

Edenwood Mill (2020/0013) – Binder 2

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Edenwood Mill & Adjoining Land, off Wood Lane, Edenfield, BLO 0EX

1. Highways Technical Note

This technical note has been prepared by Highways Advice Ltd in support of proposed local plan allocation H73 - residential development at Edenwood Mill and adjoining land, off Wood Lane, Edenfield, BLO 0EX.

2. Site Location

The site being proposed for allocation in the local plan is shown in **Figure 1** below. It comprises 2 parcels of land (marked A and B) located on either side of the A56 Wood Lane.

Plot A comprises land accommodating the derelict Edenwood Mill. This was historically accessed via a continuation of Rosebank (known as Edenwood Lane) which leads NE under the M66 from Bolton Road North. Plot A also has an existing vehicular access onto the A56 Wood Lane. Plot B is land which includes the former Edenwood Mill pond and includes the wooded embankment rising to the rear of houses to the west.



Figure 1: Site Location

Plots A and B are linked underneath the existing road bridge on the A56 Wood Lane. An existing historic pathway connects Plots A and B and continues northwards from Plot B before eventually joining Eden Street, leading onto Bury Road.

The site is close to the A56 / Bolton Road North roundabout junction. The A56 / Bolton Road North junction allows southbound exit and northbound entrance only to the A56 / M66 strategic route linking Rawtenstall and Haslingden to the north, with Bury and Manchester to the south.

As can be seen in **Figure 2**, a pedestrian overbridge also exists over the A56 Wood Lane by the A56 / Bolton Road North roundabout junction, providing a safe pedestrian crossing of Wood Lane and linking both parts of the original Bolton Road North highway route together.



Figure 2: A56 Wood Lane Pedestrian Overbridge

3. Proposed Development

The proposed local plan allocation H73 can accommodate up to 66 residential dwellings.

4. Planning History

Planning permission was granted for residential conversion of the Mill on 15 February 2007 (ref: 2004/513). That application promoted the extension, alteration and conversion of the Mill to form 25 apartments, including the formation of passing bays along Edenwood Lane (along which the development was proposed to be accessed).

However, the permission (which was also subject to a planning condition effectively prohibiting the formation of dwellings on the ground floor) was never implemented. It is understood that the tortuous access arrangements via Edenwood Lane and decaying state of the Mill building deterred interest in renovation and re-use of the Mill buildings.

5. Existing Site Accessibility

5.1 Vehicular

Currently, Plot A has two access points.

- Via an existing 4.5m wide vehicular access onto the A56 Wood Lane.
- Via the narrow single vehicle width Edenwood Lane (accessed from Rosebank).

Plot B can only be accessed via Plot A and via a narrow pathway leading onto Eden Street.

As shown in **Figure 3**, the A56 Wood Lane is an adopted street-lit single carriageway route which is approximately 10m wide. It is subject to a 40mph speed restriction. The A56 Wood Lane provides vehicular access to Plot A in the form of a simple priority junction, located approximately 70m east of the existing pedestrian over-bridge.



Figure 3: Wood Lane (Looking West)

As shown below in **Figure 4**, looking east along the A56 Wood Lane it can be seen that the carriageway is flat and is flanked by 1.5m+ wide pedestrian footways which continue on both sides of Wood Lane across the A56 road bridge leading towards Bury Road.



Figure 4: Wood Lane (Looking East)

Beneath the M66 and A56 Wood Lane, as shown below in **Figure 5**, Edenwood Lane is narrow and poorly surfaced with no street lighting or highway drainage.



Figure 5: Edenwood Lane

The route continues as an unmade path before (as shown in **Figure 6**) eventually reaching Eden Street, an unadopted lane that leads to Bury Road. The pedestrian route running through plots A and B passes through woodland with views of open countryside and is well used by walkers.



Figure 6: Pathway towards Eden Street

5.2 Public Rights of Way

The Lancashire County Council Public Rights of Way webpages, extracted in **Figure 7**, identify that public footpath 14.3/111 and 14.3/112 cross the site, providing an important pedestrian link between Bolton Road North / Rosebank and Eden Street / Bury Road, under Wood Lane and the M66.

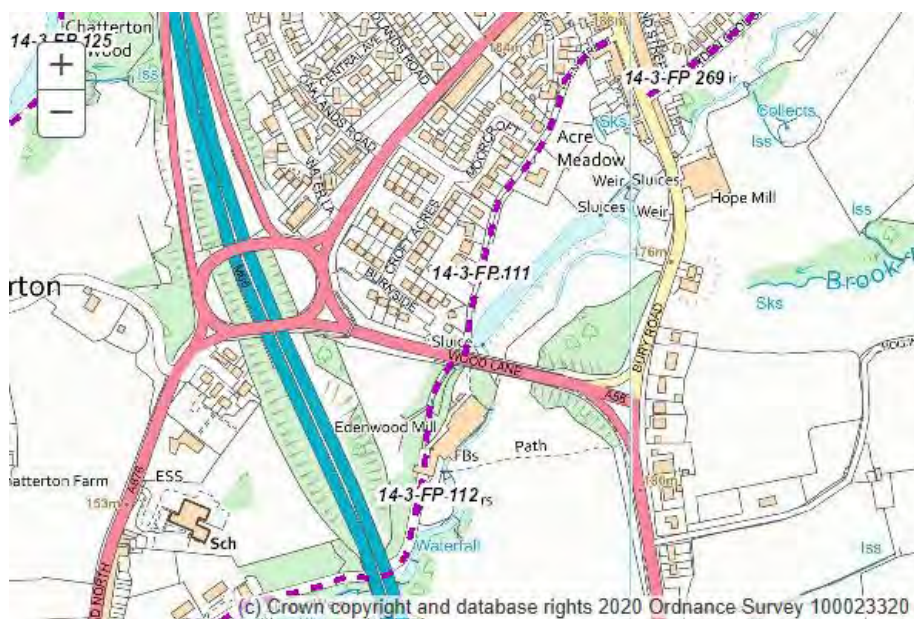


Figure 7: Public Rights of Way

TECHNICAL NOTE

5.3 Bus

The site also has good accessibility to local bus services, being situated within 250m walking distance of two bus stops on the A676 Bolton Road North. Buses serving Bolton Road North are hourly or more frequent at peak times, and provide access to many local areas including Accrington, Edenfield, Haslingden, Manchester, Prestwich, Ramsbottom and Rawtenstall, as shown below in **Table 1**.

Northbound – (Bolton Rd North) Stop ID: LANGWTJT		Southbound – (Bolton Rd North) Stop ID: LANGWTJP	
Service Number	Destination	Service Number	Destination
X43 Red Express	Helmshore, Haslingden, Rising Bridge, Accrington	X43 Red Express	Ramsbottom, Prestwich, Higher Broughton, Manchester City Centre
273	Rawtenstall	273	Ramsbottom, Bolton
972	Edenfield	972	Stubbins, Ramsbottom, Hawkshaw, Canon Slade High School
Buses per hour (Peak)	3 (1 every 20 minutes)	-	3 (1 every 20 minutes)
Buses per hour (Off - Peak)	1 (1 every 60 minutes)		1 (1 every 60 minutes)

Table 1: Bus Service Frequency within 250m Walking Distance of the Site

5.4 Cycling

The Lancashire County Council Cycle Routes Map has been reviewed. As shown below in **Figure 8**, cycle improvements are proposed around the A56 / Bolton Road North roundabout junction. Such measures will directly improve cycle access to proposed housing site H73 accessed off Wood Lane.

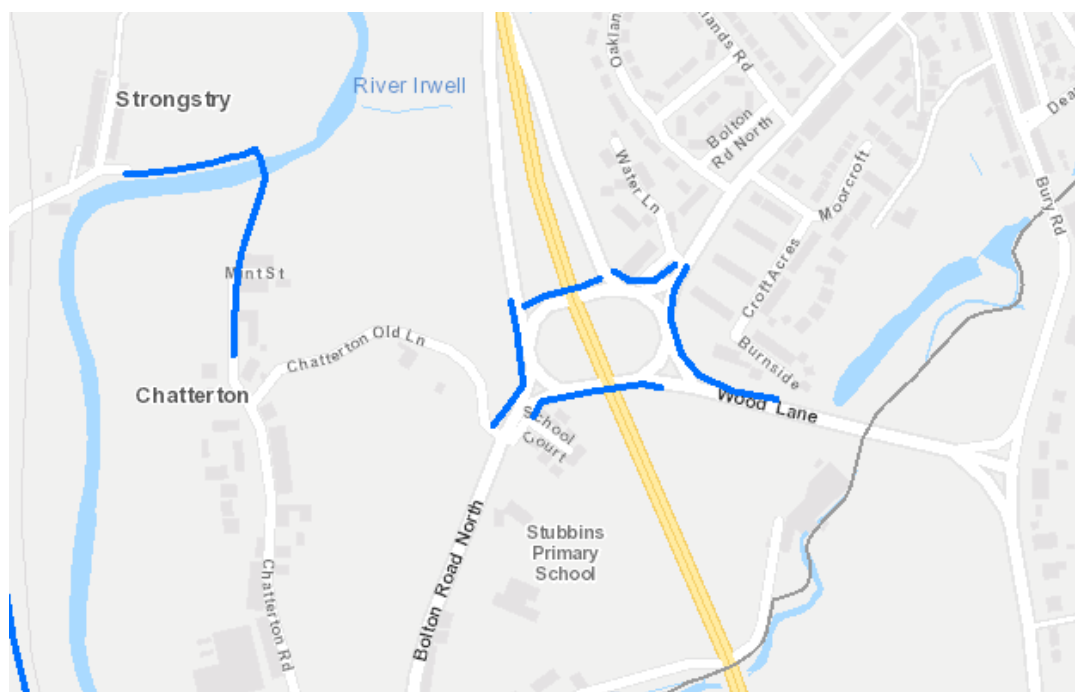


Figure 8: Lancashire Cycle Map

6. Future Access Strategy

6.1 Vehicular

Given the substandard width and construction standard of the Rosebank - Edenwood Lane - Eden Street route (footpath 14-3/111), it is not suitable to be used as a main vehicular access route into or out of the site.

Development of Plots A and B will require an amended highway junction (in the form of a simple priority junction) with the A56 Wood Lane. As shown in **Figure 9**, the existing priority access onto Wood Lane benefits from in excess of 90m visibility to the west towards vehicles exiting the A56 / Bolton Rd North roundabout junction.



Figure 9: Existing Visibility to West

The indicative masterplan produced by Squareyard Yd2 Ltd shows the existing site access being widened and relocated approximately 5m closer to the A56 / Bolton Road North roundabout junction.

This minor amendment is not expected to be problematic, as traffic speeds exiting the roundabout are lower than the 40mph speed limit on Wood Lane. At the Transport Statement stage, this issue should be informed by a vehicle speed survey. To the east, in the critical leading direction of travel, visibility from the site is excellent i.e. in excess of 2.4m x 120m.

6.2 Walking and Cycling

Any site development must incorporate Public Rights of Way 14-3/111 & 14-3/112.

The Rosebank - Edenwood Lane - Eden Street route (FP 14-3/111) is clearly in need of repair and upgrade, providing an opportunity to create an improved walking and cycling network throughout the site.

The indicative masterplan produced by Squareyard Yd2 Ltd shows that part of this route could be upgraded into a shared surface serving a development of mews courts and traditional terraces. Improvement of this key route has the potential to encourage walking and cycling trips.

6.3 Bus

The site has good accessibility to local bus services, situated within 250m walking distance of two bus stops on Bolton Road North. Development of the proposed housing site close to existing bus services will make bus travel a realistic prospect for residents and visitors.

7. Traffic Generation

The nationally accepted TRICS database has been reviewed in relation to average traffic levels expected from 66no. dwellings. The TRICS assessment is based on 59 mixed housing sites (including terraced houses within edge of town and out of town areas), and is attached as **Appendix A**.

The expected trip rates (per dwelling) are shown below in **Table 2** for both the AM and PM peak hours, and as a daily trip total.

Time Period	Trip Rates		Total Trips
	<i>Arrivals</i>	<i>Departures</i>	
0800 - 0900	0.122	0.360	0.482
1700 - 1800	0.320	0.142	0.462
Daily	2.137	2.196	4.333

Table 2: Residential Trip Rates (Per Dwelling)

The TRICS data suggests each dwelling will generate, on average, 4.33 trips per day.

When the trip rates are applied to the proposed development of 66no. dwellings, the following trip totals shown in **Table 3** can be expected.

Time Period	Trip Totals		Total Trips
	<i>Arrivals</i>	<i>Departures</i>	
0800 - 0900	8.052	23.760	31.812
1700 - 1800	21.120	9.372	30.492
Daily	141.042	144.936	285.978

Table 3: Expected Daily Traffic (66no. Residential Dwellings)

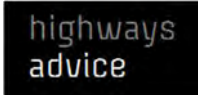
The TRICS data suggests that in total, 66 dwellings will result in the generation of approximately 286 vehicular trips per day, on average. In the AM and PM peak hours this equates to around 1 vehicle trip (arrival or departure) every 2 minutes. This level of traffic can be easily accommodated on the local highway network.

8. Summary and Conclusions

This technical note has assessed the existing highways and transport issues affecting proposed local plan allocation H73 – residential development at Edenwood Mill and adjoining land, and has concluded:

- Edenwood Lane and Eden Street are substandard in terms of access width and construction standard and are not suitable to utilise as vehicular accesses to the site.
- The site accommodates 2no. public rights of way, which must be incorporated within any detailed site design. Improved links within the site (between Rosebank and Eden Street) will create a movement framework which maximises connectivity by cycle and foot.
- The site has good accessibility to local bus services, situated within 250m walking distance of two bus stops on Bolton Road North. Development of the proposed housing site close to existing bus services will also make bus travel a realistic prospect for residents and visitors.
- An amended / relocated junction with the A56 Wood Lane appears capable of being safely created subject to detailed design and the developer entering into a S.278 agreement with the Local Highway Authority.
- The development of up to 66 residential dwellings on the site would generate approximately 286 vehicle trips per day, or in the AM and PM peak hours approximately 1 vehicle arrival or departure every 2 minutes. This level of traffic can be accommodated on the local highway network without creating any significant traffic capacity or highway safety issues.

TECHNICAL NOTE



APPENDIX A

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	KC KENT	6 days
	SC SURREY	1 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 6 to 805 (units:)
 Range Selected by User: 6 to 805 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	12 days
Tuesday	12 days
Wednesday	13 days
Thursday	13 days
Friday	9 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	59 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	25
Edge of Town	27
Neighbourhood Centre (PPS6 Local Centre)	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	52
Village	5
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3	59 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	10 days
5,001 to 10,000	11 days
10,001 to 15,000	15 days
15,001 to 20,000	9 days
20,001 to 25,000	6 days
25,001 to 50,000	6 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	8 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	17 days
250,001 to 500,000	6 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	17 days
1.1 to 1.5	40 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	10 days
No	49 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	59 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters (Cont.)

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This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.074	59	96	0.293	59	96	0.367
08:00 - 09:00	59	96	0.122	59	96	0.360	59	96	0.482
09:00 - 10:00	59	96	0.138	59	96	0.157	59	96	0.295
10:00 - 11:00	59	96	0.122	59	96	0.150	59	96	0.272
11:00 - 12:00	59	96	0.131	59	96	0.144	59	96	0.275
12:00 - 13:00	59	96	0.148	59	96	0.143	59	96	0.291
13:00 - 14:00	59	96	0.155	59	96	0.150	59	96	0.305
14:00 - 15:00	59	96	0.151	59	96	0.173	59	96	0.324
15:00 - 16:00	59	96	0.242	59	96	0.163	59	96	0.405
16:00 - 17:00	59	96	0.260	59	96	0.161	59	96	0.421
17:00 - 18:00	59	96	0.320	59	96	0.142	59	96	0.462
18:00 - 19:00	59	96	0.274	59	96	0.160	59	96	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.137			2.196			4.333

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

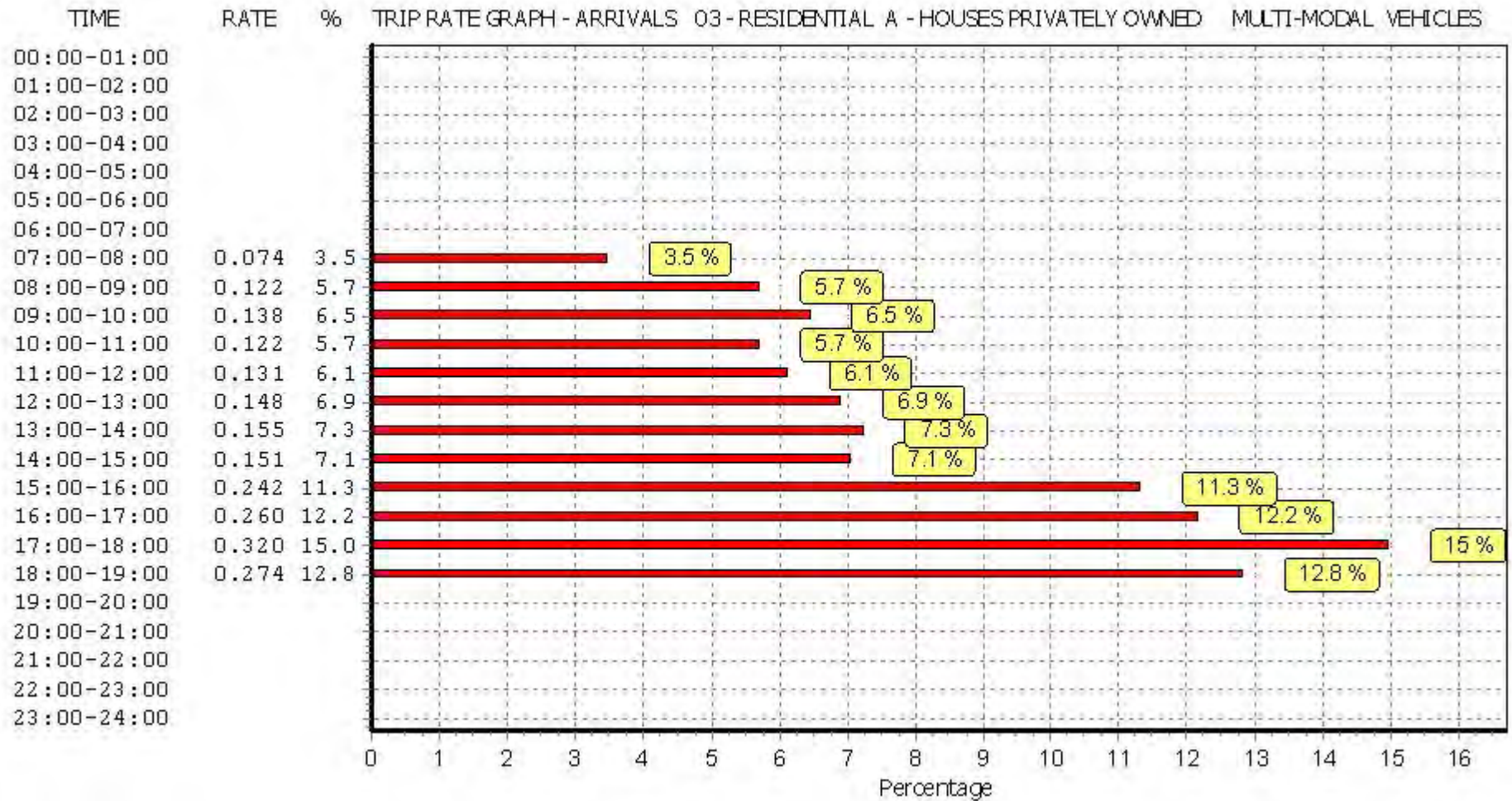
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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Parameter summary

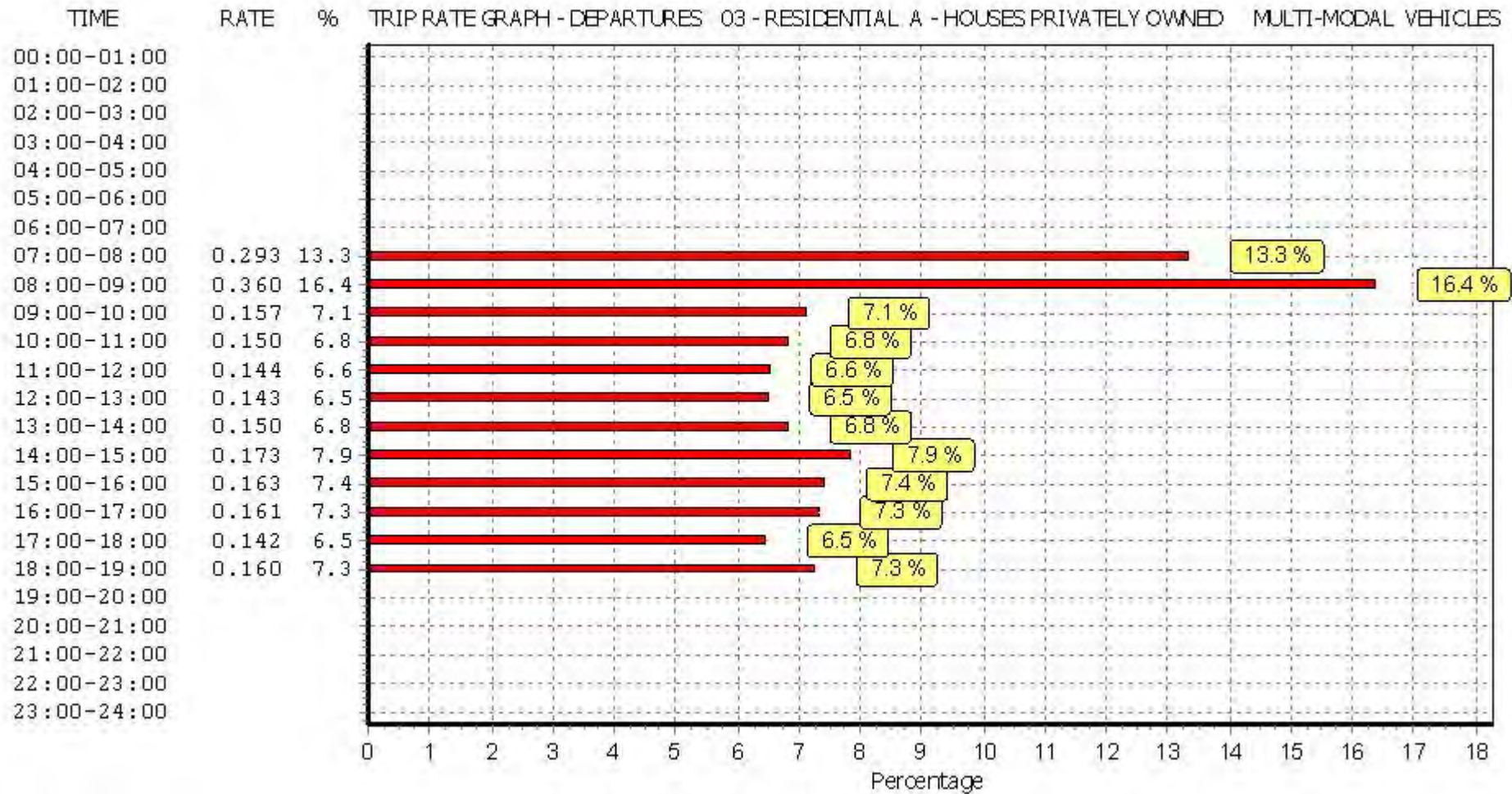
Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/11 - 20/11/18
Number of weekdays (Monday-Friday):	59
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



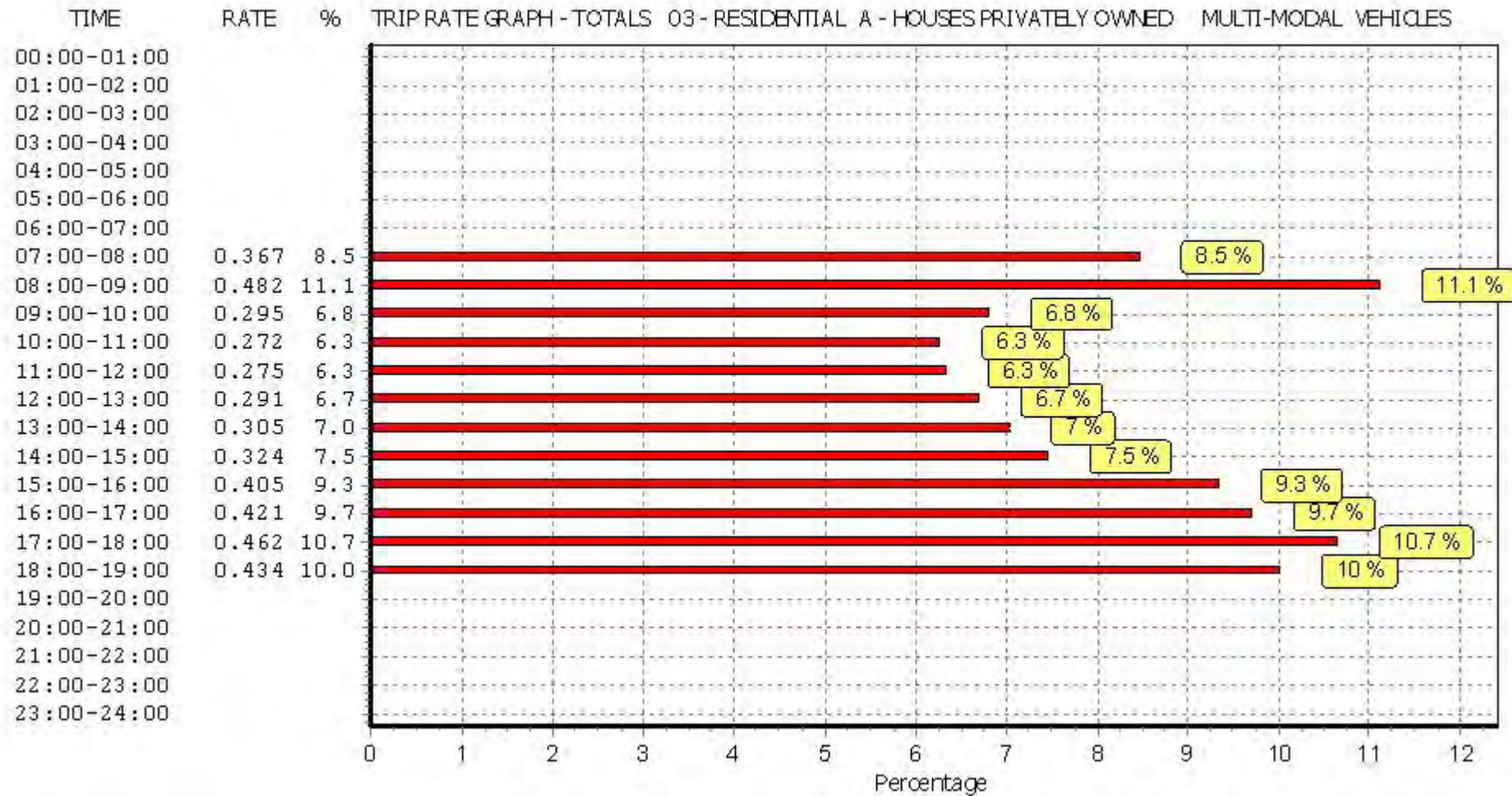
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: **1 DWELLS**

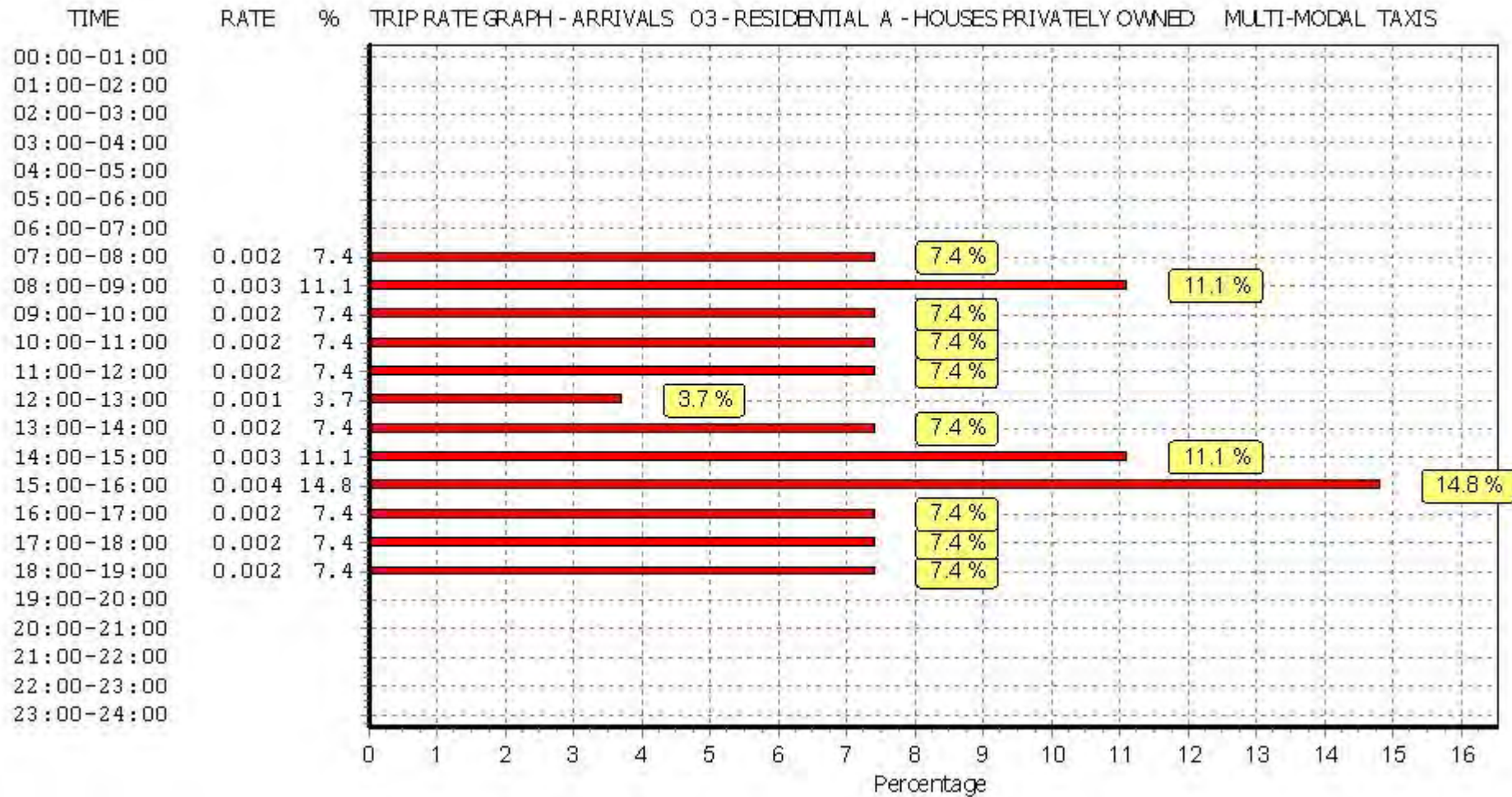
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.002	59	96	0.002	59	96	0.004
08:00 - 09:00	59	96	0.003	59	96	0.003	59	96	0.006
09:00 - 10:00	59	96	0.002	59	96	0.002	59	96	0.004
10:00 - 11:00	59	96	0.002	59	96	0.003	59	96	0.005
11:00 - 12:00	59	96	0.002	59	96	0.001	59	96	0.003
12:00 - 13:00	59	96	0.001	59	96	0.002	59	96	0.003
13:00 - 14:00	59	96	0.002	59	96	0.002	59	96	0.004
14:00 - 15:00	59	96	0.003	59	96	0.002	59	96	0.005
15:00 - 16:00	59	96	0.004	59	96	0.004	59	96	0.008
16:00 - 17:00	59	96	0.002	59	96	0.003	59	96	0.005
17:00 - 18:00	59	96	0.002	59	96	0.001	59	96	0.003
18:00 - 19:00	59	96	0.002	59	96	0.002	59	96	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

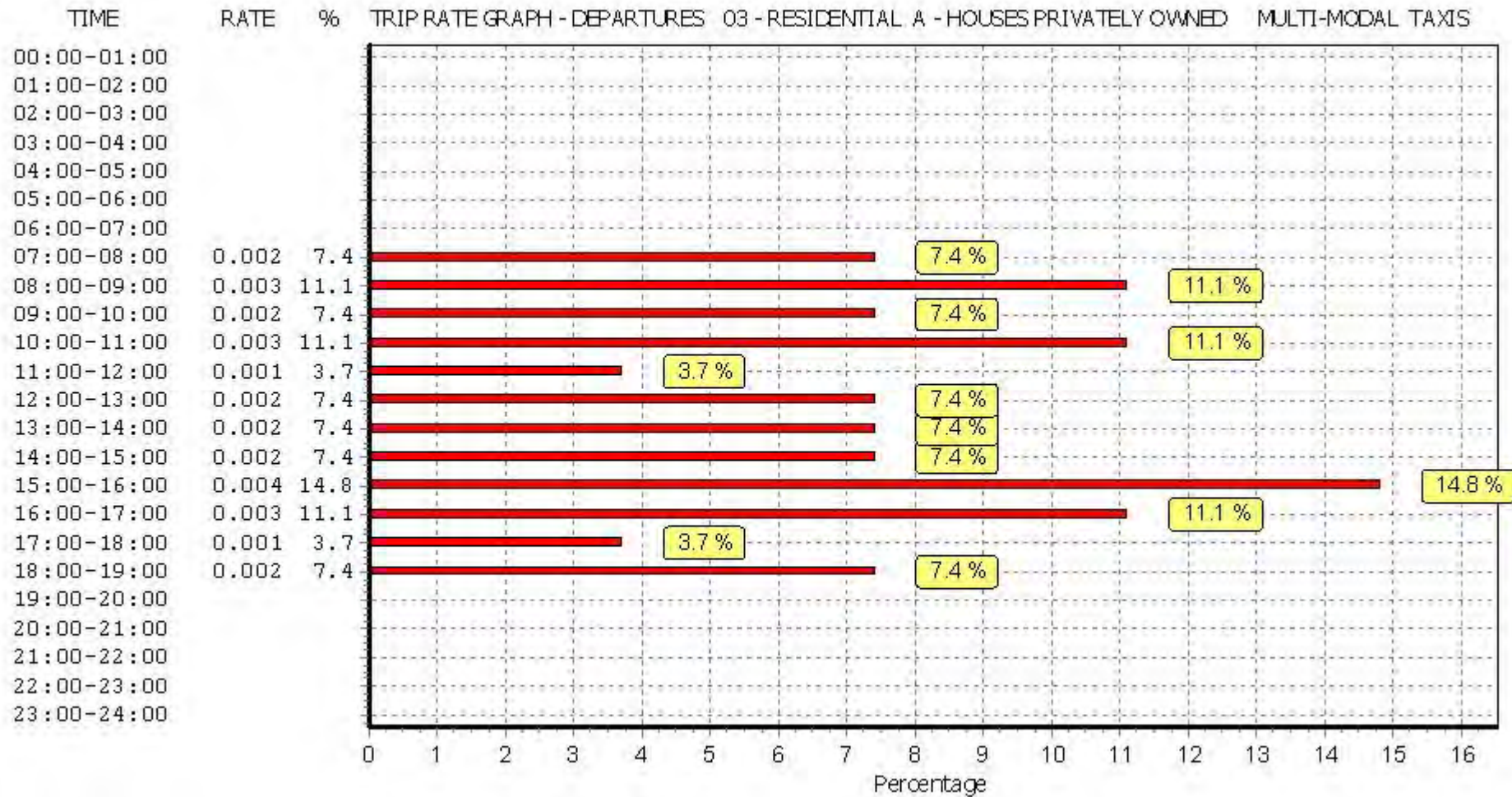
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



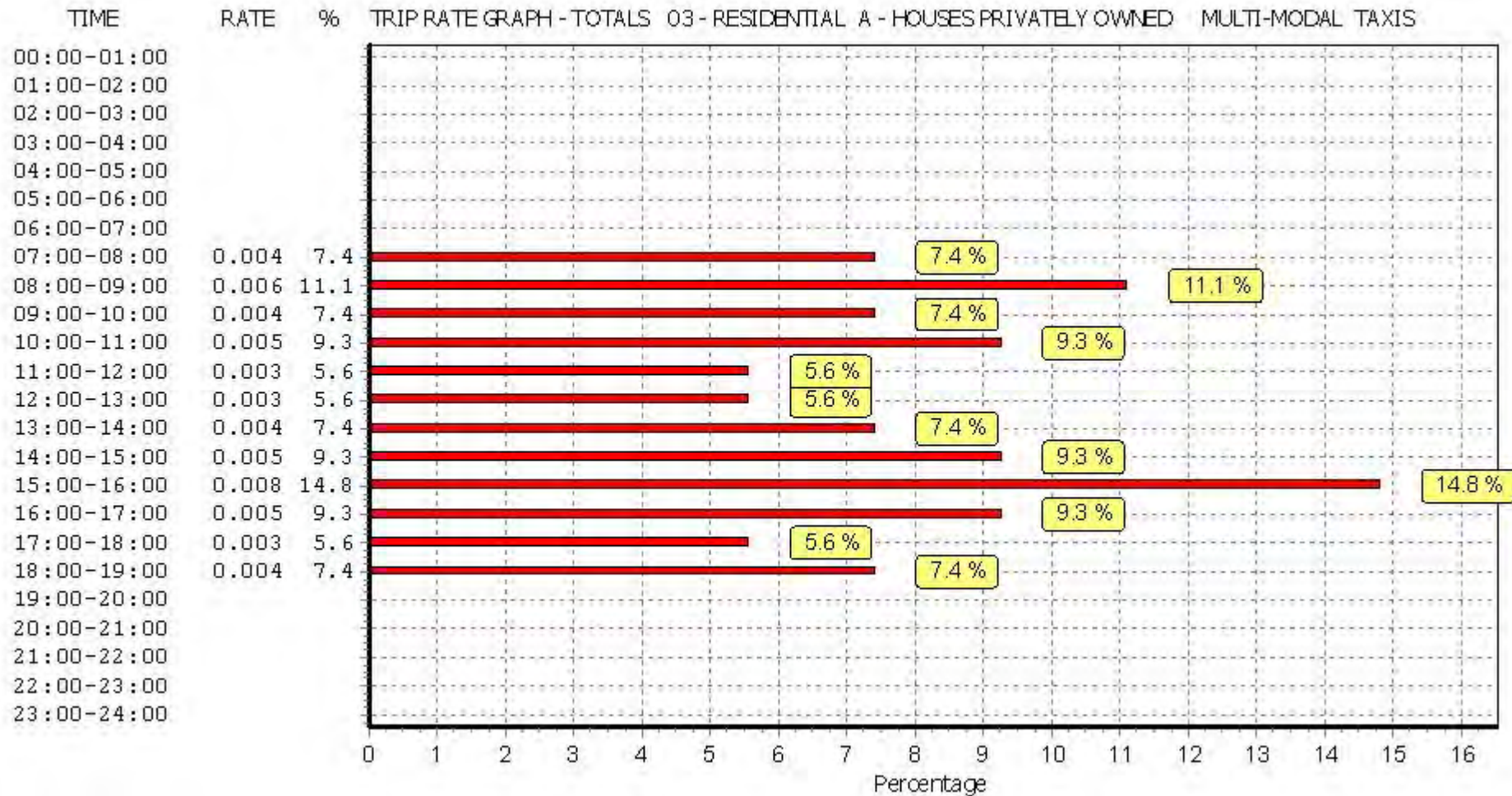
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: **1 DWELLS**

