The nearest area of historic value that would be influenced by the development of this site is the conservation area at Higherford. This is located a kilometre from the site and lies slightly below the height of the land. The conservation area is set between more modern developments and it is this which acts as the principle backdrop to the heritage asset. The conservation area and surrounding development would not be affected in terms of any negative impact from the development of the site for commercial purposes.</p>
To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	<p>The adopted Local Plan considered the need to allocate land for housing and land for employment which are the two main development types requiring additional land. The tight green belt boundaries help to define the policies within that which sought to use previously developed land as much as possible. This has had a significant impact on development. For example in 2011/12 of all houses built 83% were built on brownfield land.</p> <p>The evidence base that we have assembled for the Core Strategy looks at the housing and employment needs of the Borough. There is now a clear need to release Greenfield sites for employment and housing. This study examines the optimum sites to bring employment land forward, including an emphasis on protecting green belt. The designation as green belt has assisted in recycling land previously but the evidence we now have is that the Borough's need cannot viably be met within the existing settlement limits or on previously developed land.</p>

## Summary

- 2.34 This site is Green Belt and open countryside in the adopted Local Plan so any industrial development is contrary to current policy. If the surrounding trees were removed to maximise development the site would become very visible. There is currently no road access, so a proposed new bypass along the former railway or the proposed alternative route would need to be constructed, at least as far as this site. Alternatively, if a dedicated access is required it would severely affect the site's viability.

- 2.35 Cycle access is also good, and although the site does not have any adjacent shops or services, it is at an edge-of-town location, and around 1 mile from Colne town centre.
- 2.36 On balance, industrial use would be out of character with the area and would cause the loss of an attractive swathe of Green Belt. The uncertainty over the proposed A56 bypass and the reality that it is not committed and will not be delivered before 2021, means that this site cannot reasonably be identified at this stage and therefore it is not currently suitable site for development.
- 2.37 The Green Belt in this location serves to protect the settlements of Barrowford and Colne from merging as well as encourage the recycling of land and preventing urban sprawl.
- 2.38 The site would have more merits for development with the provision of a bypass but until that happens the site preforms significantly worse than Lomeshaye which also has green belt advantages.

Visual Assessment Viewpoints







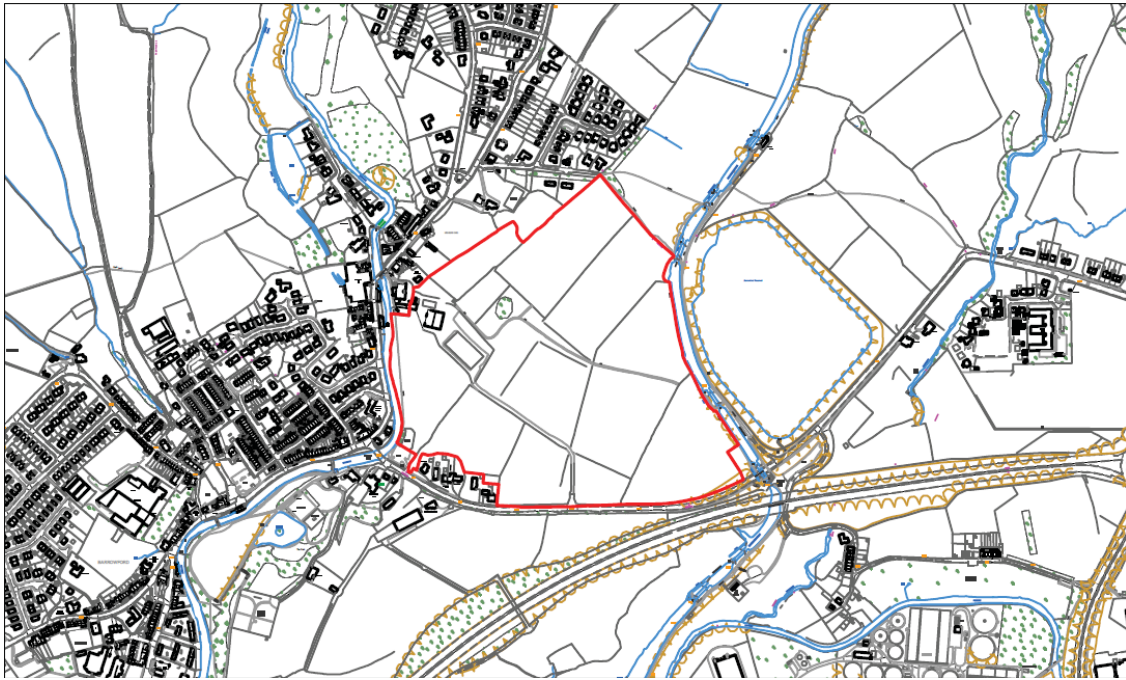
## Development Assessment Score Sheet

Site	Heirs House Lane	Comments						
Location	Barrowford							
Size (Ha)	19.66		Rating					
			Exc	Good		Av		Bad
			0	1	2	3	4	5
Policy								
	Adopted local plan allocation	Green Belt (3), BHS to the north east (4C)					4	
	Planning history	None relevant			2			
	Extant employment (B Class) consent	None			2			
	Known other use for local plan	No other uses proposed	0					
	Ownership	Private		1				
Landscape								
	Current use (buildings, open)	Open agricultural with housing surrounding	0					
	Configuration/ shape/topography	Generally undulating from the west boundary with the B6247 . Rises up steeply towards the rear of the houses on the B6247					4	
	Visibility from public vantage points - Roads/Paths	Gently undulating except for southern section which rises up steeply to residential units above. Steep sided tree lined gully crosses western third			2			
	Trees, natural screening	Natural screening particularly along the east boundary and south where the houses are. Groups of trees elsewhere but not in a comprehensive grouping for landscape purposes.			2.5			
	Heritage or special l/s character	No heritage designation influenced by the site	0					
	Biodiversity	Grazing pasture with mature hedges and native mature trees, river and river bank habitat. Likely that there will be some biodiversity interest associated with BHS to the north		1				
	Protected sites, e.g.. SSSI, Cons area	BHS abuts the site to the north				3		
	Linkage to surrounding landscape	Site has limited linkages to the surrounding landscape character. An industrial development would not sit in an existing urban context.				3		
	Need for structural planting	The site would need some structural planting on the west and north sides. The topography would allow an appropriate scheme to be developed.			2			
Topographical Constraints								
	Gradient, slope	The site is undulating with gradient to south and along stream on west.			2			
	Plateau extents	90% flat		1				
	Developable area	Approximately 70% of site due TPO trees, stream to the west and topography to the south. Proximity to residential properties to the south will also be a limiting factor.				2		
	Engineering required	New access to the site and crossing the river			2			
	Risk of flooding	Flooding maps show the stream to be a potential flood risk		1				

Accessibility								
	Distance to bus stops	On opposite side of B6247 for bus 93 and south of Vivary Way for service 95, 95A and 95S				3		
	Bus frequency	Bus services run once every 1.5 hours approx.		1				
	Bus destinations/services	Routes to local destinations as well as Nelson, Colne and Burnley	0					
	Ease access to bus stop walking	Short flat walk to one stop and undulating to main bus services to the south of Vivary Way			2			
	Distance to train station	1.2km			2			
	Train frequency	Hourly				3		
	Train destination	Blackpool South via Nelson, Accrington, Blackburn (change for Manchester 50mins), Preston			2			
	Ease access to station walking/bus	Undulating walk or short drive				3		
	Cycle access ease	Topography undulating with no dedicated route			2			
	Proximity to shops services (except cafés)	Nelson town centre, 2km (café on industrial estate)				3		
	Highway access (local network)	New access to B6247 needed. Issues of capacity on Vivary Way and to the west via Barrowford			2			
	Highway access (regional network)	M65 1.8km away. Local network has capacity issues to allow access to it			2			
Sustainability								
	Greenfield or brownfield	Greenfield (pasture)					4	
	Sequential test	Edge of urban settlement				3		
	Linkage to existing industry	None						5
	Linkage to houses, distance travel to work	Residential areas in close proximity and new housing development opposite to the south.	0					
	Linkage to other services	The site is in reasonable distance to services in Barrowford and Colne			2			
Impact on Surroundings								
	Compatibility with adjacent land uses	Housing to the south and west are not compatible use with general industrial estates. Farmland is compatible to the north.			2			
	Proximity to residential	Reasonable distance to housing in Colne and Barrowford Locks		1				
	Likely access/traffic impacts	Likely significant issues of capacity on the A6068 and the junction of the B6147 with the A682 in Barrowford.				3		
	Potential buffering for noise	Potential buffers needed on the south and west sides due to proximity of residential units					4	
	Potential buffering for light	Needed but could be engineered in.			2			
	Visual impact on residential amenity	There would be impacts on the existing houses to the south and west			2			
Environmental Review								
	Impact of historical uses	Limited as agricultural fields	0					
	Potential for contamination from current use	Limited as agricultural fields		1				
	Geology	Boulder Clay over millstone grit	0					
	Coal Mining	No previous activity.	0					
	Hydrogeology/hydrology	Minor aquifer under site. No significant issues identified.			2			
	Flood risk	Part of site on the west has a stream which is vulnerable to flooding		1				
	Risk Assessment	Potentially contaminating uses not identified. Low risk of ground contamination.		1				

<b>Economic benefits</b>									
	Likely job creation	70% of site developable. Potential jobs 1475	0		2				
	Links to local business	No specific links to any existing businesses or commercial estates.				3			
<b>Market Attractiveness</b>									
	Agent view	Would be a logical site when the by-pass is built. Limited attractiveness without the bypass.		1					
	Has been marketed	No						5	
	Is development viable without funding					3			
<b>Infrastructure requirements</b>									
	Electricity				2				
	Sewerage				2				
	Drainage				2				
	New Access			1					
<b>Totals</b>			<b>0</b>	<b>11</b>	<b>44.5</b>	<b>32</b>	<b>16</b>	<b>10</b>	<b>114</b>

## Colne Road, Barrowford



### Policy

- 3.1 The planning policy context is set by two principal documents. In the absence of the recently abolished Regional Spatial Strategy for the North West the development plan now comprises of the saved policies of the adopted Replacement Pendle Local Plan 2006. The site lies outside of the Local Plan settlement boundary in open countryside. It is located in the green belt on land which otherwise has no designation.
- 3.2 Policy 3 refers to green belt and indicates that inappropriate development would not be allowed in it.
- 3.3 A BHS is situated to the east of the of the land along the Leeds and Liverpool Canal. Policy 4C seeks to protect, conserve and where possible enhance sites of conservation value. The importance of wildlife corridors is recognised under Policy 4D. The Local Plan recognises the importance of trees and woodlands in policy 14.
- 3.4 Water issues are recognised under policies 6 and 7 of the Local Plan. On sites that may be susceptible to flooding alleviation measures are required under policy 6 as is the use of Sustainable Urban Drainage Systems. Policy 7 seeks to protect the areas water resources.
- 3.5 Good design is sought under policy 13 of the Local Plan but there are no specific design requirements contained in the policy.
- 3.6 New sites are expected to have adequate landscaping as set out in policy 16. This includes the use of existing contours, trees watercourses etc.

- 3.7 Policy 23 of the Local Plan sets broad locational criteria for new development. Although the policy does not relate specifically to the allocation of new employment land it sets out that new businesses should be located near to shopping centres and transport hubs.

### **The Framework**

- 3.8 Nationally the suite of planning policies that existed have been replaced by the National Planning Policy Framework (“the Framework”). This makes clear that sustainable development should be encouraged and sets out that the view of what is sustainable development is set out at paragraphs 18-219. The document needs to be read as a whole but there are some key policy points that need to be set out here.
- 3.9 Sustainable development has three dimensions to it those of an economic, social and environmental role. These three strands need to be seen together and a balanced view of what sustainable development is in a particular case assessed with these three broad dimensions in mind.
- 3.10 Part 1 of the Framework gives a commitment to grow a strong and competitive economy. Councils are expected to be proactive in meeting the needs of business.
- 3.11 Transport is important, particularly in terms of promoting sustainable transport. Paragraphs 9 -41 set out the Framework’s policies for this. Good design of all development is important as set out in part 7.
- 3.12 Part 9 deals specifically with the protection of green belt land. The extent and location of green belt should be set in Local Plans. The boundary of green belt should only be altered in exceptional circumstances through the preparation of Local Plans. In reviewing green belt boundaries account must be taken of the need to promote sustainable patterns of development.
- 3.13 The challenges of climate change are recognised in part 10 and of the need to reduce greenhouse gas emissions. Conserving our natural and historic environments are considered in parts 11 and 12.
- 3.14 Local Plans are pivotal documents for promoting sustainable development in an area. They should set out strategic priorities and deliver the homes and jobs needed in an area. An appropriate evidence base should be used and sites should be allocated bringing forward new land where necessary.

### **Landscape and visual impact**

- 3.15 The site is allocated in the Adopted Local Plan as Green Belt. As such any form of commercial development would be at odds with the Green Belt policy. Development on this site would have significant landscape impacts as the site is an attractive Greenfield site with substantial biodiversity. It comprises undulating open countryside with gradients varying from 1 in 15 to 1 in 25. It is open grazing land, and is visible from all sides from public roads or paths. Its prominence is enhanced as the site is bordered by footpaths associated

with the village heritage centre, and therefore the area is well used by locals and tourists alike.

- 3.16 There are mature trees along the eastern and northern boundaries that provide some natural screening, however large scale commercial development would appear incongruous on the site, even if significant structural planting was utilised on the perimeter. There are mature trees and a patchwork of hedgerows throughout the site. There would be a major landscape resource loss if they were removed for development.
- 3.17 The site has significant biodiversity with mature trees, mixed grasses and wild flowers, birds etc. Tree Preservation Order No. 3 (1950) applies, affecting 34 beech trees and 1 lime tree; these may be affected by the need to provide access. Stone walls provide a further habitat.
- 3.18 The site is an attractive area of open countryside and is bounded by Pendle Water, the Leeds & Liverpool Canal and Barrowford Reservoir in a popular area for walkers/tourism. The site is highly visible from its surroundings including the canal, reservoir, B6247 and various local public footpaths with Pendle Hill as a backdrop.

### **Topographical Considerations**

- 3.19 The site is gently sloping with some steeper sections, however it is generally flat with around 85% of the site developable. The borders with the canal and existing residential would need to remain undeveloped as buffer zones, while the riverside is sloped. Little engineering would be required. Although the site borders a river to the east, flooding is unlikely as the site is raised substantially from the river level.
- 3.20 The current road access is insufficient for industrial use; only the road to the south can reasonably take lorries. This links to the motorway junction via Barrowford village centre, which is already congested. Road access is poor, taken directly off the B6247 linking to the M65 (J13) 2 miles away. Access would need to be taken from the southern side, to avoid crossing the river and canal, but to access here requires crossing a narrow bridge at the centre of the village. Other roads around the site are narrow and unsuitable for large vehicles.
- 3.21 The site is reasonably accessible by public transport, lying at the edge of the village centre with a reasonable range of shops and services. There are a number of buses that run alongside the site (numbers 9, 10, 60, 70 & 71) providing a good frequency and range of destinations given the semi-rural location. The buses are easily accessed from the site.
- 3.22 The nearest railway station is Colne, 1.5 miles away. This provides an hourly service to Blackpool, Preston and Blackburn (change for Manchester).
- 3.23 Cycling is not ideal, with access through the busy, relatively narrow village centre or via a hilly country road.

## **Accessibility and Sustainability**

- 3.24 Access to the site would be via the B6270. Access is likely to be achieved but there would be issues of capacity on the A6068 (Vivary Way) for vehicles travelling east as well as impacts on the junction of the B6247 and A682. Industrial traffic would also be routed via the centre of Barrowford.
- 3.25 The site would need considerable highway improvement works and would add loading onto the corridor through Colne to gain access to the M65. This is not likely to be feasible. The site is not likely to be able to come forward until by-pass is constructed.
- 3.26 Bus stops immediately adjacent to the site on the B6247 for route 93 which runs once every hour and a half. Buses 2, 7, 7a, 7B and 7S run from Gisburn Road on a more frequent basis.
- 3.27 Cycling would be via undulating roads with access also along the Leeds and Liverpool Canal to Barnoldswick and Nelson.
- 3.28 The site is within a reasonable distance to residential areas and facilities in Barrowford and Colne.

## **Impact on Surrounding Uses**

- 3.29 Commercial use would relate poorly to surrounding land uses which comprise agriculture (grazing land), residential, and a heritage centre/café. There would be amenity concerns for residents of bungalows and recently-built detached houses to the north west, and older properties to the west and southwest which closely border the site. The openness of the site and its slight sloping topography would not provide effective noise and light screening, especially as the site slopes towards the village centre. Development to the western edge would adversely affect the setting and character of the Conservation Area and its associated smaller cottages.

## **Environmental Conditions**

- 3.30 The site does not have significant contamination constraints as it has always been agricultural, although a coal wharf existed in the south-east corner approximately 1912-65. Currently the site is divided into 11 fields used for grazing sheep and cattle.
- 3.31 Geology consists of Boulder Clay overlying Millstone Grit (mixed sandstone, mudstone and shales). The site is located on a minor aquifer. The western boundary of the site is within the flood plain of Pendle Water with a significant chance of flooding (greater than 1 in 75).
- 3.32 There is the possibility of localised ground contamination from the former coal wharf.

### **Economic Benefits**

- 3.33 This site could be used creating approximately 1874 jobs. This would have significant economic benefits for the Borough. Links to existing businesses would be poor and there would be traffic congestion created in Barrowford and Colne which would have negative economic impacts on those settlements.

### **Market Attractiveness**

- 3.34 This would be a new industrial location and require speculative development, with questionable attractiveness as it is located on the wrong side of Barrowford. B1/B2 units ranging from 2-20,000ft<sup>2</sup> might be appropriate.

## Green Belt

Purpose of Green Belt	
To check the unrestricted sprawl of large built-up areas	<p>The site lies on the immediate east side of the settlement of Barrowford. The site is bounded on its eastern side by the settlement of Barrowford. This boundary is part of the Higherford conservation area</p> <p>The green belt in this location serves a general purpose of encouraging urban renewal and redevelopment within a settlement. Barrowford, like the main urban areas of Pendle, grew out of the industrial revolution. It has a significant amount of terraced properties within it and is densely developed. Terraced properties can typically accommodate 100-120 units per hectare.</p> <p>The green Belt here is part of a variety of measures designed to restrict development and to encourage the re-use of previously developed land. These comprise of the policies in the Local Plan and the policies in the Framework.</p>
To prevent neighbouring towns merging into one another	<p>The east side of Barrowford is in an area that is generally attractive to the market for development. It is situated in close proximity to Colne which lies to the east. There is a reservoir and the Leeds and Liverpool canal lying in between the two areas which are well used tourist locations.</p> <p>The green belt in this location serves a function of preventing the two settlements from merging and discourages development from occurring that will lead to a merger. Development on the site would reduce the distance between the two settlements. It would lead to development pressure in future to join the settlements as a natural form of infill. The Green Belt here serves a specific function in respect of preventing the towns merging.</p>
To assist in safeguarding the countryside from encroachment	<p>This is a generic policy position which would apply to all land outside of settlement limits. The emphasis of the Core Strategy is to make the most beneficial use of land but with the caveat that there needs to be sustainable growth on viable sites which may mean release of land in the open countryside.</p> <p>The green belt designation has reduced potential pressure to develop this site and to allocate it for development. The emphasis has been to look towards meeting the development needs of the Borough elsewhere and in particular to recycle land for housing and employment uses. This is no longer possible as is demonstrated in the evidence base underpinning the Core Strategy.</p>
To preserve the setting and special character of historic towns	<p>A small section of the land on the western boundary of the site is located within the Higherford Conservation Area, a designated heritage asset. Although the Conservation Area is a minor part of the settlement as a whole, and</p>

	Barrowford does not overall have a recognised special historic character, the development of the site would have a significant detrimental impact on the setting of the heritage asset. The green belt here therefore serves a specific purpose in protecting the asset.
To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	<p>The adopted Local Plan considered the need to allocate land for housing and land for employment which are the two main development types requiring additional land. The tight green belt boundaries help to define the policies within that which sought to use previously developed land as much as possible. This has had a significant impact on development. For example in 2011/12 of all houses built 83% were built on brownfield land.</p> <p>The evidence base that we have assembled for the Core Strategy looks at the housing and employment needs of the Borough. There is now a clear need to release Greenfield sites for employment and housing. This study examines the optimum sites to bring employment land forward, including an emphasis on protecting green belt. The designation as green belt has assisted in recycling land previously but the evidence we now have is that the Borough's need can not viably be met within the existing settlement limits or on previously developed land.</p>

## Summary

- 3.35 Overall, the site is inappropriate to designate for employment use as it is severely constrained in planning policy terms. It is allocated as Green Belt and lies adjacent to a Conservation Area and the canal. Development would adversely affect the attractive countryside setting, which is well-used by local people and tourists. Highway access is poor and would involve the construction of a new bridge to the village centre in the conservation area. It lies in a relatively prosperous area with below-average unemployment.
- 3.36 Therefore, despite being relatively accessible by public transport, having access to a good range of local shops and services, and being a fairly flat site, its environmental protection and value outweigh its need for development.
- 3.37 This site is Green Belt and open countryside in the adopted Local Plan so any industrial development is contrary to current policy. It would be highly visible from nearby vantage points and would need significant structural landscaping. There is currently no road access, so a proposed new bypass along the former railway or the proposed alternative route would need to be constructed, at least as far as this site.
- 3.38 Cycle access is also good, and although the site does not have any adjacent shops or services, it is at an edge-of-town location, and around 1 mile from Colne town centre but close to Barrowford town centre.

- 3.39 On balance, industrial use would be out of character with the area and would cause the loss of an attractive swathe of Green Belt. The uncertainty over the proposed A56 bypass and the reality that it is not committed and will not be delivered before 2021, means that this site cannot reasonably be identified at this stage and therefore it is not currently suitable site for development.
- 3.40 The Green Belt in this location serves to protect the settlements of Barrowford and Colne from merging as well as encourage the recycling of land and preventing urban sprawl. It also serves to protect the historic character of Barrowford with Higherford Conservation Area adjacent to the west.
- 3.41 The site would have more merits for development with the provision of a bypass but until that happens the site preforms significantly worse than Lomeshaye which also has green belt advantages.

Visual Assessment Viewpoints







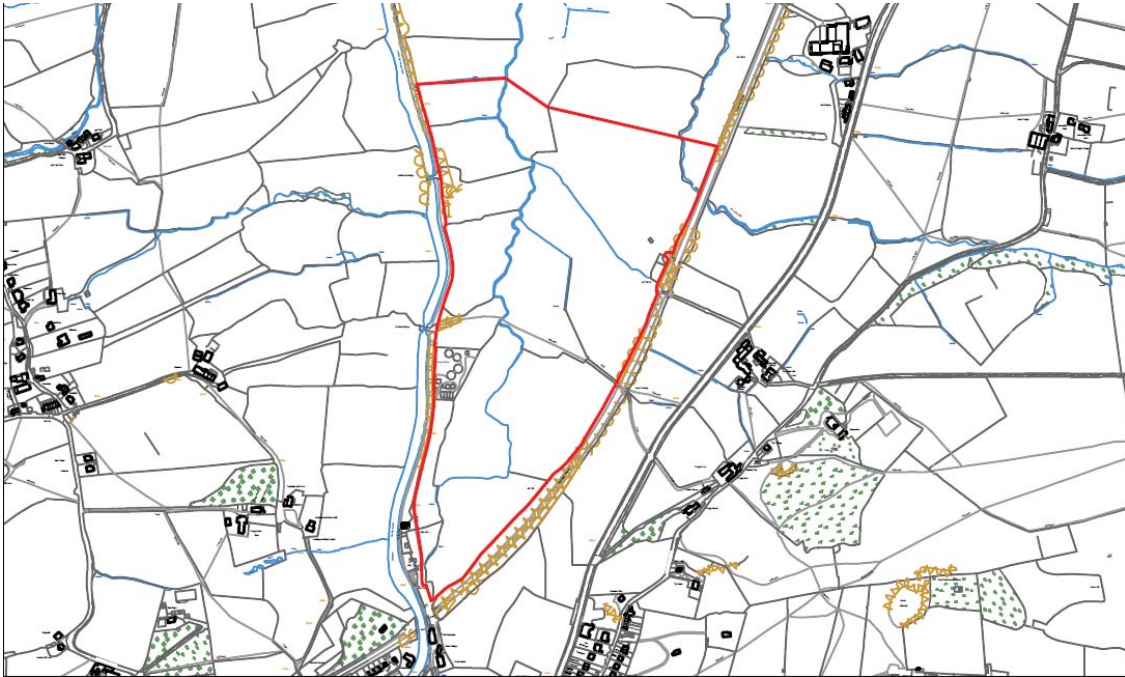
## Development Assessment Score Sheet

<b>Site</b>	<b>Colne Road, Barrowford</b>	<b>Comments</b>						
<b>Location</b>	<b>Colne Road, Barrowford</b>							
<b>Size (Ha)</b>	21.41		<b>Rating</b>					
			<b>Exc</b>	<b>Good</b>		<b>Av</b>		<b>Bad</b>
			<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>Policy</b>								
	Adopted local plan allocation	Green Belt (3), Natural Heritage (4C)					4	
	Planning history	None relevant			2			
	Extant employment (B Class) consent	None			2			
	Known other use for local plan	No other uses proposed	0					
	Ownership	Private					4	
<b>Landscape</b>								
	Current use (buildings, open)	Open agricultural (hilly pasture), farm building at centre of site			2			
	Configuration/ shape/topography	Undulating land with varying degrees of gradient to hills			2			
	Visibility from public vantage points - Roads/Paths	This is an attractive area of open countryside. It is situated next to two specific tourist attractions of the Leeds and Liverpool Canal and the Pendle Heritage Centre. The site is highly visible with Pendle Hill as a backdrop					4	
	Trees, natural screening	Hedges and trees are found over areas of the site but not in patterns that would give landscape protection				3		
	Heritage or special l/s character	The site is Green Belt but also adjoins the Higherford Conservation Area on its west side. Has an impact on a designated heritage asset					4	
	Biodiversity	Grazing pasture with mature hedges and native mature trees next to the canal. Likely that there will be some biodiversity interest			2			
	Protected sites, e.g.. SSSI, Cons area	Site lies adjacent to the Leeds and Liverpool canal BHS		1				
	Linkage to surrounding landscape	The site is open but has some links to the built form of Barrowford to the west. This is however limited as Barrowford has a historic context in the area influenced by the site					4	
	Need for structural planting	Yes on all sides						5
<b>Topographical Constraints</b>								
	Gradient, slope	The site is a mixture of gently sloping areas interspersed with steeper areas			2			
	Plateau extents	Generally flat for the main parts		1				
	Developable area	Approximately 85%		1				
	Engineering required	Limited to formation of a new access and minor levelling.		1				
	Risk of flooding	River on west side of site but not identified by EA as being at risk of flooding	0					
<b>Accessibility</b>								

	Distance to bus stops	Bus stops immediately adjacent to the site on the B6247 for route 93 which runs once every hour and a half. Buses 2, 7, 7a, 7B and 7S run from Gisburn Road on a more frequent basis.	0					
	Bus frequency	The main Nelson to Burnley Service runs hourly. The services to Clitheroe etc operate at peak times but not during the middle of the day		1				
	Bus destinations/services	Burnley, Nelson, Clitheroe	0					
	Ease access to bus stop walking	Gradient down to the A682 bus stops		1				
	Distance to train station	2.9 km (Nelson), 2.1 km to Colne			2			
	Train frequency	Hourly				3		
	Train destination	Blackpool South via Nelson, Accrington, Blackburn (change for Manchester 50mins), Preston			2			
	Ease access to station walking/bus	Flattish access via pavements. A6068 at top of site also has a pavement				3		
	Cycle access ease	Undulating with no dedicated access. Option of accessing along the canal towpath			2			
	Proximity to shops services (except cafés)	Barrowford centre is within 500m of the site		1				
	Highway access (local network)	New access to B6247 needed. Issues of capacity on Vivary Way and through Barrowford			2			
	Highway access (regional network)	1.8km away but local network connections and junction capacities make connection difficult			2			
<b>Sustainability</b>								
	Greenfield or brownfield	Greenfield (pasture)					4	
	Sequential test	Edge of urban settlement				3		
	Linkage to existing industry	None						5
	Linkage to houses, distance travel to work	Residential areas in close proximity and new housing development opposite to the south.	0					
	Linkage to other services	The site is in reasonable distance to services in Barrowford and Colne			2			
<b>Impact on Surroundings</b>								
	Compatibility with adjacent land uses	Houses on the south west and west sides otherwise agricultural. Canal to the east which is a tourist destination.			2			
	Proximity to residential	Located near to houses in Barrowford and Barrowford Locks		1				
	Likely access/traffic impacts	Issues of capacity on the A6068 (Vivary Way) co vehicles travelling east as well as impacts on the junction of the B6247 and A682. Industrial traffic would also be routed vi centre of Barrowford.				3		
	Potential buffering for noise	None present and there would be buffering required					4	
	Potential buffering for light	Needed but mitigation could be put in place			2			
	Visual impact on residential amenity	The site would be clearly visible from exiting residents to the south west and west of the site					4	
<b>Environmental Review</b>								
	Impact of historical uses	Limited as agricultural fields. Copal wharf in SE corner			2			
	Potential for contamination from current use	Limited as agricultural fields		1				
	Geology	Boulder Clay over Millstone Grit	0					
	Coal Mining	No previous activity.	0					
	Hydrogeology/hydrology	Minor aquifer under site			2			

	Flood risk	Not in a flood risk zone. River to west is only potential source of flooding.							
	Risk Assessment	Potentially contaminating uses not identified. Low risk of ground contamination.		1					
<b>Economic benefits</b>									
	Likely job creation	85% developable. 1870 jobs could be created		1					
	Links to local business	No links to existing businesses				3			
<b>Market Attractiveness</b>									
	Agent view	Would be a logical site when the bypass is built. Limited attractiveness without the bypass.		1					
	Has been marketed	No						5	
	Is development viable without funding					3			
<b>Infrastructure requirements</b>									
	Electricity				2				
	Sewerage				2				
	Drainage				2				
	New Access					3			
<b>Totals</b>			<b>0</b>	<b>12</b>	<b>38</b>	<b>24</b>	<b>32</b>	<b>15</b>	<b>121</b>

## Land to the North of Foulridge Wharf



### Policy

- 4.1 The land is situated in open countryside as set out in the Local Plan. It has no specific designation. It consists of generally flat land bounded by rising land up to the A56.
- 4.2 The planning policy context is set by two principal documents. In the absence of the recently abolished Regional Spatial Strategy for the North West the development plan now comprises of the saved policies of the adopted Replacement Pendle Local Plan 2006 and an adopted Area Action Plan for Bradley. The AAP has no bearing on this site.
- 4.3 The site lies outside of the Local Plan settlement boundary in open countryside. It is the only site that is not in green belt of the 5 assessed in this document.
- 4.4 Policy 3 refers to green belt and indicates that inappropriate development would not be allowed in it.
- 4.5 Adjacent to the site are regionally designated sites of ecological value. To the west is a Biological Heritage Site designated by LCC, English Nature and Lancashire Wildlife Trust on the Leeds and Liverpool Canal. A second BHS is situated to the east along the former railway line. Policy 4C seeks to protect, conserve and where possible enhance sites of conservation value. The importance of wildlife corridors is recognised under Policy 4D. The Local Plan recognises the importance of trees and woodlands in policy 14.

- 4.6 Water issues are recognised under policies 6 and 7 of the Local Plan. On sites that may be susceptible to flooding alleviation measures are required under policy 6 as is the use of Sustainable Urban Drainage Systems. Policy 7 seeks to protect the areas water resources.
- 4.7 Good design is sought under policy 13 of the Local Plan but there are no specific design requirements contained in the policy.
- 4.8 New sites are expected to have adequate landscaping as set out in policy 16. This includes the use of existing contours, trees watercourses etc.
- 4.9 Policy 23 of the Local Plan sets broad locational criteria for new development. Although the policy does not relate specifically to the allocation of new employment land it sets out that new businesses should be located near to shopping centres and transport hubs.