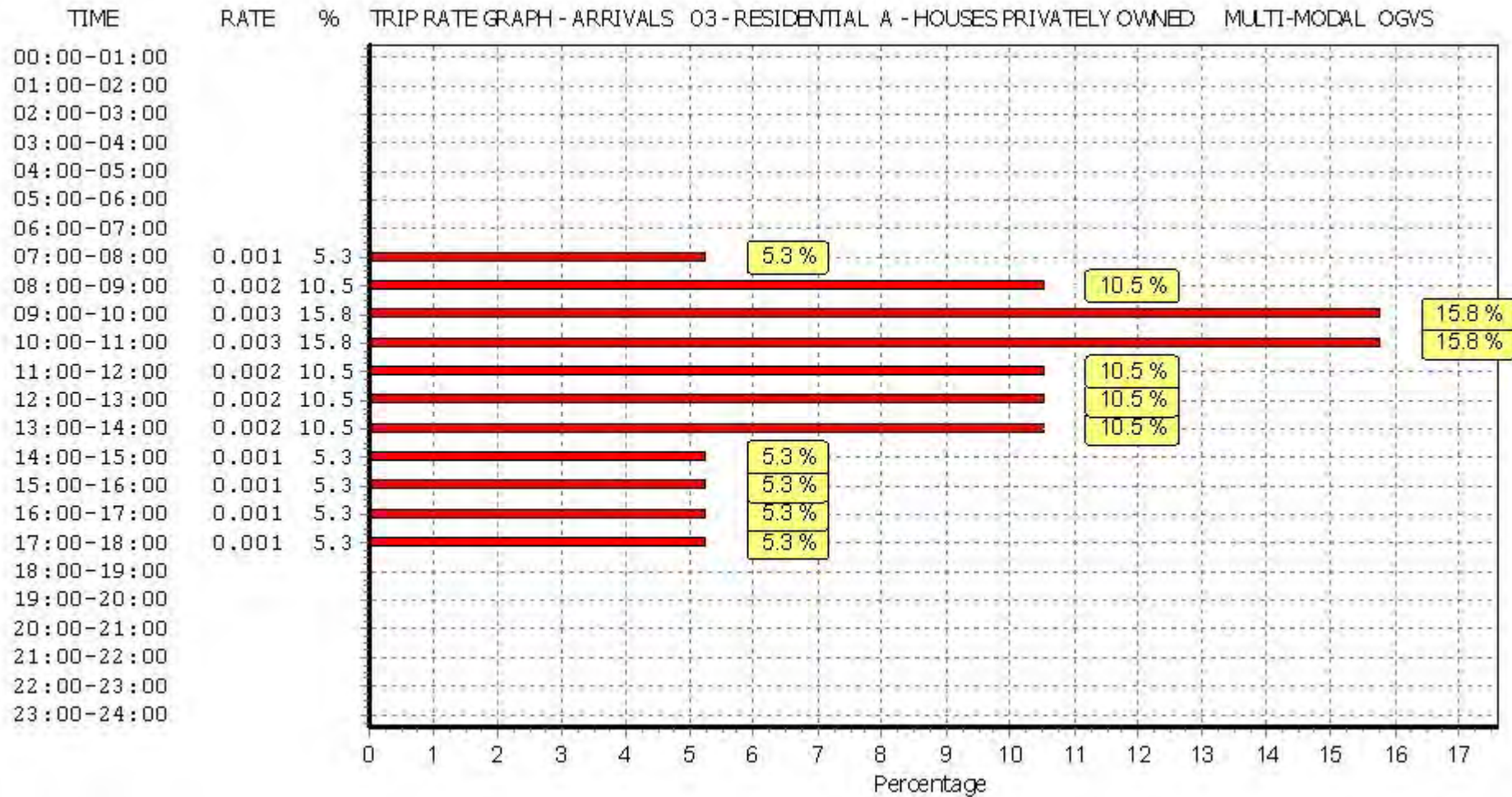
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.001	59	96	0.000	59	96	0.001
08:00 - 09:00	59	96	0.002	59	96	0.001	59	96	0.003
09:00 - 10:00	59	96	0.003	59	96	0.002	59	96	0.005
10:00 - 11:00	59	96	0.003	59	96	0.003	59	96	0.006
11:00 - 12:00	59	96	0.002	59	96	0.002	59	96	0.004
12:00 - 13:00	59	96	0.002	59	96	0.003	59	96	0.005
13:00 - 14:00	59	96	0.002	59	96	0.002	59	96	0.004
14:00 - 15:00	59	96	0.001	59	96	0.002	59	96	0.003
15:00 - 16:00	59	96	0.001	59	96	0.001	59	96	0.002
16:00 - 17:00	59	96	0.001	59	96	0.001	59	96	0.002
17:00 - 18:00	59	96	0.001	59	96	0.001	59	96	0.002
18:00 - 19:00	59	96	0.000	59	96	0.000	59	96	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

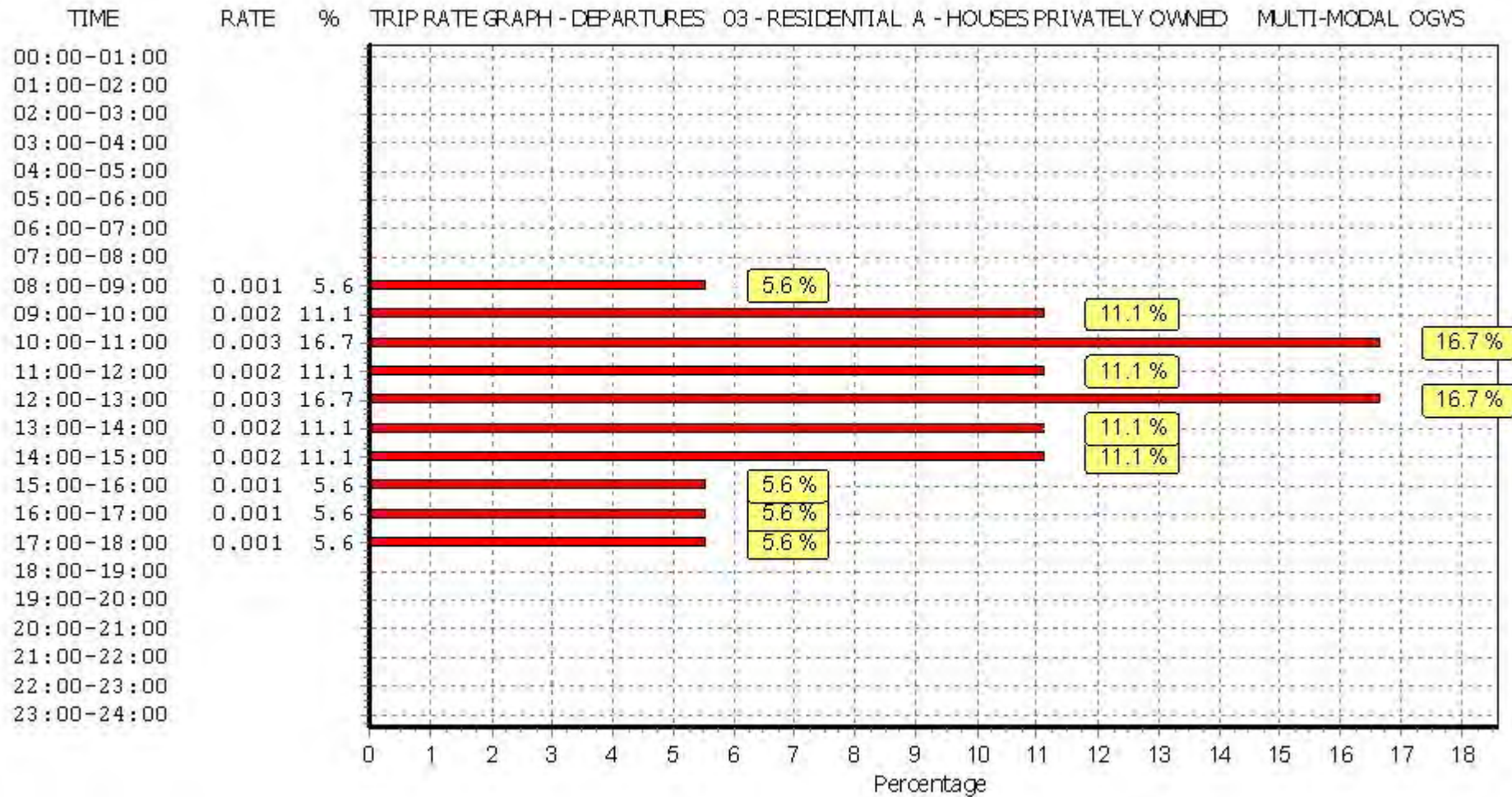
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



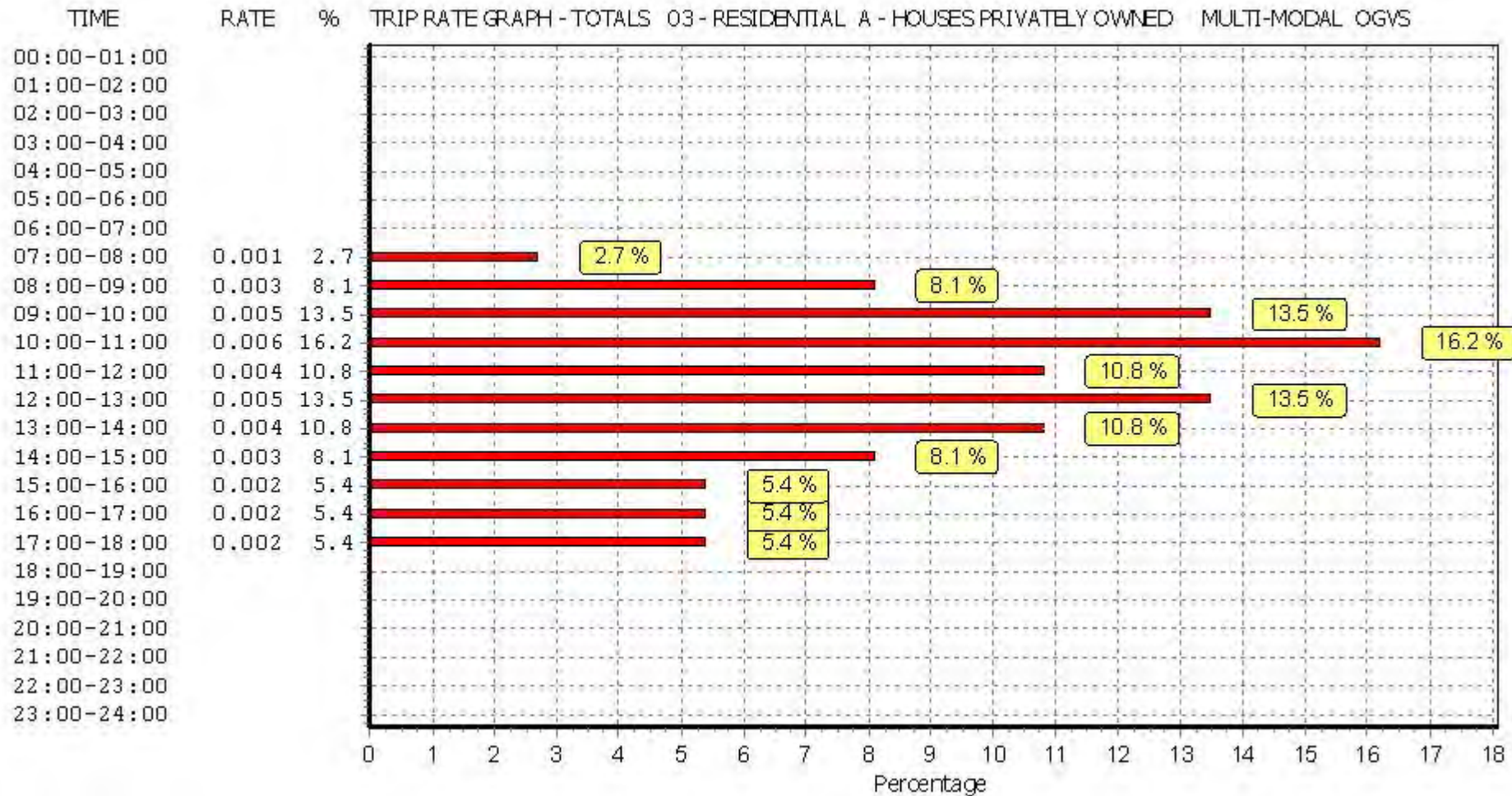
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

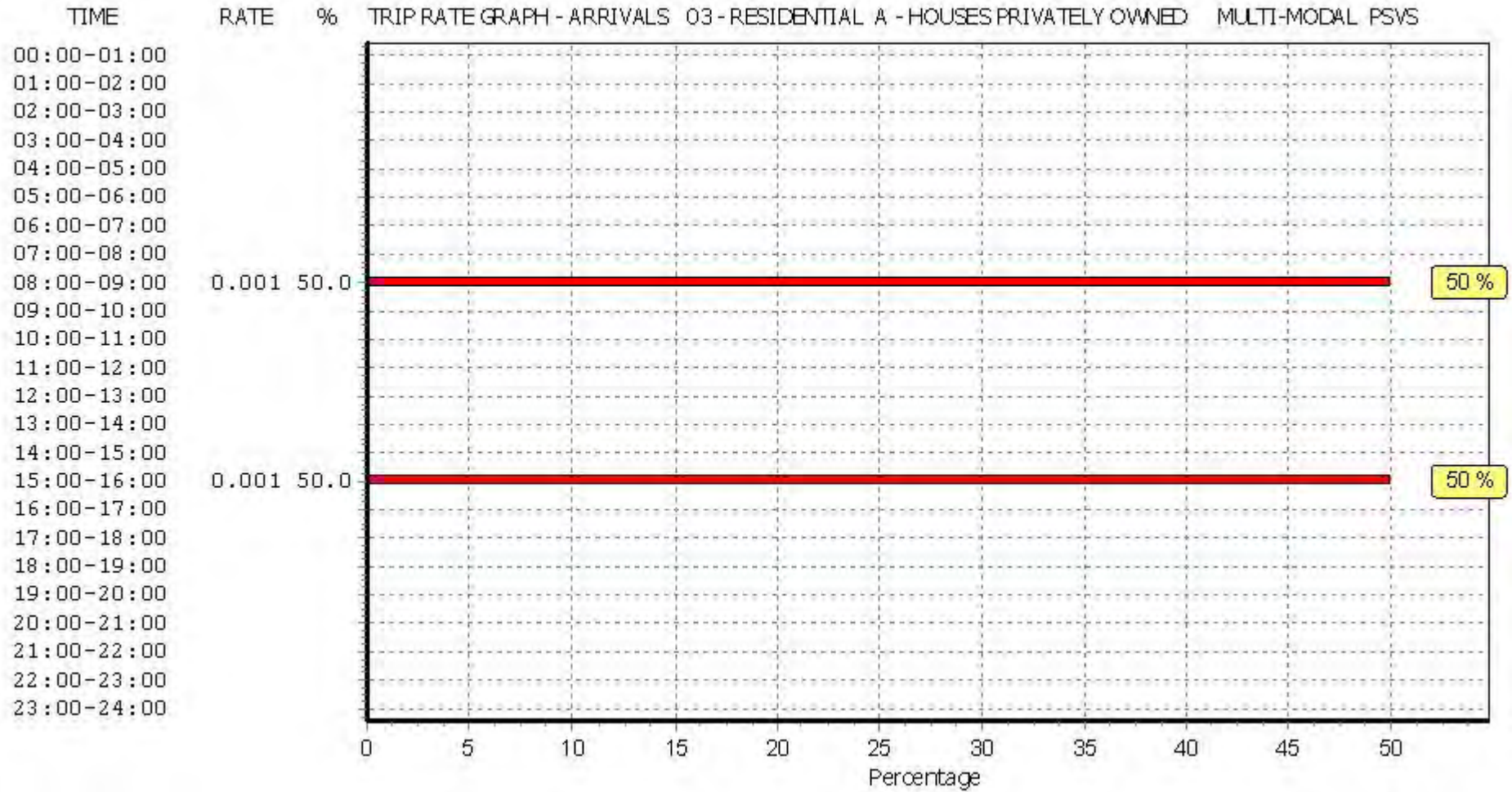
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.000	59	96	0.000	59	96	0.000
08:00 - 09:00	59	96	0.001	59	96	0.001	59	96	0.002
09:00 - 10:00	59	96	0.000	59	96	0.000	59	96	0.000
10:00 - 11:00	59	96	0.000	59	96	0.000	59	96	0.000
11:00 - 12:00	59	96	0.000	59	96	0.000	59	96	0.000
12:00 - 13:00	59	96	0.000	59	96	0.000	59	96	0.000
13:00 - 14:00	59	96	0.000	59	96	0.000	59	96	0.000
14:00 - 15:00	59	96	0.000	59	96	0.000	59	96	0.000
15:00 - 16:00	59	96	0.001	59	96	0.001	59	96	0.002
16:00 - 17:00	59	96	0.000	59	96	0.000	59	96	0.000
17:00 - 18:00	59	96	0.000	59	96	0.000	59	96	0.000
18:00 - 19:00	59	96	0.000	59	96	0.000	59	96	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

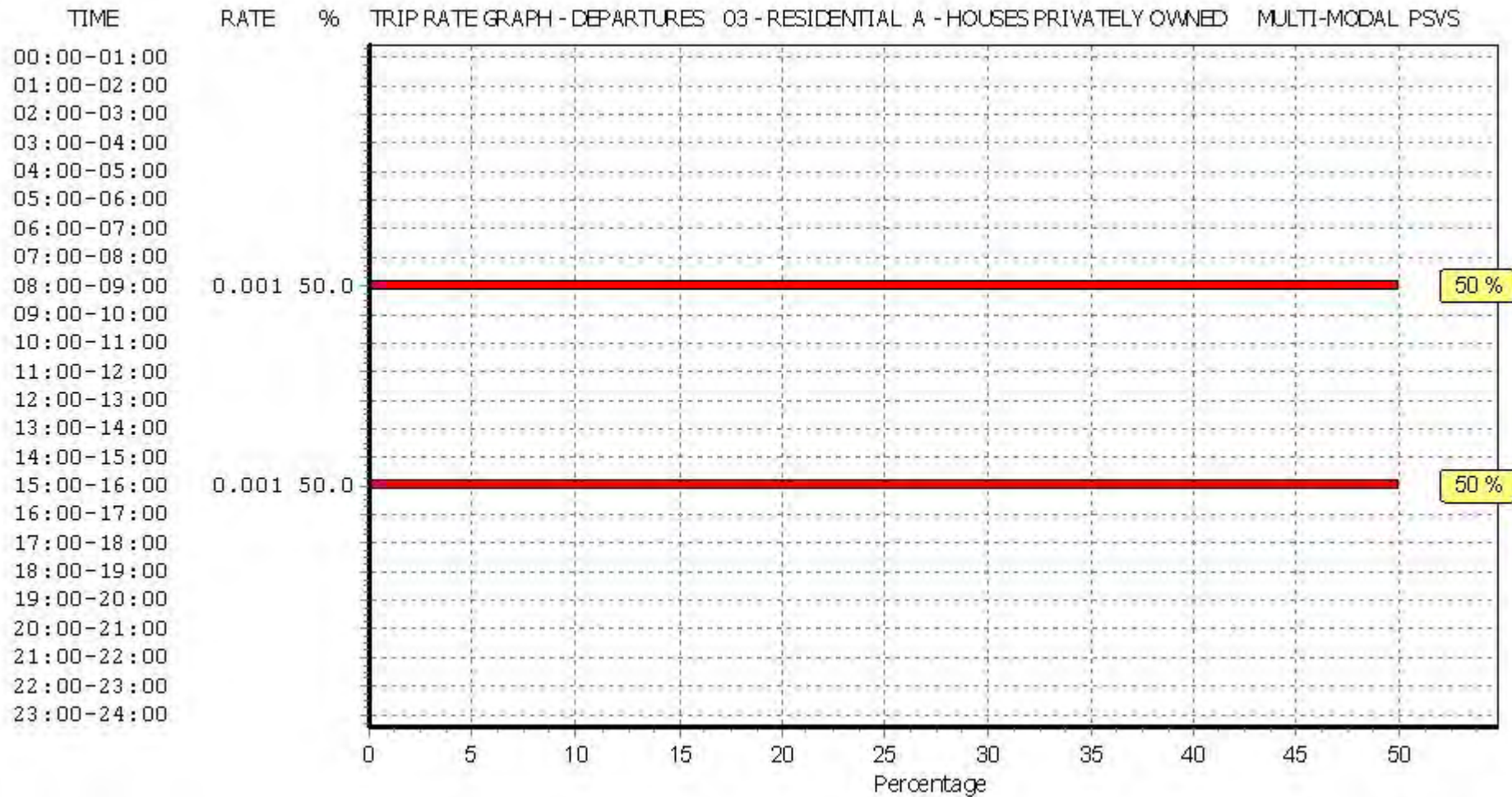
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



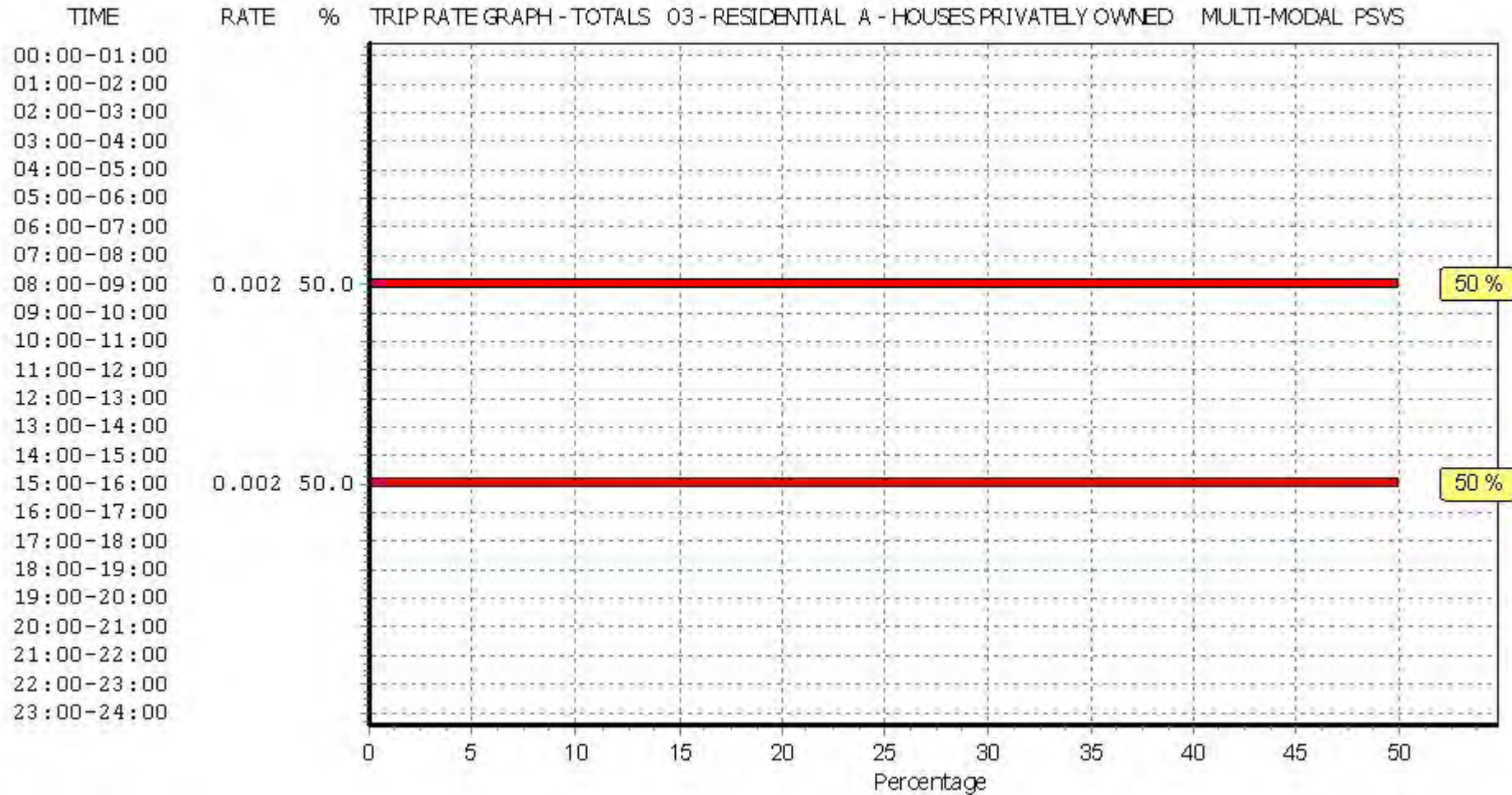
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: **1 DWELLS**

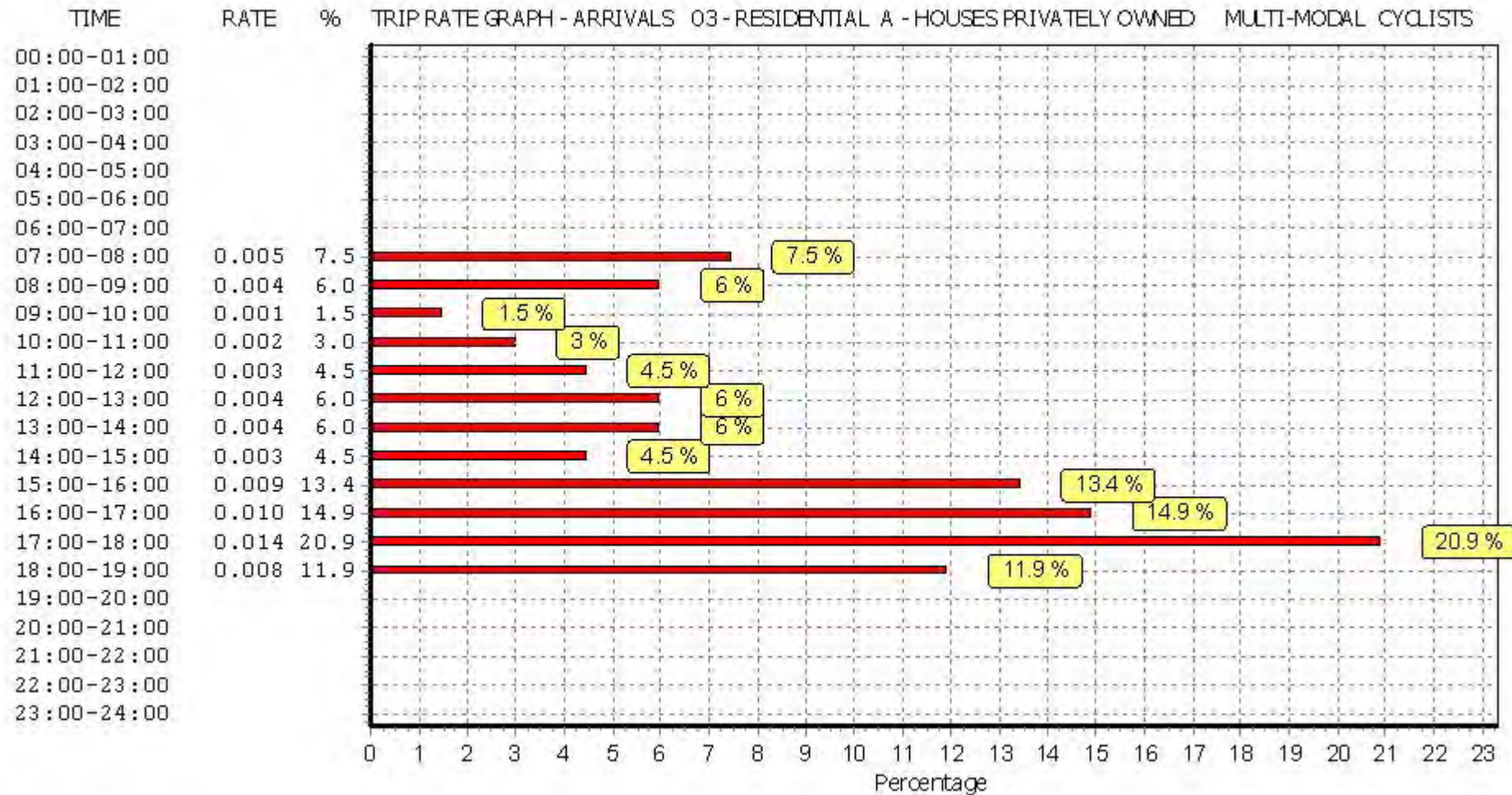
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.005	59	96	0.012	59	96	0.017
08:00 - 09:00	59	96	0.004	59	96	0.012	59	96	0.016
09:00 - 10:00	59	96	0.001	59	96	0.004	59	96	0.005
10:00 - 11:00	59	96	0.002	59	96	0.004	59	96	0.006
11:00 - 12:00	59	96	0.003	59	96	0.004	59	96	0.007
12:00 - 13:00	59	96	0.004	59	96	0.004	59	96	0.008
13:00 - 14:00	59	96	0.004	59	96	0.002	59	96	0.006
14:00 - 15:00	59	96	0.003	59	96	0.003	59	96	0.006
15:00 - 16:00	59	96	0.009	59	96	0.004	59	96	0.013
16:00 - 17:00	59	96	0.010	59	96	0.007	59	96	0.017
17:00 - 18:00	59	96	0.014	59	96	0.008	59	96	0.022
18:00 - 19:00	59	96	0.008	59	96	0.006	59	96	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.070			0.137

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

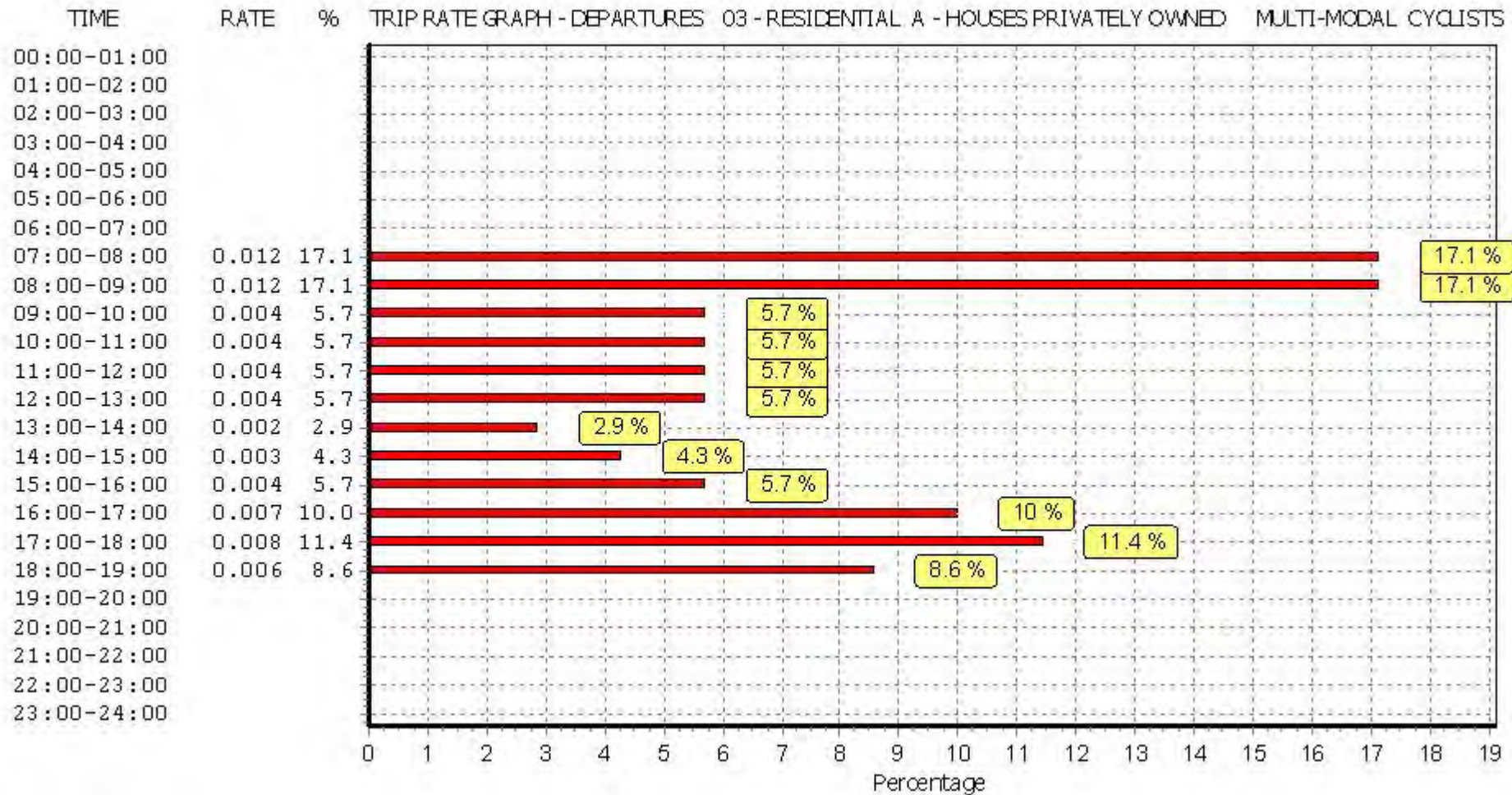
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



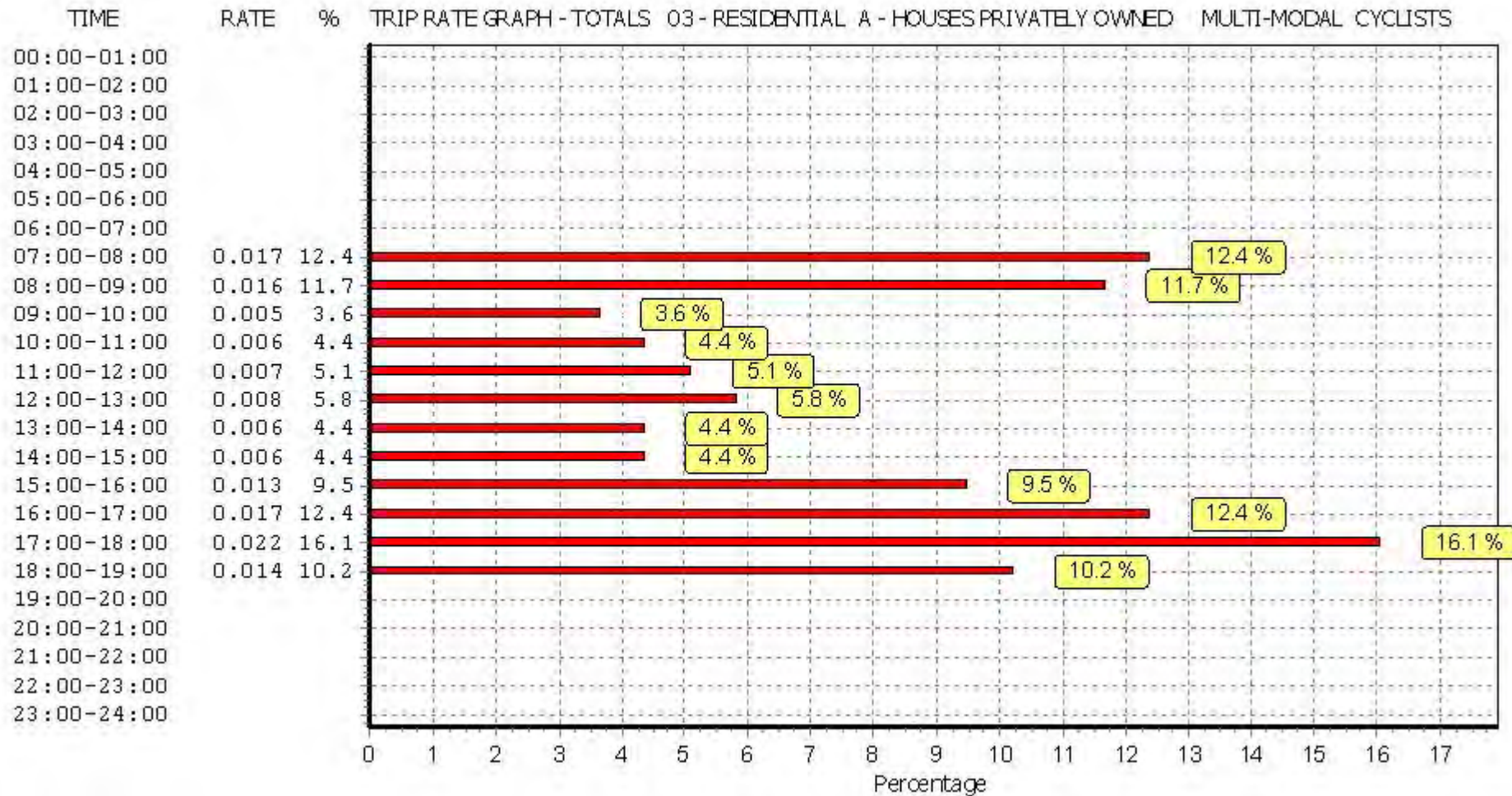
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: **1 DWELLS**

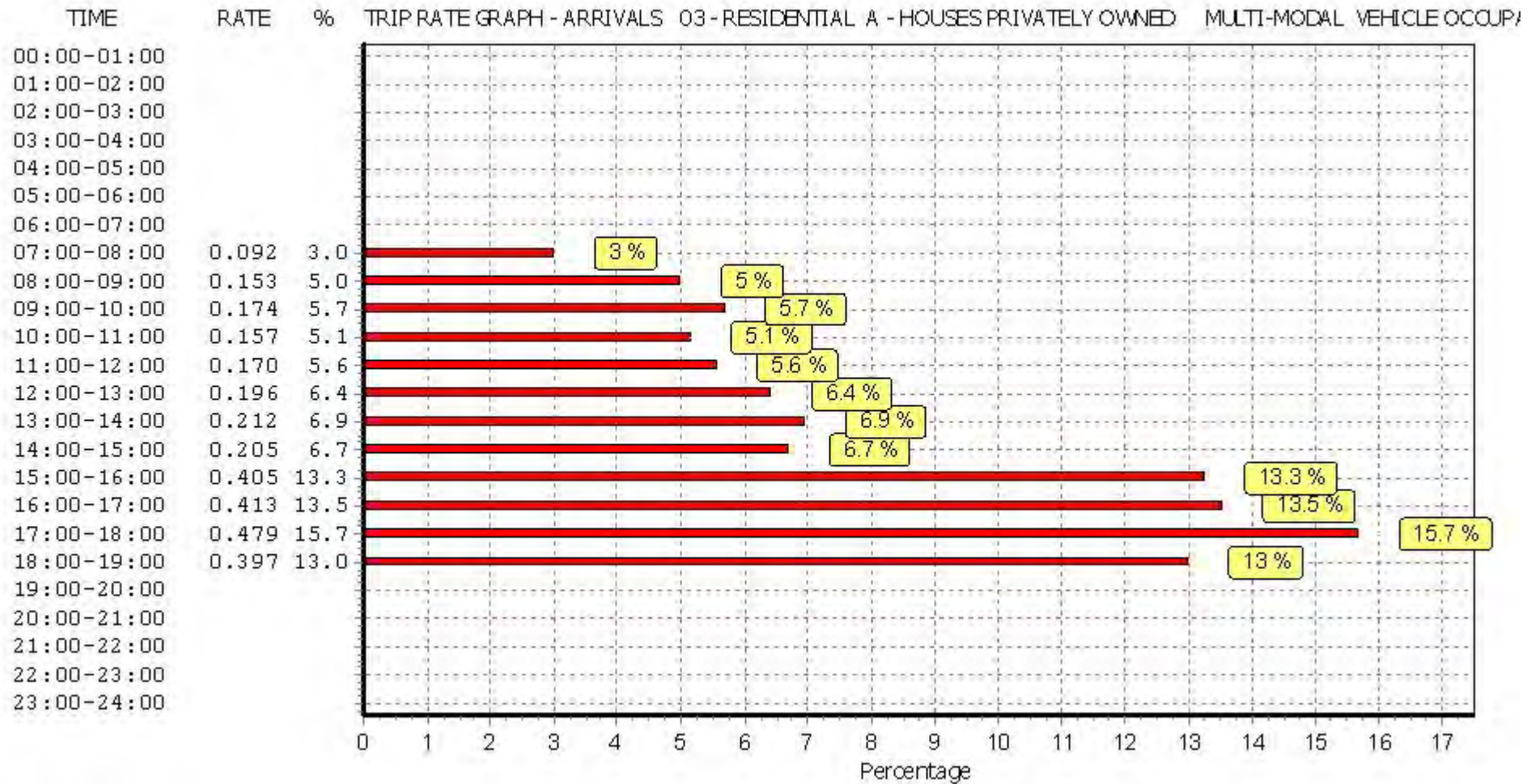
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.092	59	96	0.407	59	96	0.499
08:00 - 09:00	59	96	0.153	59	96	0.595	59	96	0.748
09:00 - 10:00	59	96	0.174	59	96	0.218	59	96	0.392
10:00 - 11:00	59	96	0.157	59	96	0.204	59	96	0.361
11:00 - 12:00	59	96	0.170	59	96	0.198	59	96	0.368
12:00 - 13:00	59	96	0.196	59	96	0.195	59	96	0.391
13:00 - 14:00	59	96	0.212	59	96	0.206	59	96	0.418
14:00 - 15:00	59	96	0.205	59	96	0.235	59	96	0.440
15:00 - 16:00	59	96	0.405	59	96	0.229	59	96	0.634
16:00 - 17:00	59	96	0.413	59	96	0.235	59	96	0.648
17:00 - 18:00	59	96	0.479	59	96	0.202	59	96	0.681
18:00 - 19:00	59	96	0.397	59	96	0.236	59	96	0.633
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.053			3.160			6.213