## **The Framework**

- 4.10 Nationally the suite of planning policies that existed have been replaced by the National Planning Policy Framework (“the Framework”). This makes clear that sustainable development should be encouraged and sets out that the view of what is sustainable development is set out at paragraphs 18-219. The document needs to be read as a whole but there are some key policy points that need to be set out here.
- 4.11 Sustainable development has three dimensions to it those of an economic, social and environmental role. These three strands need to be seen together and a balanced view of what sustainable development is in a particular case assessed with these three broad dimensions in mind.
- 4.12 Part 1 of the Framework gives a commitment to grow a strong and competitive economy. Councils are expected to be proactive in meeting the needs of business.
- 4.13 Transport is important, particularly in terms of promoting sustainable transport. Paragraphs 9 -41 set out the Framework’s policies for this. Good design of all development is important as set out in part 7.
- 4.14 Part 9 deals specifically with the protection of green belt land. The extent and location of green belt should be set in Local Plans. The boundary of green belt should only be altered in exceptional circumstances through the preparation of Local Plans. In reviewing green belt boundaries account must be taken of the need to promote sustainable patterns of development.
- 4.15 The challenges of climate change are recognised in part 10 and of the need to reduce greenhouse gas emissions. Conserving our natural and historic environments are considered in parts 11 and 12.
- 4.16 Local Plans are pivotal documents for promoting sustainable development in an area. They should set out strategic priorities and deliver the homes and jobs needed in an area. An appropriate evidence base should be used and sites should be allocated bringing forward new land where necessary.

## **Landscape and visual impact**

- 4.17 The land is currently open countryside used for grazing. The site lies at the bottom of a valley and is overlooked from all sides. It is highly visible and due to its low lying nature structural landscaping is not likely to be effective in assimilating the site into the landscape of the area.
- 4.18 In particular as it is flat, there are good views across it from the canal to the west and disused (raised) railway line to the east. Foulridge Warf, at the southern end of the site, is a canal heritage/boating centre and tourist facility and therefore a number of visitors come to the area. Accordingly, development would be prominent in the landscape and would require substantial structural planting which in turn would not be fully effective. The site would be prominent from all sides and this would be exacerbated by the need to form an access onto the highway network.
- 4.19 This site is also highly visible from the towpath of the Leeds & Liverpool Canal along the site edge and from the elevated A56 on the valley side, as well as from scattered housing on the valley slopes. Employment uses would be difficult to screen from these distant views and would appear a major intrusion into open countryside.

## **Topographical Considerations**

- 4.20 The site is relatively flat and therefore virtually the whole site is in principle developable. However, the site lies within the New Cut floodplain and therefore development would significantly reduce floodwater storage capacity, resulting in flooding elsewhere. This might limit the amount of development and drainage.
- 4.21 Contingent on solving the flooding and access problems, then arguably 90% of the site is likely to be developable, excluding buffer strip with the canal.

## **Accessibility and Sustainability**

- 4.22 Road access to the site is presently unsuitable for commercial use as it utilises narrow existing roads through residential areas and of insufficient standard to accommodate large vehicles, especially at the junction with the A56. As such the site cannot be accessed without the proposed new bypass along the line of the disused railway to the east.
- 4.23 In public transport access terms the site also scores badly with the nearest bus stop about 1km away via the highway network, although there are frequent buses on a number of routes along the A56 to the east. However, this bus stop is reached by climbing a steep hill from the site. The nearest railway station is Colne, 3m away, with hourly trains. It can be reached by bus.

- 4.24 The site is unsuitable for cycle access as it would involve a steep hill and access via the busy A56.
- 4.25 The site scores poorly in sustainability terms, as it is greenfield, set outside the urban area and at the edge of a small village. The scale of development would be out of character with the size of the village and is therefore likely to lead to in-commuting. Even if improved public transport was introduced with the bypass, owing to its remote location and great distance from residential areas, shops and services etc., it is highly likely to be a car-served development.

### **Impact on Surrounding Uses**

- 4.26 The site is set away from nearby houses in Foulridge, and therefore were access to be taken from a new A56 bypass, it is likely that commercial development would not adversely affect local residents' amenity. The site is of sufficient size to create adequate structural planting to screen development and provide buffers to mitigate against any light and noise pollution.

### **Environmental Conditions**

- 4.27 This site comprises open fields (grazing), some unused, with a sewage works located on the western boundary, established around 1933. A railway ran along the eastern boundary 1894-1973. The Leeds & Liverpool Canal borders the site to the west. The south of the site includes a car park and some small businesses.
- 4.28 Geology consists of Alluvium and Millstone Grit. The site is located on a minor aquifer. The nearest groundwater extraction is 124m southwest. The nearest watercourse is New Cut (grade A – very good).
- 4.29 There is low likelihood of ground contamination, rising to moderate around the sewage works. Environmental sensitivity is moderate to high due to proximity to the minor aquifer, surface water and residential properties. (Further regulatory consultation responses are awaited.)

### **Economic Benefits**

- 4.30 The site could realise a substantial number of jobs 2275. It is however poorly related to Colne and would not have synergies with existing businesses.

### **Market Attractiveness**

- 4.31 The site is unlikely to appeal to market development without the new A56 bypass. Even if this is built, the site is located a substantial distance from the M65 and therefore is less appealing to commercial development, especially B8 uses. The site might have some appeal to industry currently in Skipton.

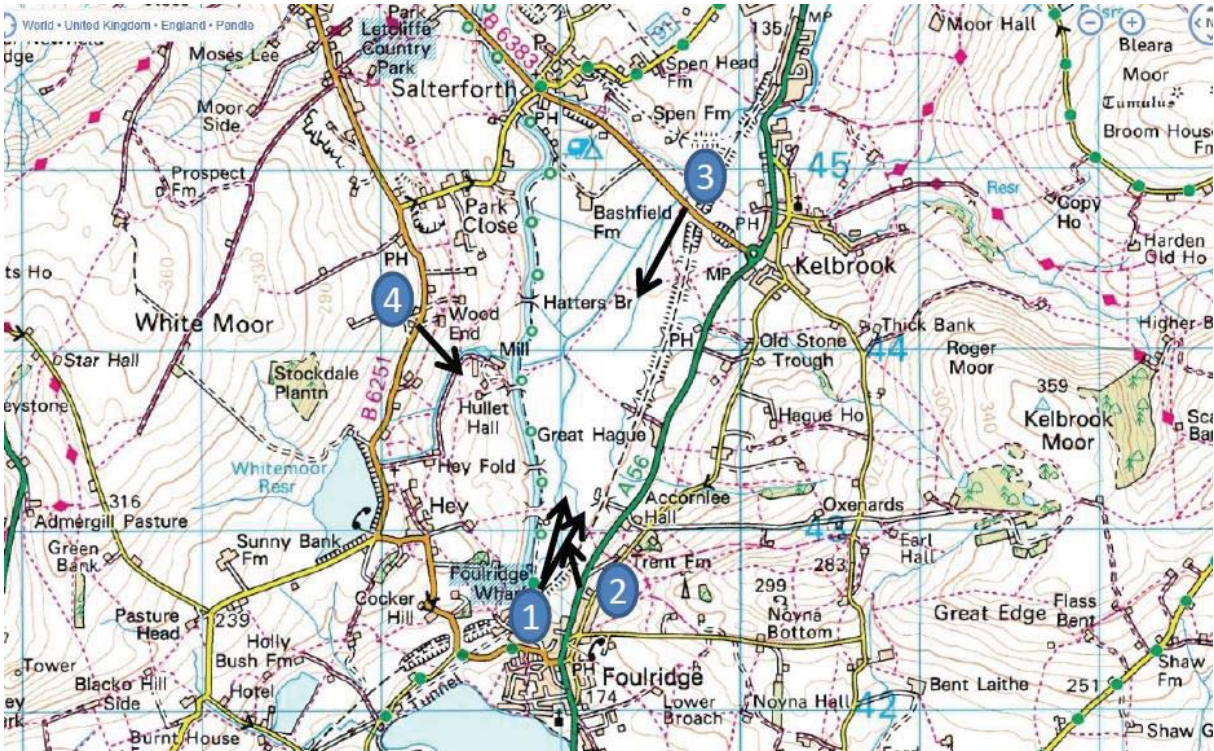
## **Green Belt**

- 4.32 The site is not in Green Belt. The major advantage of the site over the other sites is that it is not located in green belt.

## **Summary**

- 4.33 Physically, the site is highly visible from the canal and A56, and therefore industrial development would appear a major intrusion into open countryside. It is not sustainable being a poorly located site with the nearest bus stop approximately 1km away up a very steep hill, and limited nearby shops and services. It is out of scale with the village and therefore development would lead to substantial in commuting. Its present access is highly substandard, and therefore it would be completely dependent on the construction of the proposed A56 bypass, which is currently in doubt and will not be completed until at least 2016. Even if built, the above concerns would remain.
- 4.34 Therefore, despite the land being flat and there being some minor existing industry adjacent to the site (some of which has recently relocated to Earby to a new employment site leaving vacant units) to the south, overall, it not a suitable site for development and allocation in this Local Plan.

Visual Assessment Viewpoints





3



4



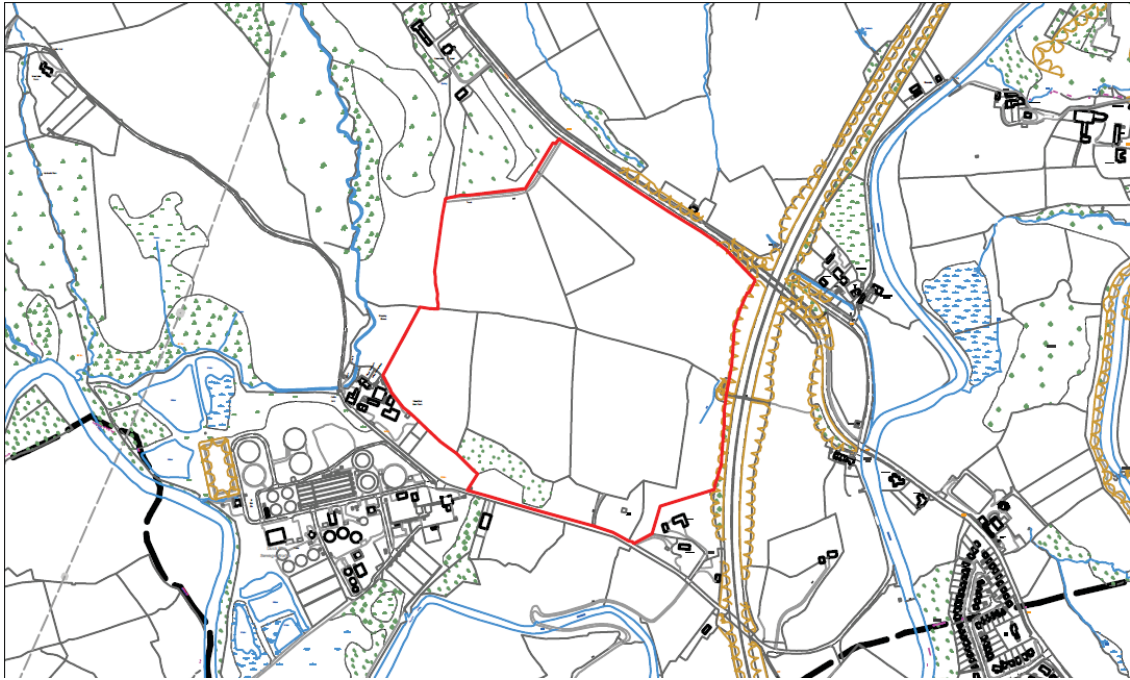
## Development Assessment Score Sheet

Site	Foulridge	Comments	Rating					
Location North of Foulridge wharf								
Size (Ha)	24.59		Exc	Good		Av		Bad
			0	1	2	3	4	5
Policy								
	Adopted local plan allocation	None, BHS on its eastern side (4C), Flood Risk Area (6)					4	
	Planning history	None relevant			2			
	Extant employment (B Class) consent	None			2			
	Known other use for local plan	Land being marketed as allotments	0					
	Ownership	Private					4	
Landscape								
	Current use (buildings, open)	Open agricultural (hilly pasture)	0					
	Configuration/ shape/topography	Land is gently undulating	0					
	Visibility from public vantage points - Roads/Paths	The site is a highly visible one. It lies in a valley bottom and would be seen from significant vantage points from every direction						5
	Trees, natural screening	Significant screening from the upper north side. Low hedges within the site and a mixture of hedge and trees on the north roadside boundary. Open and exposed to the south					4	
	Heritage or special l/s character	No relationship to a protected designated area	0					
	Biodiversity	Site is grazing land with a BHS on its east side and the Leeds and Liverpool Canal BHS on its west side			2			
	Protected sites, e.g.. SSSI, Cons area	BHS 95m to the north west		1				
	Linkage to surrounding landscape	Open countryside with no physical links to existing structures						5
	Need for structural planting	Site would need significant structural landscaping due to its isolation location and its position in the bottom of the valley which makes it highly visible from a significant proportion of the surrounding land.						5
Topographical Constraints								
	Gradient, slope	Mainly flat with some gentle undulation		1				
	Plateau extents	The site would be largely all developable except for the need to undertake significant landscaping.	0					
	Developable area	Approximately 80% of site due to the need to undertake structural landscaping		1				
	Engineering required	The provision of an access is difficult unless a by-pass was created. Major engineering work to facilitate access would otherwise be needed				3		
	Risk of flooding	Site has flood zones 2 and 3 present			2			

Accessibility								
	Distance to bus stops	Routes 451, 215, , 872, 28, 28A, 29 within 5 minutes walk.	0					
	Bus frequency	Frequent bus services	0					
	Bus destinations/services	Nelson, Burnley and Colne, Skipton	0					
	Ease access to bus stop walking	Steep hill up to the A 56		1				
	Distance to train station	Colne Station is 3.6km away			2			
	Train frequency	Hourly				3		
	Train destination	Blackpool South via Nelson, Accrington, Blackburn (change for Manchester 50mins), Preston			2			
	Ease access to station walking/bus	Long walk but within 10 minutes in a car						
	Cycle access ease	Canal would provide an option from Colne and Nelson as well as Barnoldswick. Roads are undulating from Colne but relatively flat from Barnoldswick		1				
	Proximity to shops services (except cafés)	0.5 km for limited services in Foulridge		1				
	Highway access (local network)	Major work would be needed to gain access to the A56 but it is in close proximity	0					
	Highway access (regional network)	Major work would be needed to gain access to the A56 but it is in close proximity. Traffic and congestion issues would lead to difficulties in terms of capacity to access the M65 through Colne. A by-pass is proposed in the east Lancashire Transport Masterplan to ease the severe congestion in Colne and to unlock development opportunities in the town and those adjoining.						5
Sustainability								
	Greenfield or brownfield	Greenfield (pasture)					4	
	Sequential test	The site lies outside of a small rural settlement					4	
	Linkage to existing industry	None						5
	Linkage to houses, distance travel to work	Although the site lies close to Foulridge this is a small rural settlement with limited housing opportunities of any magnitude			2			
	Linkage to other services	Foulridge has a limited range of services which mainly comprise public house, small convenience shopping and some local sports facilities. Colne is a short drive away with a fuller range of services.			2			
Impact on Surroundings								
	Compatibility with adjacent land uses	Farmland surrounding with isolated residential units on the periphery. Sewage treatment plant found on the west side.			2			
	Proximity to residential	Houses within 150m of the site			2			
	Likely access/traffic impacts	Without a by-pass there are significant access challenges. The A56 is at a significantly higher level and this would require a major engineering solution to access. There is no access option going through Foulridge Wharf which is narrow and constrained.						4
	Potential buffering for noise	Design would need to take into account the isolated residential properties adjacent to the site.			2			

	Potential buffering for light	The elevated nature of the surrounding landscape and its limited unnatural lighting would require lighting to be significantly controlled.					4		
	Visual impact on residential amenity	Some localised impacts but isolated from residential areas		1					
Environmental Review									
	Impact of historical uses	Open fields with sewage works on the west hand side. Railway built on east 1894-1973			2				
	Potential for contamination from current use	Sewage works to west otherwise low lying agricultural land. Limited likelihood of any contaminations.		1					
	Geology	Alluvium and millstone grit		1					
	Coal Mining	No known impacts	0						
	Hydrogeology/hydrology	Minor aquifer under site.		1					
	Flood risk	Flood zones 2 and 3. The flooding would occur in the middle of the site and this would need to be specifically assessed in a flood risk assessment.				3			
	Risk Assessment	Low to moderate risk of localised ground contamination. Moderate to high sensitivity due to minor aquifer.			2				
Economic benefits									
	Likely job creation	70% of site developable. Potential for 2275 jobs.	0						
	Links to local business	No links to existing businesses				3			
Market Attractiveness									
	Agent view	Only an appealing site if a new by-pass built. Site located on the wrong side of Colne with problematic access to M65					4		
	Has been marketed	No						5	
	Is development viable without funding					3			
Infrastructure requirements									
	Electricity				2				
	Sewerage				2				
	Drainage				2				
	New Access					3			
Totals			0	10	32	18	32	30	122

## Land off Greenhead Lane



### Policy

- 5.1 The planning policy context is set by two principal documents. In the absence of the recently abolished Regional Spatial Strategy for the North West the development plan now comprises of the saved policies of the adopted Replacement Pendle Local Plan 2006. The site lies outside of the Local Plan settlement boundary in open countryside. It is located in the green belt on land which otherwise has no designation.
- 5.2 Policy 3 refers to green belt and indicates that inappropriate development would not be allowed in it.
- 5.3 Water issues are recognised under policies 6 and 7 of the Local Plan. On sites that may be susceptible to flooding alleviation measures are required under policy 6 as is the use of Sustainable Urban Drainage Systems. Policy 7 seeks to protect the areas water resources.
- 5.4 Good design is sought under policy 13 of the Local Plan but there are no specific design requirements contained in the policy.
- 5.5 New sites are expected to have adequate landscaping as set out in policy 16. This includes the use of existing contours, trees watercourses etc.
- 5.6 Policy 23 of the Local Plan sets broad locational criteria for new development. Although the policy does not relate specifically to the allocation of new employment land it sets out that new businesses should be located near to shopping centres and transport hubs.