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

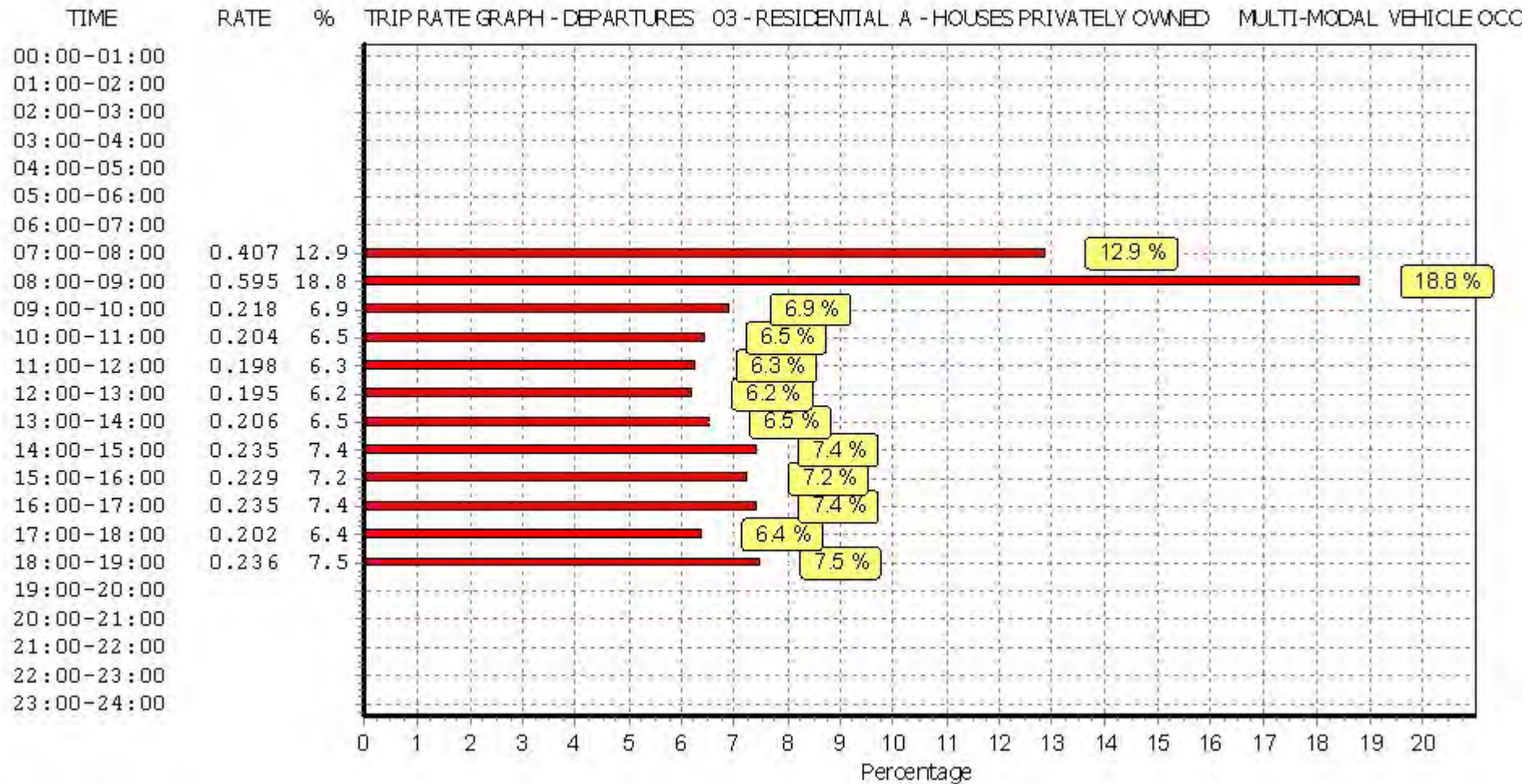
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



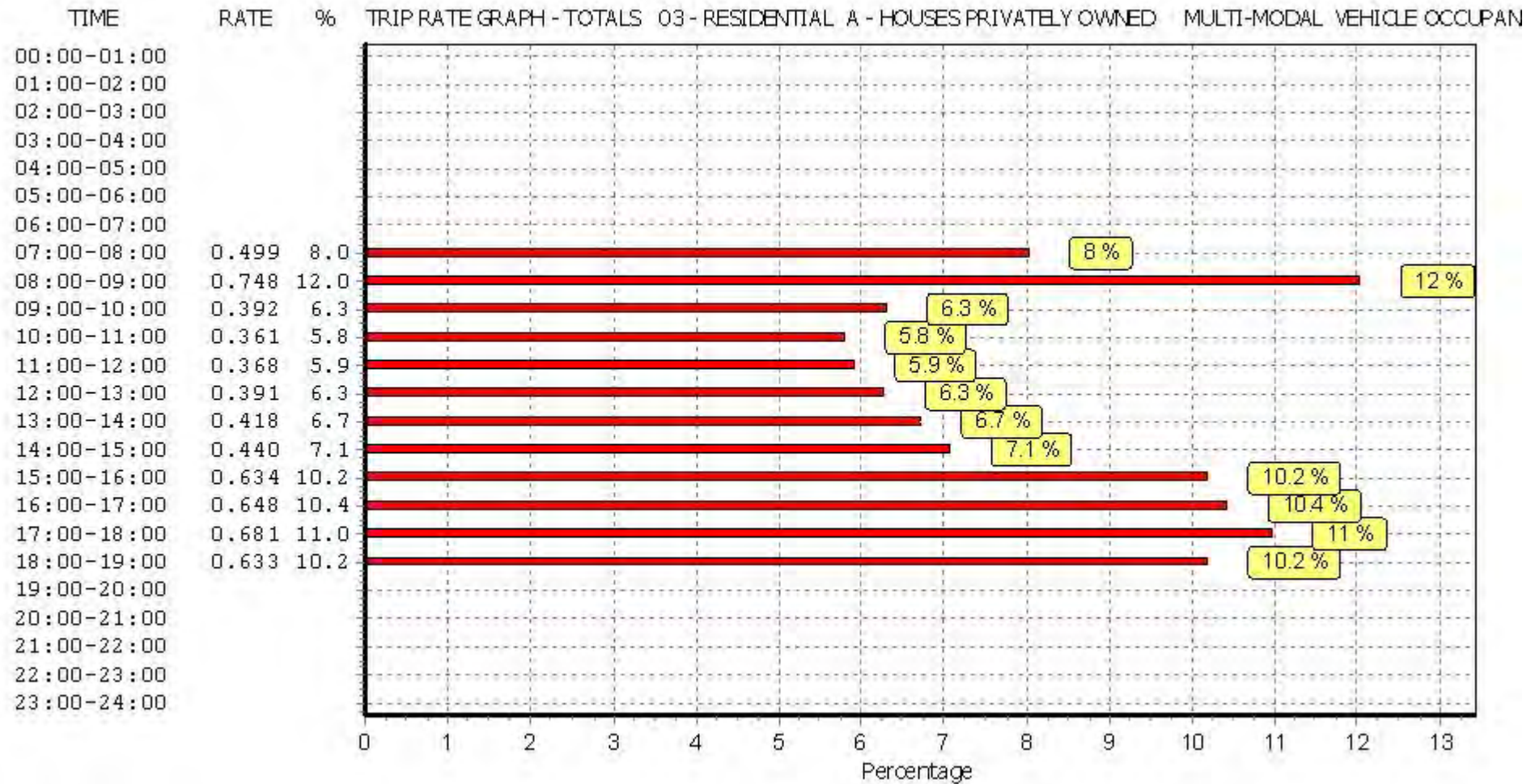
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: **1 DWELLS**

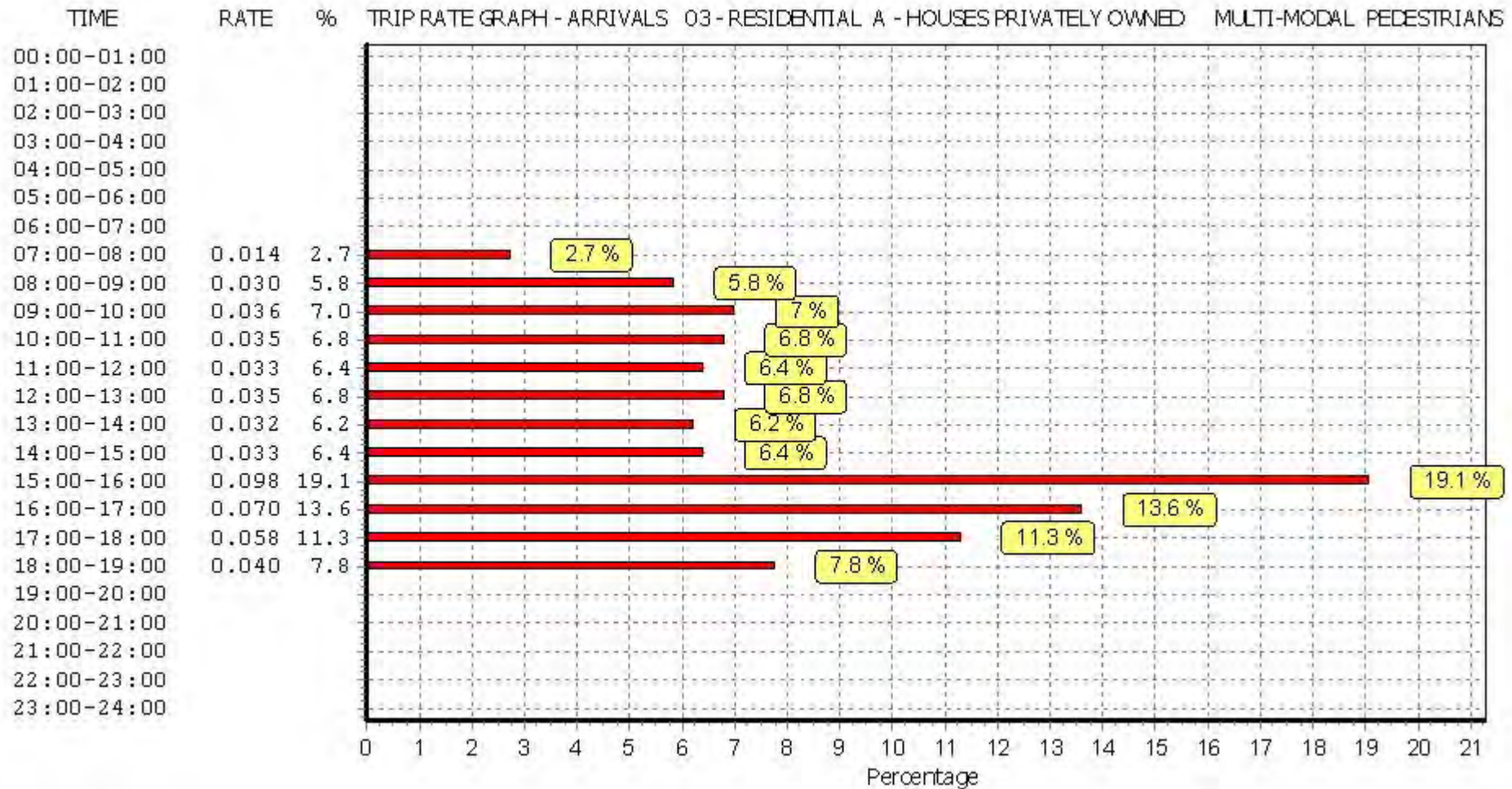
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.014	59	96	0.039	59	96	0.053
08:00 - 09:00	59	96	0.030	59	96	0.101	59	96	0.131
09:00 - 10:00	59	96	0.036	59	96	0.044	59	96	0.080
10:00 - 11:00	59	96	0.035	59	96	0.041	59	96	0.076
11:00 - 12:00	59	96	0.033	59	96	0.030	59	96	0.063
12:00 - 13:00	59	96	0.035	59	96	0.030	59	96	0.065
13:00 - 14:00	59	96	0.032	59	96	0.031	59	96	0.063
14:00 - 15:00	59	96	0.033	59	96	0.041	59	96	0.074
15:00 - 16:00	59	96	0.098	59	96	0.048	59	96	0.146
16:00 - 17:00	59	96	0.070	59	96	0.038	59	96	0.108
17:00 - 18:00	59	96	0.058	59	96	0.034	59	96	0.092
18:00 - 19:00	59	96	0.040	59	96	0.036	59	96	0.076
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.513			1.027

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

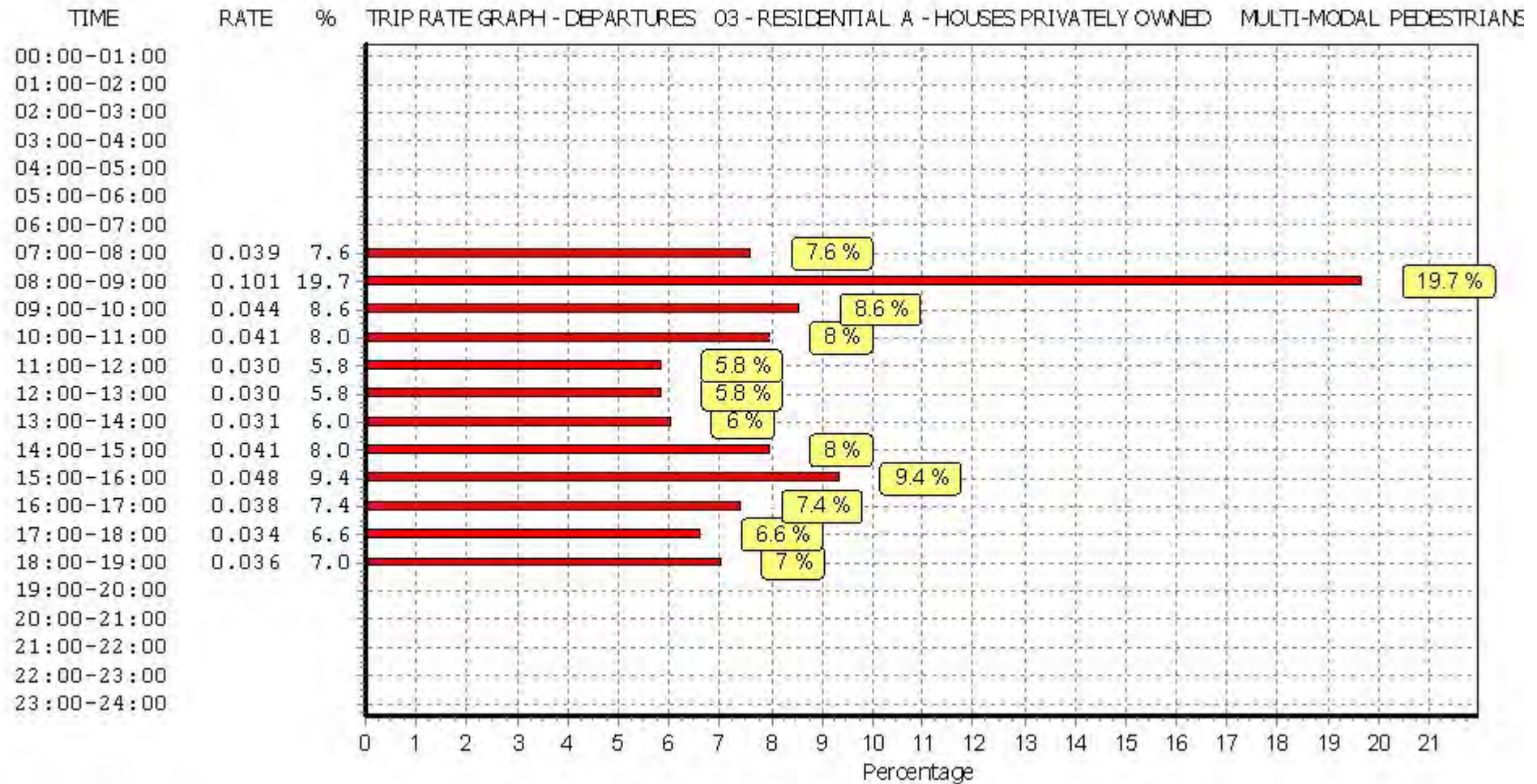
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



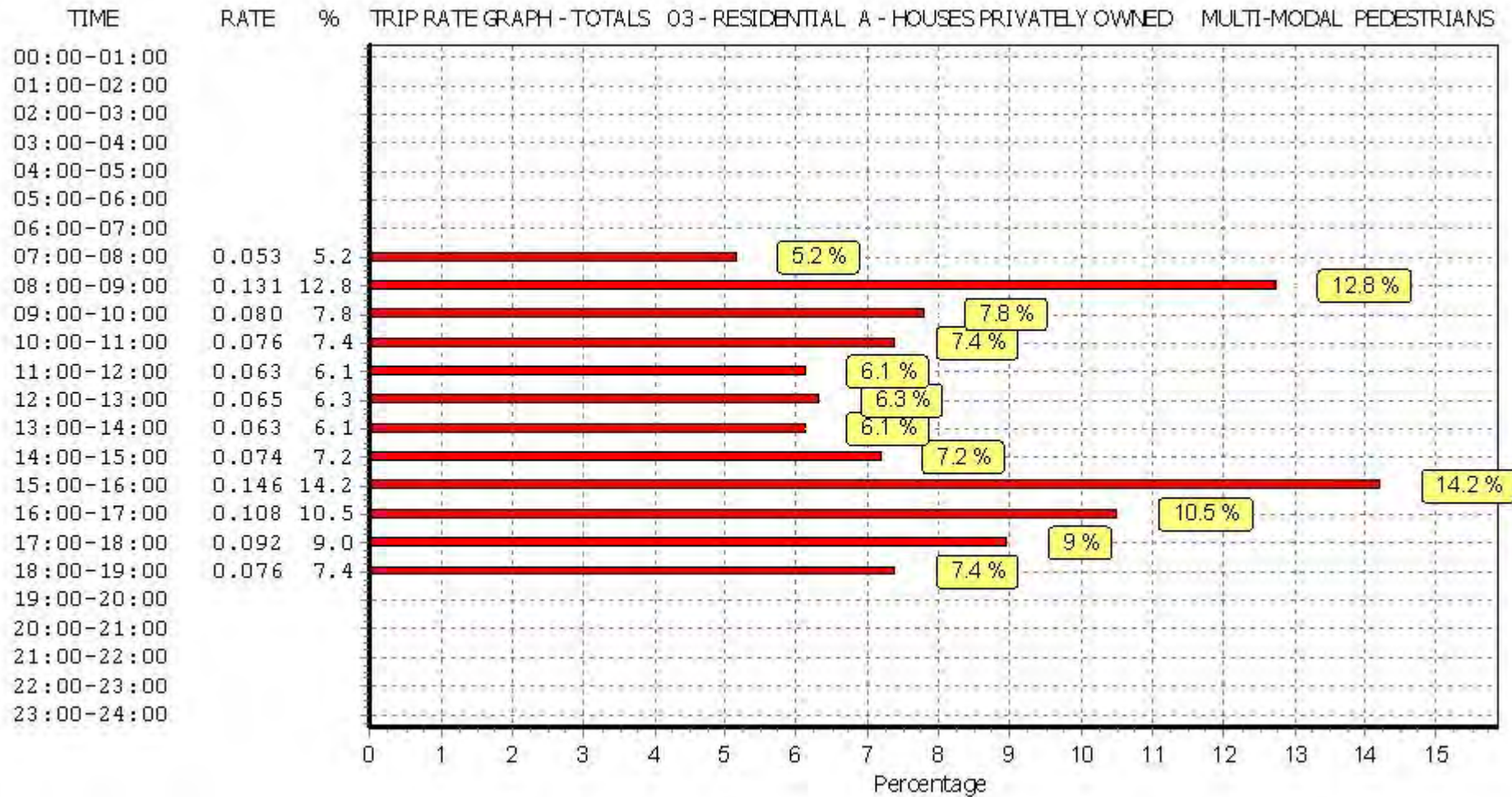
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: **1 DWELLS**

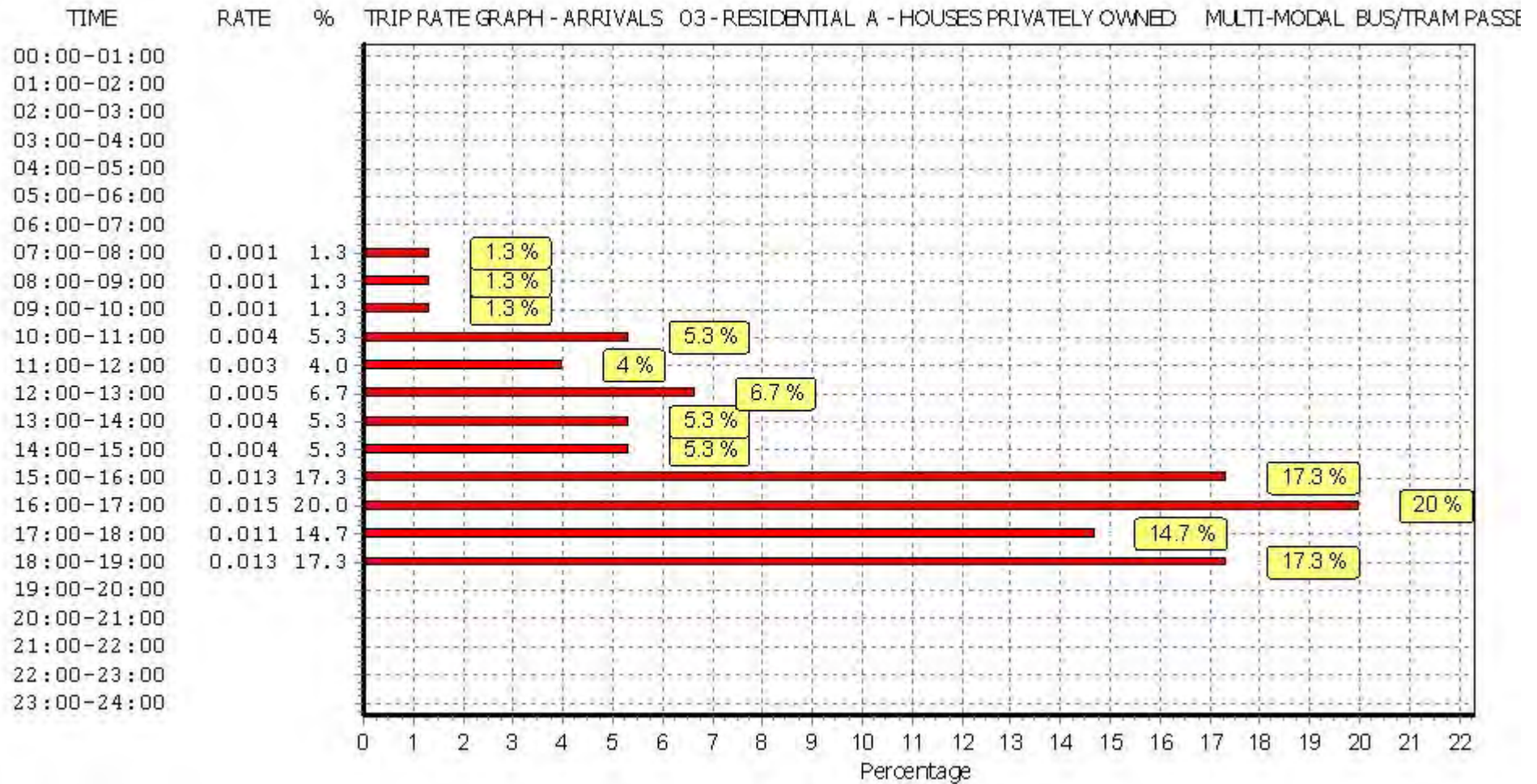
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.001	59	96	0.012	59	96	0.013
08:00 - 09:00	59	96	0.001	59	96	0.016	59	96	0.017
09:00 - 10:00	59	96	0.001	59	96	0.008	59	96	0.009
10:00 - 11:00	59	96	0.004	59	96	0.003	59	96	0.007
11:00 - 12:00	59	96	0.003	59	96	0.004	59	96	0.007
12:00 - 13:00	59	96	0.005	59	96	0.004	59	96	0.009
13:00 - 14:00	59	96	0.004	59	96	0.003	59	96	0.007
14:00 - 15:00	59	96	0.004	59	96	0.003	59	96	0.007
15:00 - 16:00	59	96	0.013	59	96	0.005	59	96	0.018
16:00 - 17:00	59	96	0.015	59	96	0.005	59	96	0.020
17:00 - 18:00	59	96	0.011	59	96	0.003	59	96	0.014
18:00 - 19:00	59	96	0.013	59	96	0.003	59	96	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.069			0.144

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

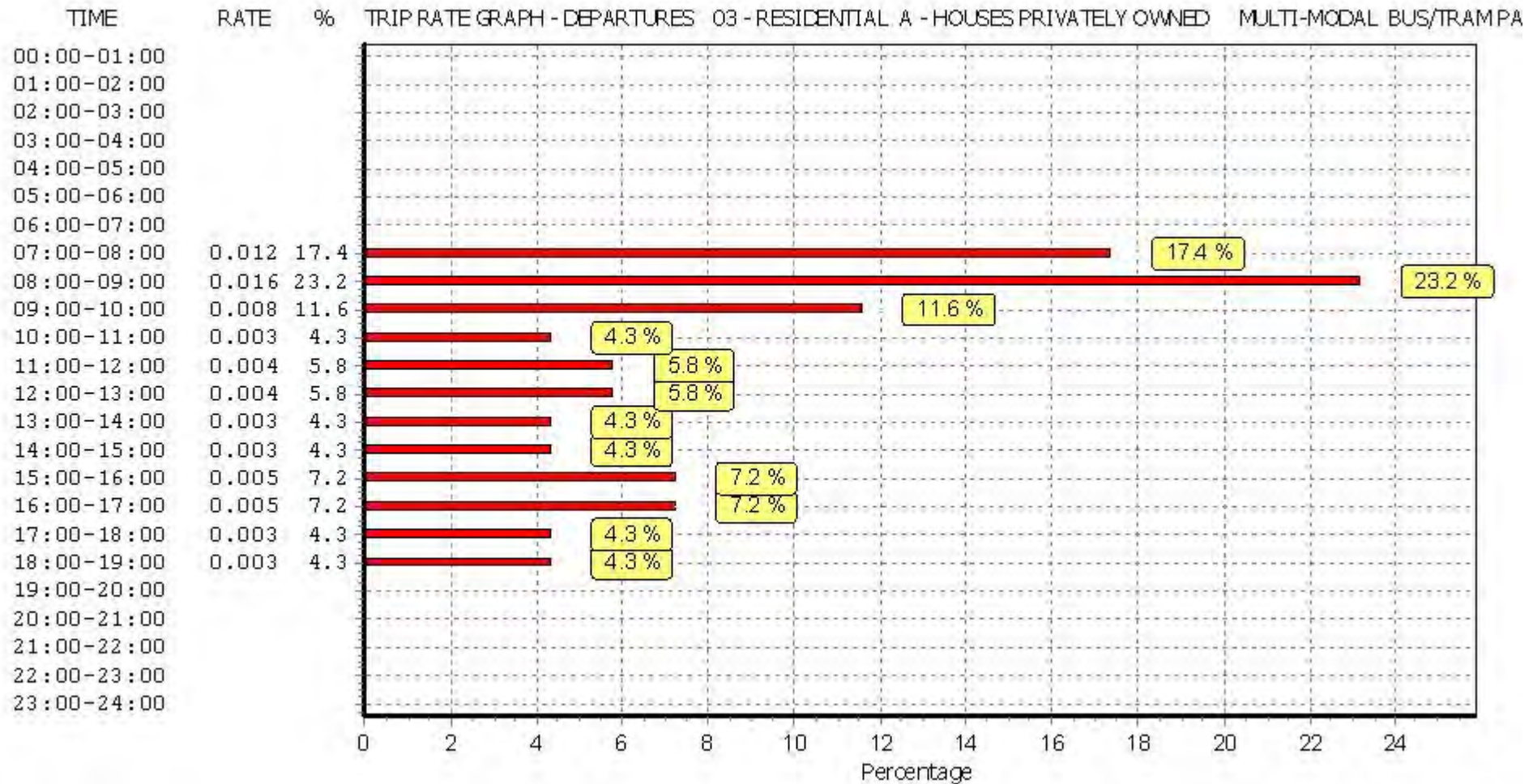
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



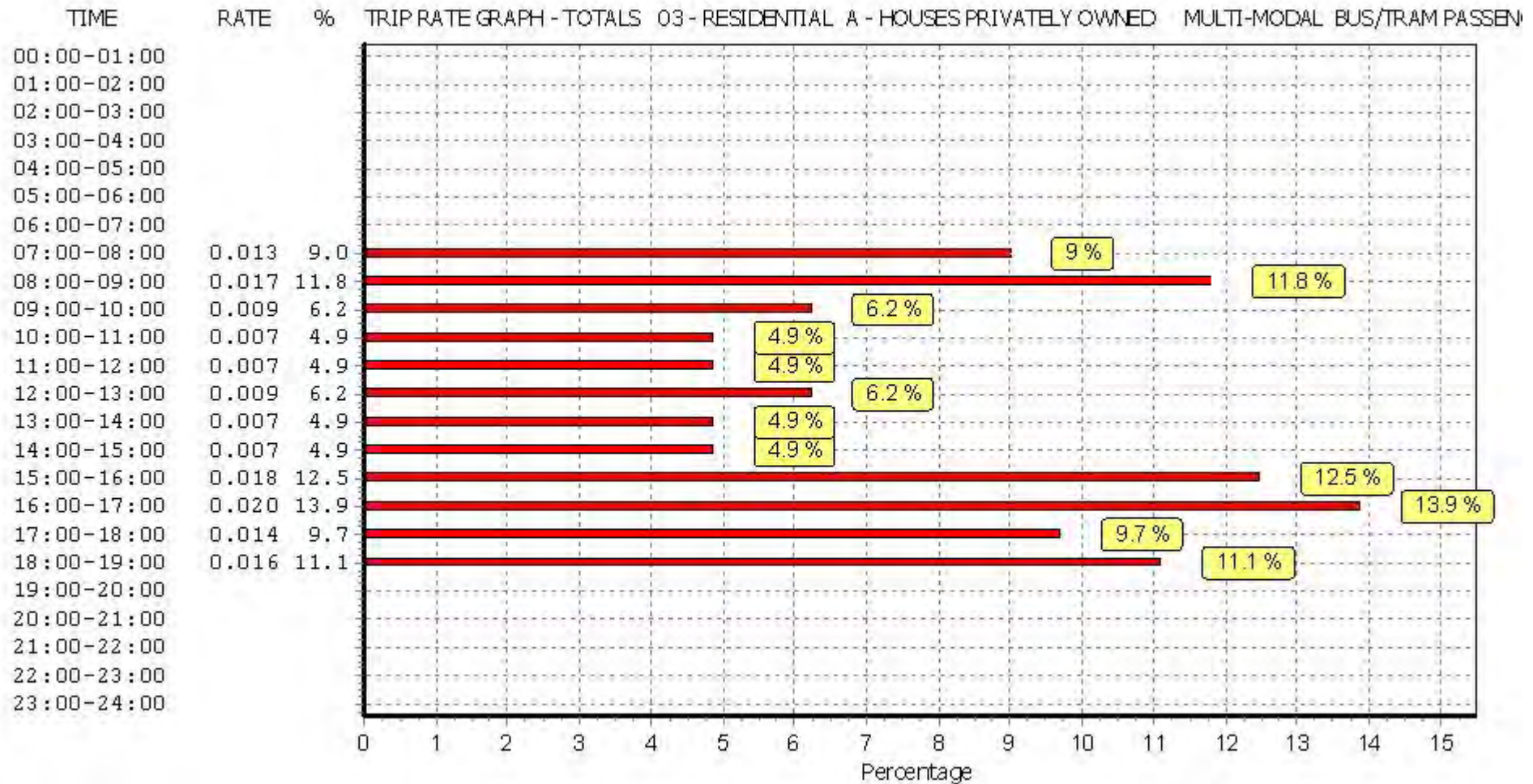
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: **1 DWELLS**

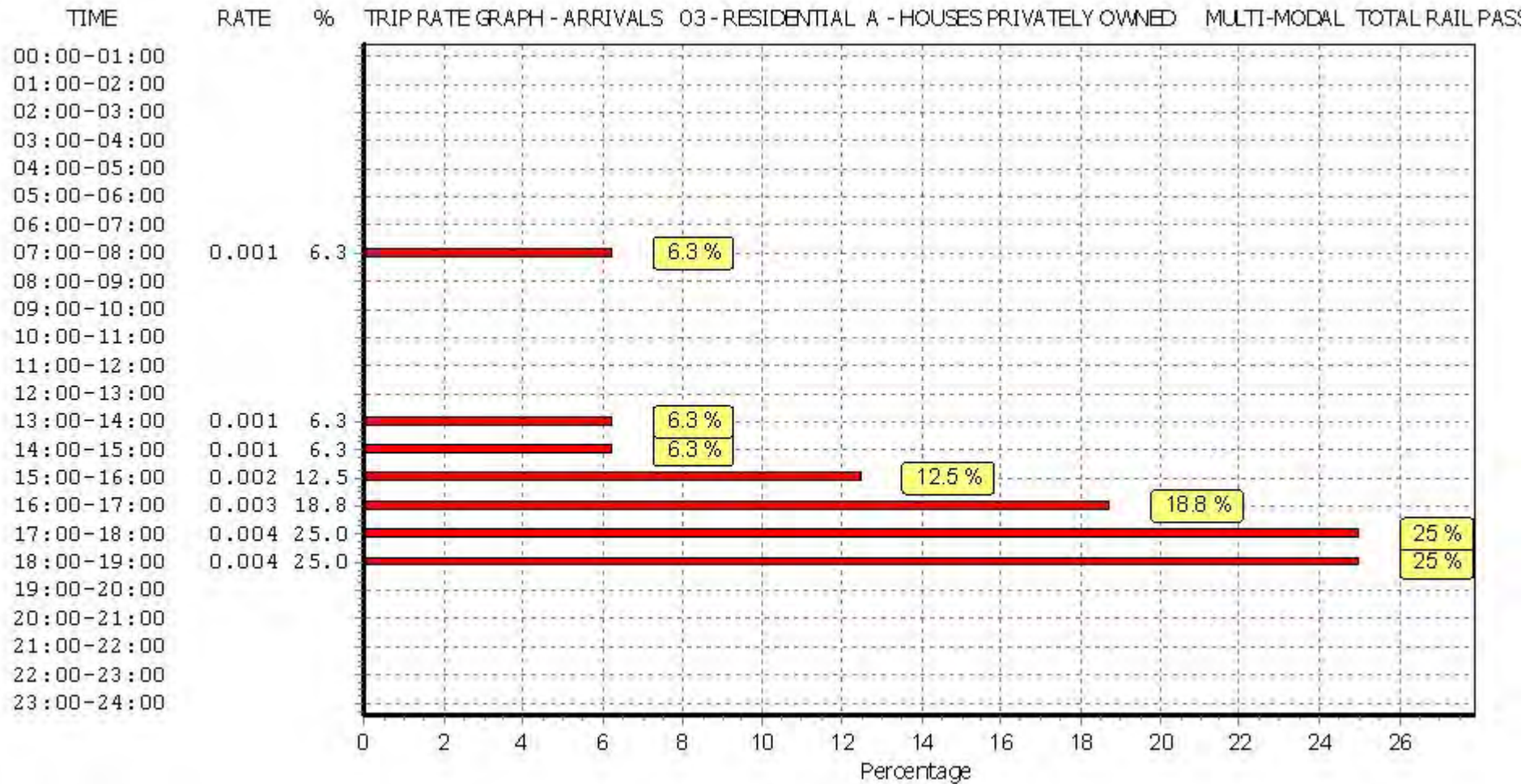
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.001	59	96	0.005	59	96	0.006
08:00 - 09:00	59	96	0.000	59	96	0.007	59	96	0.007
09:00 - 10:00	59	96	0.000	59	96	0.003	59	96	0.003
10:00 - 11:00	59	96	0.000	59	96	0.002	59	96	0.002
11:00 - 12:00	59	96	0.000	59	96	0.001	59	96	0.001
12:00 - 13:00	59	96	0.000	59	96	0.002	59	96	0.002
13:00 - 14:00	59	96	0.001	59	96	0.001	59	96	0.002
14:00 - 15:00	59	96	0.001	59	96	0.000	59	96	0.001
15:00 - 16:00	59	96	0.002	59	96	0.001	59	96	0.003
16:00 - 17:00	59	96	0.003	59	96	0.001	59	96	0.004
17:00 - 18:00	59	96	0.004	59	96	0.001	59	96	0.005
18:00 - 19:00	59	96	0.004	59	96	0.000	59	96	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.024			0.040

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

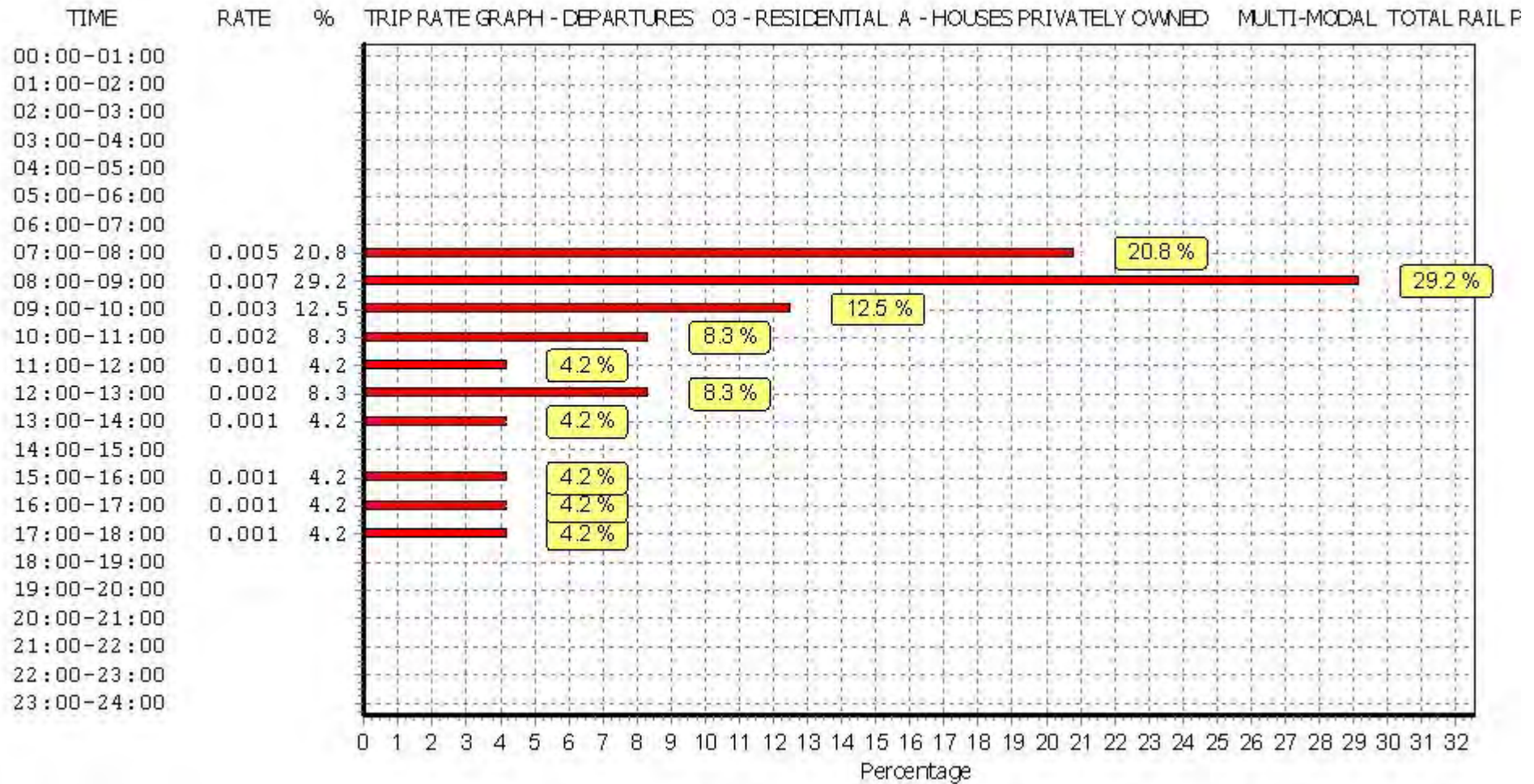
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



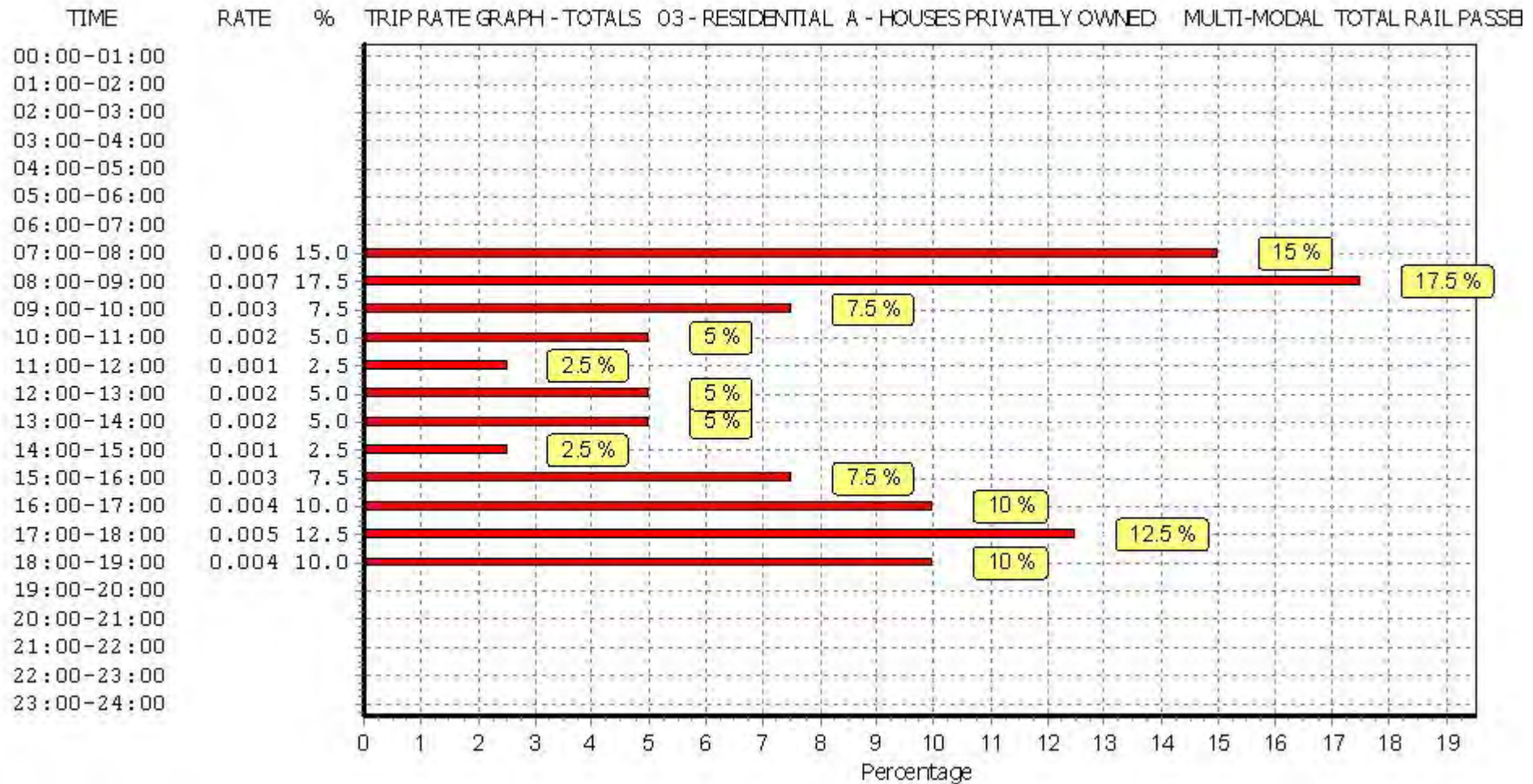
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: **1 DWELLS**

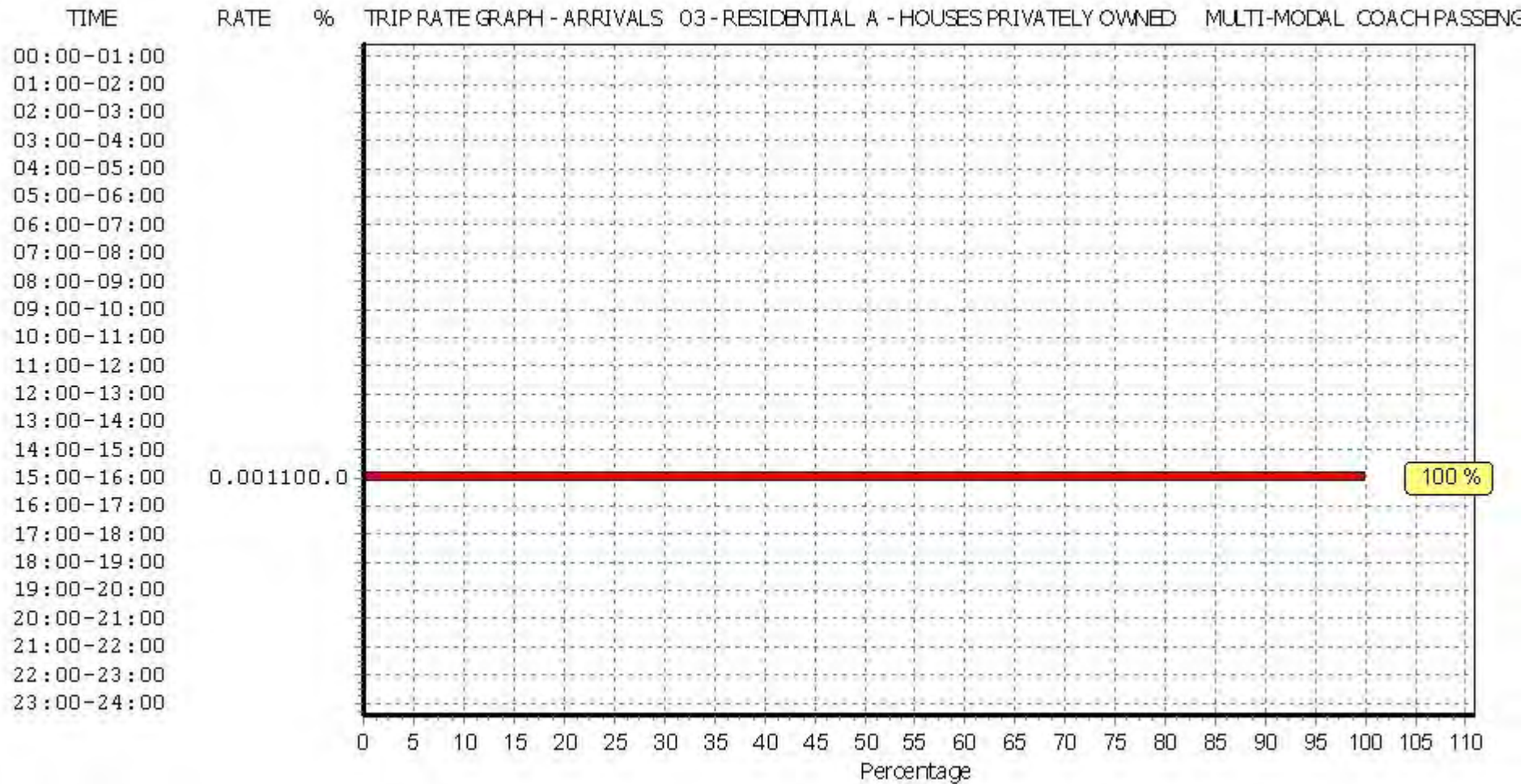
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.000	59	96	0.001	59	96	0.001
08:00 - 09:00	59	96	0.000	59	96	0.001	59	96	0.001
09:00 - 10:00	59	96	0.000	59	96	0.000	59	96	0.000
10:00 - 11:00	59	96	0.000	59	96	0.000	59	96	0.000
11:00 - 12:00	59	96	0.000	59	96	0.000	59	96	0.000
12:00 - 13:00	59	96	0.000	59	96	0.000	59	96	0.000
13:00 - 14:00	59	96	0.000	59	96	0.000	59	96	0.000
14:00 - 15:00	59	96	0.000	59	96	0.000	59	96	0.000
15:00 - 16:00	59	96	0.001	59	96	0.000	59	96	0.001
16:00 - 17:00	59	96	0.000	59	96	0.000	59	96	0.000
17:00 - 18:00	59	96	0.000	59	96	0.000	59	96	0.000
18:00 - 19:00	59	96	0.000	59	96	0.000	59	96	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

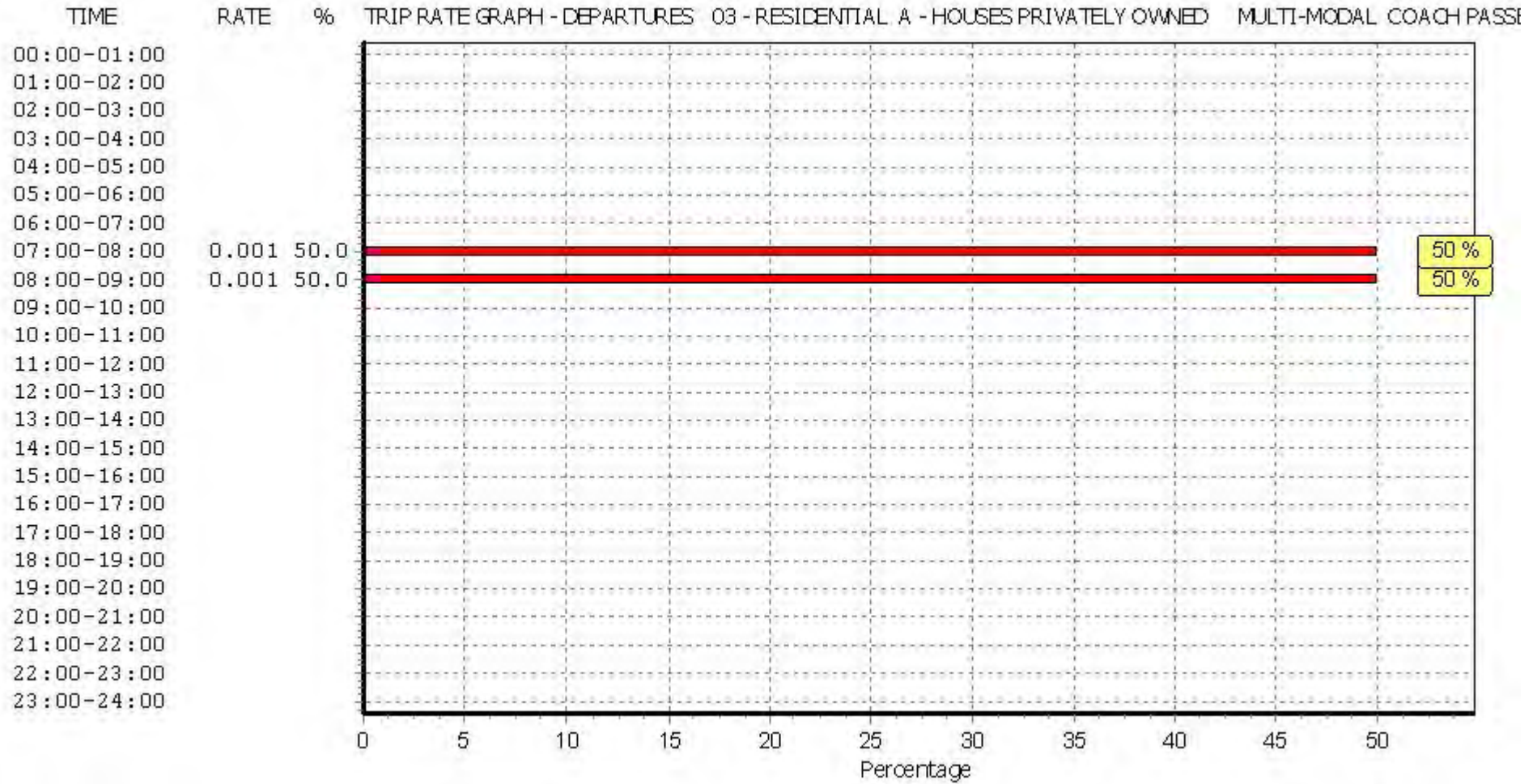
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



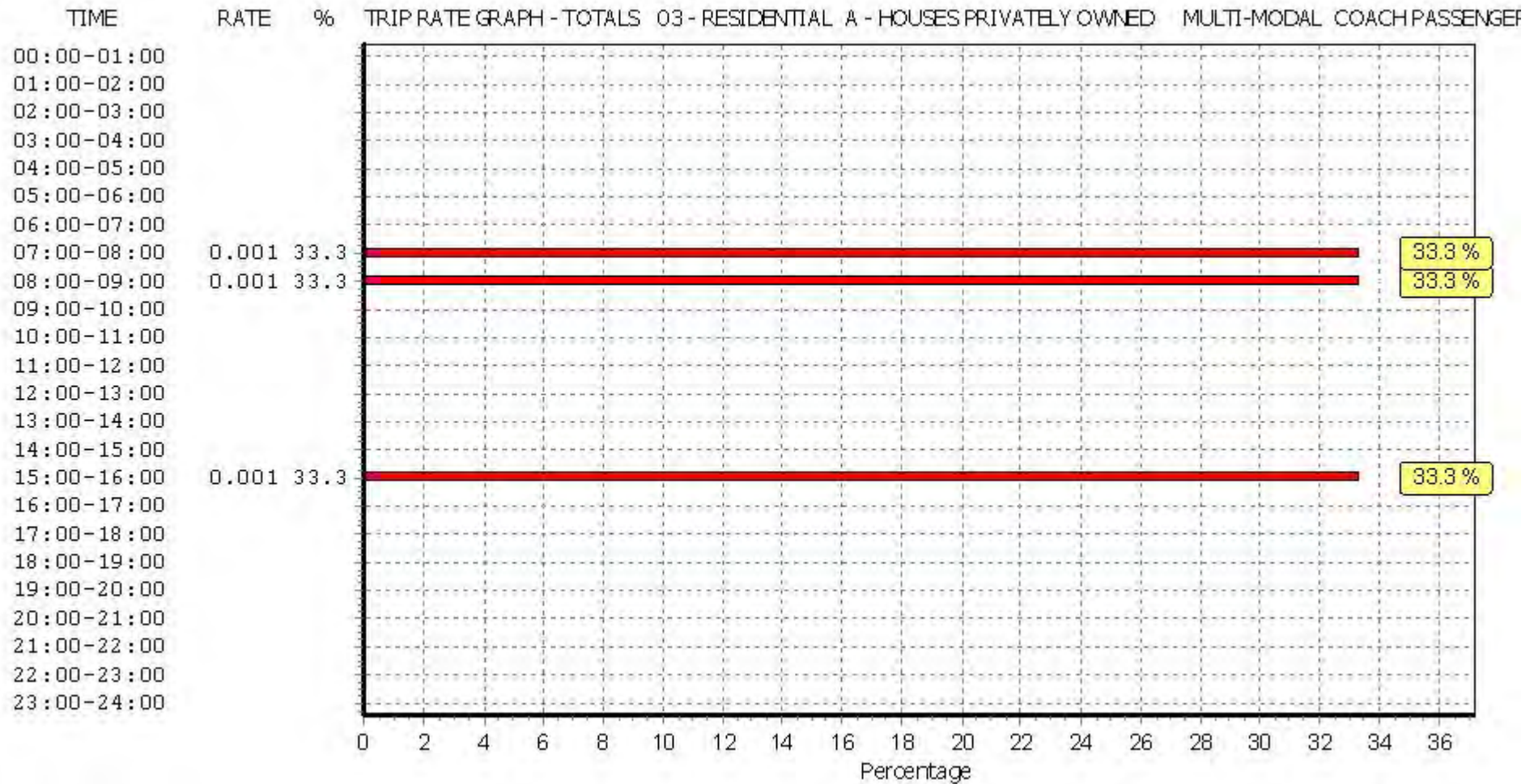
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: **1 DWELLS**

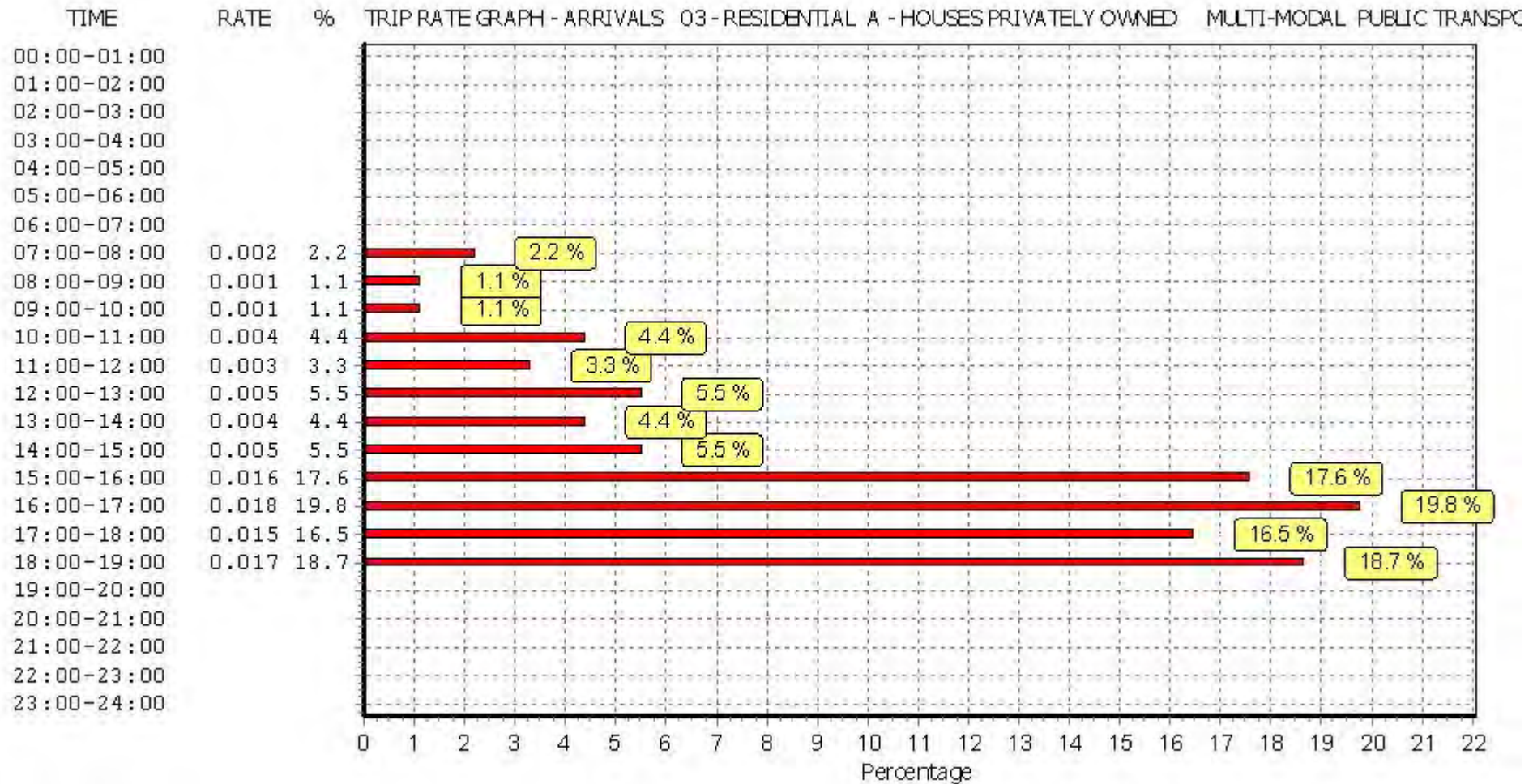
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.002	59	96	0.018	59	96	0.020
08:00 - 09:00	59	96	0.001	59	96	0.024	59	96	0.025
09:00 - 10:00	59	96	0.001	59	96	0.011	59	96	0.012
10:00 - 11:00	59	96	0.004	59	96	0.005	59	96	0.009
11:00 - 12:00	59	96	0.003	59	96	0.005	59	96	0.008
12:00 - 13:00	59	96	0.005	59	96	0.006	59	96	0.011
13:00 - 14:00	59	96	0.004	59	96	0.003	59	96	0.007
14:00 - 15:00	59	96	0.005	59	96	0.003	59	96	0.008
15:00 - 16:00	59	96	0.016	59	96	0.006	59	96	0.022
16:00 - 17:00	59	96	0.018	59	96	0.005	59	96	0.023
17:00 - 18:00	59	96	0.015	59	96	0.003	59	96	0.018
18:00 - 19:00	59	96	0.017	59	96	0.004	59	96	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.093			0.184

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

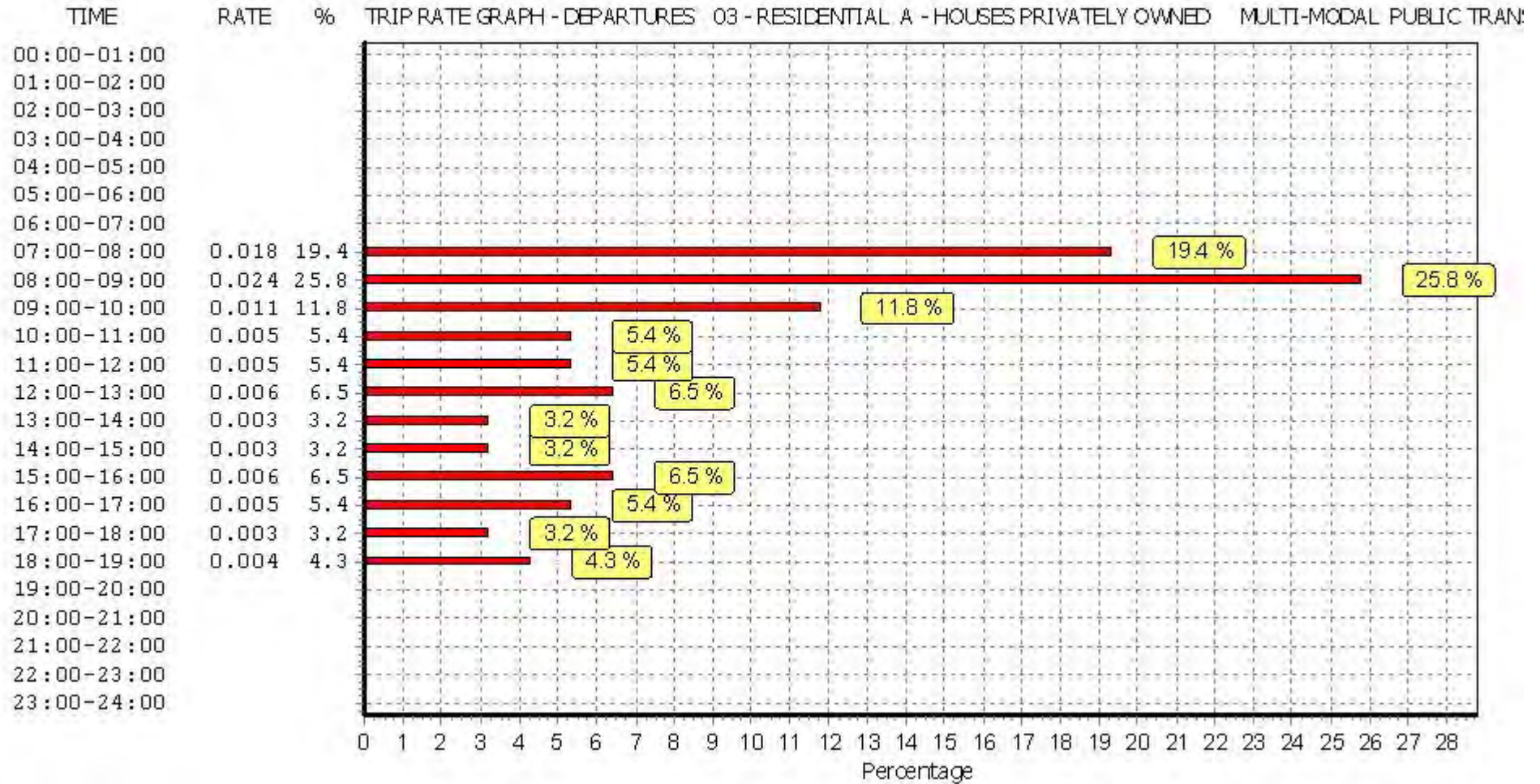
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



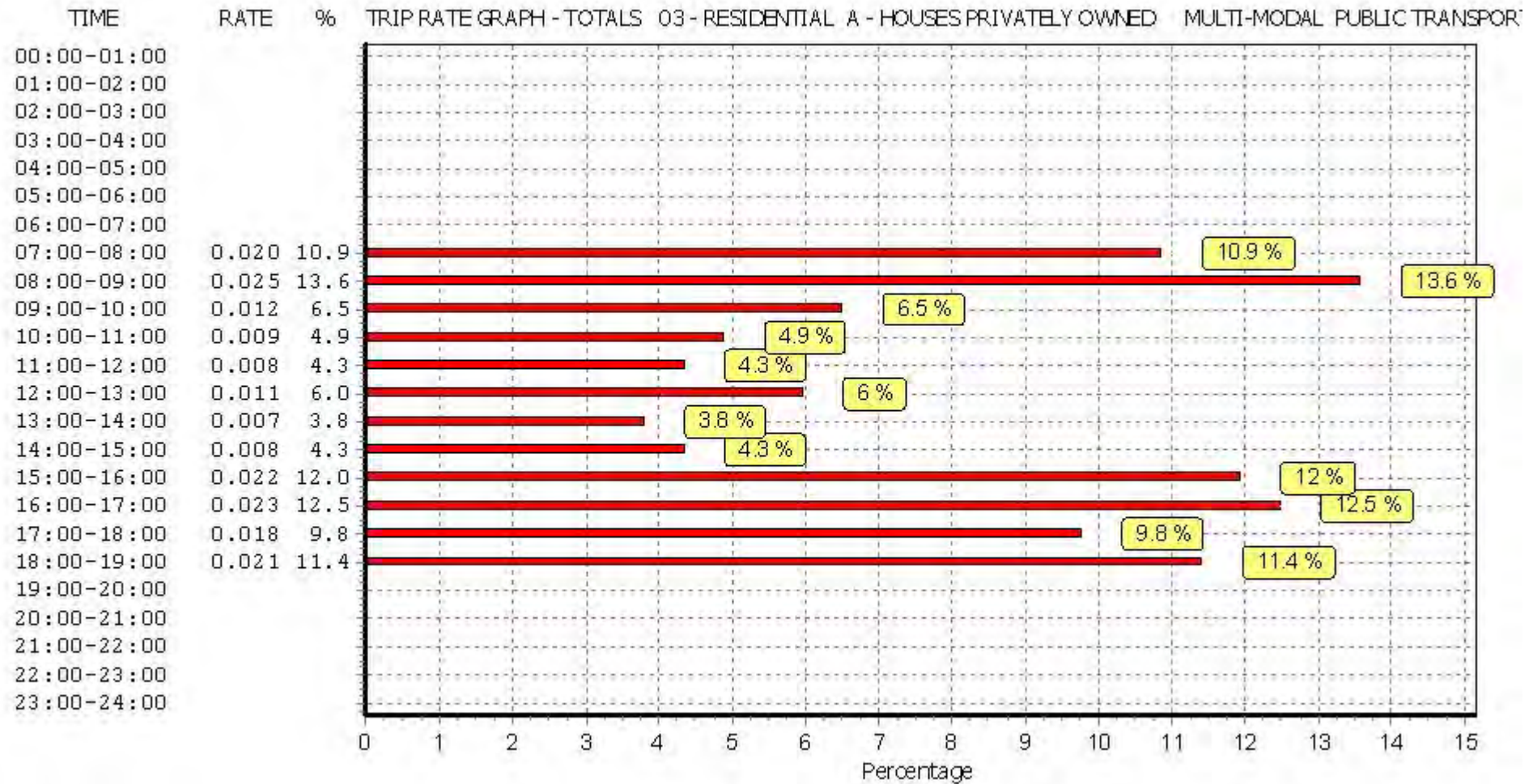
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: **1 DWELLS**

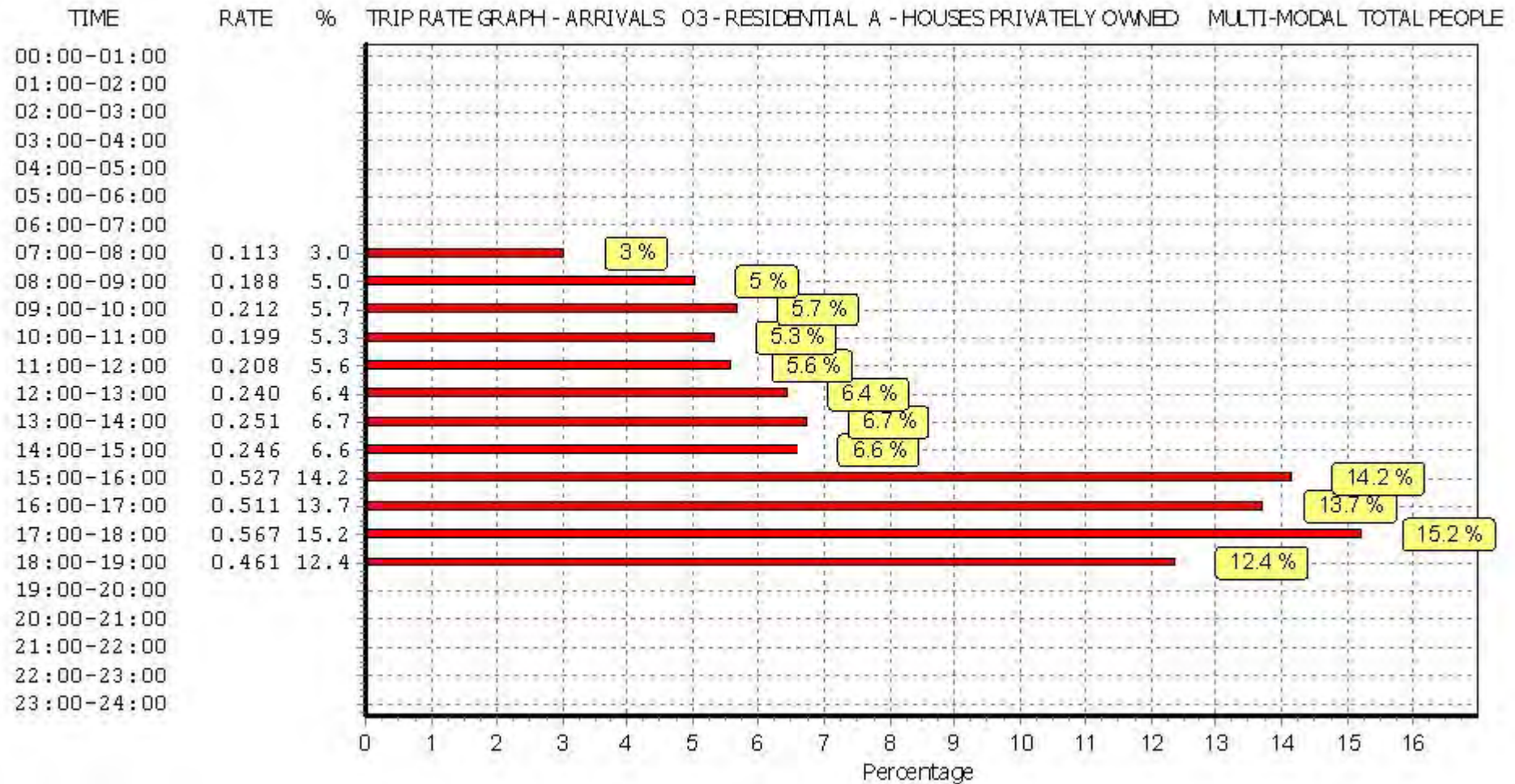
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.113	59	96	0.475	59	96	0.588
08:00 - 09:00	59	96	0.188	59	96	0.732	59	96	0.920
09:00 - 10:00	59	96	0.212	59	96	0.278	59	96	0.490
10:00 - 11:00	59	96	0.199	59	96	0.254	59	96	0.453
11:00 - 12:00	59	96	0.208	59	96	0.236	59	96	0.444
12:00 - 13:00	59	96	0.240	59	96	0.234	59	96	0.474
13:00 - 14:00	59	96	0.251	59	96	0.243	59	96	0.494
14:00 - 15:00	59	96	0.246	59	96	0.282	59	96	0.528
15:00 - 16:00	59	96	0.527	59	96	0.286	59	96	0.813
16:00 - 17:00	59	96	0.511	59	96	0.285	59	96	0.796
17:00 - 18:00	59	96	0.567	59	96	0.247	59	96	0.814
18:00 - 19:00	59	96	0.461	59	96	0.282	59	96	0.743
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.723			3.834			7.557

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

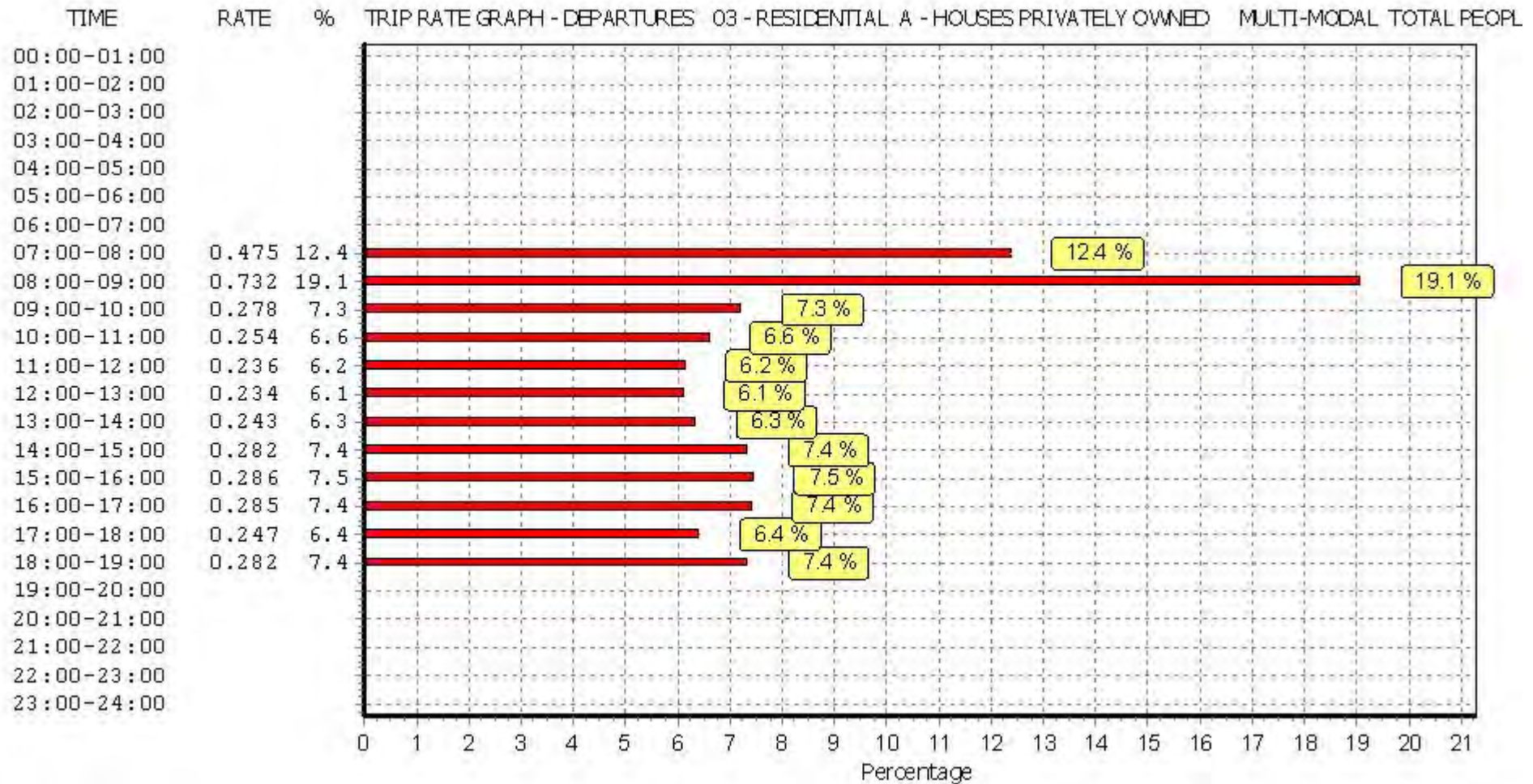
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



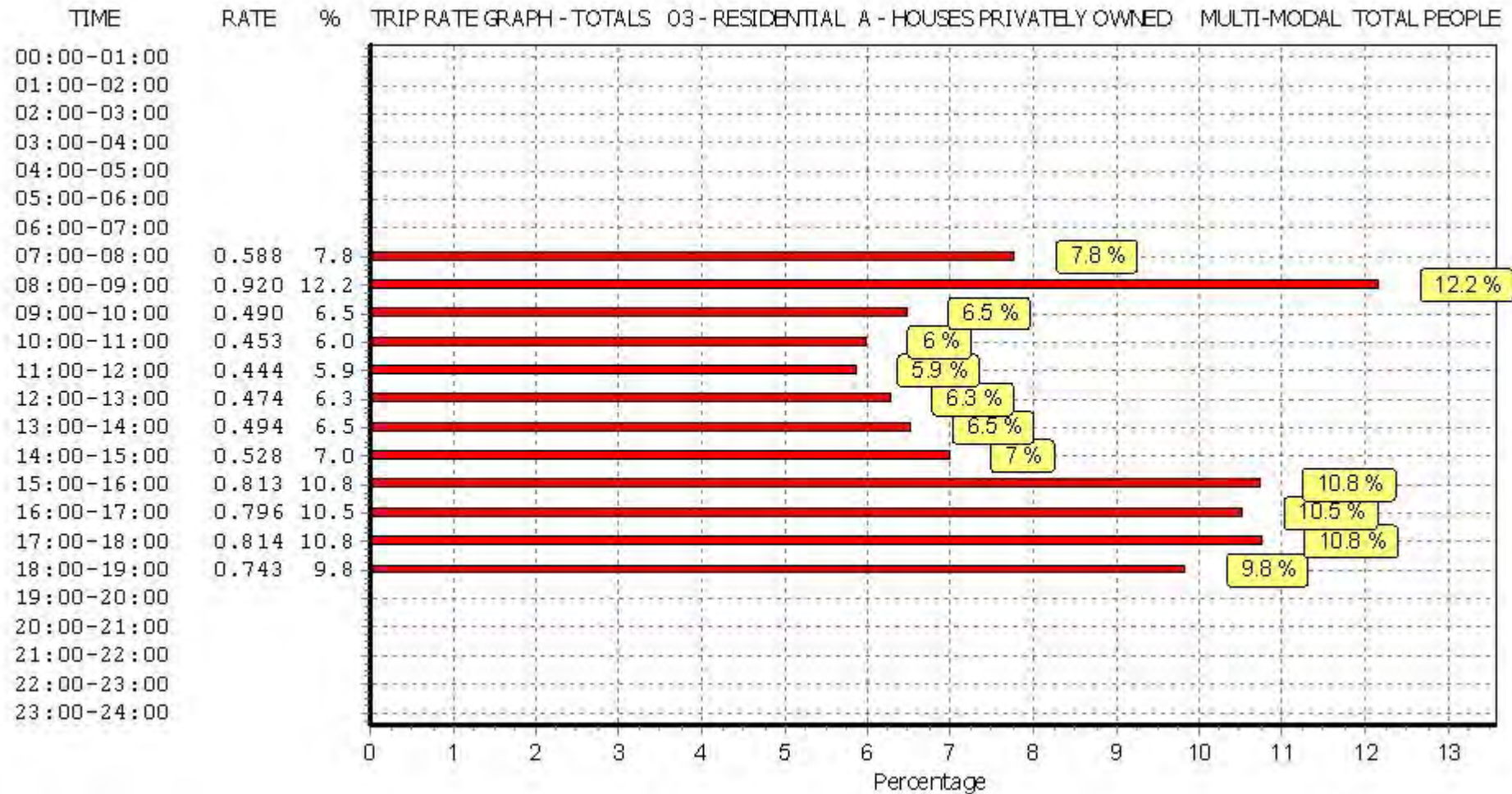
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: **1 DWELLS**