- 5.7 The land is in a minerals safeguarding area protected under policy M2 of the adopted Joint Lancashire County Council Minerals and Waste Local Plan.

### **The Framework**

- 5.8 Nationally the suite of planning policies that existed have been replaced by the National Planning Policy Framework (“the Framework”). This makes clear that sustainable development should be encouraged and sets out that the view of what is sustainable development is set out at paragraphs 18-219. The document needs to be read as a whole but there are some key policy points that need to be set out here.
- 5.9 Sustainable development has three dimensions to it those of an economic, social and environmental role. These three strands need to be seen together and a balanced view of what sustainable development is in a particular case assessed with these three broad dimensions in mind.
- 5.10 Part 1 of the Framework gives a commitment to grow a strong and competitive economy. Councils are expected to be proactive in meeting the needs of business.
- 5.11 Transport is important, particularly in terms of promoting sustainable transport. Paragraphs 9 -41 set out the Framework’s policies for this. Good design of all development is important as set out in part 7.
- 5.12 Part 9 deals specifically with the protection of green belt land. The extent and location of green belt should be set in Local Plans. The boundary of green belt should only be altered in exceptional circumstances through the preparation of Local Plans. In reviewing green belt boundaries account must be taken of the need to promote sustainable patterns of development.
- 5.13 The challenges of climate change are recognised in part 10 and of the need to reduce greenhouse gas emissions. Conserving our natural and historic environments are considered in parts 11 and 12.
- 5.14 Local Plans are pivotal documents for promoting sustainable development in an area. They should set out strategic priorities and deliver the homes and jobs needed in an area. An appropriate evidence base should be used and sites should be allocated bringing forward new land where necessary.

### **Landscape and visual impact**

- 5.15 The site is an isolated one that lies in open countryside. Its visual receptors on site are those of trees along its eastern boundary and mature hedges defining fields within the site.
- 5.16 There is a sewage works on the south west side that frame the site from that direction and would form a visual link to a man made urban feature.
- 5.17 The site is open and exposed to the south from the approach along the M65 and the Burnley urban area to the south west. The photograph in viewpoint 4

was taken on a day with poor visibility. The site is still highly visible from significant vantage points from the south.

- 5.18 The site would be difficult to landscape and would be visually isolated from any other urban area. It would be visually isolated and would be highly intrusive and detrimental on the character of the landscape of the area and green belt.

### **Topographical Considerations**

- 5.19 The site's topography is that of land that slopes down gradually more steeply in a north through to south direction. The land becomes gradually more steep the further south on the site
- 5.20 It is estimated that 70% of the site could be developed but there would also need to be significant structural landscaping for any development.

### **Accessibility and Sustainability**

- 5.21 The site is poorly related to the strategic transport network and the local highway network. It also has poor links to services and public transport.

### **Environmental Conditions**

- 5.22 There is potential contamination from on-site landfill and from landfill sites adjoining. Historical uses show that there has been some quarrying on site but this is not likely to pose an environmental constraint.
- 5.23 The minor aquifer identified on the east section of the site is not likely to be a threat to water quality.

### **Economic Benefits**

- 5.24 The site is estimated to be able to led to 1908 jobs being created. The site is however poorly linked to existing businesses and wold be difficult to sustainably access for workers.

### **Market Attractiveness**

- 5.25 The site lies in an area that does not relate well to existing employment sites. Its isolated position and difficulties in accessing it are not likely to make it attractive to the market.

## Green Belt

Purpose of Green Belt	
To check the unrestricted sprawl of large built-up areas	<p>The site lies in an isolated location away from any settlements. It sits just north of the M65 motorway but is not accessed directly off it. The nearest settlement is situated in the Borough of Burnley some 500m to the south of the site. It is separated from the land by the motorway and rising land.</p> <p>The green Belt here is part of a variety of measures designed to restrict development and to encourage the re-use of previously developed land and to reduce the pressure to encroach into open countryside and greenbelt. These comprise of the policies in the Local Plan and the policies in the Framework.</p>
To prevent neighbouring towns merging into one another	<p>The settlement boundary of Burnley is found some 500m to the south. Otherwise the site is in an isolated location. The Green Belt here is not bound by urban areas and there is limited pressure to develop here due to its relatively isolated position.</p> <p>Burnley is the nearest settlement situated across the motorway to the south on land separated by a small valley. The next nearest settlement is Fence. It is located some 1m to the north. It is situated on elevated land separated by open fields and woodland.</p> <p>Fence is a rural village that will not see significant development. It will grow in a modest way to provide local housing and services. The land between the site and Fence will not be subject to pressure to develop. The distance between the site and Fence further adds to the unlikely joining up of the two settlements.</p>
To assist in safeguarding the countryside from encroachment	<p>This is a generic policy position which would apply to all land outside of settlement limits. The emphasis of the Core Strategy is to make the most beneficial use of land but with the caveat that there needs to be sustainable growth on viable sites which may mean release of land in the open countryside.</p> <p>The green belt designation has reduced potential pressure to develop this site and to allocate it for development. The emphasis has been to look towards meeting the development needs of the Borough elsewhere and in particular to recycle land for housing and employment uses. This is no longer possible as is demonstrated in the evidence base underpinning the Core Strategy.</p>
To preserve the setting and special character of historic towns	<p>The site does not relate visually to any area of historic value. It serves no purpose in preserving the setting or special character of any historic area or town.</p>

<p>To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p>	<p>The adopted Local Plan considered the need to allocate land for housing and land for employment which are the two main development types requiring additional land. The tight green belt boundaries help to define the policies within that which sought to use previously developed land as much as possible. This has had a significant impact on development. For example in 2011/12 of all houses built 83% were built on brownfield land.</p> <p>The evidence base that we have assembled for the Core Strategy looks at the housing and employment needs of the Borough. There is now a clear need to release Greenfield sites for employment and housing. This study examines the optimum sites to bring employment land forward, including an emphasis on protecting green belt. The designation as green belt has assisted in recycling land previously but the evidence we now have is that the Borough's need cannot be met within the existing settlement limits or on previously developed land.</p>
-------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## Summary

- 5.26 Overall, the site is inappropriate to designate for employment use as it is severely constrained in planning policy terms. It is allocated as Green Belt. Development would adversely affect the attractive countryside setting, which is well-used by local people and tourists. Highway access is poor and it is poorly related to other services.
- 5.27 The site scores significantly poorly in the overall site appraisal and would be an incursion into green belt when there are other more preferable sites available to come forward.

Visual Assessment Viewpoints







## Development Assessment Score Sheet

Site	Greenhead Lane	Comments						
Location	Greenhead lane, Reedley							
Size (Ha)	26.52		Rating					
			Exc	Good		Av		Bad
			0	1	2	3	4	5
Policy								
	Adopted local plan allocation	Green Belt (3) , plus adjacent to Biological Heritage Site (4C)					4	
	Planning history	None relevant	0					
	Extant employment (B Class) consent	None			2			
	Known other use for local plan	Land being marketed as allotments				3		
	Ownership	Private	0					
Landscape								
	Current use (buildings, open)	Open agricultural (hilly pasture)	0					
	Configuration/ shape/topography	Land undulates but falls in a north to south direction		1				
	Visibility from public vantage points - Roads/Paths	Site is seen significantly from the approach along the M65 from the south. Seen from the south and south west from areas in Burnley				3		
	Trees, natural screening	Significant screening form the upper north side. Low hedges within the site and a mixture of hedge and trees on the north roadside boundary. Open and exposed to the south				3		
	Heritage or special l/s character	NO relationship to a protected designated area	0					
	Biodiversity	Grazing pasture with mature hedges and native mature trees and hedges. BHS located to the north west 95m away.			2			
	Protected sites, e.g.. SSSI, Cons area	BHS 95m to the north west				3		
	Linkage to surrounding landscape	Open countryside with no physical links to existing structures						5
	Need for structural planting	Site would need significant structural landscaping due to its isolation and falling land exposing it to public viewpoints						5
Topographical Constraints								
	Gradient, slope	Site slopes gradually more steeply from a north to south direction				3		
	Plateau extents	The northern third of the site has a moderate slope on it which then becomes increasingly steep towards the southern extent of the site.			2			
	Developable area	Approximately 70% of site due to topography on the southern side.			2			
	Engineering required	Landscaping and developing level slabs for the buildings and car parking would be needed			2			
	Risk of flooding	Site not in a flood zone 2 or 3.	0					
Accessibility								
	Distance to bus stops	850m away to the south east. Bus 95A serves the site				3		
	Bus frequency	95A just over an hourly service.				3		

	Bus destinations/services	Nelson, Burnley and Colne	0					
	Ease access to bus stop walking	Down a steep hill for a short distance then up a steep road which does not have pedestrian facilities for much of its length.				3		
	Distance to train station	3.4 km to Brierfield Station on the road, 3.1 km via the Leeds and Liverpool Canal Towpath, 3.4 km to Burnley Centre;			2			
	Train frequency	Hourly				3		
	Train destination	Blackpool South via Nelson, Accrington, Blackburn (change for Manchester 50mins), Preston			2			
	Ease access to station walking/bus	Long walk but within 10 minutes in a car		1				
	Cycle access ease	Steep road routes to the site but canal provides a level access and is in close proximity in terms of cycling		1				
	Proximity to shops services (except cafés)	3km from any effective services in Brierfield or Burnley					4	
	Highway access (local network)	Access feasible from upper section of the site onto C663 class 3 highway. Highway has limitations in both directions for traffic associated with a business park.			2			
	Highway access (regional network)	A65 to M65 via substandard local network. Access onto A6068 is 1.3 km to the north west.			2			
<b>Sustainability</b>								
	Greenfield or brownfield	Greenfield (pasture)					4	
	Sequential test	Edge of urban settlement						5
	Linkage to existing industry	This is an isolated site with no links to any existing industry. Its links are with agriculture.						5
	Linkage to houses, distance travel to work	A residential area lies circa 1km to the south east. Site has some linkages to residential areas.			2			
	Linkage to other services	NO services in close proximity. Nearest ones are 3km away in Burnley or Brierfield				3		
<b>Impact on Surroundings</b>								
	Compatibility with adjacent land uses	Farmland surrounding with isolated residential units on the periphery			2			
	Proximity to residential	650m from nearest residential estate						5
	Likely access/traffic impacts	Access constraints likely with route into Burnley. Greenhead Lane would need improvements to facilitate large commercial vehicles				3		
	Potential buffering for noise	Design would need to take into account the isolated residential properties adjacent to the site.			2			
	Potential buffering for light	The topography of the site and the exposure to the views from the west would make light mitigation impacts difficult to achieve			2			
	Visual impact on residential amenity	Some localised impacts but isolated from residential areas		1				
<b>Environmental Review</b>								
	Impact of historical uses	Landfill has occurred on the west side of the site						
	Potential for contamination from current use	Potential contamination from past landfill activities						
	Geology							
	Coal Mining	Two sections of the land lie in a coal referral area			2			
	Hydrogeology/hydrology	Minor aquifer under site, adjacent to Pendle Water (GQA), smaller streams cross site.						

	Flood risk	Flood zone 1	0						
	Risk Assessment	Some potential ground contamination may be present on site and from surrounding landfill. Risk is low/medium			2				
<b>Economic benefits</b>									
	Likely job creation	70% of site developable. Potential for 1908 jobs.		1					
	Links to local business	No links to existing businesses						5	
<b>Market Attractiveness</b>									
	Agent view	Isolated site not likely to be attractive to the market					4		
	Has been marketed	No						5	
	Is development viable without funding					3			
<b>Infrastructure requirements</b>									
	Electricity				2				
	Sewerage				2				
	Drainage				2				
	New Access			1					
<b>Totals</b>			<b>0</b>	<b>6</b>	<b>36</b>	<b>36</b>	<b>16</b>	<b>35</b>	<b>129</b>

## Study Conclusions

- 6.1 The allocation of an industrial site in Pendle is constrained by a range of factors. There is no single readily identifiable site that could come forward that is located in an existing urban area. By necessity a rural greenfield location will need to be allocated to bring about the development of a single large strategic employment site for the Borough.
- 6.2 The site selection process has looked at a range of issues. These include the sustainable credentials of sites, impact on green belt, view of market attractiveness and an appropriate level of a landscape assessment.
- 6.3 Except for the site at Foulridge all of the sites lie in green belt. This is a significant constraint that should not be offset lightly. Of these the least impact on the five purposes of the green belt is Lomeshaye. It also scores significantly better in the overall assessment framework than any of the other sites as detailed in the results table below.

Site	Size (Ha)	Score	Ranking
<b>Lomeshaye</b>	30.59	103.5	1
<b>Greenhead Lane</b>	26.52	129	5
<b>Colne Road, Barrowford</b>	21.41	121	3
<b>Heirs House Lane</b>	19.66	113.5	2
<b>Foulridge Wharf</b>	24.59	122	4

- 6.5 Lomeshaye also has the critical advantage of being well related to the road network and to existing businesses. In terms of the sites assessed in this document, which in turn has been informed by the Employment Land Review, the optimum overall site for a strategic employment allocation is Lomeshaye.

## **Delivery of Lomeshaye**

The outcome of the appraisal process has identified Lomeshaye as the site which is the optimum one all-round to develop a strategic employment site. More detailed work has been prepared to validate that assessment from a deliverability perspective. In particular the ability of the site to be serviced by the local road network needed to be considered in more detail. The second area was the deliverability of the site in the prevailing economic circumstances.

The following is a synopsis of the assessment of the highway issues and ability to develop the site viably. It must be noted that further detailed work is needed on both once the site is allocated.

## **Highway Issues**

Pendle Borough Council has commissioned the Transport and Highways Consultancy to undertake a preliminary assessment of the capability of the highway network to cater for the additional traffic that would be generated by the extension of the existing Lomeshaye Industrial Estate. Appendix B provides a summary of the highway issues and a professional highways engineers view as to whether highways would be able to accommodate the development.

The site is capable of being able to be developed from a highway perspective. It would need to be accessed from the A6068 on the upper plateau to be able to link to the M65. This would in turn require the provision of a roundabout. Provisional estimates are that this infrastructure would cost £500,000 to provide.

As part of the LEP growth strategy as Masterplan is being developed for East Lancashire. This includes several component studies that will inform the overall Transport Masterplan. One of the studies is the Burnley and Pendle Growth Corridor Study looking at access issues which may affect growth along the M65 corridor. Pendle is pursuing the provision of funding for the roundabout through the Masterplan and with the Local Economic Partnership to be included in the Lancashire economic Plan.

## **Viability**

The development viability assessment undertaken by Colliers on behalf of the Council shows that market conditions are challenging for employment development at present. The viability of developing the site will be assisted through the pursuit of LEP grants to provide infrastructure.

At present the land owners and interested parties are in discussion about the purchase of the site which will inform the overall viability of developing it. There is however developer interest in securing and developing the site and this demonstrates that developers are of the view that the site can be delivered viably.

## Site Scoring Criteria

### Appendix A

Policy	Points	0	1	2	3	4	5
Adopted local plan allocation *		An allocated site for employment	Vacant unallocated site in the settlement limits	Site allocated for another type of development	Site in the settlement protected for its aesthetic/amenity/ecological value	Site in open countryside	Site in Open Countryside Protected for Ecological Value
Planning history		Full pp		None adverse			Adverse planning decision
Extant employment (B Class) consent		Planning permission	Allocated in adopted Local Plan	None		Allocated for alternative use in Local Plan	
Known other use for Local Plan		None known or proposed	Small potential for another use	Medium potential for another use	Land owner proposing another use	Likely to be designated for another use	Allocated for another use
Ownership		Land owned by willing developer	Land owned by know owner	Land owned by multiple parties	Ownership only partly known	Ownership not known	Owner unwilling to sell
Landscape							
Current use (buildings, open)		Vacant Greenfield	Vacant pdl	Undeveloped but with planning permission for an alternative use	In the process of new development	Developed and in use	Developed and being further developed
Configuration/ shape/topography		Flat with no topographical constraints		Up to 25% may be undevelopable		Up to 50% may be undevelopable	Undevelopable
Visibility from public vantage points - roads/paths		Not visible	Visible but little impact	Visible with moderate impact	Visible with local detrimental impact	Highly Visible	Significantly visible with major adverse landscape impact
Trees, natural screening		Fully screened	Mainly screened from public views	Partial screening through topography and	Limited natural screening	No natural screening	No potential for screening and integration

				trees			
Heritage or special l/s character		No designation or does not lie in a location influenced by a designation	Open countryside near to a designated area	Local landscape designation	Green Belt	Conservation area	AONB
Biodiversity		No biodiversity interest	Small but not significant biodiversity interest	Site has some biodiversity of interest	Local Designation for biodiversity	Regional designation for biodiversity interest	National/International biodiversity interest
Protected sites		None in or near to the site	Near to the site but no known impact	Near to the site with some impact	Adjoining the site but limited impact	Adjoining the site and would be directly affected	Within the site
Linkage to surrounding landscape		Self contained		Some linkages			No link
Need for structural planting		None	Minimal	Some			Significant
Topography							
Gradient, slope		Flat	Mostly flat with small area of undulation	Moderate undulation	Moderate undulation with steep areas unsuitable for development	Mostly steep with small developable area.	Steep un developable
Plateau extents		Total		Partial			None
Developable area		100%	80%	60%	40%	20%	0%
Engineering required		None	Provision of an access	Access and land preparation work			Major engineering and infrastructure provision
Risk of flooding		None	10% of site lies in flood zone 2 or 3	20-40% of site lies in flood zone 2 or 3	40-60% of site lies in flood zone 2 or 3	60-80% of site lies in flood zone 2 or 3	High potential for flooding lying in Flood Zone 3
Accessibility							
Distance to bus stops (plan of locations)		2+ routes and 30 min intervals within 5 min walk	1 route and 30 min intervals within 5 min walk	Bus stop with 30 min service within 10 mins	Bus stop with hourly service within 10 mins		No bus stop within 10 min walk
Bus frequency		4 or more per hour	2-3 per hour		1 per hour		None

Bus destinations/services		More than one town centre		One town centre		Rural location only	
Ease access to bus stop walking		Short flat walk	Short steep walk	Medium flat walk	Medium distance steep walk	Long flat walk	Long steep walk
Distance to train station		Less than 1km		1-5km			More than 5km
Train frequency		4 or more per hour		1 per hour			None
Ease access to station walking/bus		Flat within 10mins	Undulating within 10 mins	Flat within 20 mins	Undulating within 20 mins		More than 20 mins
Cycle access ease	*(1)	Good access	Medium access	Average access	Below average access	Poor access	Cycling not likely to occur
Proximity to shops services (except cafés)		Within 100m	100-500m	500m-1km		More than 1km	
Highway access (local network)		Good		Medium			Poor
Highway access (regional network)		Good		Medium			Poor
<b>Sustainability</b>							
Greenfield or brownfield		Brownfield		Mixed		Greenfield	
Sequential test		Urban industrial area	Urban residential area	Within the edge of urban area	immediately outside of urban area	Open countryside	Isolated open countryside
Linkage to existing industry		Excellent	Good	Moderate	Limited		None
Linkage to houses, distance travel to work		Within 5 minute walking distance	Within 10 minute walking distance	Within 5 minute drive	Within 10 minute drive	11-30 minute drive	Further than 30 minute drive
Linkage to other services		Excellent	Good	Moderate	Limited		None
<b>Impact on Environment Surrounding</b>							
Compatibility with adjacent land uses		Compatible		Mixed with remedial measures needed			Not compatible
Proximity to residential		Adjacent	Within 100m	Within 200m	Within 300m	Within 400m	Further than 400m
Likely access/traffic impacts		None	Minor	Moderate	Major		Insurmountable
Potential buffering for noise		None needed		Slight buffering		Major requirement	
Potential buffering for light		None		Some		Major constraint	
Visual impact on residential amenity		None	Minor	Some	Moderate	Significant	Major
<b>Environmental Issues</b>							
Impact of historical uses		None		None likely			Major

Potential for contamination from current use		No contamination after investigation	No previous use (except agriculture)	Previous use but of a type not associated with pollution	Previous use where contamination is likely	Previous use where contamination highly likely	Heavily contaminated
Geology		Suitable		Mixed			Not suitable
Coal mining		No coal or previous activity		Standing advice area		Mineral safeguarding Area	In a development referral area
Hydrogeology/hydrology	*(2)	No issues		Minor issues			Major constraint
Flood risk		Flood zone 1	Mixed flood zone 1 with zones 2/3	Flood zone 2		Flood zone 3	Flood zone 3a
Risk Assessment		None	Low	Low/Medium	Medium	Medium/High	High
<b>Economic Benefits</b>							
Likely job creation	*(3)	> 2000	1500-2000	1000-1499	500-999	1-499	0
Links to local business		Significant	Good	Some	Minor		None
<b>Market Attractiveness</b>							
Agent view		Significant	Good	Moderate		Poor	
Has been marketed		Yes		Some inquiries			No
Is development viable without funding		Yes		Likely	Unlikely		No
<b>Utilities</b>							
Electricity		Good		Minor constraint		Major constraint	
Sewerage		Good		Minor constraint		Major constraint	
Drainage		Good		Minor constraint		Major constraint	
New Access		No	Needed but onto a highway that can accommodate it		Major constraints		Significant constraints that are technically difficult to overcome

#### Notes

\*(1) Factors such as gradient, distance from houses, cycle path provision, level of traffic assessed to make a judgement on the score

\*(2) This does not relate to flood risk which is dealt with later. It relates to conditions such as aquifers, springs etc

\*(3) based on net developable area. Jobs created are a combined 102.8 jobs per hectare

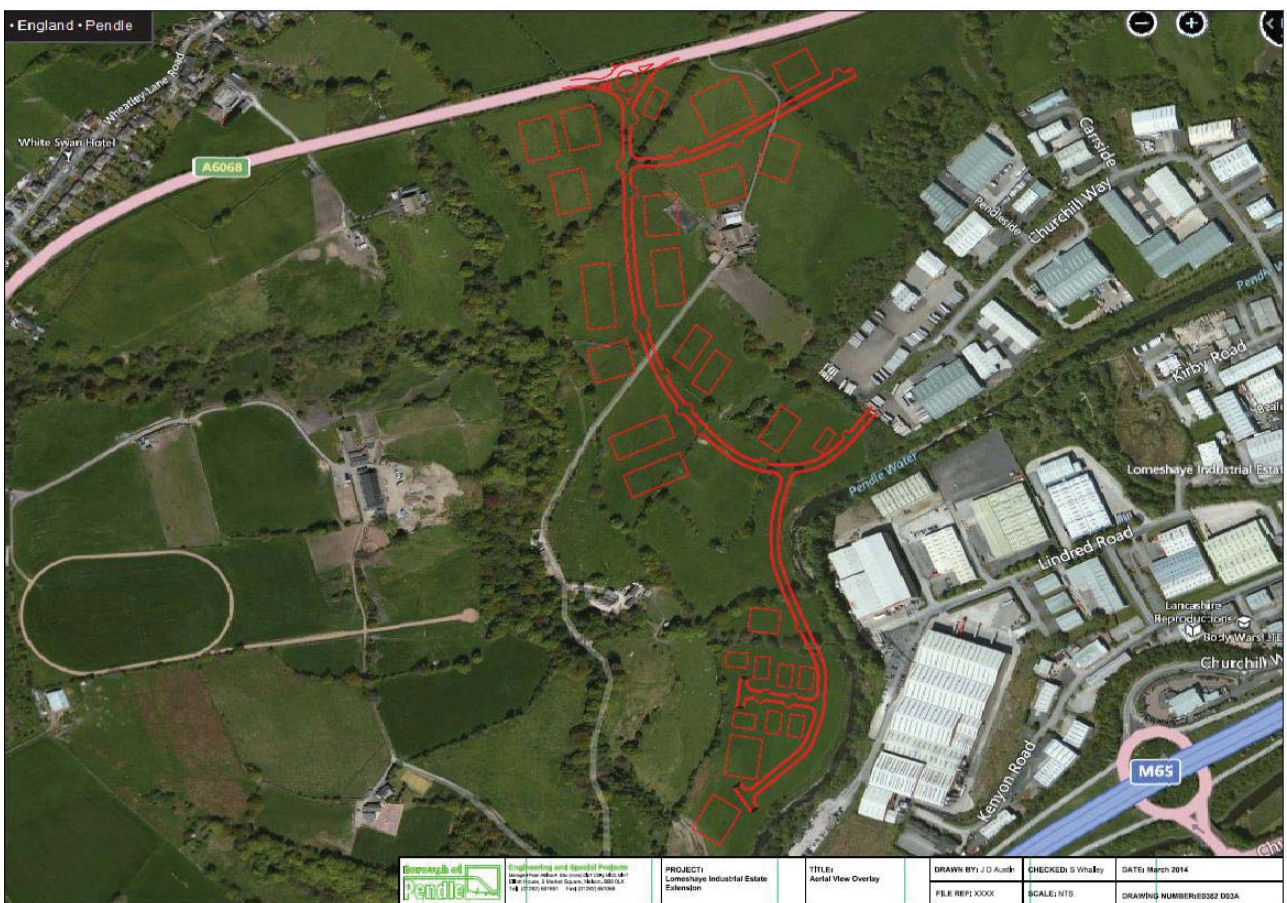
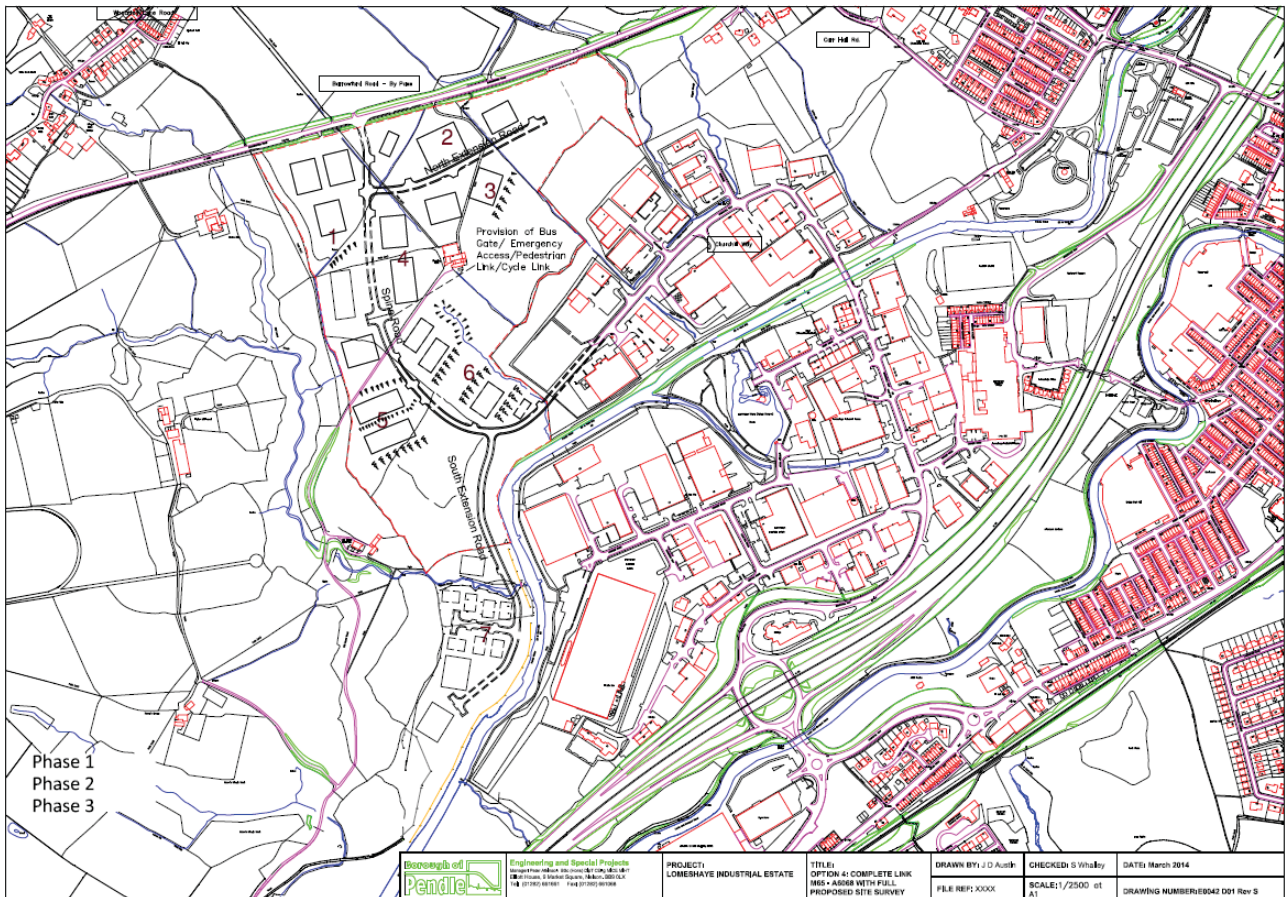


## Appendix B

### LOMESHAYE EXTENSION SITE PRELIMINARY TRANSPORT REVIEW

- 1.1 This note has been prepared by TTHC Ltd on behalf of Pendle Borough Council (PBC) to provide an overview of the Lomeshaye Extension site proposal in terms of transport and highway matters.
- 1.2 To date, TTHC has carried out sites visits at various times throughout the day, including the morning and evening peak periods, prepared initial estimates of likely trip generation arising from the extension of the existing employment area, undertaken a preliminary exercise in respect of travel to work distribution for the Brierfield and Whitefield wards, reviewed traffic information for the local highway network, carried out an initial examination of non-car accessibility, investigated access opportunities in connection with the proposed extension and considered the likely implications on the highway network and the scope for improvement to address these implications.
- 1.3 The existing Lomeshaye Industrial Estate is a well established employment area which benefits from easy access to the Strategic Road Network via Junction 12 of the M65, is within 2km of Nelson's Bus/Rail Interchange and whilst also having the advantage of a strong employment catchment from the residential areas of Nelson and Brierfield.
- 1.4 The Lomeshaye Extension site is therefore very well connected for job creation and product manufacture and distribution. It provides an excellent opportunity to capitalise on these characteristics to provide jobs and economic urban regeneration in an area which has been vulnerable to economic uncertainty and which has suffered from much higher levels of deprivation than the National average.