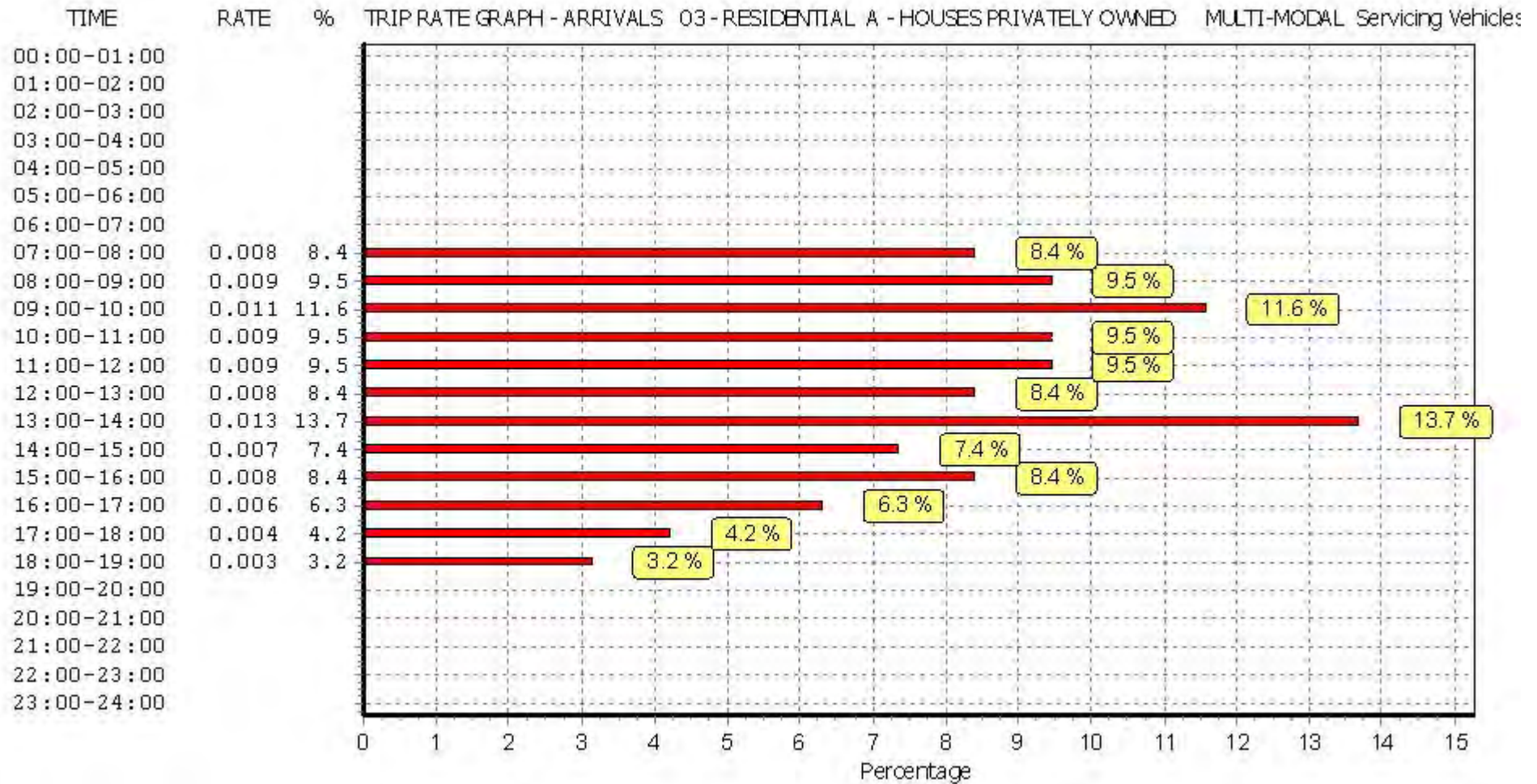
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	59	96	0.008	59	96	0.004	59	96	0.012
08:00 - 09:00	59	96	0.009	59	96	0.006	59	96	0.015
09:00 - 10:00	59	96	0.011	59	96	0.008	59	96	0.019
10:00 - 11:00	59	96	0.009	59	96	0.010	59	96	0.019
11:00 - 12:00	59	96	0.009	59	96	0.010	59	96	0.019
12:00 - 13:00	59	96	0.008	59	96	0.009	59	96	0.017
13:00 - 14:00	59	96	0.013	59	96	0.013	59	96	0.026
14:00 - 15:00	59	96	0.007	59	96	0.012	59	96	0.019
15:00 - 16:00	59	96	0.008	59	96	0.008	59	96	0.016
16:00 - 17:00	59	96	0.006	59	96	0.006	59	96	0.012
17:00 - 18:00	59	96	0.004	59	96	0.006	59	96	0.010
18:00 - 19:00	59	96	0.003	59	96	0.004	59	96	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.096			0.191

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

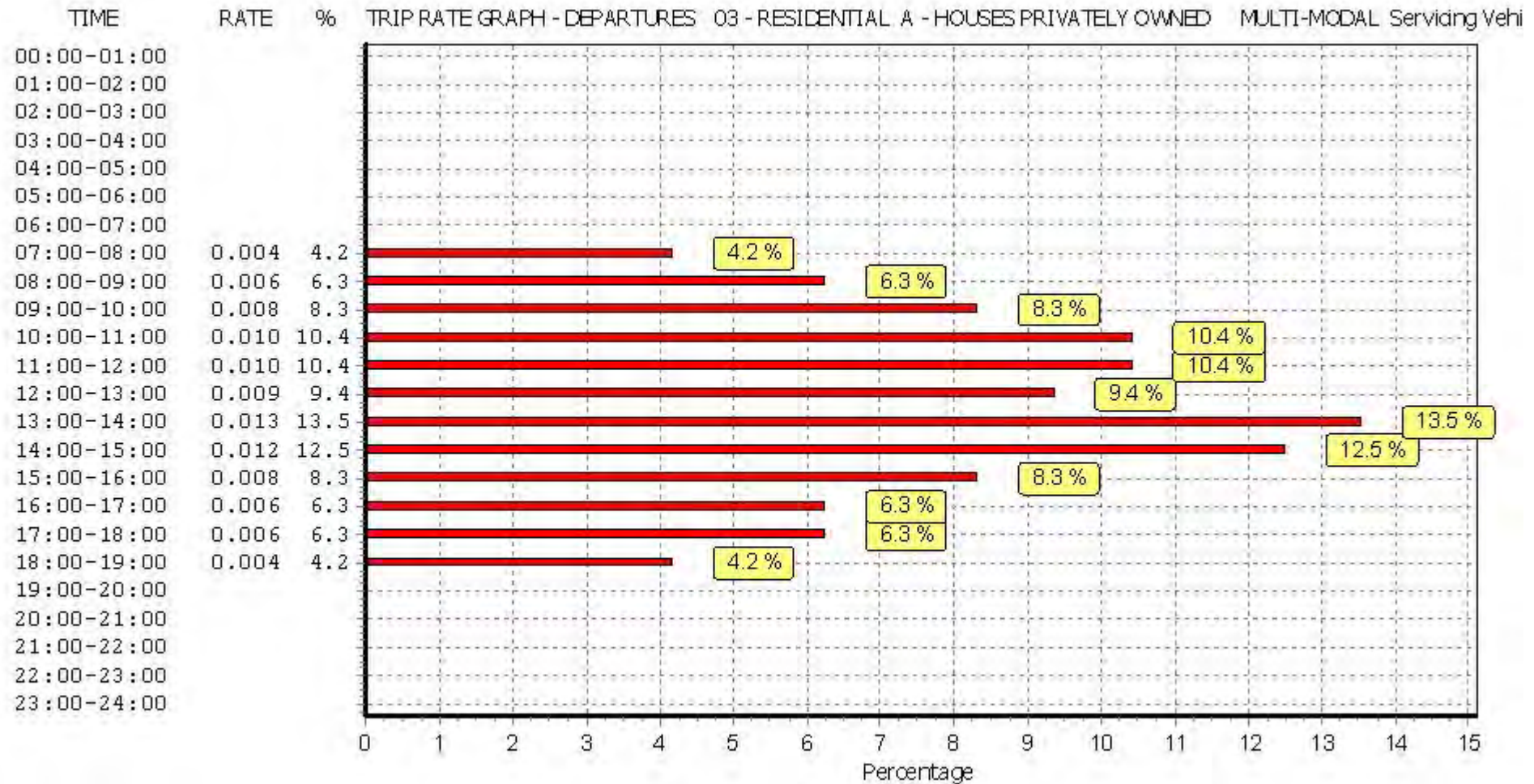
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: [REDACTED]



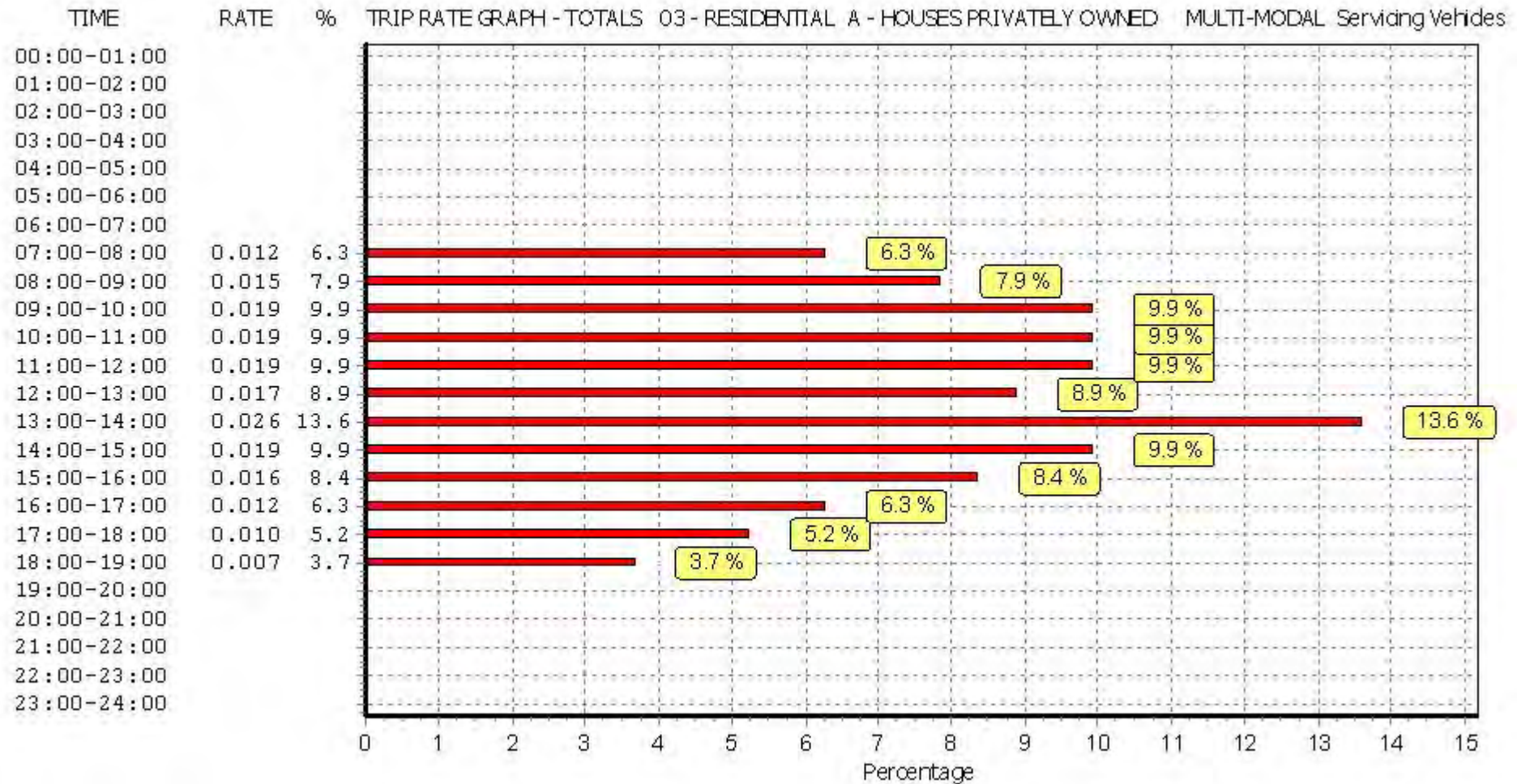
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: [REDACTED]



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Report
on the marketing and viability
of

Edenwood
Edenfield
Rossendale
Lancs

on behalf of

Turnbull and Stockdale Ltd
Ballacarris Croft
Clannagh Road
Santon
Isle of Man
IM4 2HP

Prepared by

[REDACTED] BSc (HONS) FRICS

of

Nolan Redshaw Ltd

[REDACTED]

[REDACTED]



Contents

1. Instructions and Basis of Report.
2. Land Ownership Information
3. Marketing Summary
4. Planning Permission
5. Viability appraisals.
6. Conclusions



1. Instructions and basis of Report

Nolan Redshaw Chartered Surveyors of Bury were instructed by Edward Turnbull & Company in December 2002 to market their premises known as Edenwood after production had ceased.

We have marketed the site ever since albeit during the financial crash (circa 2008) the marketing was scaled back due to a lack of demand.

This report gives a brief overview of the marketing of the site and considers the viability of the site for the total refurbishment of the existing premises for apartments as per the original planning permission.

The report also considers the viability of new housing on the Edenwood site and the adjacent land off Wood Lane in three further options.

The report is based on the consideration of the different development scenarios for the site and their financial viability.

We have also confirmed the site ownership information for the land owned by Turnbull and Stockdale and have provided details of some of the enquiries for the site from housebuilders

2. Land Ownership Information

We have been asked to confirm the site ownership details.

The ownership of Turnbull Design Ltd (former Turnbull and Stockdale) is in four sections as shown on the attached land registry plans in Appendix 1 .

In summary, the ownership is as follows :

LA 764288-Freehold Land -land to the west of Edenwood mill

LA 959567- Freehold land – Proposed passing areas on Edenwood Lane

LA-456425- Freehold Land – main Edenwood mill site.

LA- 456830- Land to north of the main Edenwood mill site

LAN212577-Freehold Land at Eden Lane – lane adjacent to mill.



3. Marketing Summary

The marketing campaign has been over an 18-year period in total and has encompassed the following: -

3.1 Boards

Two marketing boards were erected on site by 20 December 2002. The boards have been updated and replaced as and when required. The current board is situated on Wood Lane.

3.2 Details

In-house details were prepared, and these details have been circulated to the industrial development office at Rossendale Borough Council; to commercial agents in Manchester and Lancashire and to applicants on our mailing list. These details have been updated at regular intervals, in particular after planning was granted and more recently since the premises have deteriorated significantly so that they are no longer capable of beneficial use. Copies of the details are attached as Appendix 2.

3.3 Advertising

The premises were for a number of years advertised in the Bury Times on a regular basis as this is the strongest local paper. With the advent of the internet press advertising was stopped and the premises were placed on various websites and portals including www.nolanredshaw.co.uk; focus CoStar; Zoopla and Rightmove.

3.4 Results of the Marketing Campaign

A number of potential occupiers viewed the premises initially, but all were concerned about the age and layout of the premises and none of the parties wished to proceed.


The tortuous access and narrow road were also strong factors. Others were concerned by having to access from Rosebank which is residential in nature.

The main expressions of interest have been from developers. These were initially from smaller local developers but have more recently been from larger residential developers now that there may be potential for new build housing on the site and the acreage is potentially larger.

Copies of a selection of enquiries for the site are attached as Appendix 3.

During the marketing campaign, vandalism to the premises became an increasing problem and, as activity has reduced on site, the level of damage has increased.

The owners of the premises were forced to erect substantial palisade fencing and board up the remaining windows.



The property 18 years later has fallen into total dereliction with the roof slates having been stolen, as well as structural steel and also more latterly stone.

The separate updated structural survey from Michael Pooler Associates gives a fuller picture of the current state of the premises.

The premises are clearly beyond their economic life.

4. Planning Permission.

Planning permission was eventually granted in 2006 but with an ongoing objection in place from the Environment Agency which resulted in condition 12 of the planning permission stating:

“notwithstanding the details given on the approved plans and unless otherwise agreed in writing by the Local Planning Authority, no dwellings shall be formed at ground floor level within the building”.

This restriction has been reflected in the appraisals which follow, as any residential use of the Ground Floor is not possible. See Appendix 4 - Appraisals 1,2 and 3.

5. Development Viability Appraisals

We have been asked to provide up to date development appraisals to consider the current and potential viability of the site for various scenarios of residential refurbishment and redevelopment.

We have used the Circle Developer software to create these appraisals, and in order to do this a number of assumptions have been made.


We have considered four different development scenarios in order to carry out a thorough and realistic investigation of the viability of the site.

The plans referred to for the various schemes are included in Appendix 5. These plans show an original concept design for the refurbishment of the mill, and the more recent indicative plan produced by Square Yard Ltd that accompanies these representations.

These appraisals comprise of:-

1. Refurbishment of the existing structures on site

In compliance with the now expired planning permission and Condition 12 thereof restricting residential use to the 1st and proposed 2nd floors. The permission did not allow residential use of the ground floor due to an on-going issue with the potential flood risk, and we have



therefore assumed that that area will need to be refurbished but would only be used for car parking or storage. In valuation terms, that equates to a loss to the scheme of 6 apartments.

This shows a loss of £2.256 million, which is clearly unviable.

2. Refurbishment of the existing premises plus development of 14 semi-detached properties on the remainder of the land owned by Turnbull.

This also shows a very significant loss. Indeed, it shows a greater loss of £2.449 million. This loss is mainly due to the overriding costs of the mill refurbishment. The land value which would be derived from the extra 2.82 acres of land on this scheme also introduces an extra £1.5 million of extra cost to the scheme, which may not be realistic. Furthermore, if the overall land value on this appraisal is reduced to £450,000 per acre - i.e. giving a total land cost of £2,245,500 - then the loss on this appraisal would reduce to £1,950,000 or thereabouts.

Whilst further sensitivity analysis will no doubt be required, this appraisal does show that the mill refurbishment plus 14 new semi-detached units makes a loss, and indeed would be likely to do so unless the land value was reduced to virtually nil. (which is entirely unrealistic).

We do not therefore see this scenario as realistic, viable or equitable.

3. Refurbishment of the mill plus the 14 semi-detached houses on part of the former mill lodge and development of the land off Wood Lane for 27 houses as per the indicative plan from Square Yard.

This scheme shows a return of £678,000. This is only a 3.66% return on cost and would not be acceptable for any developers especially with the risks involved with the mill refurbishment.

4. Demolition of the mill and re-profiling / redevelopment for housing, plus new housing on the two adjacent sites.

The scheme will ultimately provide 63 new units.

This option shows a return of £4.2 million - i.e. a 24% return on cost.

Realistically, this option is the **only** option that is remotely viable.

We have therefore carried out a full appraisal of each option using a series of robust and realistic assumptions, as explained in some detail in Appendix 5.

6. Conclusions

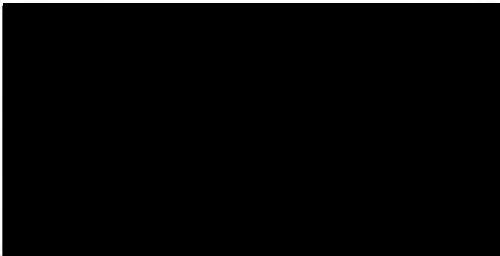
It is very evident that the premises are functionally obsolete either as an industrial site or for the purposes of conversion to residential use, due to their very poor and dangerous condition, layout and configuration, and the substandard access which is frankly inadequate / not fit for purpose for vehicular traffic.

The development appraisals confirm our opinion that the premises are not viable to refurbish and retain, as they show a loss of £2.25 million.

Even with some new build on the remainder of the land (including the land directly off Wood Lane), the massive cost of refurbishment would ensure that any of the associated scheme options would all make a loss.

The only scheme which would make an acceptable profit and is likely to be attractive to any commercial developer would necessitate the clearance of the site and the development of all land for new housing.

We believe the development appraisals are logical and robust and are based on sensible / realistic assumptions.



Director Nolan Redshaw Ltd



LIST OF APPENDICES

1. Land Ownership details – Title Information.
2. Marketing Details for Edenwood
3. Expressions of Interest from Developers
4. Copy of Planning Permission.
5. Development Appraisals



Appendix 1

H.M. LAND REGISTRY

TITLE NUMBER

LA 764288

ORDNANCE SURVEY
PLAN REFERENCE

SD7918

Scale
1/2500

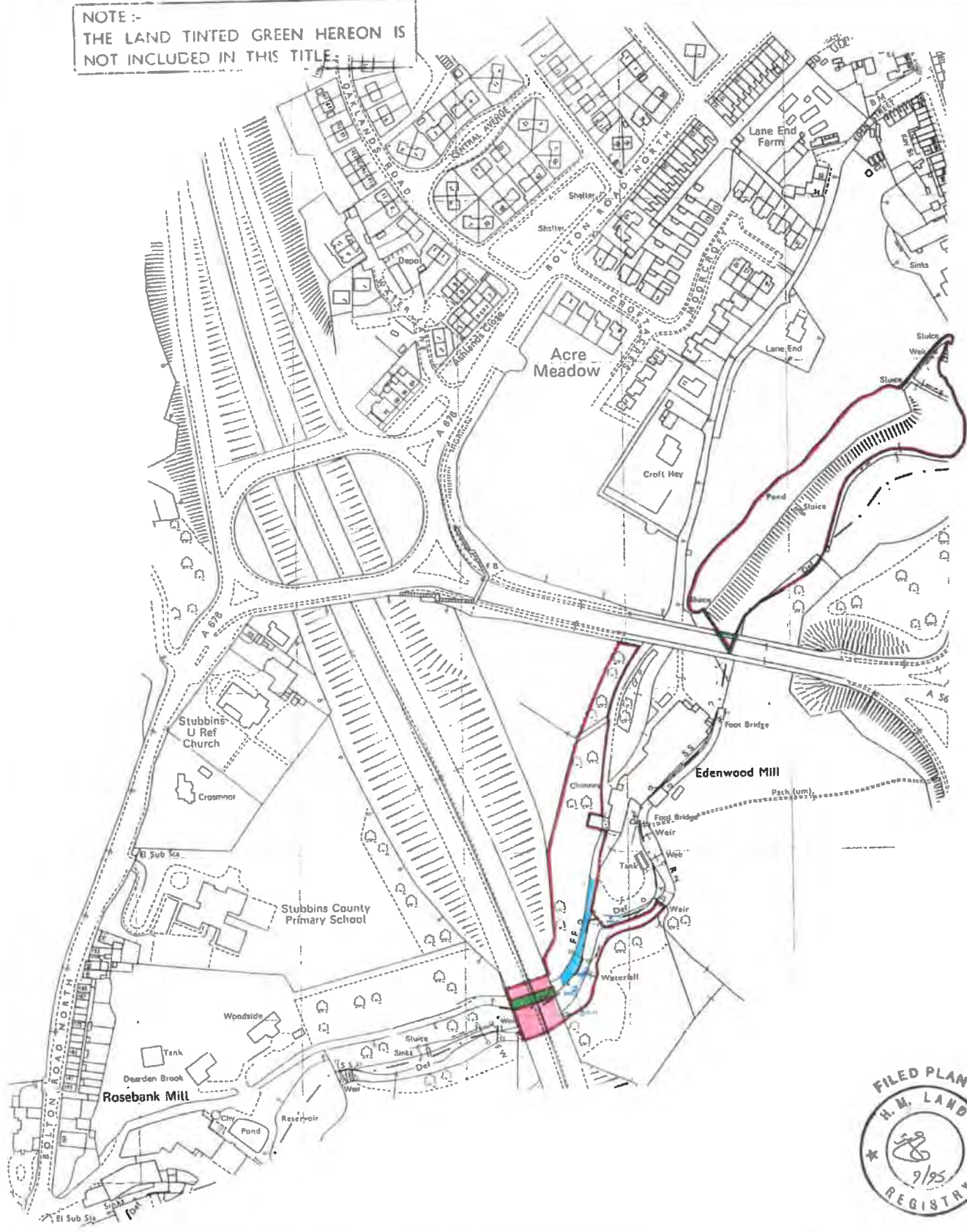
COUNTY LANCASHIRE

ROSSENDALE DISTRICT

© Crown Copyright



NOTE :-
THE LAND TINTED GREEN HEREON IS
NOT INCLUDED IN THIS TITLE



This is a print of the view of the title plan obtained from HM Land Registry showing the state of the title plan on 06 March 2019 at 15:09:40. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

This title is dealt with by HM Land Registry, Fylde Office.

THIS IS A PRINT OF THE VIEW OF THE REGISTER OBTAINED FROM HM LAND REGISTRY SHOWING THE ENTRIES SUBSISTING IN THE REGISTER ON 6 MAR 2019 AT 15:09:27. BUT PLEASE NOTE THAT THIS REGISTER VIEW IS NOT ADMISSIBLE IN A COURT IN THE SAME WAY AS AN OFFICIAL COPY WITHIN THE MEANING OF S.67 LAND REGISTRATION ACT 2002. UNLIKE AN OFFICIAL COPY, IT MAY NOT ENTITLE A PERSON TO BE INDEMNIFIED BY THE REGISTRAR IF HE OR SHE SUFFERS LOSS BY REASON OF A MISTAKE CONTAINED WITHIN IT. THE ENTRIES SHOWN DO NOT TAKE ACCOUNT OF ANY APPLICATIONS PENDING IN HM LAND REGISTRY. FOR SEARCH PURPOSES THE ABOVE DATE SHOULD BE USED AS THE SEARCH FROM DATE.

THIS TITLE IS DEALT WITH BY HM LAND REGISTRY, FYLDE OFFICE.

TITLE NUMBER: LA764288

There is no application or official search pending against this title.

A: Property Register

This register describes the land and estate comprised in the title.

LANCASHIRE : ROSSENDALE

- 1 (19.08.1974) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being Land lying to the north-east of Bolton Road North, Stubbins.

NOTE 1: As to parts tinted pink and edged blue on the filed plan the bridge structure and roadway thereover is excluded from the title.

NOTE 2: The land tinted green on the filed plan is not included in the title.

- 2 The mines and minerals together with ancillary powers of working are excepted.
- 3 The land has the benefit of the following rights reserved by but is subject to the following rights granted by a Transfer of the land adjoining the Northern boundary of the land in this title dated 3 September 1976 made between (1) The Traditional Leather Upholstery Company Limited and (2) Herbert Boddy and Sheila Mary Boddy:-

"Together with the rights set out in the First Schedule hereto and Except and Reserved as is set out in the Second Schedule hereto

FIRST SCHEDULE

Rights in favour of the Transferee and his successors in title

.....
..

- (2) The right to tie into and take gas from the gas main situate in the said occupation road

SECOND SCHEDULE

Exceptions and reservations in favour of the Transferor

- (1) The right at any time to erect or suffer to be erected any building or other erections and to alter any building or other erection now standing or hereafter to be erected on any part of the Transferors adjoining or neighbouring land in such a manner as to obstruct or interfere with the passage of light or air to any building which is or may be erected upon the property and any access of light and air over the Transferors adjoining land shall be deemed to be enjoyed by the licence or consent of the Transferor and not as of right

- (2) The right of support from the property for the adjoining property of the Transferor

- (3) The right to have maintain repair cleanse use re-construct alter and remove any drains pipes wires cables and works on or under the property now used for the benefit of the adjoining property fo the

A: Property Register continued

Transferor

(4) Full right and liberty for the Transferor with or without workmen at all reasonable times to enter upon the property for the purpose of exercising the right reserved by paragraph (3) of this Clause causing as little damage as possible the Transferor or its successors in title forthwith making good all damage thereby caused

(5) Free and uninterrupted passage for the Transferor and its successors in title of water soil and electricity from and to other buildings and land of the Transferor adjoining the property through the pipes drains wires and cables which are in or under the property with all easements rights and privileges proper for repairing and maintaining and reinstating the same the Transferor making good all damage or disturbance occasioned thereby."

NOTE 1: The occupation road referred to is tinted blue on plan to Transfer dated 3 August 1995

-NOTE 2: Original filed.

- 4 The land has the benefit of the following rights granted by but is subject to the following rights reserved by a Transfer dated 2 December 1991 made between (1) Rosebank Developments Limited and (2) Woodland Securities Limited:-

TOGETHER WITH the easements specified in the First Schedule hereto but except and reserving the easements and other rights specified in the Second Schedule hereto.

FIRST SCHEDULE

The land edged green on the plan is hereby transferred together with the following rights as appurtenant thereto:-

1. A right of way in common with the Transferor and all others who may have or who hereafter may have a like right at all times and for all purposes in connection with the use of the land hereby transferred over the roadway coloured yellow on the plan subject to the payment of a fair proportion of the cost of maintaining and repairing the said roadway from time to time
2. A right to use all sewers drains watercourses wires cables and other services laid or passing over through or under the remainder of the land comprised on the above title number

SECOND SCHEDULE

The following easements and rights are hereby excepted and reserved:-

1. A right of way for the Transferor and its successors in title in common with the Transferee or other the owner for the time being of the land hereby transferred and all persons authorised by it over the roadway coloured purple on the plan
2. A right for the benefit of the Transferor and its successors in title the owners or occupiers for the time being of remainder of the land comprised in the above title number to use all sewers drains watercourses wires cables and other services laid or passing over through or under the land hereby transferred
3. All rights of light or air which would prejudicially affect the user by the Transferor and its successors in title of it or their adjoining or neighbouring land for building purposes are hereby expressly excepted from the effect of this Transfer and it is hereby declared that the Transferee and its successors in title shall not become entitled to any such rights for the benefit of the land hereby transferred.

NOTE 1: The land in this title forms part of the land edged green referred to

NOTE 2: The roadway coloured yellow is tinted brown on plan to Transfer

A: Property Register continued

dated 3 August 1995 and the roadway coloured purple is tinted blue on the filed plan so far as it affects.

- 5 The land has the benefit of the following rights granted by a Transfer of the land in this title dated 3 August 1995 made between (1) Woodland Securities Limited and (2) Turnbull & Stockdale Limited:-

"Together with

1 A right of way at all times and for all purposes with or without vehicles or animals over and along the roadway shown coloured blue on the attached plan

2. The benefit of the right of way now subsisting over and along the roadway coloured brown on the attached plan

the Transferee contributing a fair proportion according to use of the cost of repair and maintenance of the said roadways shown coloured blue and brown on the attached plan

3. Free and uninterrupted passage of water soil gas electricity telecommunications and all other services through the watercourses pipes drains wires cables and other conduits now on in or under the remainder of the land in Title Number GM590572 ("the retained land") with the right for the Transferee to enter such land on giving reasonable notice (except in emergency) with or without workmen equipment and materials in order to inspect repair maintain remove alter or replace any of the said service media the Transferee making good all physical damage thereby occasioned.

4. A right for the Transferee within eighty years of the date hereof (which shall be the perpetuity period applicable hereto) to enter the retained land on giving reasonable notice (except in emergency) with or without workmen equipment and materials and to lay thereon or thereunder in such position as is approved in writing by the Transferor (such approval not to be unreasonably withheld or delayed) any new pipes drains wires cables and conduits for any new services the Transferee making good all physical damage thereby occasioned

5. A right for the Transferee to enter the retained land with or without workmen equipment and materials on giving reasonable notice (except in emergency) and to carry out repairs cleaning clearing of vegetation and maintenance to any watercourse reservoir sluice or embankment the Transferee making good all physical damage thereby occasioned

-NOTE: Copy plan filed.

- 6 (29.03.1996) The land has the benefit of the rights granted by a Deed dated 21 March 1996 made between (1) John Alexander Coutts Arnott and Joyce Christine Arnott (Grantors) (2) National Westminster Home Loans Limited (Lender) and (3) Turnbull & Stockdale Limited (Grantee).

-NOTE: Original filed under LA456425.

- 7 (03.11.1998) The land has the benefit of the rights granted by a Deed dated 14 August 1998 made between (1) Rosebank Developments Limited (2) Vera Carswell and (3) Turnbull & Stockdale Limited.

The said Deed also alters the route of the existing easement as therein mentioned.

-NOTE: Original filed under LA456425.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title number LA764288

Title absolute

- 1 (28.03.2014) PROPRIETOR: Turnbull & Stockdale Limited (incorporated in Isle of Man) of Druin Veg, Santon, Isle of Man, IM4 1EG.
- 2 (28.03.2014) The price stated to have been paid on 27 March 2014 for the land in this title and other property was £35,000.
- 3 (28.03.2014) The Transfer to the proprietor contains a covenant to observe and perform the covenants referred to in the Charges Register and of indemnity in respect thereof.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 The land is subject to the following rights granted by a Conveyance of adjoining land lying to the north, north west and north east of the land in this title dated 14 November 1967 made between (1) Turnbull & Stockdale Limited (Vendor) and (2) The Minister of Transport (Purchaser)

"Full and free right and liberty for the Purchaser and her successors in title and all persons authorised by her or them from time to time and at all times hereafter to lay construct maintain test inspect and use a water pipe not exceeding fifteen inches in diameter for a distance of three hundred and ninety three linear yards together with nine manholes across the Vendors neighbouring land in the position indicated by a blue line on the plan annexed hereto together with the right from time to time to renew alter and remove all or any of the same"

NOTE: So far as situated upon or adjacent to the land in this title the water pipe referred to above is shown by a blue broken line on the filed plan and the manholes referred to above are marked "MH" thereon.

- 2 A Conveyance of adjoining land lying to the north east of the southerly part of the land in this title dated 20 October 1969 made between (1) Turnbull & Stockdale Limited (2) Arthur Sanderson & Sons Limited and (3) Edward McNeil Turnbull and Gwynneth Turnbull is expressed to be made together with and subject to rights, covenants and other provisions affecting the land in this title.

-NOTE: Copy filed under GM10357.

- 3 The land is subject to such restrictive covenants as may have been imposed thereon before 26 July 1974 and are still subsisting and capable of being enforced.
- 4 A Conveyance of the land in this title and other land dated 26 July 1974 made between (1) Turnbull & Stockdale Limited (Trustee) (2) Arthur Sanderson & Sons Limited (Vendor) and (3) The Traditional Leather Upholstery Co Limited (Purchaser) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 5 The land is subject to the following rights reserved by the Conveyance dated 26 July 1974 referred to above:-

"EXCEPT AND RESERVING unto the Trustee :-

(1) the right at any time to erect or suffer to be erected any buildings or other erections and to alter any building or other erection now standing or hereafter to be erected on any part of the Trustee's adjoining or neighbouring land in such a manner as to obstruct or interfere with the passage of light or air to any building which is or may be erected upon the property and any access of light and air over the Trustee's adjoining land shall be deemed to be enjoyed by the licence or consent of the Trustee and not as of right.

(2) the right of support from the property for the adjoining property of the Trustee.

(3) the right to have maintain repair cleanse use reconstruct alter

C: Charges Register continued

and remove any drain pipes wires cables and works on over or under the property now used for the benefit of the adjoining property of the Trustee

(4) full right and liberty for the Trustee with or without workmen at all reasonable times to enter upon the property for the purpose of exercising the right reserved by paragraph (3) of this clause causing as little damage as possible the Trustee or its successors in title forthwith making good all damage thereby caused.

(5) a right of way for the Trustee its servants agents and others duly authorised and its successors in title at all times and for all purposes in connection with the Trustees adjoining or neighbouring lands with or without vehicles or animals over and along the private road leading from Bolton Road North to Eden Street entering onto Bury Road.

(6) the free and uninterrupted passage for the Trustee and its successors in title of water soil and electricity from and to other buildings and land of the Trustee adjoining the property through the pipes drains wires and cables whcih are in or under the property with all easements rights and privileges proper for repairing maintaining and reinstating the same the Trustee making good all damage or disturbance occasioned thereby"

6 The land is subject to the following rights granted by a Transfer of the land adjoining part of the Northern boundary of the land in this title and the land tinted green on the filed plan dated 15 November 1979 made between (1) The Traditional Leather Upholstery Company Limited (Vendor) and (2) The Minister of Transport (Purchaser):-

"THE TRADITIONAL LEATHER UPHOLSTERY COMPANY LIMITED as beneficial owner

.....
..

hereby grants unto the Purchaser the rights (hereinafter called "the said rights") specified in the First Schedule hereto to the intent that the said rights may be appurtenant to the road known as the Bury Easterly By-Pass (including the said land) (c) grants unto the Purchaser licence for the Purchaser his servants and agents and all persons authorised by him or them with or without workmen and others with all necessary plant machinery and apparatus to enter on all those pieces of land coloured yellow purpose yellow hatched blue and purple hatched blue on the said plan annexed hereto and thereon numbered 467D and 467E together containing One thousand four hundred square metres for the purpose of constructing an access road incorporating a diversion of Public Footpath No. 111 (Ramsbottom).

THE SCHEDULE

The said rights

1. Full and free right and liberty for the Purchaser and his successors in title and all persons authorised by him or them from time to time and at all times hereafter to construct maintain test inspect and use such a bridge as shall be requisite for the purpose of carrying the Bury Easterly By-Pass over all that piece of land having an area of 1124 square metres or thereabouts delineated and coloured blue on the said plan annexed hereto together with the right from time to time to renew alter and remove all or any of the same

2. The like right at all time to pass and repass with or without vehicles of the portion hatched blue of the land coloured yellow and purple on the said plan annexed hereto for the purpose of carrying out maintenance of the bridge hereinbefore referred to

3. The like right from time to time and at all times hereafter to lay construct maintain test inspect and use a pipe not exceeding 750 millimetres in diameter for carrying surface water across the Vendors neighbouring land together with a man-hole and a headwall in the positions indicated by blue lines on the plan annexed hereto together with the right from time to time to renew alter and remove all or any

C: Charges Register continued

of the same

4. The like right from time to time to fill with imported fill to provide support for the said bridge all or any part of the Vendors neighbouring land shown coloured blue and having an area of 501 square metres or thereabouts and numbered 467C and 467F on the plan annexed hereto

5. The like right at all times to enter upon and excavate so much of the Vendors neighbouring land as shall be necessary for the purpose of exercising the rights hereinbefore mentioned.

-NOTE: Copy plan filed under GM10357.

- 7 By the Transfer dated 15 November 1979 referred to above the land tinted blue on the filed plan was dedicated to the use by the public forever as a public footpath.
- 8 By the Transfer dated 3 August 1995 referred to in the Property Register the land in this title was transferred "Subject to such (if any) water extraction rights as now exist."

Schedule of restrictive covenants

- 1 The following are details of the covenants contained in the Conveyance dated 26 July 1974 referred to in the Charges Register:-

"THE Purchaser for itself and its successors in title hereby covenants with the Trustee as follows :-

(1) forever hereafter to maintain the walls and fences along all boundaries of the property

(2) to maintain the water supply to the adjoining farm premises known as "Sheep Hey Farm" in accordance with the licence to abstract water covering the property.

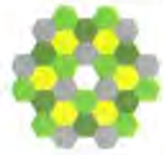
(3) not to discharge or allow to be discharged any fluid of a poisonous or noxious nature or of a kind calculated to or that does in fact destroy sicken or injure the fish or contaminate or pollute the water of any stream or river and not to do or omit or allow or suffer to be done or omitted any act or thing hereby the waters of any stream or river may be polluted.

(4) at all times hereafter to observe and perform all covenants and stipulations subject to which the property is held and to keep the trustee and its successors in title effectually indemnified against all actions claims demands and liability in respect thereof so far as the same affect the property and are still subsisting and capable of being enforced.

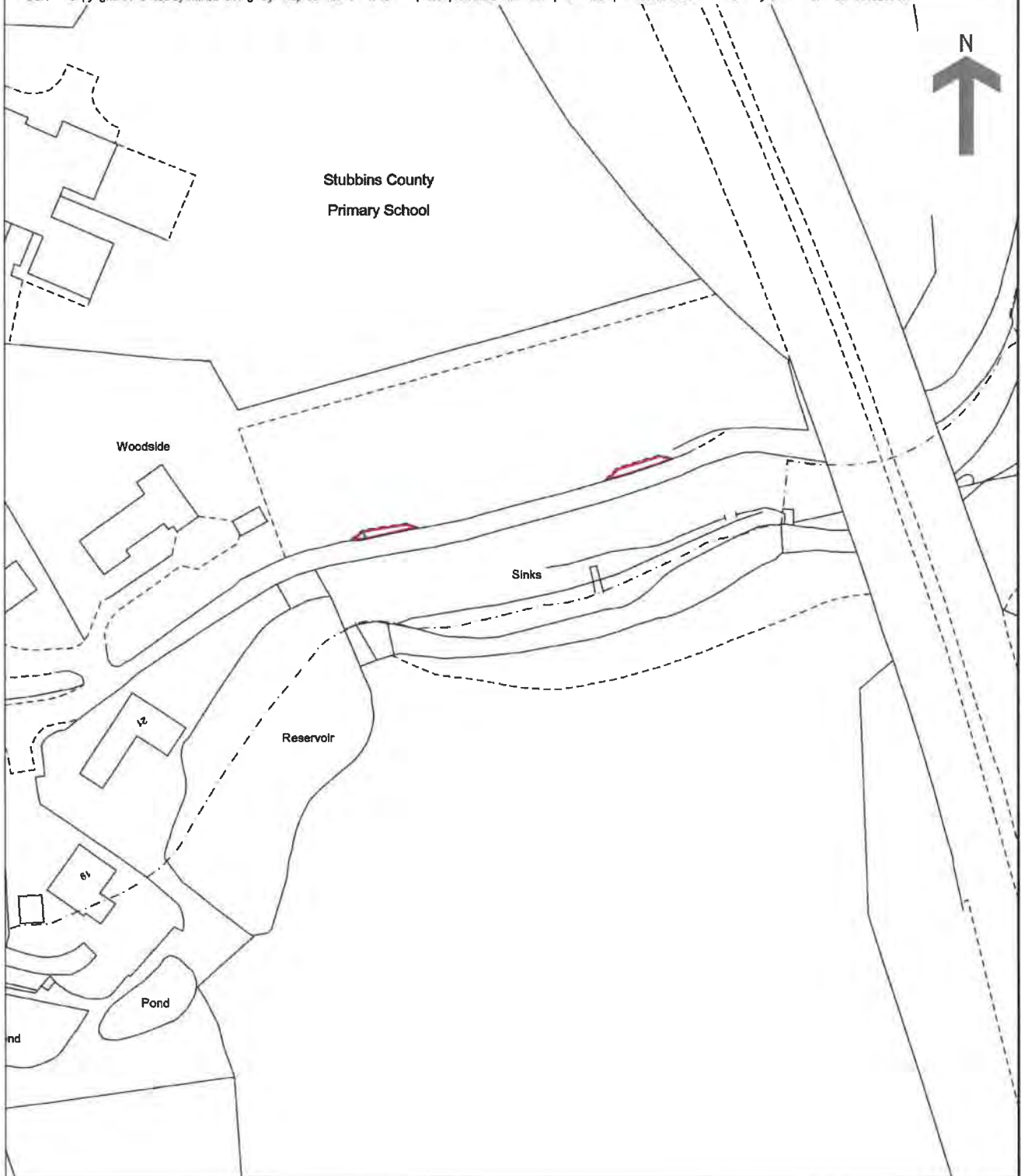
End of register

HM Land Registry Current title plan

Title number **LA959567**
Ordnance Survey map reference **SD7918SE**
Scale **1:1250**
Administrative area **Lancashire : Rossendale**



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This is a print of the view of the title plan obtained from HM Land Registry showing the state of the title plan on 06 March 2019 at 15:03:38. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

This title is dealt with by HM Land Registry, Fylde Office.

THIS IS A PRINT OF THE VIEW OF THE REGISTER OBTAINED FROM HM LAND REGISTRY SHOWING THE ENTRIES SUBSISTING IN THE REGISTER ON 6 MAR 2019 AT 15:03:29. BUT PLEASE NOTE THAT THIS REGISTER VIEW IS NOT ADMISSIBLE IN A COURT IN THE SAME WAY AS AN OFFICIAL COPY WITHIN THE MEANING OF S.67 LAND REGISTRATION ACT 2002. UNLIKE AN OFFICIAL COPY, IT MAY NOT ENTITLE A PERSON TO BE INDEMNIFIED BY THE REGISTRAR IF HE OR SHE SUFFERS LOSS BY REASON OF A MISTAKE CONTAINED WITHIN IT. THE ENTRIES SHOWN DO NOT TAKE ACCOUNT OF ANY APPLICATIONS PENDING IN HM LAND REGISTRY. FOR SEARCH PURPOSES THE ABOVE DATE SHOULD BE USED AS THE SEARCH FROM DATE.

THIS TITLE IS DEALT WITH BY HM LAND REGISTRY, FYLDE OFFICE.

TITLE NUMBER: LA959567

There is no application or official search pending against this title.

A: Property Register

This register describes the land and estate comprised in the title.

LANCASHIRE : ROSSENDALE

- 1 (19.08.1974) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being land on the north side of Bolton Road North, Stubbins.
- 2 The mines and minerals together with ancillary powers of working are excepted.
- 3 The land has the benefit of the rights granted by but is subject to the rights reserved by the Transfer dated 3 September 1976 referred to in the Charges Register.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (28.03.2014) PROPRIETOR: Turnbull & Stockdale Limited (incorporated in Isle of Man) of Druin Veg, Santon, Isle of Man, IM4 1EG.
- 2 (28.03.2014) The price stated to have been paid on 27 March 2014 for the land in this title and other property was £35,000.
- 3 (28.03.2014) The Transfer to the proprietor contains a covenant to observe and perform the covenants referred to in the Charges Register and of indemnity in respect thereof.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 The land is subject to the following rights granted by a Conveyance of adjoining land lying to the north of the land in this title dated 7 July 1966 made between (1) Turnbull & Stockdale Limited (Company) and (2) Lancashire County Council (County Council):-

"TOGETHER with the right liberty authority and consent for the County Council and their successors in title and all persons authorised by them at all times to lay down construct and thereafter maintain in and under the adjoining lands of the Company a nine inch surface water drain (shown by a green line on the said plan) between the points marked "A" and "B" and to enter into and upon the said adjoining lands of the Company for the purpose of inspecting repairing removing or replacing the said surface water drain provided that (except in cases

C: Charges Register continued

of emergency) the County Council shall not make such entry without first giving to the Company reasonable notice in writing of their intention so to do the County Council making good all damage occasioned thereby or paying compensation for any damage which cannot be made good."

NOTE: The surface water drain referred to above is shown by a blue broken line on the title plan so far as it affects the land in this title.

- 2 The land is subject to such restrictive covenants as may have been imposed thereon before 26 July 1974 and are still subsisting and capable of being enforced.
- 3 A Conveyance of the land in this title and other land dated 26 July 1974 made between (1) Turnbull & Stockdale Limited (Trustee) (2) Arthur Sanderson & Sons Limited (Vendor) and (3) The Traditional Leather Upholstery Co Limited (Purchaser) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 4 The land is subject to the following rights reserved by the Conveyance dated 26 July 1974 referred to above:-

"EXCEPT AND RESERVING unto the Trustee:-

(1) The right at any time to erect or suffer to be erected any buildings or other erections and to alter any building or other erection now standing or hereafter to be erected on any part of the Trustee's adjoining or neighbouring land in such a manner as to obstruct or interfere with the passage of light or air to any building which is or may be erected upon the property and any access of light and air over the Trustee's adjoining land shall be deemed to be enjoyed by the licence or consent of the Trustee and not as of right

(2) The right of support from the property for the adjoining property of the Trustee

(3) The right to have maintain repair cleanse use reconstruct alter and remove any drain pipes wires cables and works on over or under the property now used for the benefit of the adjoining property of the Trustee

(4) Full right and liberty for the Trustee with or without workmen at all reasonable times to enter upon the property for the purpose of exercising the right reserved by Paragraph (3) of this Clause causing as little damage as possible the Trustee or its successors in title forthwith making good all damage thereby caused

(5) A right of way for the Trustee its servants agents and others duly authorised and its successors in title at all times and for all purposes in connection with the Trustees adjoining or neighbouring lands with or without vehicles or animals over and along the private road leading from Bolton Road North to Eden Street entering onto Bury Road

(6) The free and uninterrupted passage for the Trustee and its successors in title of water soil and electricity from and to other buildings and land of the Trustee adjoining the property through the pipes drains wires and cables which are in or under the property with all easements rights and privileges proper for repairing maintaining and reinstating the same the Trustee making good all damage or disturbance occasioned thereby."

- 5 A Transfer of the land in this title and other land dated 3 September 1976 made between (1) The Traditional Leather Upholstery Company Limited and (2) Herbert Boddy and Sheila Mary Boddy contains restrictive covenants.

-NOTE: Original filed under LA400932.

Schedule of restrictive covenants

Title number LA959567

1 The following are details of the covenants contained in the Conveyance dated 26 July 1974 referred to in the Charges Register:-

"THE Purchaser for itself and its successors in title hereby covenants with the Trustee as follows:-

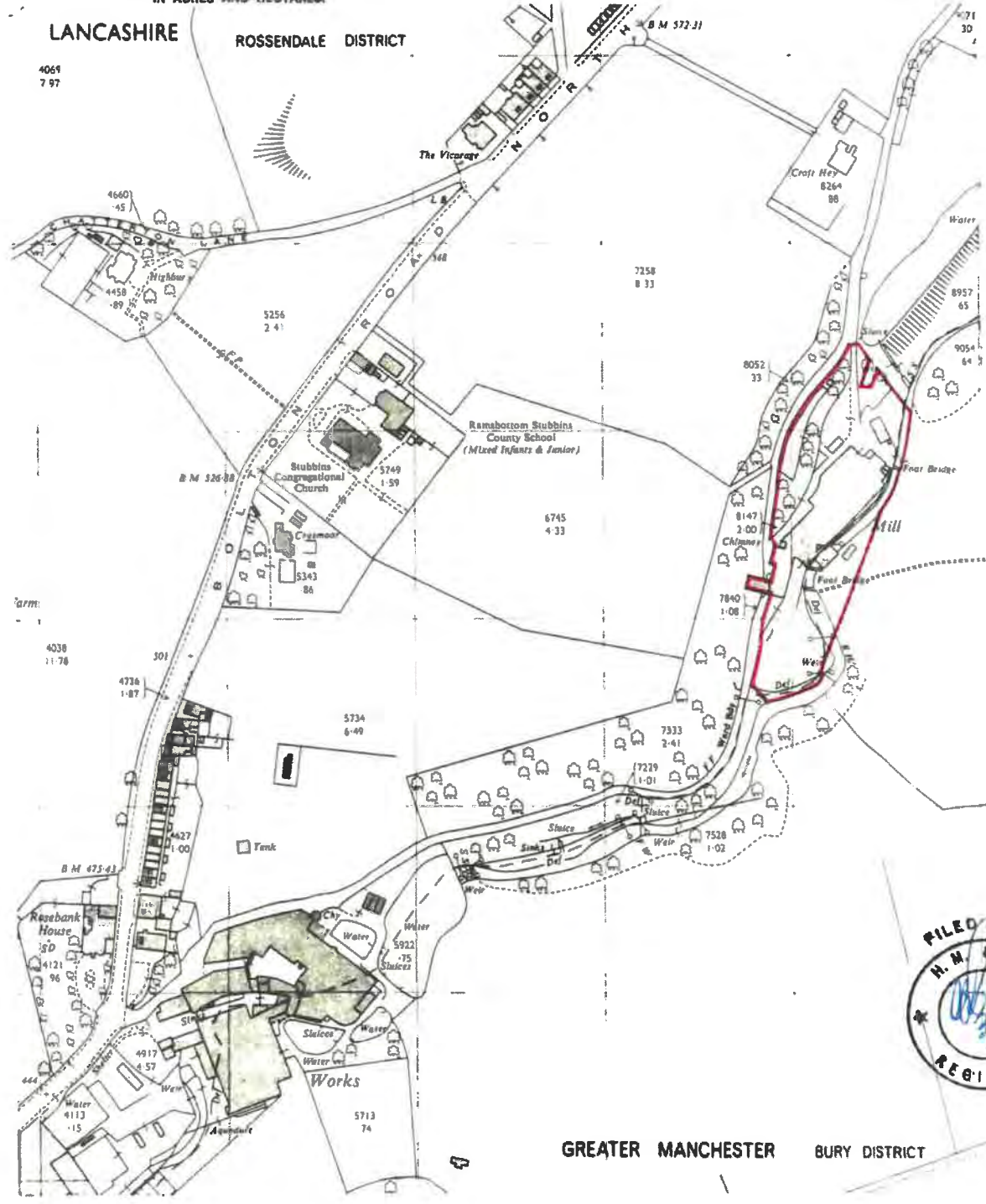
- (1) Forever hereafter to maintain the walls and fences along all boundaries of the property
- (2) to maintain the water supply to the adjoining farm premises known as "Sheep Hey Farm" in accordance with the licence to abstract water covering the property
- (3) Not to discharge or allow to be discharged any fluid of a poisonous or noxious nature or of a kind calculated to or that does in fact destroy sicken or injure the fish or contaminate or pollute the water of any stream or river and not to do or omit or allow or suffer to be done or omitted any act or thing hereby the waters of any stream or river may be polluted
- (4) At all times hereafter to observe and perform all covenants and stipulations subject to which the property is held and to keep the trustee and its successors in title effectually indemnified against all actions claims demands and liability in respect thereof so far as the same affect the property and are still subsisting and capable of being enforced.

End of register

H.M. LAND REGISTRY			TITLE NUMBER	
			LA456425	
ORDNANCE SURVEY PLAN REFERENCE	COUNTY	SHEET	NATIONAL GRID	SECTION
			SD 7918	
Scale: 1/2500			© Crown copyright	



NOTE: AREAS ON THIS PLAN ARE EXPRESSED
IN ACRES AND HECTARES.



The boundaries shown by dotted lines have been plotted from the plans on the deeds. The title plan may be updated from later survey information.

This is a print of the view of the title plan obtained from HM Land Registry showing the state of the title plan on 06 March 2019 at 14:57:13. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

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THIS TITLE IS DEALT WITH BY HM LAND REGISTRY, FYLDE OFFICE.

TITLE NUMBER: LA456425

There is no application or official search pending against this title.

A: Property Register

This register describes the land and estate comprised in the title.

LANCASHIRE : ROSSENDALE

1 (04.03.1981) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being land lying to the east of Bolton Road North, Ramsbottom.

2 There are excluded from this registration the mines and minerals excepted by a Deed dated 26 February 1896 made between (1) The Right Honourable Henry John Lord Montagu Baron Montagu of Beaulieu (2) The Honorable James Archibald Douglas Home and Henry Frederick Nicholl and (3) John Ashton Fielden in the following terms and the land is also subject to the following rights reserved thereby:-

PROVIDED ALWAYS and it is hereby expressly agreed and declared between and by the parties hereto that these presents or anything therein contained shall not extend to or in anywise affect the estate or right of the said Henry John Montagu his heirs or assigns or any other person or persons entitled to or interested in the said Manor of Tottington under or according to the said Will of the said late Duke of Buccleuch and Queensberry or deriving title under him or them or the said John Ashton Fielden his heirs and assigns in or to any mines of Coal and other minerals limestone lime clay stones gravel pits or quarries within or under the lands and hereditaments hereby enfranchised or expressed so to be or within or under any other lands or rights of entry rights of way and search or other easements of the said Henry John Lord Montagu his heirs or assigns or other the person or persons entitled or interested or deriving title as aforesaid or of the said John Ashton Fielden his heirs and assigns in upon through over or under any lands or any powers which in respect of property in the soil might but for these presents and the enfranchisement effected thereby or intended so to be have been exercised for the purpose of enabling the said Henry John Lord Montagu or his heirs or assigns or other the person or persons entitled or interested or deriving title as aforesaid or the said John Ashton Fielden his heirs or assigns or his or their several and respective agents workmen or assistants more effectually to search for win and work any mines minerals pits or quarries or to remove and carry away any coal or other minerals limestone lime stones clay gravel or other substances had or gotten therefrom the intention of the parties hereto being that all such estates and rights as are referred to in this present proviso shall remain to and be exerciseable by the respective persons to whom the said rights shall belong and who were entitled to exercise the said powers immediately before the execution of these presents and the successor in title or ownership of such persons respectively as fully and in like manner in all respects as if the said hereditaments and premises hereby enfranchised to the said John Ashton Fielden had not been enfranchised but had continue to be held by him as Copyhold.

3 The land has the benefit of the following rights granted by but is subject to the following rights reserved by the Conveyance dated 20 October 1969 referred to in the Charges Register:-

"TOGETHER WITH (a) full right of way at all times and for all purposes

A: Property Register continued

for the Sub-Purchasers their servants and licencees with or without vehicles or animals over and along the roadway coloured brown on the said plan to Eden Street entering on to Bury Road and to Bolton Road North the Sub-Purchasers paying one quarter of the costs incurred in maintaining repairing or cleansing the said roadway up to the northern end of the oil tanks or the Purchaser's adjoining property Rosebank Mill and three quarters of such costs in respect of the remaining portion of the said roadway or such lesser proportion as the Purchaser shall from time to time agree

THE Purchaser hereby covenants for itself and its successors in title the owners o Rosebank Cuba and Croft Works Ramsbottom aforesaid to repay to the Sub-Purchasers threequarters of any costs incurred in maintaining repairing or cleansing the said roadway up to the northern end of the oil tanks on the Purchaser's adjoining property Rosebank Mill and one quarter of such costs in respect of the remaining portion of the said roadway (or such lesser proportions as the Sub-Purchasers may from time to time agree) and to repay to the Sub-Purchasers a proportionate part as aforesaid of any costs incurred in maintaining repairing or cleansing the said reservoir

EXCEPT AND RESERVING

the right of passage of water through the pipes waterways and culverts in through or under the said Mill from the Purchaser's reservoir to Rosebank Mill Bleach Croft Mill and Cuba Works and the right for the Purchaser and its successors in title of Rosebank Mill Bleach Croft Mill and Cuba Works to enter upon the land hereby conveyed for the purpose of repairing maintaining and renewing the said pipes waterways and culverts the Purchaser or its successors in title making good all damage and indemnifying the Sub-Purchasers against all loss thereby occasioned."

- 4 The Conveyance dated 20 October 1969 referred to in the Charges Register contains the following provision:-

"IT IS hereby agreed and declared that all easements and rights in the nature of easements shall henceforth subsist between the property hereby conveyed and the adjoining land of the Purchaser as though the same had at all times been in separate ownership."

- 5 The Conveyance dated 20 October 1969 referred to in the Charges Register is expressed to grant the following rights:-

"The right to abstract water (subject to any statutory control) from the Purchasers Edenwood reservoir shown on the said plan and in connection therewith to enter upon the adjoining land of the Purchaser to operate maintain or repair the sluices pipes and other works necessary or used for abstraction the Sub-Purchasers repaying a proportionate amount according to user (to be evidenced for this purpose by the proportion of the rights under current licences to abstract water) of any costs incurred in maintaining repairing or cleansing the said reservoir sluices pipes and other necessary works (c) the right to receive a supply of electricity through the existing cables from a sub-station of the Purchasers nearby property or through such cables and along such route as shall from time to time hereafter be agreed between the parties the Sub-Purchasers paying any costs incurred in maintenance or repair of such cables and a fair proportion of the cost of maintenance or repair of the said sub-station and the apparatus therein."

- 6 (29.03.1996) The land has the benefit of the rights granted by a Deed dated 21 March 1996 made between (1) John Alexander Coutts Arnott and Joyce Christine Arnott (Grantors) (2) National Westminster Home Loans Limited (Lender) and (3) Turnbull & Stockdale Limited (Grantee).

-NOTE: Original filed.

- 7 (03.11.1998) The land has the benefit of the rights granted by a Deed dated 14 August 1998 made between (1) Rosebank Developments Limited (2) Vera Carswell and (3) Turnbull & Stockdale Limited.

The said Deed also alters the route of the existing easement as therein mentioned.

Title number LA456425

A: Property Register continued

-NOTE: Original filed.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (28.03.2014) PROPRIETOR: TURNBULL & STOCKDALE LIMITED (incorporated in Isle of Man) of Druin Veg, Santon, Isle Of Man, IM4 1EG.
- 2 (28.03.2014) The price stated to have been paid on 27 March 2014 was £100,000.
- 3 (28.03.2014) The Transfer to the proprietor contains a covenant to observe and perform the covenants referred to in the Charges Register and of indemnity in respect thereof.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 The land is subject to the following rights granted by a Conveyance of land lying to the east and west of the land in this title dated 14 November 1967 made between (1) Turnbull and Stockdale Limited (Vendors) and (2) The Minister of Transport (Purchaser):-

Full and free right and liberty for the Purchaser and her successors in title and all persons authorised by her or them from time to time and at all times hereafter to lay construct maintain test inspect and use a water pipe not exceeding fifteen inches in diameter for a distance of three hundred and ninety three linear yards together with nine manholes across the Vendors neighbouring land in the position indicated by a blue line on the plan annexed hereto together with the right from time to time to renew alter and remove all or any of the same.

Full and free right and liberty for the Purchaser and her successors in title and all persons authorised by her or them from time to time and at all times hereafter to construct maintain test inspect and use a bridge to carry the said new trunk road over that land and stream which is shown coloured blue on the plan annexed hereto

The like rights at all times to enter upon and excavate so much of such neighbouring land as shall be necessary for the purpose of exercising the rights hereinbefore mentioned.

-NOTE: Copy filed.

- 2 A Conveyance of the land in this title dated 20 October 1969 made between (1) Turnbull and Stockdale Limited (2) Arthur Sanderson & Sons Limited (Purchaser) and (3) Edward McNeil Turnbull and Gwynneth Turnbull (Sub-Purchaser) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 3 The land is subject to the rights granted by a Deed of Grant dated 27 January 1976 made between (1) Edward McNeil Turnbull and Gwynneth Turnbull (2) William and Glyn's Bank Limited and (3) The Secretary of State for the Environment.

The said Deed also contains restrictive covenants by the grantor.

-NOTE: Duplicate filed.

Schedule of restrictive covenants

1 The following are details of the covenants contained in the Conveyance dated 20 October 1969 referred to in the Charges Register:-

"WHEREAS the Sub-Purchasers are entitled to discharge trade effluent from Edenwood Mill into the sewerage system at Bleach Croft Mill until such time not being later than Seventeenth February One thousand nine hundred and seventy two as arrangements have been made to discharge such effluent into the public sewer.

NOW the Sub-Purchasers hereby covenant with the Purchaser and its successors in title to the said Bleach Croft Mill

(a) not to discharge any effluent into the said system which might give cause to the Mersey and Weaver River Authority to revoke its consent to the discharge of effluent from Bleach Croft Mill

(b) to keep and at their own expense maintain in good order the pipes drains and pinewood trough used in connection with the discharge of any effluent between Edenwood Mill and the Bleach Croft Mill and

(c) to pay to the Purchaser or the owner or owners for the time being of Bleach Croft Mill a fair proportion according to the qualities and quantity of effluent discharged of the cost of repair and maintenance of the settling beds and effluent disposal system at Bleach Croft Mill such proportion to be agreed between the parties or in default of agreement to be referred to a single arbitrator to be nominated by the President for the time being of the Law Society and in accordance with and subject to the provisions of the Arbitration Act 1950 or any statutory modification or re-enactment thereof."

End of register

H.M. LAND REGISTRY		TITLE NUMBER		
		LA 456830		
ORDNANCE SURVEY PLAN REFERENCE	COUNTY	SHEET	NATIONAL GRID	SECTION
	LANCASHIRE		SD 7918	G
Scale: 1/1250 Enlarged from 1/2500 ROSSENDALE DISTRICT			©Crown copyright 1980	

NOTE : AREAS ON THIS PLAN ARE EXPRESSED
IN ACRES AND HECTARES.



The boundary shown has been plotted from the plans on file. The plan may be updated from survey information.

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THIS TITLE IS DEALT WITH BY HM LAND REGISTRY, FYLDE OFFICE.

TITLE NUMBER: LA456830

There is no application or official search pending against this title.

A: Property Register

This register describes the land and estate comprised in the title.

LANCASHIRE : ROSSENDALE

- 1 (17.03.1981) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being land lying to the south-east of Bolton Road North, Ramsbottom.
- 2 There are excluded from this registration the mines and minerals excepted by a Deed of Enfranchisement dated 26 February 1896 made between (1) The Right Honourable Henry John Lord Montagu Baron Montagu (2) The Honourable James Archibald Douglas Home and Henry Frederick Nicholl and (3) John Ashton Fielden in the following terms:-

PROVIDED ALWAYS and it is hereby expressly agreed and declared between and by the parties hereto that these presents or anything herein contained shall not extend to or in anywise affect the estate or right of the said Henry John Lord Montagu his heirs or assigns or any other person or persons entitle to or interested in the said Manor of Tottington under or according to the said Will of the said late Duke of Beccleuch and Queensberry or deriving title under him or them or the said John Ashton Fielden his heirs and assigns in or to any Mines of Coal and other minerals limestone lime clay stones gravel pits or quarries within or under the lands and hereditaments hereby enfranchised or expressed so to be or within or under any other lands or any rights of entry rights of way and search or other easements of the said Henry John Lord Montagu his heirs or assigns or other the person or persons entitled or interested or deriving title as aforesaid or of the said John Ashton Fielden his heirs and assigns in upon through over or under any lands or any powers which in respect of property in the soil might but for these Presents and the enfranchisement effected hereby or intended so to be have been exercised for the purpose of enabling the said Henry John Lord Montagu or his heirs or assigns or other the person or persons entitle or interested or deriving title as aforesaid or the said John Ashton Fielden his heirs or assigns or his or their several and respective agents workmen or assistants more effectually to search for win and work any Mines minerals pits or quarries or to remove and carry away any Coal or other minerals limestone lime stones clay gravel or other substances had or gotten therefrom the intention of the parties hereto being that all such estates and rights as are referred to in this present proviso shall remain to and be exercisable by the respective persons to whom the said rights shall belong and who were entitled to exercise the said powers immediately before the execution of these Presents and the successors in title or ownership of such persons respectively as fully and in like manner in all respects as if the said hereditaments and premises hereby enfranchised to the said John Ashton Fielden had not been enfranchised but had continue to be held by him as Copyhold.

- 3 (29.03.1996) The land has the benefit of the rights granted by a Deed dated 21 March 1996 made between (1) John Alexander Coutts Arnott and Joyce Christine Arnott (Grantors) (2) National Westminster Home Loans Limited (Lender) and (3) Turnbull & Stockdale Limited (Grantee).

Title number LA456830

A: Property Register continued

-NOTE: Original filed under LA456425

- 4 (30.10.1998) The land has the benefit of the rights granted by a Deed dated 14 August 1998 made between (1)Rosebank Developments Limited (2)Vera Carswell and (3)Turnbull & Stockdale Limited.

The said Deed also alters the route of the existing easement as therein mentioned.

-NOTE: Original filed under LA456425.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (28.03.2014) PROPRIETOR: Turnbull & Stockdale Limited (incorporated in Isle of Man) of Druin Veg, Santon, Isle of Man, IM4 1EG.
- 2 (28.03.2014) The price stated to have been paid on 27 March 2014 for the land in this title and other property was £35,000.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 The land is subject to the following rights reserved by a Conveyance of the land in this title dated 30 December 1967 made between (1) Turnbull & Stockdale Limited (Vendor) and (2) Edward McNeil Turnbull:-

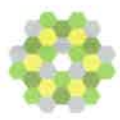
"except and reserving:-

to the vendor and its successors in title and their respective workmen rights to enter on such parts of the property as may prove necessary (subject to giving not less than forty eight hours notice except in emergency) for the purpose of maintaining the wall belonging to the Vendor on the Westerly side of the property and maintaining cleaning and repairing the reservoir belonging to the Vendor and the banking which adjoins it on the Easterly side of the property causing no avoidable damage and making good any damage occasioned in the exercise of the said rights"

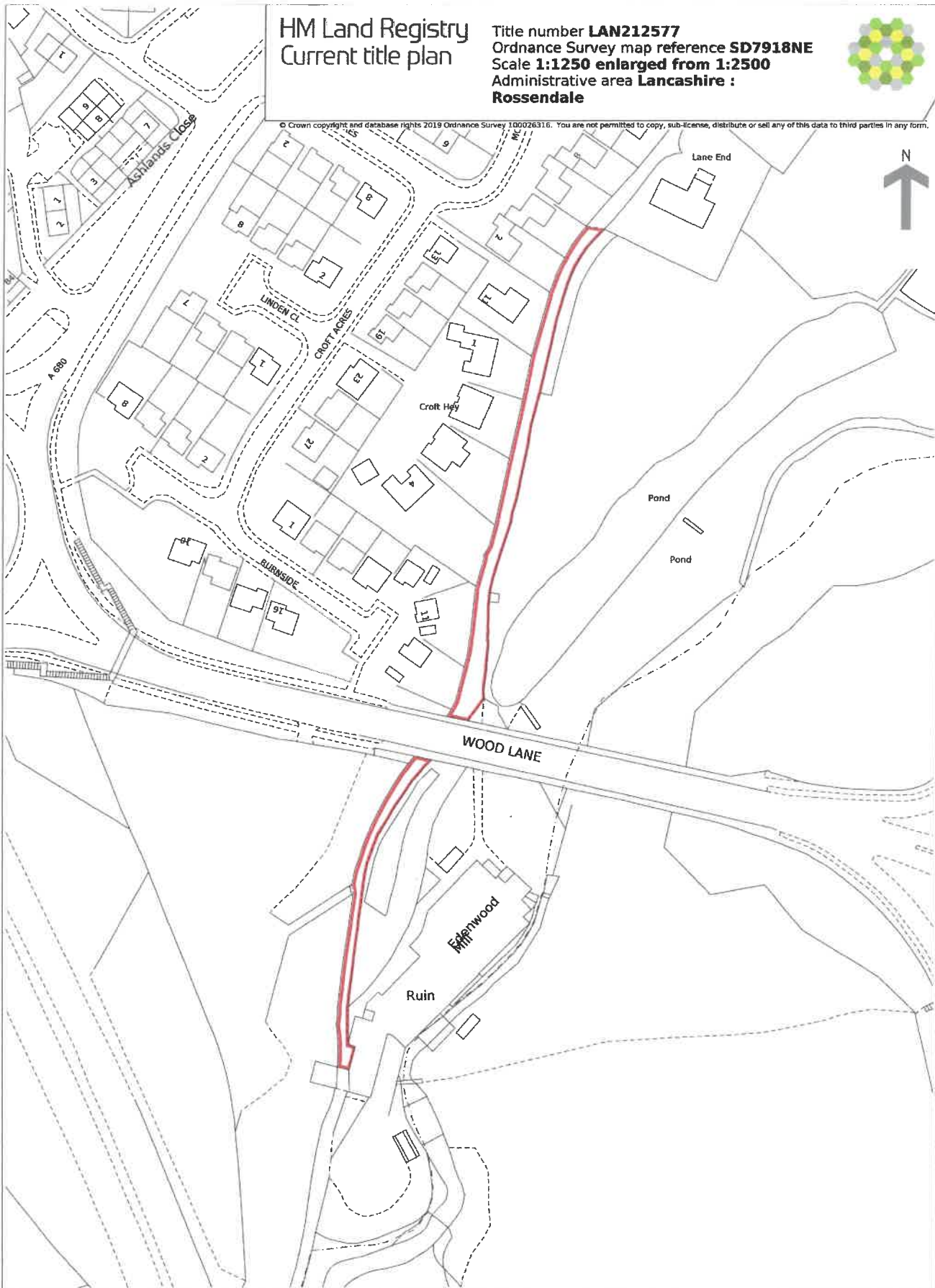
End of register

HM Land Registry
Current title plan

Title number **LAN212577**
Ordnance Survey map reference **SD7918NE**
Scale **1:1250 enlarged from 1:2500**
Administrative area **Lancashire :**
Rossendale



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This title is dealt with by HM Land Registry, Fylde Office.

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THIS TITLE IS DEALT WITH BY HM LAND REGISTRY, FYLDE OFFICE.

TITLE NUMBER: LAN212577

There is no application or official search pending against this title.

A: Property Register

This register describes the land and estate comprised in the title.

LANCASHIRE : ROSSENDALE

- 1 The Freehold land shown edged with red on the plan of the above title filed at the Registry and being Land at Eden Lane, Edenfield, Ramsbottom, Bury (BL0 0EB).
- 2 The land was formerly copyhold of the Manor of Tottington and the rights saved to the lord by the 12th Schedule of the Law of Property Act, 1922 are excepted from the registration.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (09.11.2018) PROPRIETOR: TURNBULL AND STOCKDALE LIMITED (incorporated in Isle of Man) of Druin Veg, Santon, Isle of Man, IM4 1EG.
- 2 (09.11.2018) The price stated to have been paid on 31 October 2018 was £1,000.
- 3 (09.11.2018) RESTRICTION: No disposition of the registered estate (other than a charge) by the proprietor of the registered estate is to be registered without a certificate signed by a conveyancer that the provisions of clauses 11 and 12 of an Agreement dated 31 October 2018 made between (1) Stephen John Preston and Anne-Marie Preston and (2) Turnbull & Stockdale Limited have been complied with or that they do not apply to the disposition.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (15.10.1996) A Transfer which included the land in this title and other land dated 22 August 1996 made between (1) Approach Limited and (2) Stephen John Preston and Ann-Marie Preston contains the following covenants:-

"THE Purchaser covenants with the Vendor for the benefit of protection of the Retained Land and so as to bind the Blue Land into whosoever hands the same may come to observe and perform the stipulations set out out in the Third Schedule hereto

THE THIRD SCHEDULE

C: Charges Register continued

The Stipulations

1. Forthwith to erect to a specification previously approved in writing by the Vendor (such approval not to be unreasonably withheld) and forever thereafter to maintain good and substantial stock proof walls or fences along the boundaries marked with the letter T inwards on the plan

2. Not to obstruct the old roadway and/or the new roadway

3. At all times after the completion of the new roadway in manner provided for in the First Schedule to pay a fair proportion according to user of all costs thereafter incurred in repairing maintaining and reinstating that part of the new roadway as is coloured red on the plan and only to the extent that the same shall not be the responsibility of the company pursuant to Section 38 Highways Act 1980 or of the appropriate Statutory Highways Authority"

NOTE: The blue land referred to includes the land in this title.

2 (15.10.1996) The land is subject to the following rights reserved by the Transfer dated 22 August 1996 referred to above:-

".....except and reserving unto the Vendor and all others entitled to the like rights the rights specified in of the Second Schedule hereto

THE SECOND SCHEDULE above referred to

Rights excepted and reserved over the Blue Land

1. The right at any time or times hereafter to build alter or rebuild as the case may be the Vendor's Estate notwithstanding that the access of light and air to the Blue Land may be interfered with

2. The right of free passage and running of water soil and gas and electricity to and from the Vendor's Estate by and through the channels sewers drains pipes wires and cables which are now or may hereafter within the Perpetuity Period be laid or made in under or across the Blue Land for the service of the Vendor's Estate or any adjoining land with power for the Vendor or any adjoining owner to enter with or without workmen at all reasonable times (and on giving reasonable prior notice) into and upon the Blue Land for the purpose of laying repairing maintaining renewing and cleansing and making connections with the said channels sewers drains pipes wires and cables the persons exercising such right causing as little damage and inconvenience as possible and forthwith making good at their own expense all damage occasioned to the Blue Land by the exercise of such right

3. The right for the Vendor and the owner for the time being of the Vendor's Estate immediately adjoining the Blue Land to enter with or without workmen upon the Blue Land at all reasonable times (and on giving reasonable prior notice) for the purpose of carrying out any required works repairs or alterations to the Vendor's Estate or any part thereof the persons exercising such right causing as little damage and inconvenience as possible and forthwith making good at their own expense all damage occasioned to the Property by the exercise of such right"

End of register



Appendix 2

TO LET

Mill Complex

38,829sq ft / 2,957.02 m²

Awaiting photograph

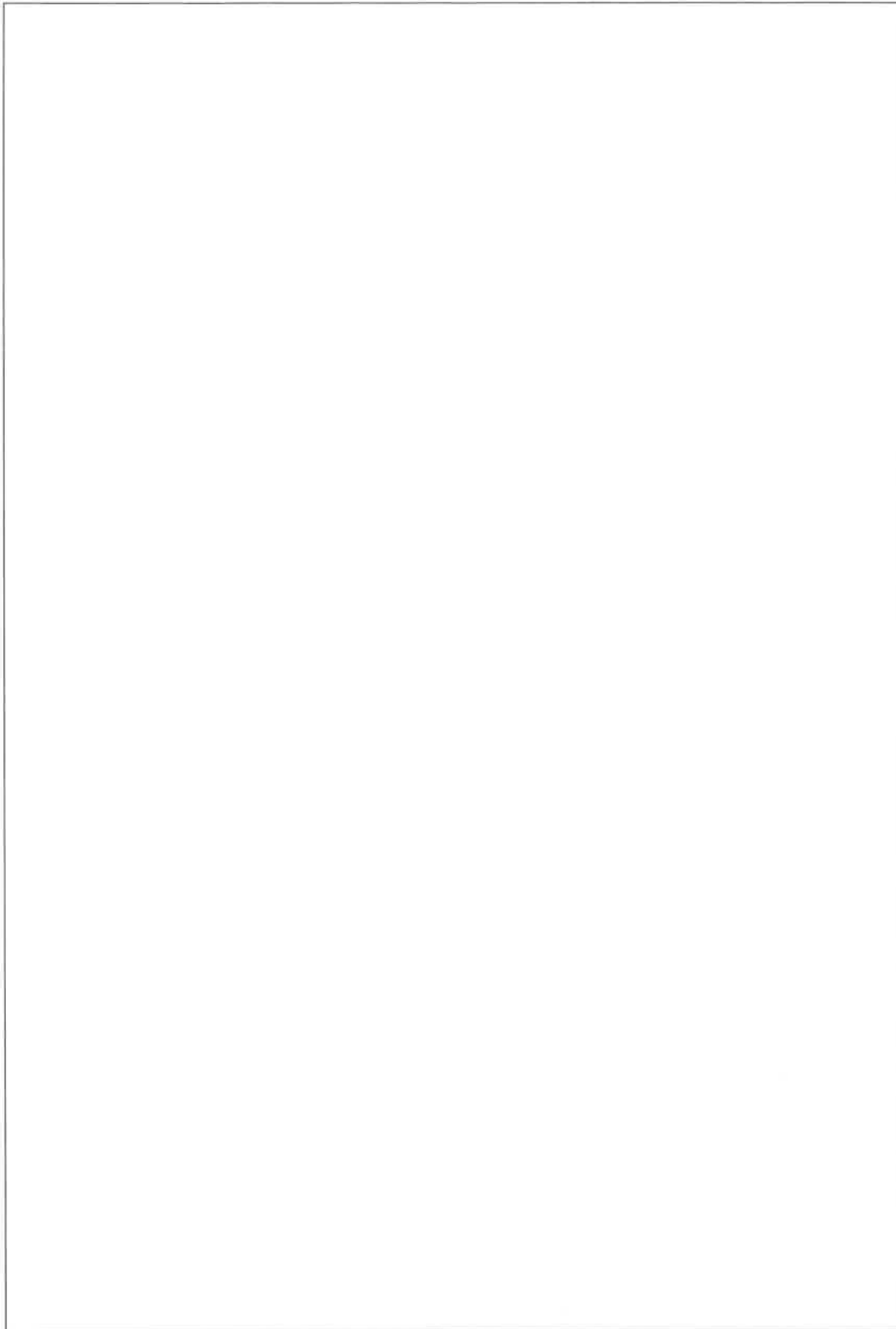
- from 13,000 sq ft upwards
- flexible terms
- close to A676

Edenwood Mill
Bolton Road
Stubbins, Ramsbottom
Rossendale, Lancs

Possession

Vacant possession will be granted on completion.