- 1.5 The proposed extension site has excellent existing and established links to the local, national and international transport infrastructure and is capable of being readily developed without detrimental impact in respect of the transport network performance.
- 1.6 The vehicular routes to and from the Site provide good connections both to the local and Strategic Road Network. A preliminary assessment of the likely traffic implications arising from the development of the extension Site would suggest that there is scope for capacity improvements at Junction 12 as well as the potential for further improvements to the distribution of traffic via a new access junction off Barrowford Road.
- 1.7 With appropriate improvements, the highway network is capable of delivering the full extent of development at the Lomeshaye Extension Site without compromising the performance of the local highway network and local amenity.
- 1.8 There is also scope for improvements to the non-car accessibility of the Site, which could include additional bus service provision.
- 1.9 In conclusion, there are no insurmountable transport or highway related issues associated with the development of the Lomeshaye Extension Site.



## **Appendix C**

Lomeshaye

*FINAL*

**Lomeshaye Industrial Estate Extension  
Lancashire, BB12 9NX**

**Environmental Review**

**For**



**Pendle Borough Council**

**PRIVATE AND CONFIDENTIAL**

**RPS Health, Safety & Environment  
1 Stamford Street  
London  
SE1 9NT**

**Tel: 020 7928 0999  
Fax: 020 7928 0708**

**FLL12761/001R  
July 2005**

<b>This report has been prepared within the RPS Group Quality Management System to British Standard EN ISO 9001 : 2000.</b>			
<b>Report Status:</b>		<b>FINAL</b>	
<b>Project Number:</b>		<b>FLL1276/001R</b>	
	<b>Consultant</b>	<b>Signature</b>	<b>Date</b>
<b>Report by:</b>	<b>S. Clarke</b>		<b>7<sup>th</sup> July 2005</b>
<b>Reviewed by:</b>	<b>J Carlisle</b>		<b>7<sup>th</sup> July 2005</b>

## **CONTENTS**

- 1.0 EXECUTIVE SUMMARY**
- 2.0 INTRODUCTION**
- 3.0 SITE SETTING AND DESCRIPTION**
- 4.0 SITE HISTORY**
- 5.0 ENVIRONMENTAL SETTING**
- 6.0 CONSULTATIONS & ADDITIONAL INFORMATION**
- 7.0 ENVIRONMENTAL RISK ASSESSMENT**
- 8.0 CONCLUSIONS**

## **APPENDICES**

- A Figures**
- B Desk Study General Notes**

## 1.0 EXECUTIVE SUMMARY

<b>Site Details</b>	<p>Area: 25.27 Ha</p> <p>NGR: SD 841 378</p> <p>Main use: Open Fields</p>
<b>Site History</b>	<p>The earliest available mapping (1848) shows the site as vacant land comprising of approximately 10 fields and traversed by five footpaths. One stream was shown to the southeast of the site. Contour lines showed the site as sloping down towards the southeast towards the River Pendle. This remained until the present. Although by 1965 a small unlabelled structure is present in the centre east of the site.</p> <p>Large areas of vacant land have historically predominated the surrounding area. However there have been some industrial uses, these include a Sewage Works approximately 50m southeast across the River Pendle and a Landfill site also across the River Pendle</p>
<b>Current Condition &amp; Activities</b>	<p>The site is currently occupied by nine fields, which are used mainly as pasture land for sheep. The site is bounded by a mixed of woodland (some mature) and open fields. To the east are new industrial estates beyond a small area of young deciduous woodland.</p>
<b>Geology</b>	<p>The generalised stratigraphic sequence underlying the site comprises Boulder Clay overlying the Lower Coal Measures (sandstone, mudstone and shales with coal beds).</p>
<b>Hydrogeology/ Hydrology</b>	<p>A Minor Aquifer associated with the Lower Coal Measures underlies the site. The Boulder Clay should reduce the migration of any potential contaminants into the underlying Lower Coal Measures (Minor Aquifer).</p> <p>There is one watercourse within 800m of the subject site which is classified under the General Quality Assessment scheme, this is the River Pendle approximately 30m to the east. The site is not located in a fluvial floodplain.</p>
<b>Risk Assessment</b>	<p>Past potentially contaminating land uses have not been identified on or adjacent to the site. Therefore the potential for ground contamination is considered to be low.</p>

	<p>Consequently, the likelihood of there being a significant risk to groundwater and the nearby River Pendle is low.</p> <p>Overall, RPS has identified a low risk of an environmental liability associated with ground conditions.</p> <p>RPS understands that the site is proposed for development for light industrial land use (B1, B2 and B8). With regard to the sites proposed use the recommendations (below) should be undertaken.</p>
<b>Recommendations &amp; Costings</b>	<p>An ecological scoping survey of the site should be undertaken to inspect the site and its surroundings. This would identify any features, habitats or species, which may represent a constraint to the proposed development of the site. <i>Cost Estimate: £1,250 - £3,000+VAT</i></p>

## **2.0 INTRODUCTION**

RPS Health, Safety & Environment (RPS) was commissioned by **Indigo Planning Limited** on behalf of **Pendle Borough Council** to undertake an environmental review of *Lomeshaye Industrial Estate Extension*

The principal aim of the review was to determine whether there was potential for contamination to be present which would significantly constrain the use of the site, or give rise to the risk of significant environmental liability.

The environmental review comprised:

- i) a site walkover assessment;
- ii) a review of the historical land uses associated with the site to assess the potential for ground contamination;
- iii) a review of the environmental setting to assess the sensitivity of the surrounding environment to contamination/pollution;
- iv) consultation with the regulatory authorities to establish whether there are any significant environmental issues that may impact upon the site, including records of any landfills in the vicinity;

Details of the limitations of this type of study are attached at Appendix B.

### **3.0 SITE SETTING AND DESCRIPTION**

This section of the report is based upon observations made during a site visit on 1<sup>st</sup> June 2005. The site location and site boundary plans are shown in Appendix A.

#### **3.1 The Site**

The site is known as Lomeshaye Business Park Extension, Lancashire, BB12 9NX and is located around National Grid Reference SD 841 378. It is roughly triangular in shape and occupies an area of approximately 25.27Ha. The site is currently occupied by farmland comprising nine fields.

The site topography comprises a slope rising steeply away from the river in a northerly direction at varying angles with generally shallow slopes towards the northwest and at the south of the site. There is one track, which traverses the field at the north and centre of the site. This leads from the top gate, next to the A 6068 to Wheatley Laith farmhouse. A number of footpaths radiate from the farmhouse to the outer edge of the site.

The majority of the site comprises fields used for sheep grazing, these consist of generally homogenous short grazed grassland. One of the northern fields is used for cattle and also consists of homogenous short grazed grassland. There is one particularly boggy area near the centre of the site, this is distinguished by soft rushes and mosses.

There were small areas of woodland around the site including strips of mature trees delineating the boundary between some of the northern fields. Mature trees were also present around the site boundaries particularly along the eastern boundary where they mark streams and ditches. There is another strip of mature trees along the stream that runs from the centre of the site down to the south-eastern edge. In many parts of the site the boundaries to fields are marked by established hedgerows. Other field boundaries are marked by stonewalls.

There were a number of streams traversing the site and running along the boundaries in a southerly direction. Along these streams the area changes from short grassland to the aforementioned mature trees, mosses and ferns. All streams and drainage across the site leads to the River Pendle to the south and east of the site.

Along the eastern boundary, near the area of young deciduous woodland, two 55-gallon drums were observed, these appeared to have been in situ for some time and

there was no evidence of leaks from the drums onto the ground. The contents of these drums are unknown.

Running in a south-easterly direction through the centre of the site are overhead cables.

### **3.2    *The Surrounding Area***

The site is located in an area of mainly rural uses and farmland. However, industrial estates are located approximately 40m to the east across the River Pendle.

Wooded areas delineate the site boundaries along the eastern side, with mature woods to the north and young deciduous woodland (predominantly beech) to the south. Adjacent to the north is the A6068 main road. Approximately 50m to the west of the site is a stream known, as Old Laund Clough surrounding this is deciduous mature woodland. Towards the south there are open fields and along the far south of the site the Old Laund Clough forms the site boundary. This runs into the River Pendle, which flows towards the southwest.

#### 4.0 SITE HISTORY

The following account of the history of the site is based upon available past editions of Ordnance Survey (OS) maps dated 1848 to 2001. Extracts from the historical maps are given at Appendix A.

<b>Maps Reviewed (publication dates)</b>	<b>Map Scale</b>
1848, 1891 – 1895, 1913 – 1914, 1929 – 1932, 1955, 1965 – 1967,	25" to 1 mile scale
1893, 1912, 1931, 1960 – 1963, 1970 – 1974, 1979 – 1980, 1988 – 1993,	1:2,500 scale
1960, 1989 – 1994,	1:1250 scale
1980 – 1981, 1992, 2001.	1:10,000 scale

#### 4.1 The Site

<b>Site Features</b>	<b>Dates</b>
Vacant land comprising 10 fields with Wheatley Laith farmhouse towards the centre and a small strip of woodland at the northwest edge of the site. Five footpaths originating from the farmhouse going to the site boundaries. With a small stream to the southeast of the site. Contour lines showed the site as gently sloping towards the southeast in the north and west with steeper slopes in the south and east.	1848 - 1955
As above, with a small unlabelled structure towards the southeast.	1965 - 1992
As above, the footpath leading to the east of the site from the farmhouse was no longer present.	2001

#### 4.2 The Surrounding Area

<b>Surrounding Features (250m radius)</b>	<b>Orientation</b>	<b>Distance</b>	<b>Dates</b>
Pendle Water	East	10m	1848 - 2001
Old Laund Hall Farm	Southwest	20m	1848 - 2001
Sewage Works <i>Then</i> Lomeshaye Industrial Estate	Southeast	50m	1914 – 1980 1992 - 2001
Old Laund Clough	West	70m	1848 - 2001
Grange Barn <i>Then</i> Grains Barn	West	100m	1848 – 1895 1914 - 2001
Wheatley Carr Farm <i>Then</i> Industrial Estate	East	200m	1848 – 1992 2001
Higher Old Laund Farm	West	250m	1848 - 2001

## 5.0 ENVIRONMENTAL SETTING

### 5.1 *Geology*

Based on British Geological Survey 1:50,000 scale survey sheet No 68. and BGS borehole logs the stratigraphic sequence in the vicinity of the site is as follows:

- Boulder Clay (*Quaternary*)
- Lower Coal Measures (*Upper Carboniferous*)

#### *Boulder Clay*

These deposits comprise a bluish grey clay with varying proportions of sand, silt and some gravel. British Geological Survey borehole logs located close to the site indicate that this clay is more than 8m in thickness.

#### *Lower Coal Measures*

Comprising rhythmical sequences of sandstone, mudstone and shales with interlayered beds of coal, between 300 and 600 hundred metres in thickness beneath the site. British Geological Survey borehole logs indicate that near the site sandstones immediately underlie the Boulder Clay. These become finer with depth into shales. The first coal seam under the site is at approximately 80m deep.

### 5.2 *Hydrogeology*

According to the Environment Agency's Groundwater Vulnerability Map (Sheet 11) the site is located on a Minor Aquifer relating to the underlying Lower Coal Measures. These formations will seldom produce large quantities of water for abstraction though they are important both for local supplies and in supplying base flow to rivers.

The Boulder Clay underlying the site will limit the downward percolation of groundwater and any contamination (if present) towards the underlying Minor Aquifer.

According to data obtained from the Environment Agency the site is not located within a groundwater Source Protection Zone (SPZ).

## 6.0 CONSULTATIONS & ADDITIONAL INFORMATION

### 6.1 Surface Water

Environment Agency data indicates that there is one watercourse within 800m of the site, which is classified under the General Quality Assessment (GQA) scheme. This is Pendle Water, which lies approximately 30m east, this watercourse is classified as Grade B (Good) quality. There are also two unclassified watercourses within 800m these are Old Laund Clough which lies approximately 70m west and Higgin Clough which lies approximately 100m northeast.

Environment Agency data indicates that the site is located on the edge of the indicative flood plain of Pendle Water. The site walkover confirmed that the site consists of a slope rising from the southeast, therefore significant flooding is considered to be unlikely.

### 6.2 Water Abstractions

Information provided by the Environment Agency indicates that there are records of three water abstractions within 800m of the site. The details of these are as follows:

Licence Holder	Source	Use	Approx. Distance and Direction from Site
Joseph Wilkinson	Surface	General Agriculture; General Use (Medium Loss)	530m west
Joseph Wilkinson	Surface	General Agriculture; General Use, Medium Loss	560m west
Alfred E Green Transport Ltd	Surface	Other Industrial / Commercial/ Public Services: General Use (Medium Loss)	570m west

### 6.3 Discharge Consents

Environment Agency data shows that there is one licensed discharge consent within 250m of the site. The details of this are outlined in the table below:

Licence Holder	Receiving Medium	Type of Discharge	Approx. Distance and Direction from Site
United Utilities Water Plc	Pendle Water	Sewage discharges – Storm Overflow / Storm	80m south

#### 6.4 Waste Disposal Sites

Information provided by the Environment Agency shows that there are two recorded landfill sites within 500m of the property. The details of these are listed in the table below.

Licence Holder	Waste Deposited	Approx. Distance and Direction from Site
Pendle Borough Council	Sewage Contaminated Materials Ex Treatment Works	20m southeast
Sir Alfred Macalpine & Sons Ltd	Excavated Natural Materials, Waste N.O.S.	475m south

Pendle Borough Council has advised that it holds records of three pre-licensing landfill sites within 500m of the site. The details of these are outlined in the table below:

Location	Waste Deposited	Approx. Distance and Direction from Site
Nelson & Barrowford Effluent Treatment Works, Off Lindred Rd	Inert, Liquid Sludge	40m southeast
Adjacent to M65 nr. Pendle Water, Brierfield	Inert	380m south
Gas Works Tip, Chatburn Park, Clogger Bridge, Brierfield	Not Supplied	470m south

The Environmental Health Department does not hold any information regarding the dates of operation or the details of any leachate or landfill gas issues arising from the sewage works landfill.

#### 6.5 Pollution Incidents/Contaminated Land

Environment Agency data indicates that there is one record of a major or significant pollution incident within 500m of the site. These are outlined in the following table:

Location/Address	Receiving Medium	Type of Pollution Incident	Approx. Distance and Direction from Site
Not Available	Not Given	Industrial Effluent – Significant Incident	55m southeast

Pendle Borough Council has confirmed that there are no legally determined contaminated land sites within 800m of the subject site and that they have no specific concerns regarding the site.

## 6.6 Prescribed Processes

Data supplied by the Environment Agency shows that there are no Part A (IPC) or IPPC processes authorised under the Environmental Protection Act 1990 or Pollution Prevention and Control Act 1999 within 500m of the site.

Pendle Borough Council has advised that there are records of no records of Part B (APC) processes authorised under the Environmental Protection Act 1990 within 500m of the site.

## 6.7 Sites of Environmentally Sensitive Land Use

Data supplied by English Nature indicates that there are two protected/sensitive environmental areas within 800m of the site. The details of these are outlined in the table below:

Sensitive Land Use Type	Description	Approx. Distance and Direction from Site
Area of Unadopted Green Belt	N/A	Onsite
Nitrate Vulnerable Zone	Surface Water	Onsite
Forest of Bowland	Area of Outstanding Natural Beauty	765m northwest

## 6.8 Coal Authority

The Coal Authority Coal Mining report for the site indicates that the property is not within the zone of likely physical influence on the surface from past or present underground coal workings. Nor is the property within a geographical area for which a license to extract coal by underground or opencast methods is awaiting determination or has been granted by the Coal Authority.

The site is not located within a zone of influence of past or present open cast mining. However reserves of coal exist in the locality, which could be worked at some time in the future subject to feasibility, licenses, and planning consents. Furthermore, the Coal Authority have no record of any notice of the risk of the land being affected by subsidence being given under S.46 of the Coal Mining Subsidence Act 1991.