Location Plan



Conditions

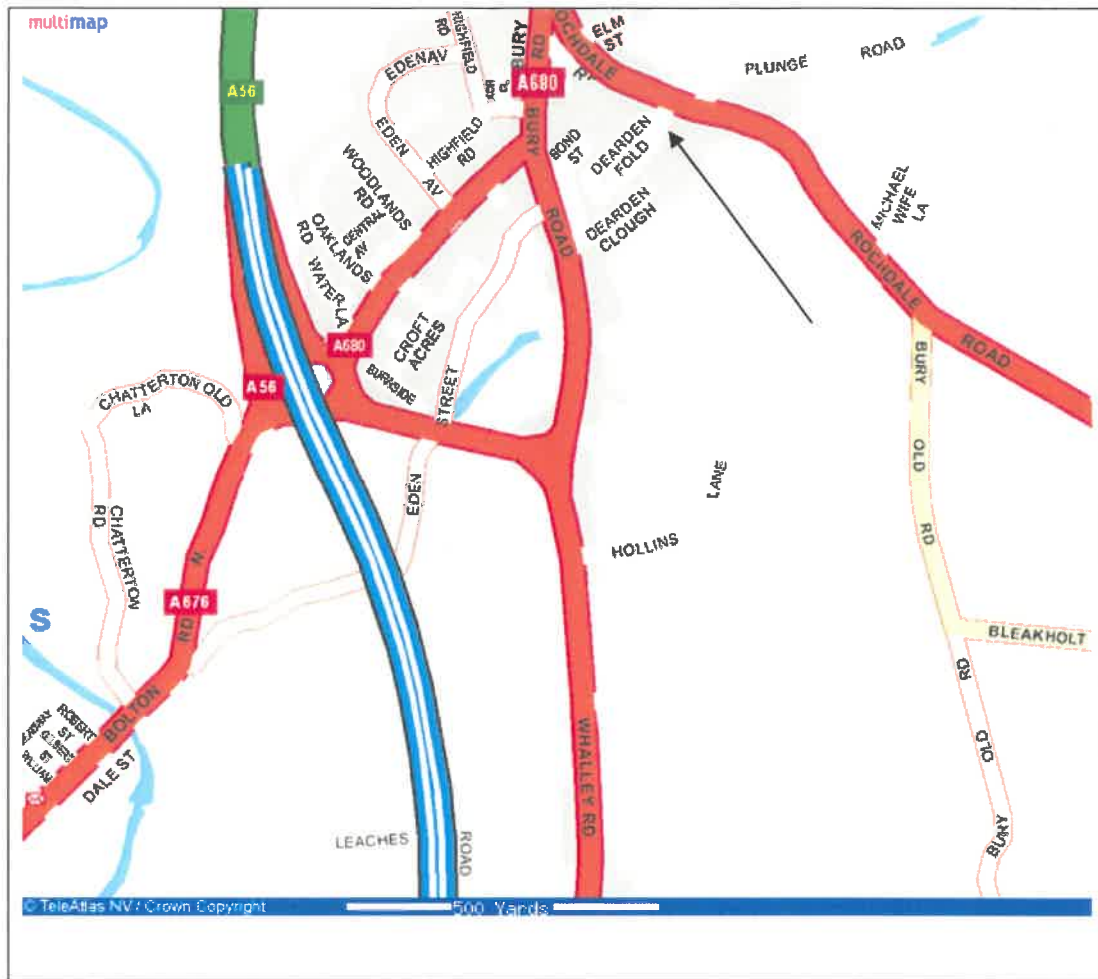
1. These details do not form part of an offer or contract. 2. They intend to give a fair description but neither Paul Nolan & Company nor the Vendor / Lessor accepts responsibility for any error they may contain. 3. Purchasers or prospective tenants should satisfy themselves by inspection of the premises. 4. No person in the employ of Paul Nolan & Company has authority to give any representation or warranty in relation to this property. 5. Prices / Rents are exclusive of VAT. 6. Subject to Contract.

Edenwood

A Unique Residential Conversion Opportunity

- accessible but picturesque location
- planning granted for 25 units

Location Plan



Edenwood, Eden Street, off Bolton Road North, Ramsbottom

Code of Practice

This company is a Chartered Surveying Practice and as such subscribes to the high standards required from the Royal Institution of Chartered Surveyors Governing Council. This practice therefore aims to comply with the 9 core values of the Royal Institution. Should you wish to be provided with further information with regard to this then please contact either Paul Nolan or Mike Redshaw on 0161 763 0828.

Conditions

1. These details do not form part of an offer or contract. 2. They intend to give a fair description but neither Nolan Redshaw Ltd nor the Vendor / Lessor accepts responsibility for any error they may contain. 3. Purchasers or prospective tenants should satisfy themselves by inspection of the premises. 4. No person in the employ of Nolan Redshaw Ltd has authority to give any representation or warranty in relation to this property. 5. Prices / Rents are exclusive of VAT. 6. Subject to Contract. **C190**

EDENWOOD



RESIDENTIAL DEVELOPMENT OPPORTUNITY

**EXISTING PLANNING
PERMISSION**

25 APARTMENTS ON 3 FLOORS

TOTAL AREA: 34,450 sq.ft.

SITE AREA: 1.8 acres approximately

EDENWOOD IS A RESIDENTIAL DEVELOPMENT OPPORTUNITY
JUST OFF THE M66.

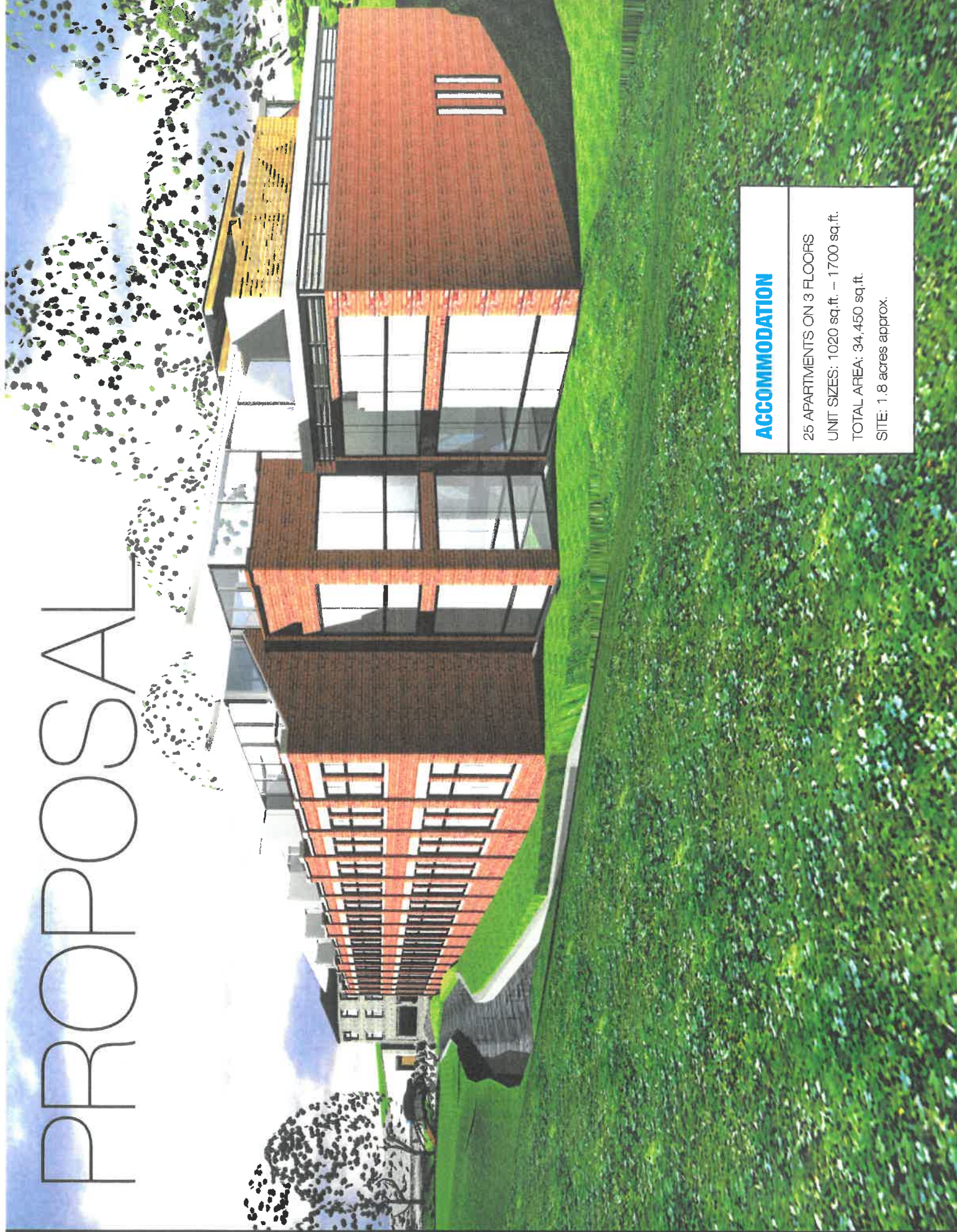


DEVELOPMENT



OPPORTUNITY

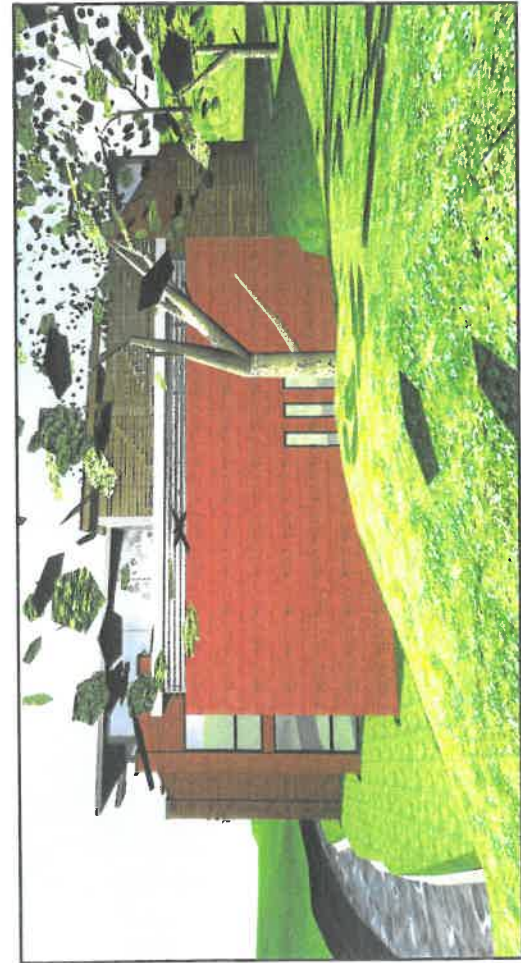
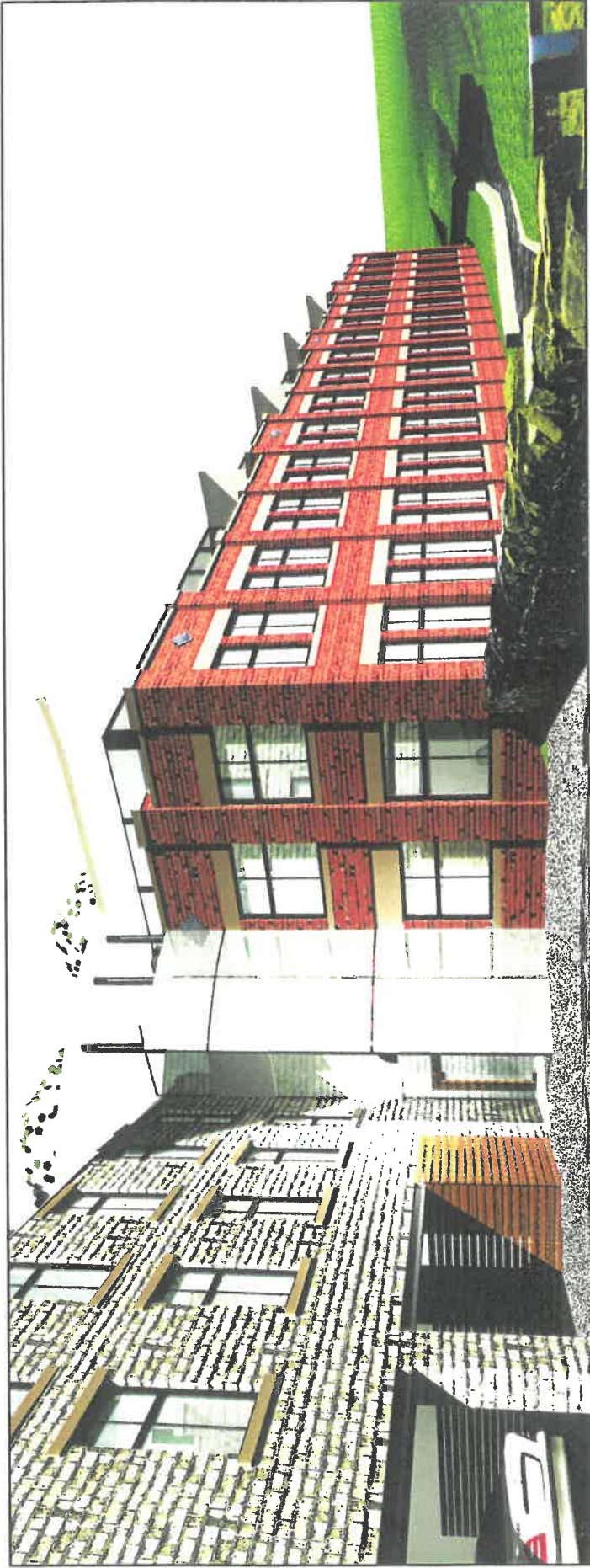
PROPOSAL



ACCOMMODATION

25 APARTMENTS ON 3 FLOORS
UNIT SIZES: 1020 sq.ft. – 1700 sq.ft.
TOTAL AREA: 34,450 sq.ft.
SITE: 1.8 acres approx.

EDENWOOD PROPOSAL: A development over 3 floors offering innovative floor layouts, designed by renowned Manchester architects Sirzala Associates.



PLANNING: EDENWOOD has been granted planning permission for the refurbishment and adaptation of the existing mill structure. The permission permits 25 units which range in size between 1,020 sq.ft. and 1,700 sq.ft. The units are designed as luxury apartments and duplexes over three floors. The potential for a new planning application is compelling and a revised scheme could be presented as soon as possible to Rossendale Borough Council to provide an opportunity for new build on the site.

SERVICES: All main services are available close to or within the site with the exception of gas.

TENURE: The premises are Freehold and free from Chief Rent.

PLANNING AUTHORITY: Rossendale MBC, Stubbylee Hall, Bacup. Telephone: 01706 874 333.

PRICE: On application.

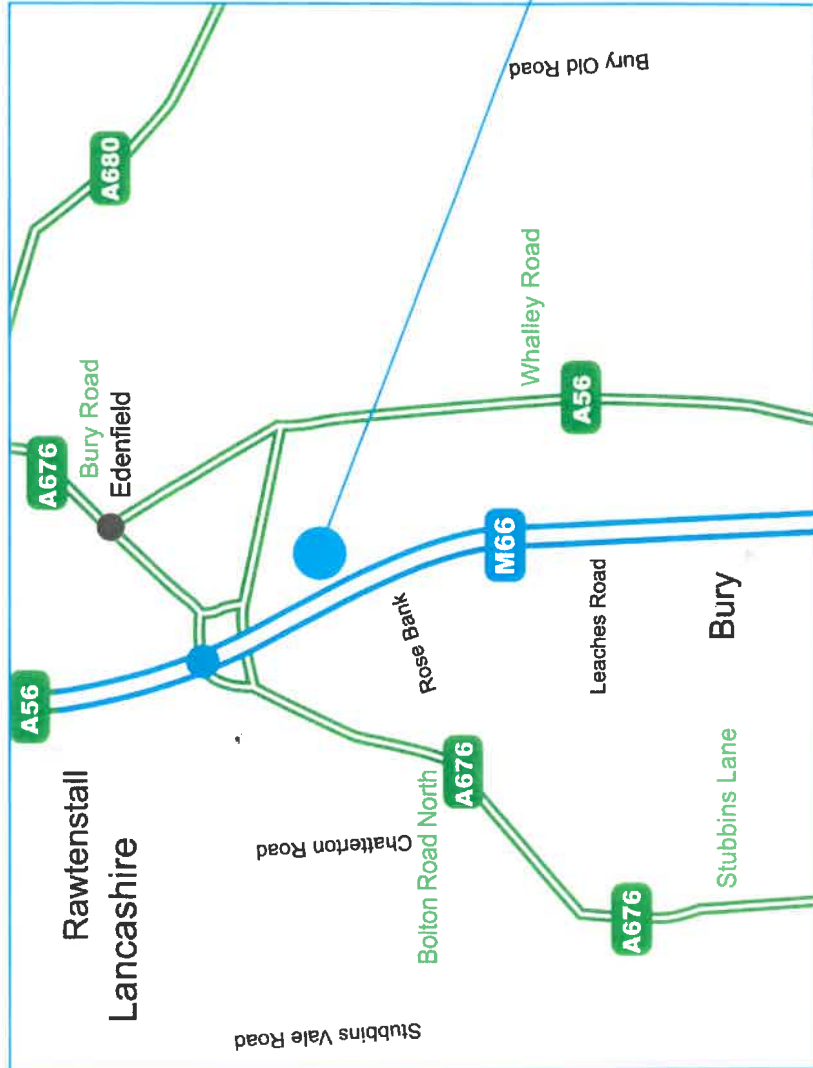
VAT: Prices are exclusive of, but may be liable to VAT.

LEGAL FEES: Each party to be responsible for their own legal fees incurred in the transaction.

POSSESSION: Vacant possession on completion.

LOCATION

DRIVE TIMES	
MANCHESTER	– 25 mins
BLACKBURN	– 20 mins
LEEDS	– 60mins
LIVERPOOL	– 45mins
M62	– 15 mins
M66	– 5 mins
M65	– 20 mins
MANCHESTER AIRPORT	– 40 mins



EDENWOOD

Edenwood Lane
 Off Bolton Road North
 Ramsbottom
 Lancashire
 BLO 0EX

LOCALITY: EDENWOOD nestles in a picturesque green belt location in the Rossendale Valley, which affords the development with excellent rural views. The building is situated on Edenwood Lane, adjacent to the A676 Bolton Road. There is quick access to all North Manchester conurbations and Manchester City Centre is approximately 15 miles away due south via the M66 motorway. This proximity to the motorway network ensures the location is extremely accessible to all parts of the North West.

PEOPLE & SOCIETY: The development sits within the Rossendale Borough and the following information was provided by the Government Statistical Office:

- The population of Rossendale between 1982–2002 grew by 1.2 percent compared with a decrease of 2 percent for the North West region as a whole.
- Socio-economic figures indicate that the Rossendale District has above national average percent of A, B and C1 class groupings, with below national average percentage of C2 and E. Therefore illustrating the area is prosperous with a higher than average household income.

Misrepresentation Act

Nolan Redshaw on behalf of proposing vendors or lessors and on their own behalf give notice that:

- i) These particulars are set out as general information only for the assistance of intending purchasers or lessees. They do not constitute nor constitute part of an offer and will not be incorporated in any contract term.
- ii) All descriptions, dimension, references to condition and necessary permission for use and occupation, and other details are provided in good faith but without any liability of any kind on any proposing vendors or lessors. Any intending purchaser or lessee shall not rely on such information which is given on condition that any intending purchasers or lessors shall satisfy themselves by their own inspections or other enquires about the property in all respects.
- iii) No partner and no person employed by Nolan Redshaw has any authority to make any representation or give any warranty whatsoever in relation to this property whether on behalf of proposing vendors or lessors of Nolan Redshaw.

**EDENWOOD LANE, OFF BOLTON ROAD NORTH,
RAMSBOTTOM, BURY, BL0 0EX**



FOR SALE - PREMIUM DEVELOPMENT SITE

1.80 Acres (0.73 Hectares)

- **RARE OPPORTUNITY TO PURCHASE A BROWNFIELD SITE IN A PICTURESQUE GREENBELT LOCATION.**
- **LOCATED IN THE ROSSENDALE VALLEY, SUITABLE FOR TRADITIONAL HOUSING, SUBJECT TO PLANNING PERMISSION.**
- **LARGER SITE BY NEGOTIATION – UP TO SEVEN ACRES**

LOCATION

Edenwood nestles in a picturesque green belt location in the Rossendale Valley, which affords the development with excellent rural views. The building is situated on Edenwood Lane, adjacent to the A676 Bolton Road. There is quick access to all North Manchester conurbations and Manchester City Centre is approximately 10 miles away due South via the M66 Motorway.

The nearest town is Ramsbottom, which is ¼ mile to the south. Ramsbottom has, in recent years, received national acclaim as a place to live, due to its vibrant Town Centre with an unusual mix of notable local traders, such as The Chocolate Café, restaurants and a number of boutique retailers. The town boasts a steam railway station; regular farmers' markets and a jazz/folk festival.

DESCRIPTION

This is the site of the former Edenwood Mill. It is within a tree lined valley area adjacent to an attractive stream.

This is a unique opportunity to purchase a brownfield site in a green belt location, together with adjacent land in separate ownership.

The attached indicative plan shows the potential of acreage that are developable on site.

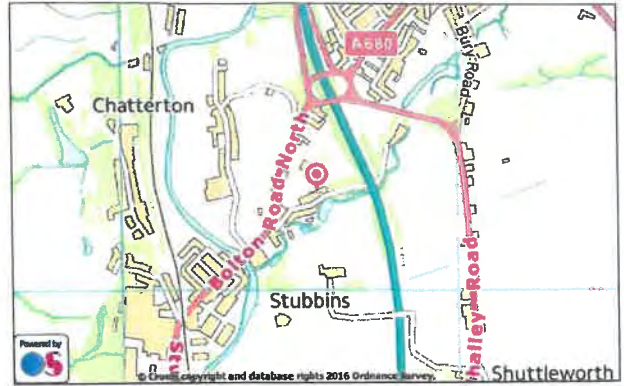
ACCOMMODATION

Total Area	1.8 acres, approx.
-------------------	---------------------------

Further land can be made available by negotiation, i.e. 1.5 acre on wood Land and further land adjacent to the mill

SERVICES

All mains services, except gas, are in close vicinity of the site.



PRICE

On application.

EPC

Not Applicable

PLANNING

Edenwood was granted planning permission for a refurbishment scheme to provide 25 large apartments.

The site has been proposed by Rossendale Borough Council to be reallocated out of green belt.

Contact Rossendale Borough Council: 01706 217777. The permission has now expired.

HIGHWAYS

The access lane has two lay-bys in the vendor's ownership, where passing places can be provided.

Access is likely to be available via third party land on Wood Lane – see plan.

METHOD OF DISPOSAL

The property is available by way of either conditional or unconditional transaction.

LEGAL FEES

Each party to be responsible for their own legal fees.



1. These details do not form part of an offer or contract. 2. They intend to give a fair description but neither Nolan Redshaw Ltd nor the Vendor/Lessor accepts responsibility for any error they may contain. 3. Purchasers or prospective tenants should satisfy themselves by inspection of the premises. 4. No person in the employ of Nolan Redshaw Ltd has authority to give any representation or warranty in relation to this property. 5. Prices/Rents are exclusive of VAT. 6. Subject to contract.

**Nolan
Redshaw**

RATES

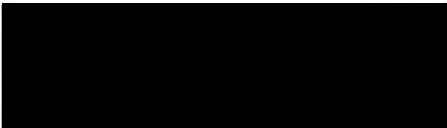
The premises are no longer rated.

TENURE

The premises are freehold and free from chief rent.

VIEWING

Strictly by appointment with the sole agent: NOLAN REDSHAW




Anti-Money Laundering Regulations

We are obliged to verify the identity of the proposed purchaser and seek confirmation of source of funding once an agreement has been reached.



Scale: 1:1000
Date: 20/09/2014
Drawing No: 14/001
Sheet No: 1 of 1

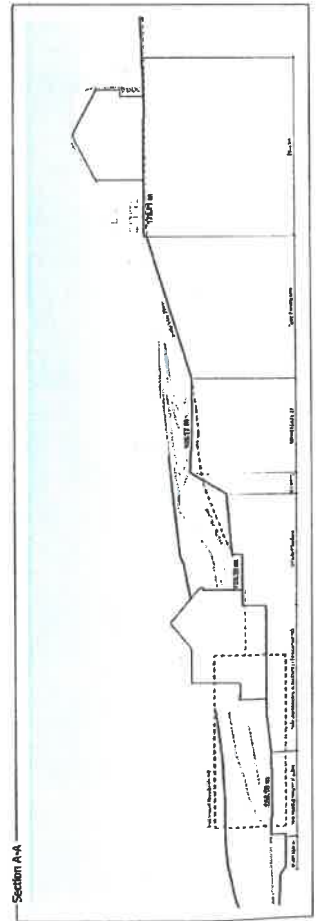
Project Name	180 Arnhem Valley Road
Client	Arnhem Valley Road
Scale	1:1000
Date	20/09/2014
Sheet No	1 of 1
Project No	14/001



General Notes:

1. The site is located within the ...
 2. The proposed development is shown in yellow on the plan.
 3. The site is bounded by ...
 4. The site is bounded by ...
 5. The site is bounded by ...

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMITTING
2
3
4
5





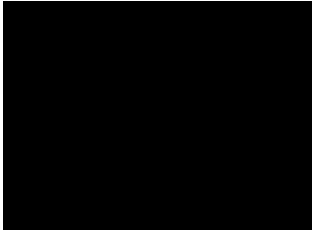
Appendix 3



**RUSSELL
HOMES**

PC/SAP

25th January 2008



Dear Paul

Edenwood Mill, Rossendale

Further to our previous conversation, and as promised, I would like to continue our interest in the above site. Our architect is also an engineer who has the benefit of many years experience in the redevelopment of former and now redundant mills, within this area of Lancashire.

You will be aware that in October 2007, Russell Homes offered £600,000 for the above site, given our additional work and investigations, I am very pleased to report that this offer can now be increased to £750,000.00 subject to the following conditions:-

- Contract.
- Satisfactory and implementable detailed planning permission.
- Satisfactory ground conditions.

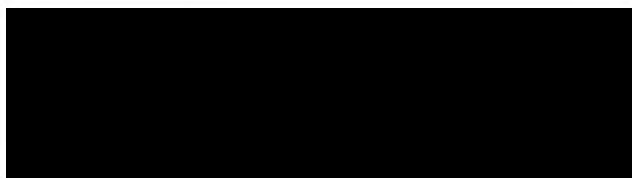
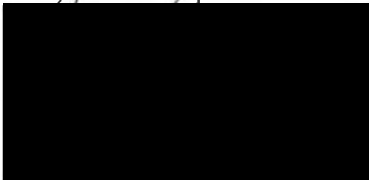
This equates to over £1,100,000.00 per acre at a site which presents a number of physical and technical constraints.

We have also previously expressed our interest in entering into a Joint Venture Agreement, I would wish to reiterate our interest if this is still agreeable with the vendor. Should the vendor accept our offer I am happy to propose a structure for the Joint Venture Partnership on terms that will hopefully be mutually beneficial.

I trust this clarifies this company's position, however should you have any queries please do not hesitate to contact me.

Kind regards,

Yours sincerely



[REDACTED]

From:

Sent:

[REDACTED] 05 June 2018 08:24

To:

Paul Nolan

Subject:

Edenwood Lane (46units) & Other land opportunities

Morning Paul,

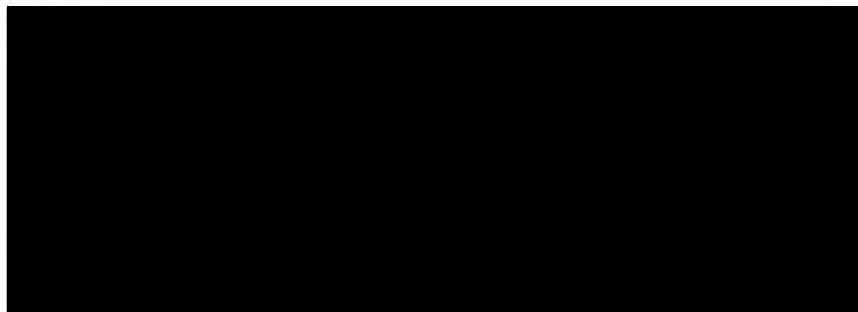
Thanks for your time to discuss the scheme at Edenwood Lane.

If you could send across the further information & also any details of site's you're dealing with.

On receipt I'll come back to you within 24hours to confirm if the site is of interest & if we'll be working up an offer.

Kind regards,

[REDACTED]
Managing Director



This is an e-mail from ELM Developments group limited. Its contents are confidentiality to the intended recipient at the e-mail address to which it has been sent. It may not be disclosed to or used by anyone other than this addressee, nor may it be copied in any way. If received in error, please contact ELM Developments Group quoting the name of the sender and the addressee, then delete it from your system. Please note that neither ELM developments group or the sender accepts any responsibility for viruses and it is your responsibility to scan any attachments. No contracts may be concluded on behalf of ELM developments group by means of e-mail communications.

[REDACTED]

Sent: 01 October 2018 18:23
To: [REDACTED]
Subject: RE: Edenwood Mill - Identification Plan

Paul,

Many thanks for this. I will review and revert back with any comments swiftly.

Would the landowners be OK with Bellway submitting a letter of support to reinforce the representations and

Obviously as a show of good faith and firm expression of Bellway's interest in the site?

This has worked successfully recently on sites that have now been allocated.

Regards,

[REDACTED] North West

Bellway



Bellway is proud to be supporting Cancer Research UK as their charity of the year.

Privacy Notice

Click [here](#) to read our Privacy Notice. A copy can also be requested by sending an email to data.protection@bellway.co.uk.

[REDACTED] k]
Subject: FW: Edenwood Mill - Identification Plan

This message originated outside of Bellway. Please exercise caution with attachments or hyperlinks.

Mike

We have asked Richard Gee to make a representation on the re-allocation of this site .
I thought I should let you see it in case you wanted to add any comments .



[Redacted]
Sent: 01 April 2014 10:28
To: [Redacted]
Subject: Edenwood Mill
Attachments: Edenwood 3D_Massing.pdf; Edenwood Sketch Plan_1.pdf

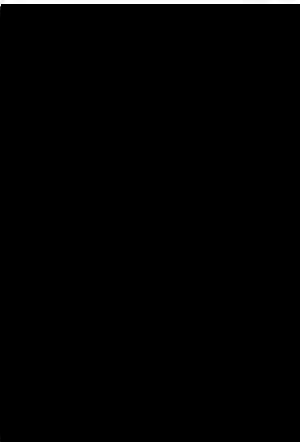
Paul,

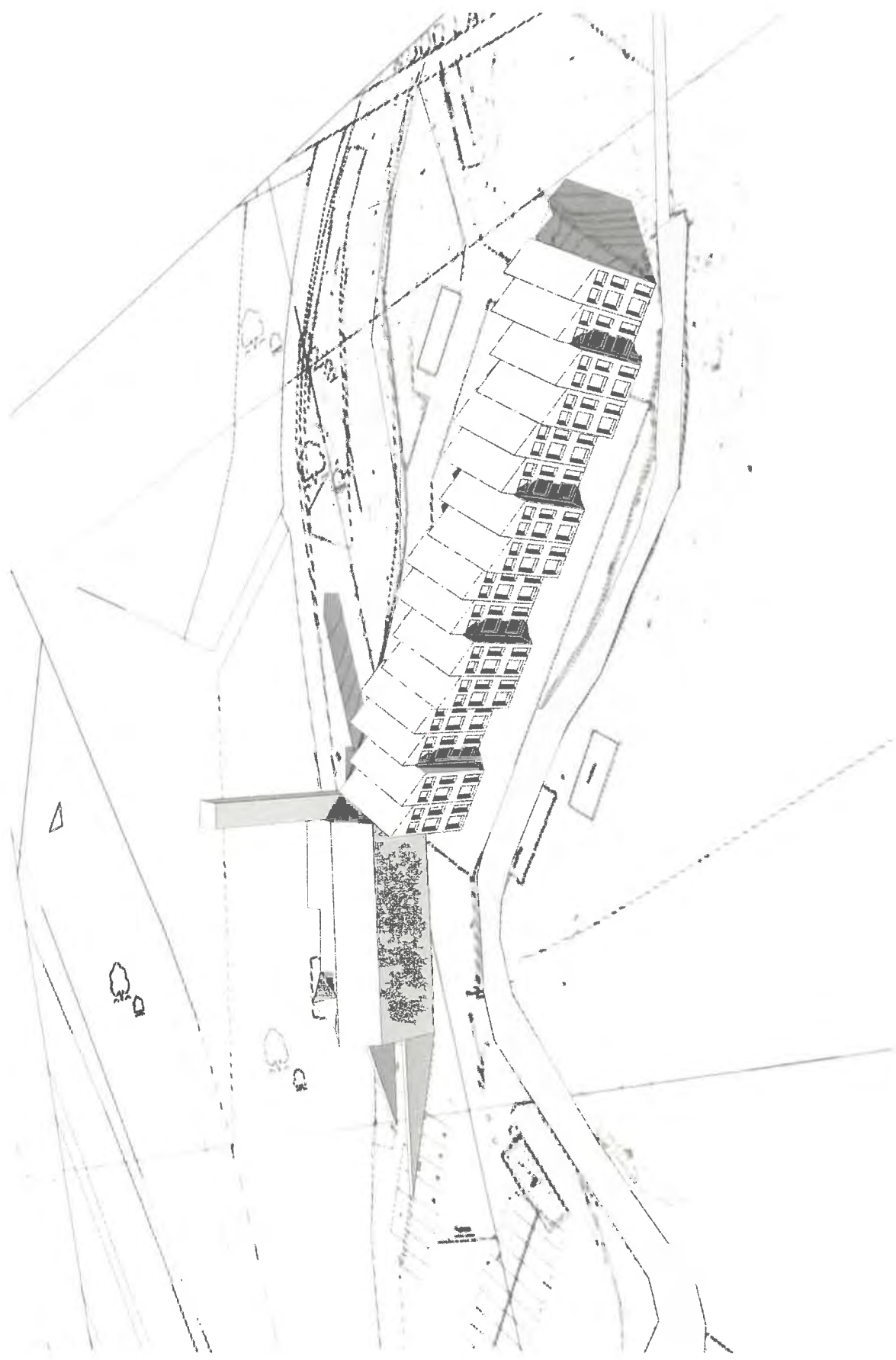
As promised, please find attached architect's first stab at a scale and massing exercise. This is based on demolition of the brick parts of the building and retention of the old stone mill.

At this stage we have no idea whether this would be acceptable to the planners, or even commercially viable, but it provides a useful idea of unit numbers. In addition to the sketched housing the converted mill could probably accommodate 4-5 good size apartments.

I would appreciate feedback as soon as you have it so that we can try and get this project underway.

Many thanks





Edenwood Mill
16 Dwellings + Mill Conversion
Ramsbottom Lancashire





Appendix 4

- 3 Details of the proposed treatment of the site boundaries shall be submitted to, and approved in writing by, the Local Planning Authority before development commences. The approved boundary treatment shall be completed in accordance with the approved details before any of the apartments hereby approved are first occupied and shall thereafter be retained at all times.

Reason for this condition : In order to ensure the satisfactory appearance of the development and to safeguard the character and appearance of the Green Belt, in accordance with policies DC.1 and DC.4 of the Rossendale District Local Plan.

- 4 The apartments hereby approved shall not be occupied until the access road connecting Rosebank with the application site, and the passing places shown on approved drawing number 1768-031, have been surfaced, drained (and sealed if deemed appropriate) in accordance with details which shall be submitted to, and approved in writing by, the Local Planning Authority before development commences. The submitted details shall include for the provision of traffic calming measures on the access road and measures for lighting the road. The access lane and passing places shall be surfaced, drained (and sealed if deemed necessary), and the approved traffic calming and lighting measures implemented, in accordance with the approved details before the approved dwellings are first occupied and shall thereafter be retained at all times.

Reason for this condition : In the interests of amenity and highway safety, in accordance with policy DC.1 of the Rossendale District Local Plan.

- 5 Details of the proposed means of surfacing, draining (and sealing if deemed appropriate) of the car parking spaces and associated vehicular turning areas shall be submitted to, and approved in writing by, the Local Planning Authority before development commences. The car parking spaces and vehicular turning areas shall be surfaced, drained (and sealed if deemed appropriate) in accordance with the approved details, and laid out in the manner shown on approved drawing number 1768-032, before any of the approved apartments are first occupied. These areas shall thereafter be retained at all times solely for the parking and turning of vehicles in conjunction with those dwellings.

Reason for this condition : To ensure that adequate off-street parking and turning space is provided in conjunction with the dwellings and in the interests of amenity, in accordance with policies DC.1 of the Rossendale District Local Plan.

- 6 Details of the proposed cycle store shall be submitted to, and approved in writing by, the Local Planning Authority before development commences. The approved store shall be completed, in accordance with the approved details, before any of the apartments hereby approved are first occupied and shall thereafter be retained at all times solely for the storage of cycles in conjunction with the development.

Reason for this condition : In the interests of securing sustainable development, in accordance with policy DC.1 of the Rossendale District Local Plan.

- 7 The site shall be landscaped in accordance with details which shall be submitted to, and approved in writing by, the Local Planning Authority before development commences. The submitted details shall include the location of all existing trees and hedgerows on the site and shall specify those that are to be retained and those that are to be removed.

Reason for this condition : In the interests of visual amenity, in accordance with policies DC.1 and E.4 of the Rossendale District Local Plan.

- 8 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason for this condition : In the interests of visual amenity, in accordance with policies DC.1 and E.4 of the Rossendale District Local Plan.

- 9 No tree on or adjacent to the site shall be lopped, topped or felled without the prior written approval of the Local Planning Authority.

Reason for this condition : In the interests of visual amenity, in accordance with policies DC.1 and E.4 of the Rossendale District Local Plan.

- 10 Before any equipment, machinery or materials are brought onto the site, fencing to protect the safeguarded trees within or on the boundaries of the site shall be erected in accordance with a detailed scheme for that purpose which shall be first submitted to and approved in writing by the Local Planning Authority. The scheme shall be drawn up in compliance with the relevant provisions of BS 5837 (1991). The said fencing shall be maintained until all the equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the Local Planning Authority.

Reason for this condition : To ensure adequate protection to prevent harm to trees which make a valuable contribution to the amenity of the area, in accordance with policies DC.1 and E.4 of the Rossendale District Local Plan.

- 11 Prior to the development commencing:-
- a) a contaminated land Phase One report to assess the actual/potential contamination risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority (LPA),
 - b) Should the Phase One report recommend that a Phase Two investigation is required, a Phase Two investigation shall be carried out and the results submitted to, and approved in writing by, the Local Planning Authority
 - c) Should the Phase Two Investigations Indicate that remediation is necessary then a Remediation Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The remedial scheme in the approved Remediation Statement shall then be carried out.
- Should remediation be required, a Site Completion Report detailing the conclusions and actions taken at each stage of the works, including validation works, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first use or occupation of any part of the development hereby approved.