## 6.9 Radon

According to the NRPB Radon Atlas of England and Wales, the site is located in an area where less than 1% of homes are likely to be at risk from radon gas ingress. As a result radon issues are not considered to be significant at this site.

**6.10 Existing Reports / Correspondence**

RPS has not been provided with any existing reports to review.

## 7.0 ENVIRONMENTAL RISK ASSESSMENT

### 7.1 Introduction

This section assesses the significance of the environmental issues which have been identified on the site or in the surrounding area. The issues have been classified under three broad categories.

The classes of significance referred to are as follows:

- **low risk** - it is considered unlikely that issues within the category will give rise to a liability/cost for the owner of the site.
- **moderate risk** - it is possible but not certain that issues within the category will give rise to a liability/cost for the owner of the site.
- **high risk** - there is a high potential that issues within the category will give rise to a liability/cost for the owner of the site.

### 7.2 Land Contamination/Pollution

Risk:	<b>Low</b>
Comments:	<p>Past potentially contaminating land uses have not been identified on site or adjacent to the site.</p> <p>A former landfill is located across the River Pendle, this contains sewage-contaminated materials and despite the absence of information regarding landfill gases and leachates, this is unlikely to affect ground conditions at the subject site due to the presence of the river (acting as a barrier) in between.</p> <p>Other historical land uses in the site vicinity include a former Sewage Works to the east across the River Pendle, however these are also unlikely to affect ground conditions at the subject site due to the presence of the river.</p>

### 7.3 Groundwater Contamination/Pollution

Risk:	<b>Low</b>
Comments:	<p>The site is underlain by a Minor Aquifer associated with the Lower Coal Measures. However, the Boulder Clay (over 8m in thickness in the area) should afford a reasonable degree of protection from any potential contaminants (if present) to the underlying strata.</p> <p>Given the low risk of ground contamination, the likelihood of there being a significant risk to groundwater is low.</p>

### 7.4 Surface Water Contamination/Pollution

Risk:	<b>Low</b>
Comments:	<p>There are a number of small streams across the site and along the boundaries. These may be of some ecological value.</p> <p>The nearest identified watercourse is the River Pendle located approximately 30m to the east of the site. Surface water runoff is directed into the river, however given the low risk of significant contamination at the site there is a low risk of surface water contamination from the site.</p>

### 7.5 Air Pollution

Risk:	<b>Low</b>
Comments:	There is a low risk of air pollution on and adjacent to the subject site.

### 7.6 Other Environmental Issues

Risk:	<b>Low / Moderate</b>
Comments:	<p>The site may have some areas that may be of some ecological value, for example mature deciduous woodland, fragments of boggy land, hedgerows and the environments immediately surrounding the streams. An ecological scoping survey of the site should be undertaken to inspect the site and its surroundings before any development.</p> <p>During the site walkover overhead cables were observed to be</p>

	running through the centre of the site. Given the proposed use of the site this may need consideration in terms of electrical interference effects, which would need to be assessed. In addition the majority of the site consists of a steep slope, which may require a geotechnical assessment.
--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## 7.7 Overall Risk

Risk:	<b>Low</b>
Comments:	<p>There is a low risk of land contamination due to an absence of any recorded potentially contaminating uses at the property. Therefore it is not considered that environmentally sensitive receptors around the site are under threat from existing site activities.</p> <p>Overall, RPS has identified a low risk of an environmental liability. However, recommendations are given in the following section regarding the sites proposed use.</p>

## **8.0 CONCLUSIONS & RECOMMENDATIONS**

### **8.1 Conclusions**

Ground conditions at the site are considered to represent a low risk with respect to current and past site uses. Given the low risk of ground contamination, the likelihood of there being a significant risk to groundwater or surface water is low.

RPS has not identified any significant risks of third party liability or regulatory action that could affect the site from its current status. With regard to the proposed development of the site, the recommendations below should be carried out.

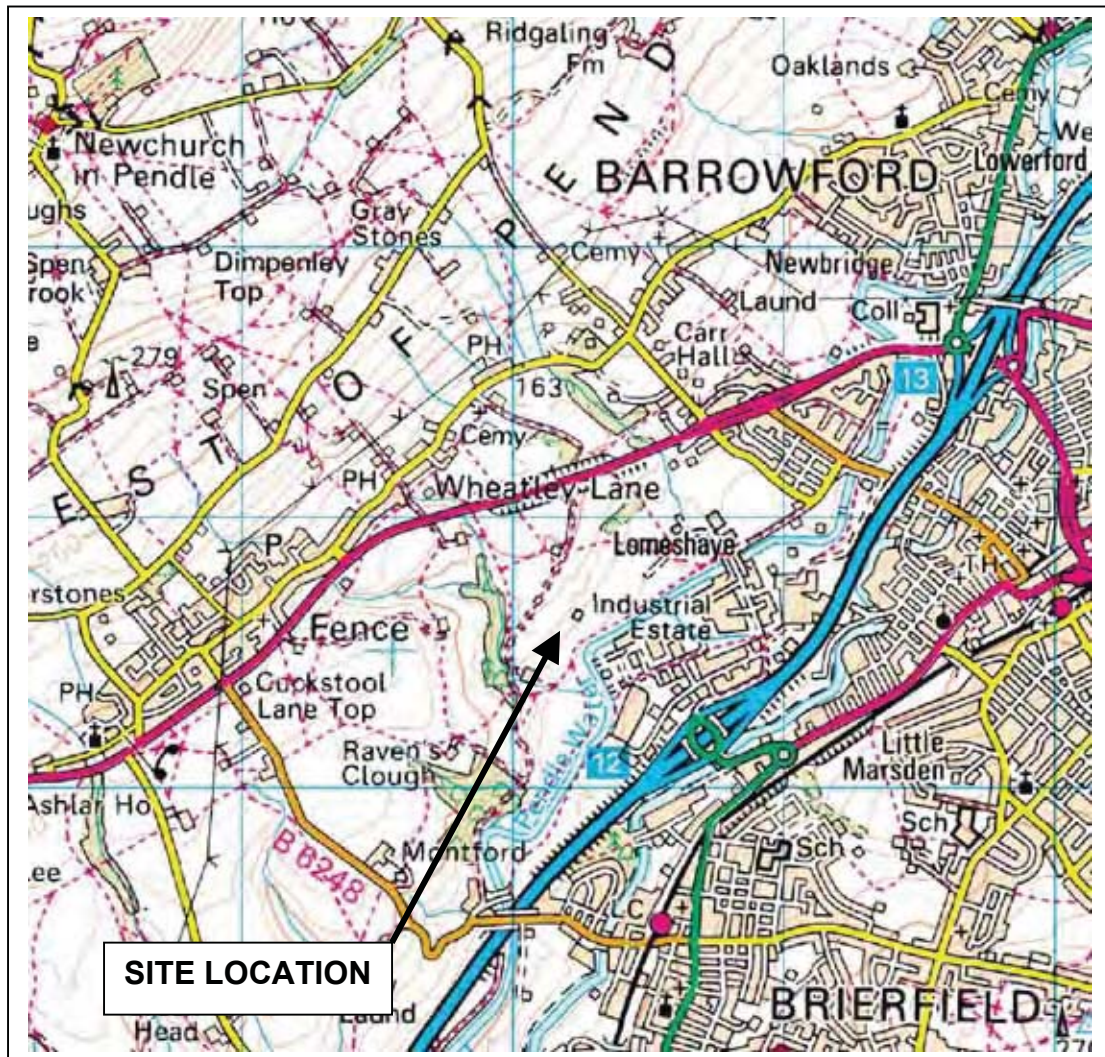
### **8.2 Recommendations**

We recommend the following actions to reduce the environmental risks at the site:

<b>Action</b>	<b>Anticipated Cost</b>
An ecological scoping survey of the site should be undertaken to inspect the site and its surroundings. This would identify any features, habitats or species, which may represent a constraint to the proposed development of the site.	£1,250 - £3,000 +VAT

## APPENDIX A: FIGURES

***Appendix A*** - 10 Pages

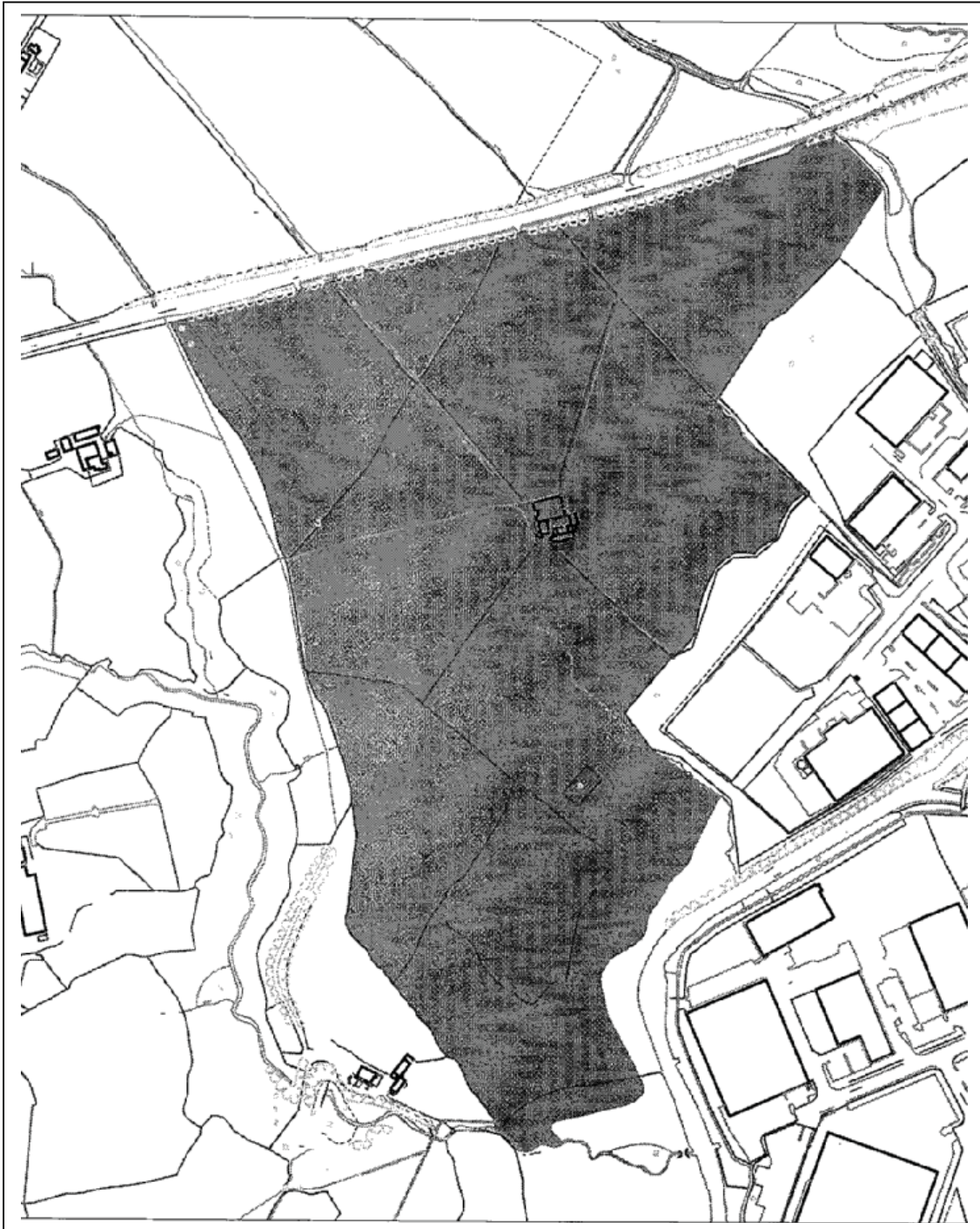


Project: Lomeshaye Industrial Estate Extension  
 Project No: FLL12761  
 Date: June 2005  
 Scale: NTS  
 Figure 1: Site Location Plan

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Figure 2: Site Boundary Plan

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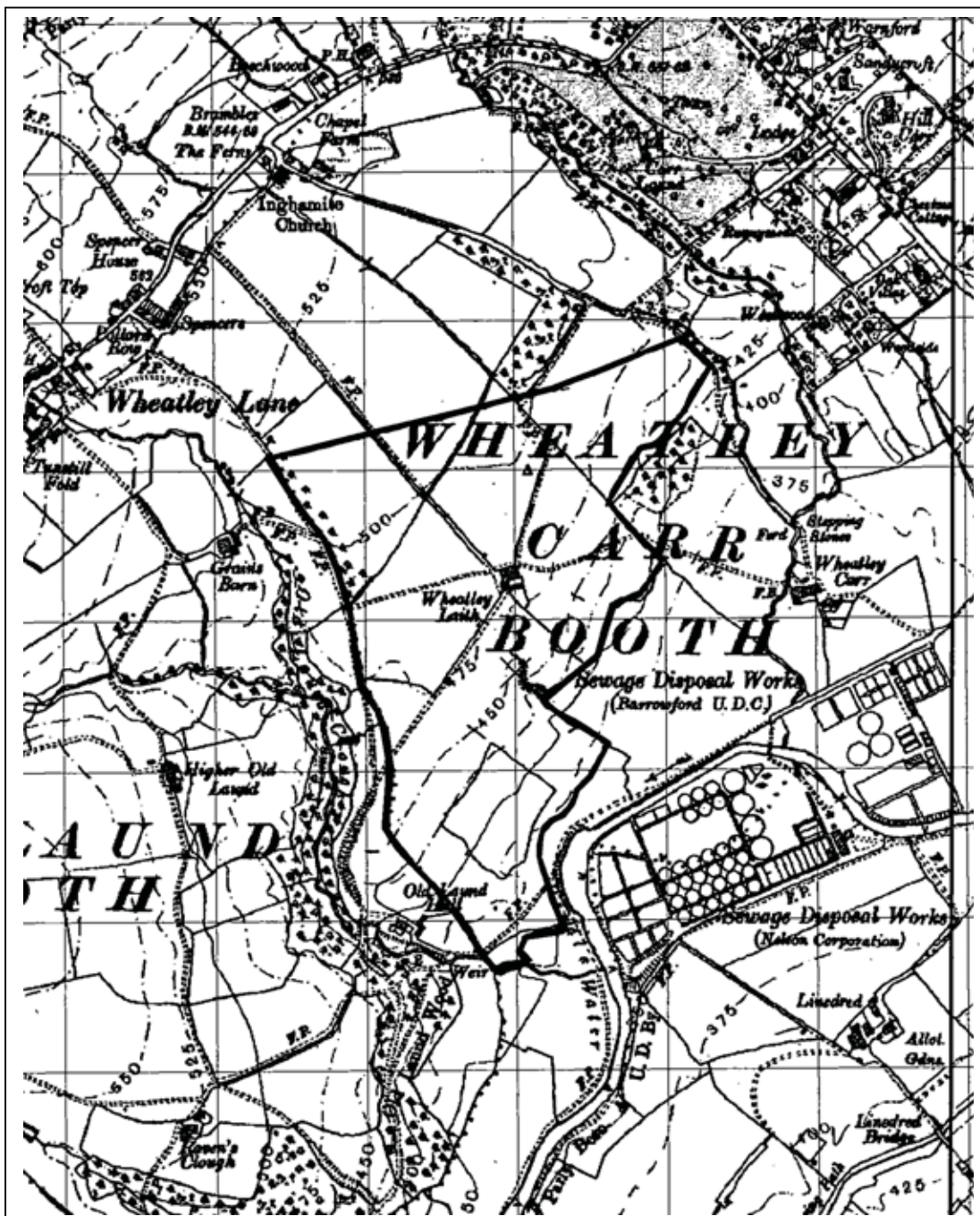
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Figure 6: Ordnance Survey Map 1929 - 1932

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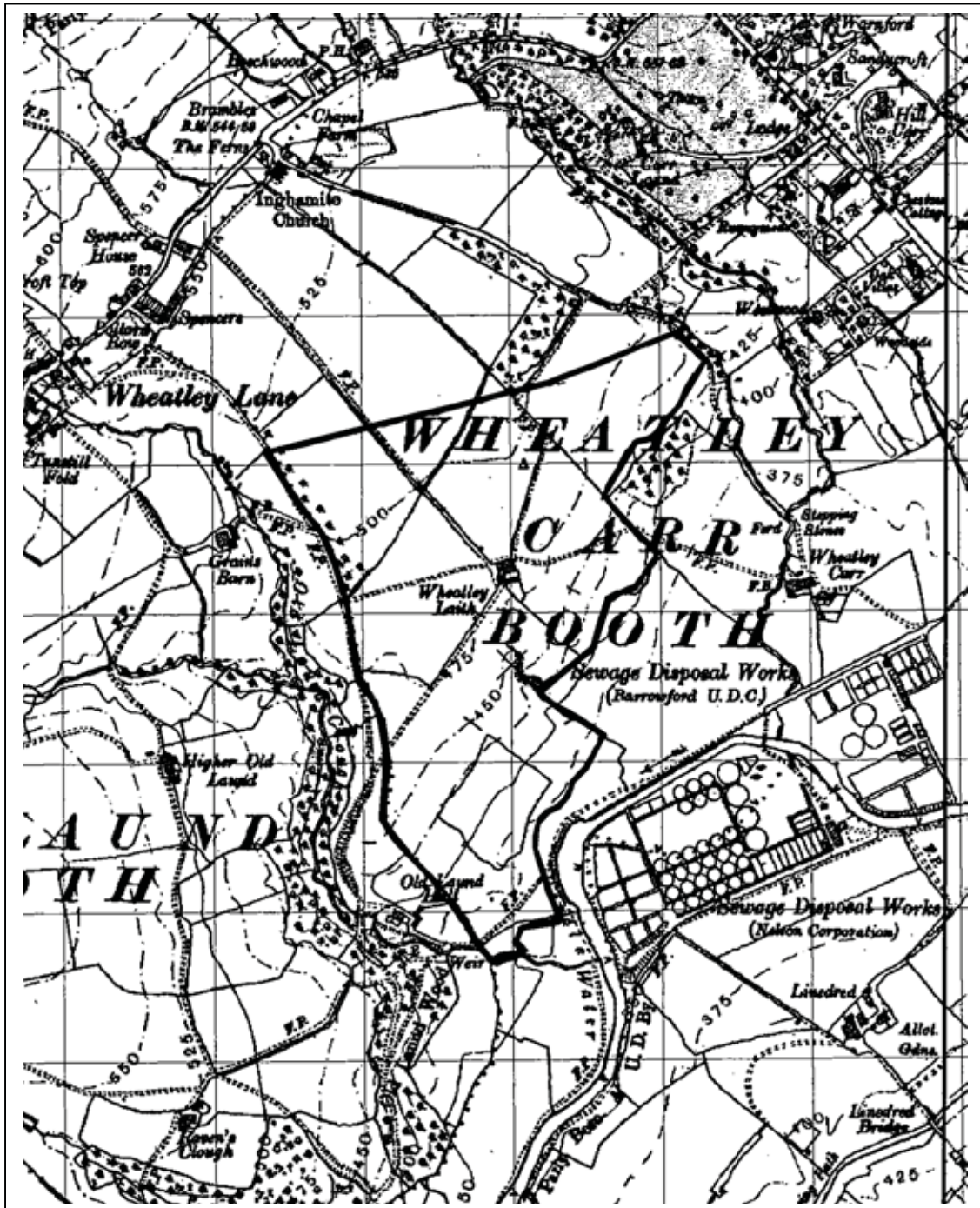


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Figure 7: Ordnance Survey Map 1955

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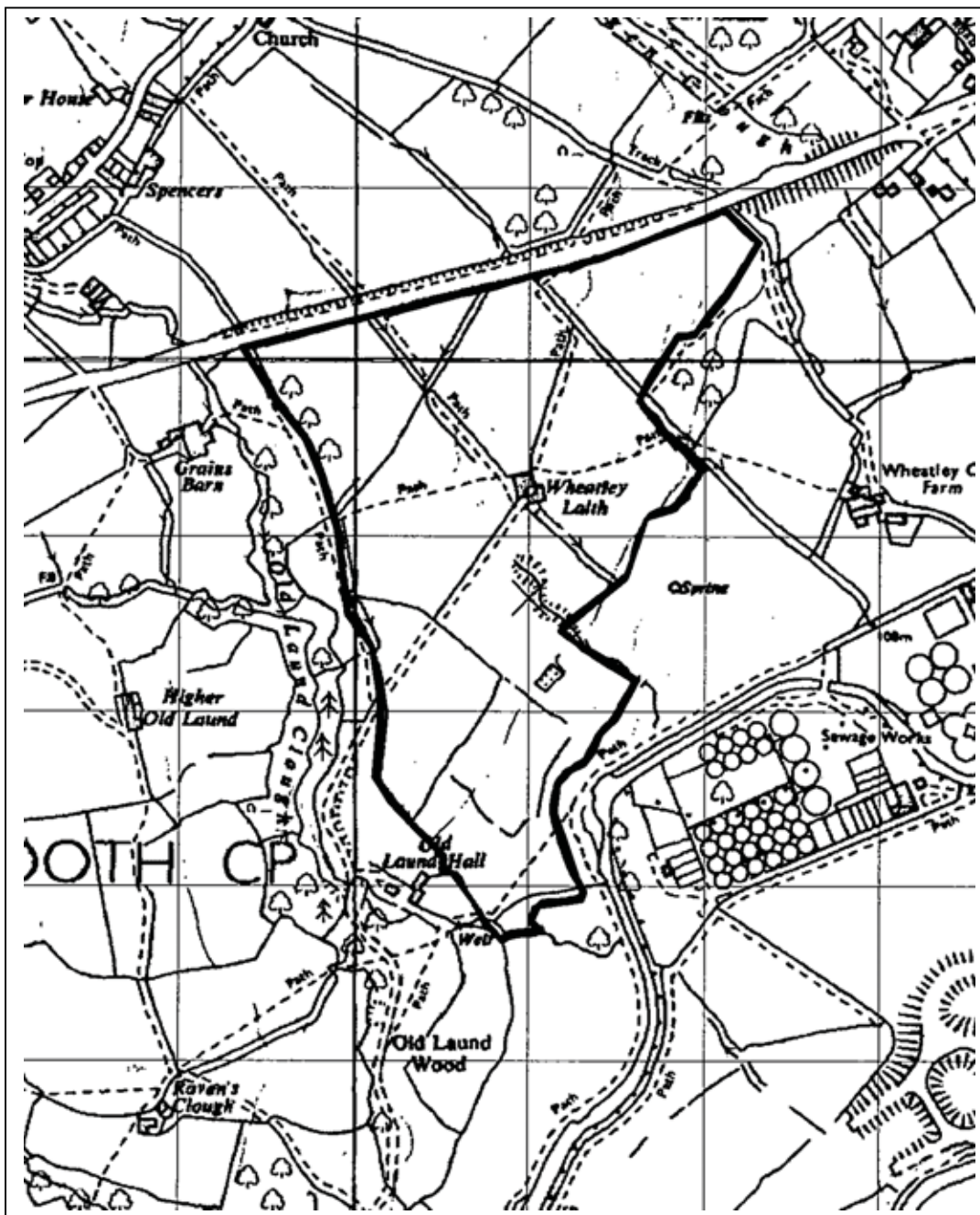


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Figure 8: Ordnance Survey Map 1980 - 1981

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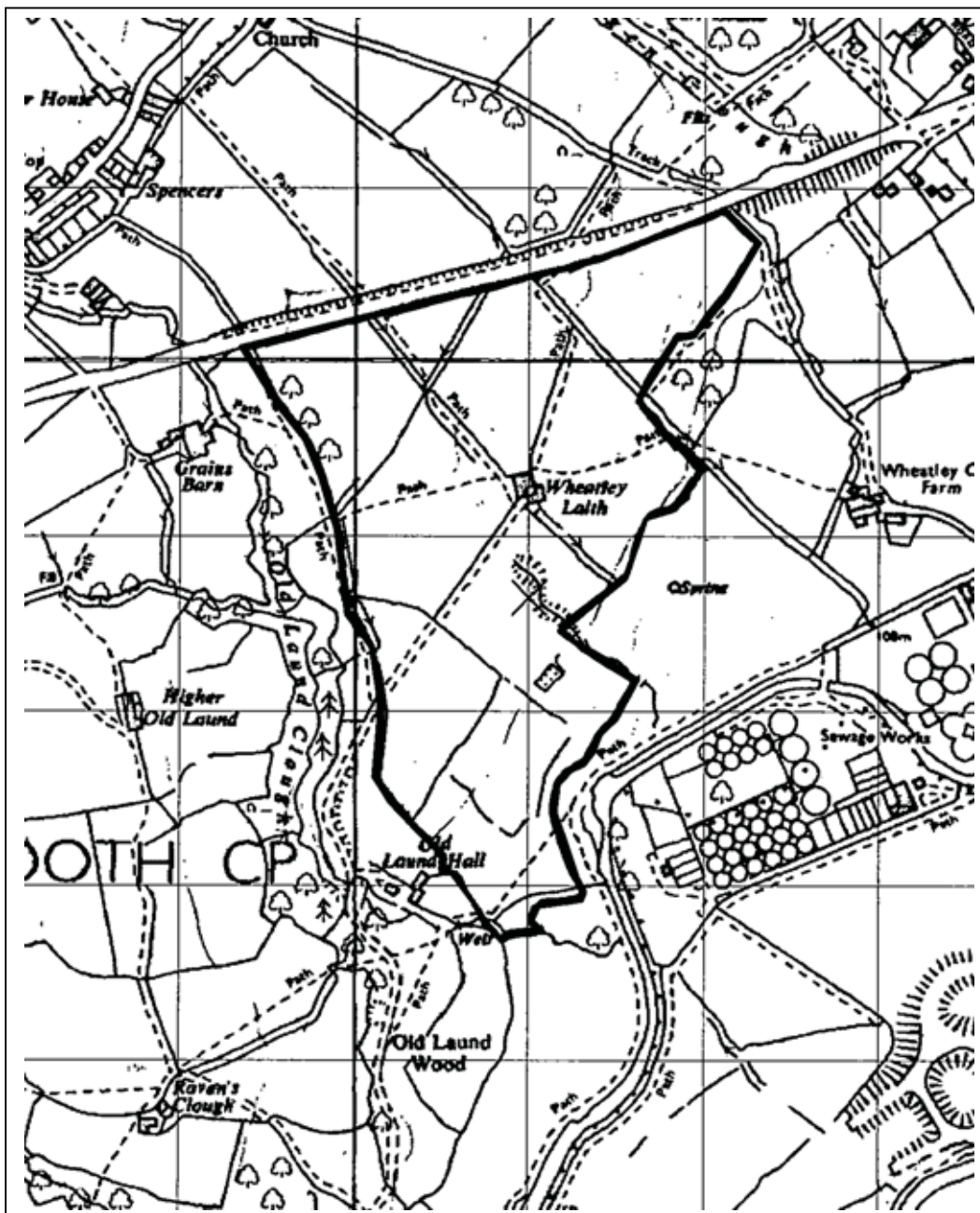


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Figure 9: Ordnance Survey Map 1992

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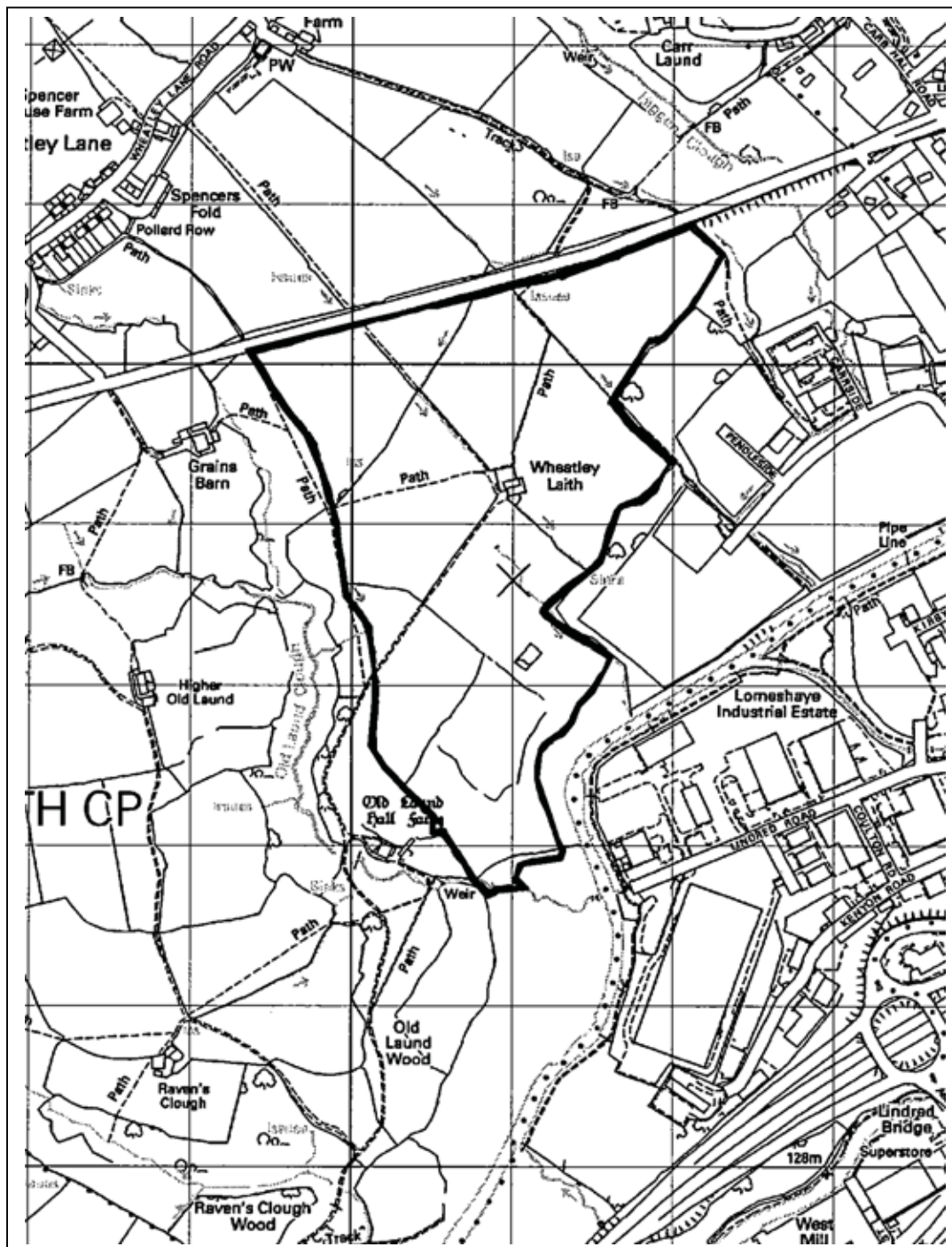


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Figure 10: Ordnance Survey Map 2001

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**APPENDIX B:  
DESK STUDY GENERAL NOTES**

***Appendix B*** - 1 Page

## **RPS HEALTH, SAFETY & ENVIRONMENT DESK STUDY ENVIRONMENTAL REVIEW**

### General Notes

1. A "desk study" means that no site visits have been carried out as any part thereof, unless otherwise specified.
2. This report provides available factual data for the site obtained only from the sources described in the text and related to the site on the basis of the location information provided by the Client.
3. The desk study information is not necessarily exhaustive and further information relevant to the site may be available from other sources.
4. The accuracy of maps cannot be guaranteed and it should be recognised that different conditions on site may have existed between and subsequent to the various map surveys.
5. No sampling or analysis has been undertaken in relation to this desk study.
6. Any borehole data from British Geological Survey sources is included on the basis that: "The British Geological Survey accept no responsibility for omissions or misinterpretation of the data from their Data Bank as this may be old or obtained from non-BGS sources and may not represent current interpretation".
7. Where any data supplied by the client or from other sources, including that from previous site investigations, have been used it has been assumed that the information is correct. No responsibility can be accepted by RPS for inaccuracies in the data supplied by any other party.
8. This report is prepared and written in the context of an agreed scope of work and should not be used in a different context. Furthermore, new information, improved practices and changes in legislation may necessitate a re-interpretation of the report in whole or in part after its original submission.
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## **Appendix D**

Heirs House Lane