Reason for this condition : To ensure the development is suitable for its end use and the wider environment in accordance with policy DC.1 of the Rossendale District Local Plan.

- 12 Notwithstanding the details given on the approved plans, and unless otherwise agreed in writing by the Local Planning Authority, no dwellings shall be formed at ground floor level within the building.

Reason for this condition : To minimise the risk of flooding to future occupiers of the apartments, in accordance with policy DC.1 of the Rossendale District Local Plan and the requirements of PPG25.

- 13 Construction works associated with the development hereby approved shall not take place except between the hours of 7:00 am and 7:00 pm Monday to Friday and 8:00 am and 1:00 pm on Saturdays. No construction works shall take place on Sundays, Good Friday, Christmas Day or Bank Holidays.

Reason for this condition : To safeguard the amenities of nearby residential properties in accordance with policy DC.1 of the Rossendale District Local Plan.

Summary of Reasons for Approval

- 1 It is considered that the development satisfies the requirements of policies DS.1, DS.3, DC.1, DC.3, DC.4, T.4, E.4 and E.7 of the Rossendale District Local Plan. The proposal to convert, alter and extend this building to form apartments is considered to be in line with Green belt policy. It is considered that the proposed conversion, alteration and extension works will retain the character of the building and that the converted building will appear in keeping with, and relate in a satisfactory manner to, its surroundings. It is contended that the proposal will not give rise to any undue highway safety problems. Finally, conditions are imposed designed to ensure the provision of adequate public open space in conjunction with the development, the retention of trees and to minimise flood risk.

Summary of the policies and proposals in the Development Plan(s) which are relevant to the decision

Local Plan

DC1 Development Criteria

Note:

Date:





Notes

N.B. This permission refers only to that required under the Town and Country Planning Act 1990 and does not include any consent or approval under any other enactment, byelaw, order, regulation or Act. This consent does not constitute Listed Building Consent.

A) Appeals to the Secretary of State

If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he or she may appeal to the Secretary of State in accordance with sections 78 and 79 of the Town and Country Planning Act 1990 within six months of the date of this notice. (Appeals must be made on a form which is obtainable from The Planning Inspectorate, Customer Support Unit, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or ~~from the web site www.planning-inspectorate.gov.uk~~). ~~The Secretary of State has the power to~~ allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been so granted otherwise than subject to the conditions imposed by the Council. Appeals that are pursued unreasonably may be the subject of an award of costs in accordance with the provision of Circular 8/93.

B) Purchase Notices

If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

H.M. LAND REGISTRY

TITLE NUMBER

LA 456425

DATE SURVEYED REFERENCE	COUNTY	SHEET	NATIONAL GRID	SECTION
			SD 7918	

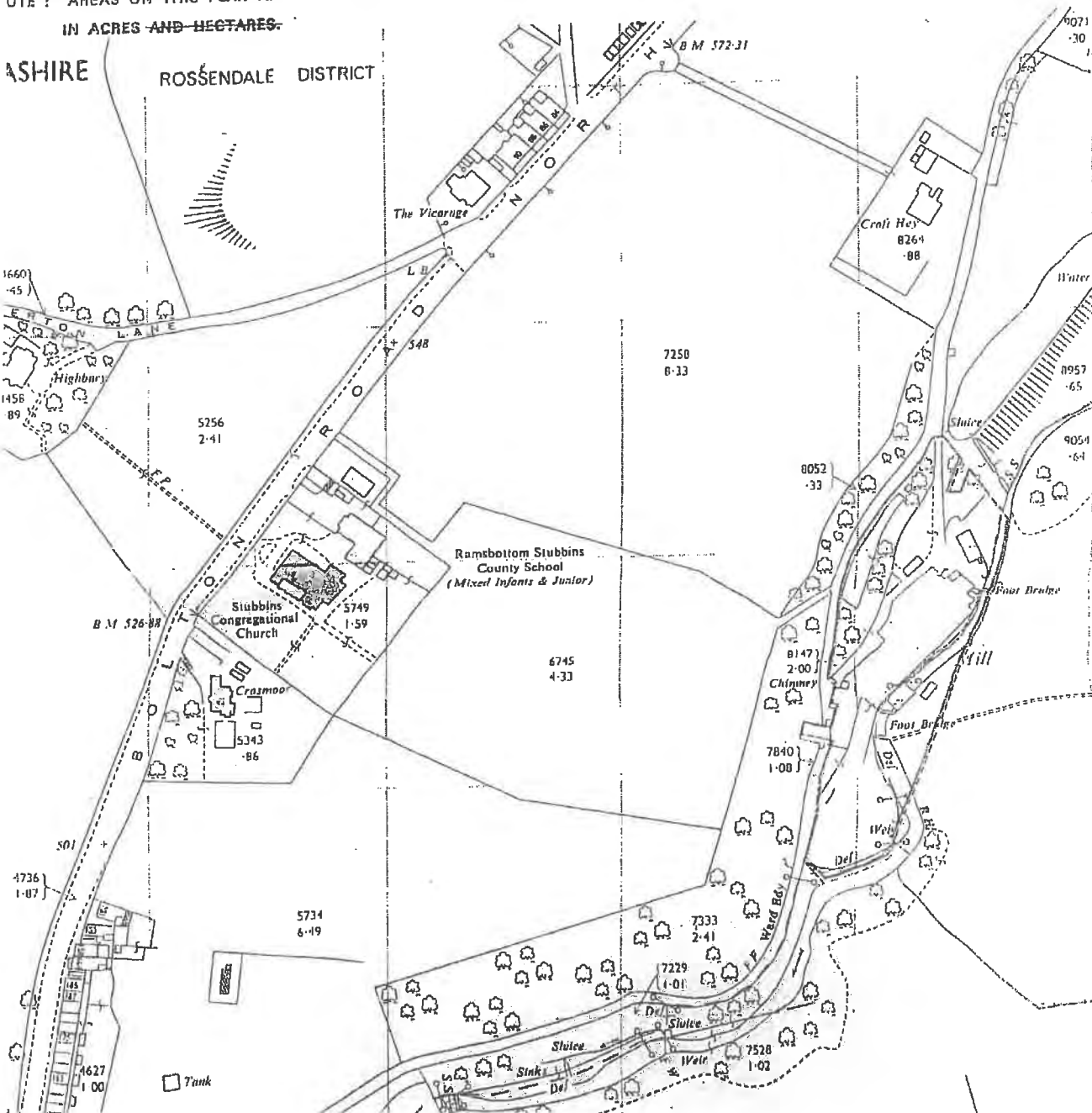
© Crown copyright

500

NOTE: AREAS ON THIS PLAN ARE EXPRESSED
IN ACRES AND HECTARES.

WILTSHIRE

ROSSENDALE DISTRICT





Appendix 5



Development Appraisals

On Premises at

Edenwood Mill

Edenfield

Rossendale

Lancashire

Nolan Redshaw Chartered Surveyors

NOLAN REDSHAW – DEVELOPMENT APPRAISAL

RESIDENTIAL DEVELOPMENT APPRAISAL – LAND and Premises at Edenwood

APPRAISAL EXPLANATORY NOTES

1. **Timescale and Assumptions**

We have assumed that the development of the site would take place in one phase, as we believe this is realistic and reflects current market conditions. The initial appraisal is on the basis that the mill apartments will be constructed as a single phase at it would not be possible to sell units and have them complete and occupied whilst work was underway elsewhere in the building .The other three development scenarios are also assumed to be deliverable as single phases .

2. **Land Value**

We have assumed a land value of £550,000 per acre for the whole 2.17 acres for scheme 1 and for scheme 2 the acreage increases to 4.99 acres .For scheme 3 and 4 we have used the same land value but the larger approximate net acreage of 7.78 acres .

3. **Finance**

We have assumed that the developer would borrow at 6%. We have researched this figure by speaking to clients and house builders, who have informed us that they are currently borrowing at approximately 6% above the Bank of England base rate. We have assumed that these figures include arrangement and monitoring fees .

4. **Build Costs**

We have spoken to a number of developers who are experienced in the refurbishment of mills in the North West of England .Most of this activity has been centred around City Centre Manchester and the refurbishment of former cotton mills and multi-storey brick built warehouse buildings .The figures have been suggested by Bridge Properties Ltd and Henry Boot Developments to be in the region of £180 per sq ft .This is in excess of new build values but mill refurbishments are notoriously difficult to budget the cost of and the mill would require a new steel frame to be installed internally to support the new mansard style roof and replace the existing floors which are damaged beyond repair .In essence the assumed scheme would be building a new structure within the envelope of the existing mill.

New build, private sector costs of residential construction has been assumed at £120.00 per sq.ft. We have attained this figure from our experience and from discussing the figures with national house builders. We feel that these figures are robust and give a good general guide under current market conditions.

5. Sale Price

For sale prices, we have used our market knowledge and data from Nethouseprices.com and www.rightmove.co.uk We have also considered houses for sale on Primelocation and we have looked at the apartments sold at Aldenbrook in Helmshore and The Loom at Holcombe Road Helmshore as we regard these as relatively comparable apartment schemes . We have assumed a sales price of £300,000 per apartment ;£335,000 for the semi -detached housing ;£375,000 for the mews/townhouses and £380,000 for the one detached unit.

6. VAT

VAT has been set at 20%, with the recovery cycle monthly. This is standard practice for other developers who we have worked with.

7. Affordable Housing

We are aware of the requirement for Affordable Housing and the Council interim Affordable Housing Statement but we believe that in order to give full and due consideration to this matter we will need a much more detailed scheme and the involvement of a Chartered Quantity Surveyor .We have run these indicative appraisals with no affordable housing and in essence what we are saying is that the Affordability considerations can only be dealt with once an actual planning application has been made and much more information is available.

8. Contingency

Contingency is set at 10% in all scenarios. The first three scenarios include retaining the mill and past experience has shown that contingencies are always needed with this kind of part refurbishment /part new build scheme .The element of site remediation that could be required is also unknown as there are no Soil Studies in existence which would enable an informed judgement to be made .Our considered view is therefore that the contingency can be substantiated .These costings are purely estimates at the current time and the true scale of the work needed will not be known until further targeted investigations are carried out. Therefore, at this stage, a contingency figure of 10% in each phase is necessary.

9. Other Construction/Figures

We have been provided with estimated viability figures for this section from consultants and these are reflected in the other construction figures. The road costs at £100,000 reflect the assumed cost of the overhaul of the existing lane to the mill and a notional £10,000 cost of demolition if the mill is demolished .This is on the basis that there would be some credits for any steel remaining on site and that the majority of the hardcore would be crushed and re-used on site as clean fill and as a net benefit to the scheme.

10. Professional Fees

The professional fees are accepted industry norms as we have assumed that any application would be outline in nature .

11. Disposal Fees

The costs here include the cost of advertising, sales brochures and sales office, together with sales advisor's salaries, estate agent's fees and legal fees. We have applied a figure of 2.5% of the gross house sales, which we think is reasonable for a development of this size.

12. Section 106 Agreement etc

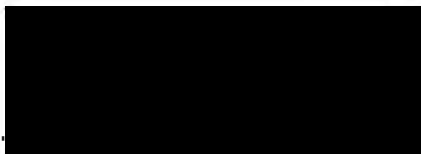
We have excluded any potential S106 costs or and S278 off site highways costs or infrastructure works via Lancashire Council. We have also excluded any Educational Contribution costs at this stage.

We have also excluded any exceptional costs for adherence to the Code for Sustainable Homes and any costs associated with power generation.

13. Profit

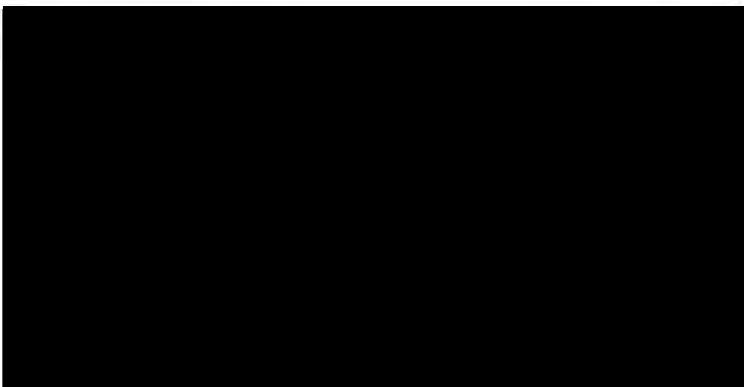
As can be seen from the Appraisals, the schemes vary in profitability and we have looked to assess what level of Developers profit would be generated by each scheme .The largest element of risk attached to the development schemes would be dealing with the mill and hence any development incorporating the mill structure would need to produce a profit in excess of 20% of Gross Development Value .The levels of profit /loss are shown in the appraisals .

April 2020



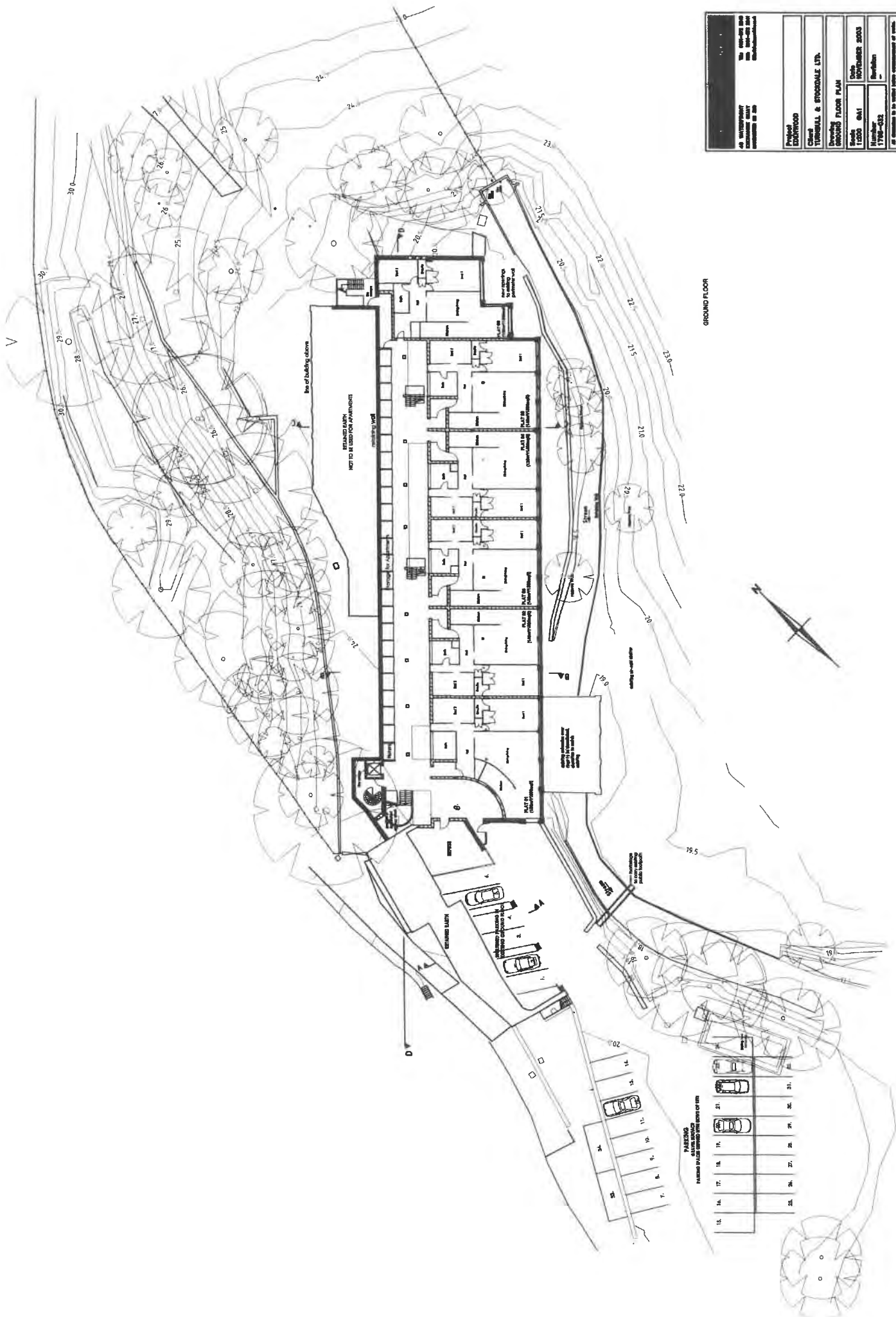
Signed.....

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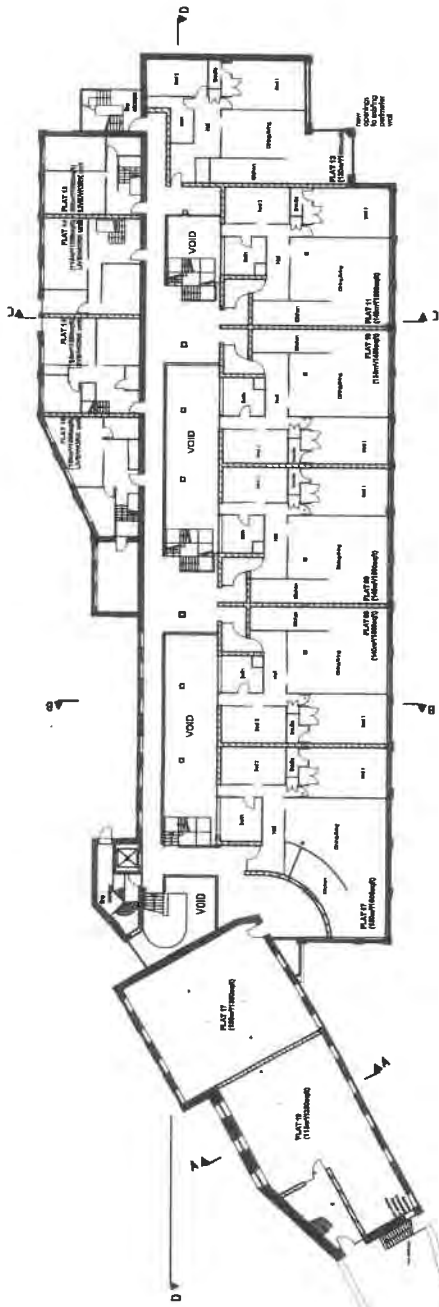
Edenwood Mill Residual 1

Development Appraisal
Nolan Redshaw Ltd
24 March 2020

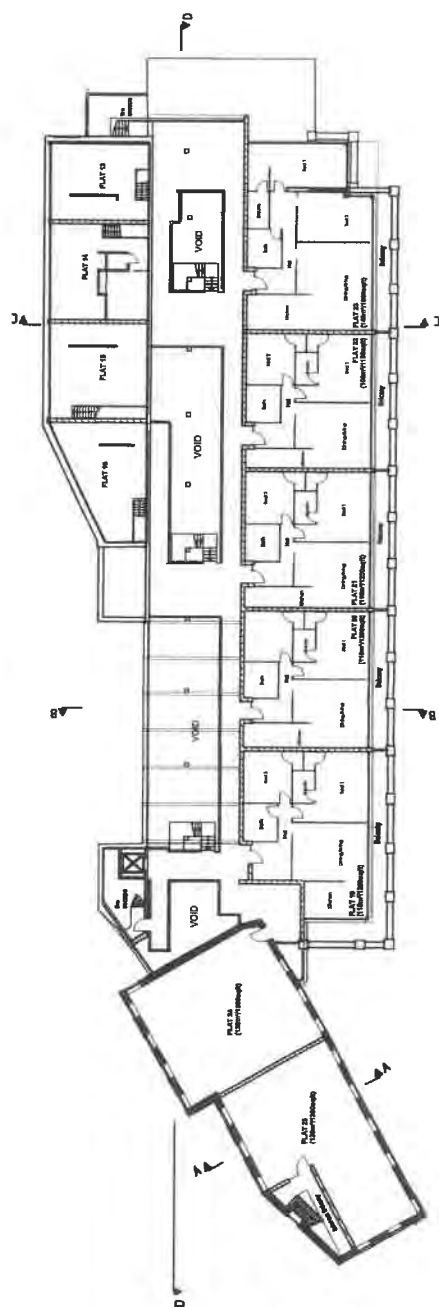


GROUND FLOOR

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 08-14-2013 BY 60322 UCBAW/STP	
Project: LEAFWOOD	Client: TURNBULL & STODOLSKA LTD.
Drawing: GROUND FLOOR PLAN	
Scale: 1:200 0/11	Date: NOVEMBER 2003
Number: 1798-032	Revision: -
ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION OF ANY OTHER WORK WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.	
REF: 1798-032-01-01-02-03-04-05-06-07-08-09-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000	





FIRST FLOOR



SECOND FLOOR (NEW)

15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	
Project	EDENWOOD
Client	TURNBULL & STODOLSKA LTD.
Location	FIRST & SECOND FLOOR
Date	1999-04-1
Drawn	FORUMS 2003
Number	1724-023
Revision	-
All dimensions are in millimeters unless otherwise stated. All dimensions are to the center of the wall unless otherwise stated. All dimensions are to the center of the wall unless otherwise stated. All dimensions are to the center of the wall unless otherwise stated.	

H.M. LAND REGISTRY		TITLE NUMBER		
				
ORDNANCE SURVEY PLAN REFERENCE	SD7918	Scale 1/2500		
COUNTY	LANCASHIRE	ROSSENDALE DISTRICT	© Crown Copyright	

NOTE :-
THE LAND TINTED GREEN HEREON IS
NOT INCLUDED IN THIS TITLE.



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This title is dealt with by HM Land Registry, Fylde Office.

APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 1****Appraisal Summary for Phase 1**

Currency in £

REVENUE

Sales Valuation	Units	ft ²	Sales Rate ft ²	Unit Price	Gross Sales
Apartment 1	1	1,077	278.55	300,000	300,000
Apartment 2	1	1,077	278.55	300,000	300,000
Apartment 3	1	1,077	278.55	300,000	300,000
Apartment 4	1	1,077	278.55	300,000	300,000
Apartment 5	1	1,077	278.55	300,000	300,000
Apartment 6	1	1,077	278.55	300,000	300,000
Apartment 7	1	1,077	278.55	300,000	300,000
Apartment 8	1	1,077	278.55	300,000	300,000
Apartment 9	1	1,077	278.55	300,000	300,000
Apartment 10	1	1,077	278.55	300,000	300,000
Apartment 11	1	1,077	278.55	300,000	300,000
Apartment 12	1	1,077	278.55	300,000	300,000
Apartment 13	1	1,077	278.55	300,000	300,000
Apartment 14	1	1,077	278.55	300,000	300,000
Apartment 15	1	1,077	278.55	300,000	300,000
Apartment 16	1	1,077	278.55	300,000	300,000
Apartment 17	1	1,077	278.55	300,000	300,000
Apartment 18	1	1,077	278.55	300,000	300,000
Apartment 19	1	1,077	278.55	300,000	300,000
Totals	19	20,463			5,700,000

Sales Agent Fee

1.50% (85,500)

Sales Legal Fee

1.00% (57,000)

(142,500)

NET REALISATION**5,557,500****OUTLAY****ACQUISITION COSTS**

Fixed Price

1,193,500

Fixed Price (2.17 Acres @ 550,000.00 /Acre)

1,193,500

1,193,500

Town Planning

5,000

Bat Survey

900

Tree Survey

2,000

7,900

Other Acquisition

Highway Advice

3,000

3,000

CONSTRUCTION COSTS**Construction**

Apartment 1

ft² Build Rate ft²

1,077

180.00

Cost

193,860

Apartment 2

1,077

180.00

193,860

Apartment 3

1,077

180.00

193,860

Apartment 4

1,077

180.00

193,860

Apartment 5

1,077

180.00

193,860

Apartment 6

1,077

180.00

193,860

Apartment 7

1,077

180.00

193,860

APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 1**

Apartment 8	1,077	180.00	193,860	
Apartment 9	1,077	180.00	193,860	
Apartment 10	1,077	180.00	193,860	
Apartment 11	1,077	180.00	193,860	
Apartment 12	1,077	180.00	193,860	
Apartment 13	1,077	180.00	193,860	
Apartment 14	1,077	180.00	193,860	
Apartment 15	1,077	180.00	193,860	
Apartment 16	1,077	180.00	193,860	
Apartment 17	1,077	180.00	193,860	
Apartment 18	1,077	180.00	193,860	
Apartment 19	1,077	180.00	193,860	
Totals	20,463 ft²		3,683,340	
Contingency		10.00%	368,334	
Road/Site Works			100,000	
Statutory/LA			10,000	
				4,161,674

Other Construction

Ground Floor / Parking			1,692,130	1,692,130
------------------------	--	--	-----------	-----------

PROFESSIONAL FEES

Architect		3.00%	161,264	
Quantity Surveyor		1.00%	53,755	
Structural Engineer		0.50%	26,877	
Mech./Elec.Engineer		0.50%	26,877	
Project Manager		1.00%	53,755	
C.D. Manager		0.50%	26,877	
				349,406

MARKETING & LETTING

Marketing			10,000	10,000
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FINANCE


Debit Rate 6.000%, Credit Rate 0.000% (Nominal)				
Land			54,716	
Construction			83,489	
Other			257,989	
Total Finance Cost				396,194

TOTAL COSTS**7,813,804****PROFIT****(2,256,304)****Performance Measures**

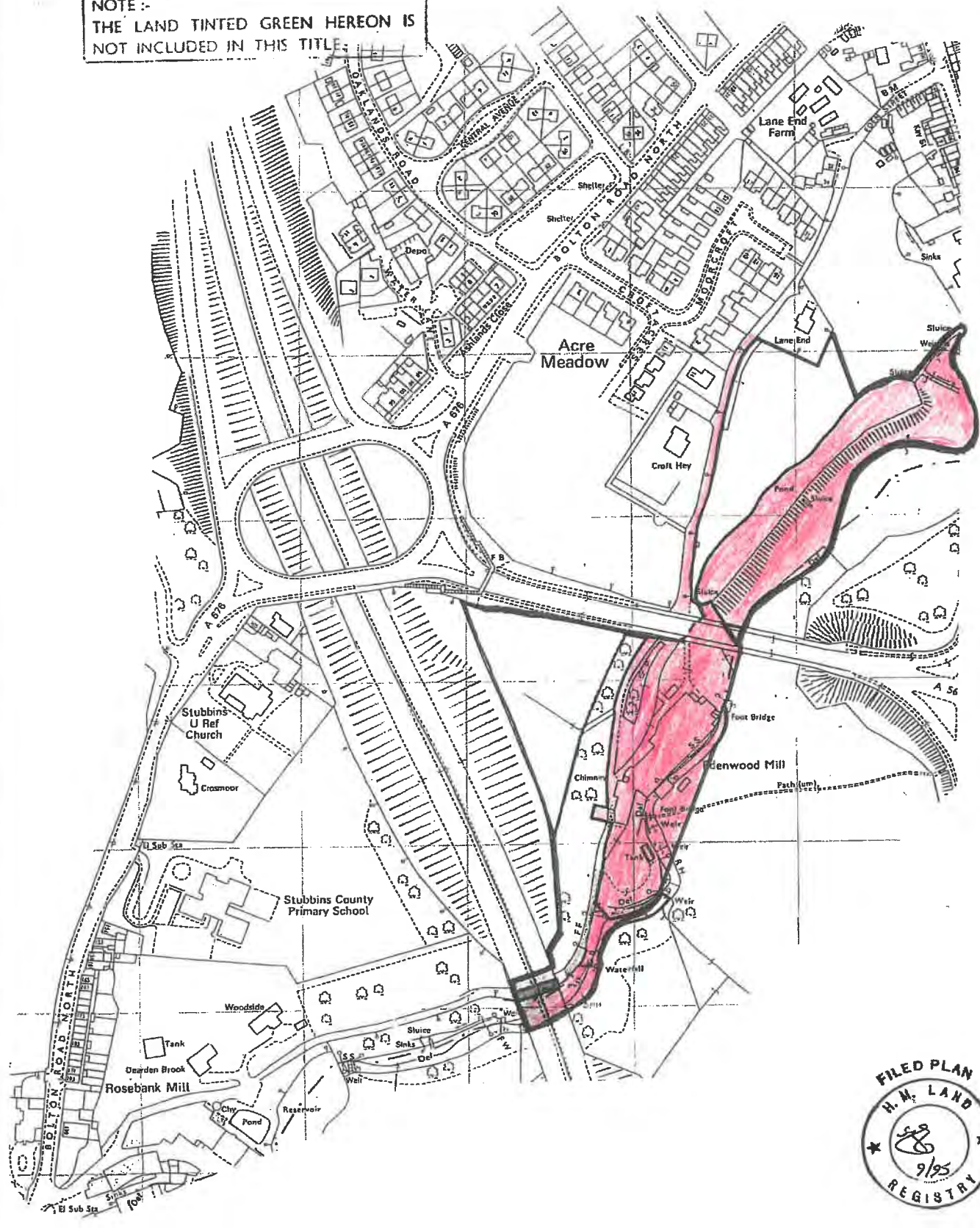
Profit on Cost%	-28.88%
Profit on GDV%	-39.58%
Profit on NDV%	-39.58%
IRR% (without Interest)	-27.21%
Profit Erosion (finance rate 6.000)	N/A

Edenwood Mill Residual 2.

Development Appraisal
Nolan Redshaw Ltd
24 March 2020

H.M. LAND REGISTRY		TITLE NUMBER	
ORDNANCE SURVEY PLAN REFERENCE	SD7918	Scale 1/2500	
COUNTY	LANCASHIRE	ROSSENDALE DISTRICT	© Crown Copyright

NOTE :-
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APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 2.****Appraisal Summary for Phase 1**

Currency in £

REVENUE

Sales Valuation	Units	ft²	Sales Rate ft²	Unit Price	Gross Sales
Apartment 1	1	1,077	278.55	300,000	300,000
Apartment 2	1	1,077	278.55	300,000	300,000
Apartment 3	1	1,077	278.55	300,000	300,000
Apartment 4	1	1,077	278.55	300,000	300,000
Apartment 5	1	1,077	278.55	300,000	300,000
Apartment 6	1	1,077	278.55	300,000	300,000
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Apartment 13	1	1,077	278.55	300,000	300,000
Apartment 14	1	1,077	278.55	300,000	300,000
Apartment 15	1	1,077	278.55	300,000	300,000
Apartment 16	1	1,077	278.55	300,000	300,000
Apartment 17	1	1,077	278.55	300,000	300,000
Apartment 18	1	1,077	278.55	300,000	300,000
Apartment 19	1	1,077	278.55	300,000	300,000
Semi Detached 1	1	1,500	223.33	335,000	335,000
Semi Detached 2	1	1,500	223.33	335,000	335,000
Semi Detached 3	1	1,500	223.33	335,000	335,000
Semi Detached 4	1	1,500	223.33	335,000	335,000
Semi Detached 5	1	1,500	223.33	335,000	335,000
Semi Detached 6	1	1,500	223.33	335,000	335,000
Semi Detached 7	1	1,500	223.33	335,000	335,000
Semi Detached 8	1	1,500	223.33	335,000	335,000
Semi Detached 9	1	1,500	223.33	335,000	335,000
Semi Detached 10	1	1,500	223.33	335,000	335,000
Semi Detached 11	1	1,500	223.33	335,000	335,000
Semi Detached 12	1	1,500	223.33	335,000	335,000
Semi Detached 13	1	1,500	223.33	335,000	335,000
Semi Detached 14	1	1,500	223.33	335,000	335,000
Totals	33	41,463			10,390,000

Sales Agent Fee

1.50%

(155,850)

Sales Legal Fee

1.00%

(103,900)

(259,750)

NET REALISATION**10,130,250****OUTLAY****ACQUISITION COSTS**

Fixed Price

2,744,500

Fixed Price (4.99 Acres @ 550,000.00 /Acre)

2,744,500

2,744,500

Town Planning

9,286

Bat Survey

900

Tree Survey

2,000

12,186

APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 2.****Other Acquisition**

Highways Advice	5,000	
Ecology Advice	5,000	
		10,000

CONSTRUCTION COSTS

Construction	ft²	Build Rate ft²	Cost
Apartment 1	1,077	180.00	193,860
Apartment 2	1,077	180.00	193,860
Apartment 3	1,077	180.00	193,860
Apartment 4	1,077	180.00	193,860
Apartment 5	1,077	180.00	193,860
Apartment 6	1,077	180.00	193,860
Apartment 7	1,077	180.00	193,860
Apartment 8	1,077	180.00	193,860
Apartment 9	1,077	180.00	193,860
Apartment 10	1,077	180.00	193,860
Apartment 11	1,077	180.00	193,860
Apartment 12	1,077	180.00	193,860
Apartment 13	1,077	180.00	193,860
Apartment 14	1,077	180.00	193,860
Apartment 15	1,077	180.00	193,860
Apartment 16	1,077	180.00	193,860
Apartment 17	1,077	180.00	193,860
Apartment 18	1,077	180.00	193,860
Apartment 19	1,077	180.00	193,860
Semi Detached 1	1,500	120.00	180,000
Semi Detached 2	1,500	120.00	180,000
Semi Detached 3	1,500	120.00	180,000
Semi Detached 4	1,500	120.00	180,000
Semi Detached 5	1,500	120.00	180,000
Semi Detached 6	1,500	120.00	180,000
Semi Detached 7	1,500	120.00	180,000
Semi Detached 8	1,500	120.00	180,000
Semi Detached 9	1,500	120.00	180,000
Semi Detached 10	1,500	120.00	180,000
Semi Detached 11	1,500	120.00	180,000
Semi Detached 12	1,500	120.00	180,000
Semi Detached 13	1,500	120.00	180,000
Semi Detached 14	1,500	120.00	180,000
Totals	41,463 ft²		6,203,340
Contingency		10.00%	620,334
Road/Site Works			100,000
Statutory/LA			10,000
			6,933,674
Other Construction			
Ground Floor / Parking			1,692,130
			1,692,130

PROFESSIONAL FEES

Architect	3.00%	236,864
Quantity Surveyor	1.00%	78,955
Structural Engineer	0.50%	39,477
Mech./Elec.Engineer	0.50%	39,477
Project Manager	1.00%	78,955
C.D. Manager	0.50%	39,477
		513,206

APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 2.****MARKETING & LETTING**

Marketing	10,000	10,000
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FINANCE

Debit Rate 6.000%, Credit Rate 0.000% (Nominal)



Land	125,963	
Construction	121,588	
Other	416,182	
Total Finance Cost		663,733

TOTAL COSTS**12,579,428****PROFIT****(2,449,178)****Performance Measures**

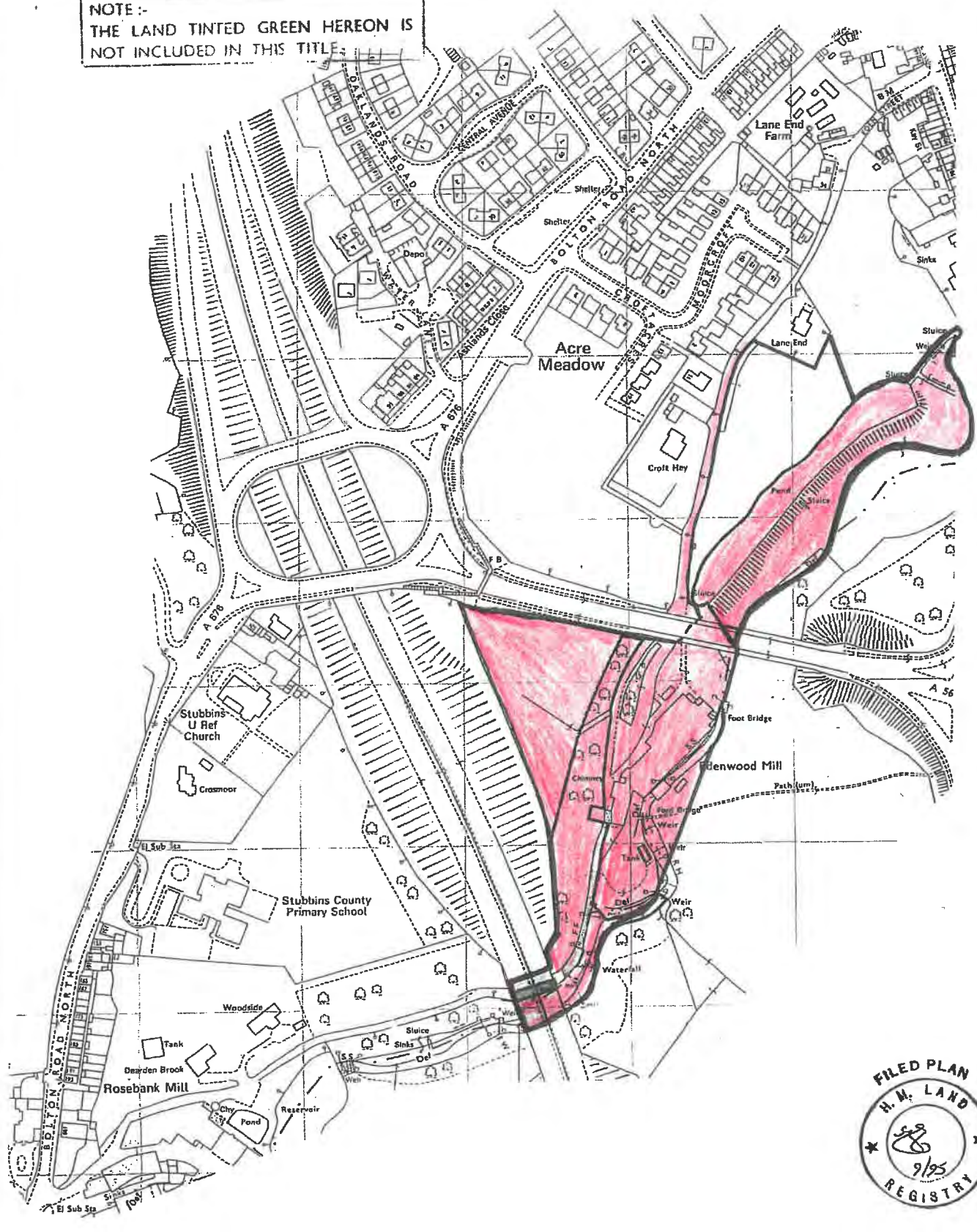
Profit on Cost%	-19.47%
Profit on GDV%	-23.57%
Profit on NDV%	-23.57%
IRR% (without Interest)	-15.51%
Profit Erosion (finance rate 6.000)	N/A

Edenwood Mill Residual 3.

Development Appraisal
Nolan Redshaw Ltd
24 March 2020

H.M. LAND REGISTRY		TITLE NUMBER 	
ORDNANCE SURVEY PLAN REFERENCE	SD7918	Scale 1/2500	
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Edenwood Mill Residual 3.

Appraisal Summary for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	ft²	Sales Rate ft²	Unit Price	Gross Sales
Apartment 1	1	1,077	278.55	300,000	300,000
Apartment 2	1	1,077	278.55	300,000	300,000
Apartment 3	1	1,077	278.55	300,000	300,000
Apartment 4	1	1,077	278.55	300,000	300,000
Apartment 5	1	1,077	278.55	300,000	300,000
Apartment 6	1	1,077	278.55	300,000	300,000
Apartment 7	1	1,077	278.55	300,000	300,000
Apartment 8	1	1,077	278.55	300,000	300,000
Apartment 9	1	1,077	278.55	300,000	300,000
Apartment 10	1	1,077	278.55	300,000	300,000
Apartment 11	1	1,077	278.55	300,000	300,000
Apartment 12	1	1,077	278.55	300,000	300,000
Apartment 13	1	1,077	278.55	300,000	300,000
Apartment 14	1	1,077	278.55	300,000	300,000
Apartment 15	1	1,077	278.55	300,000	300,000
Apartment 16	1	1,077	278.55	300,000	300,000
Apartment 17	1	1,077	278.55	300,000	300,000
Apartment 18	1	1,077	278.55	300,000	300,000
Apartment 19	1	1,077	278.55	300,000	300,000
Semi Detached 1 Lodge	1	1,500	223.33	335,000	335,000
Semi Detached 2 Lodge	1	1,500	223.33	335,000	335,000
Semi Detached 3 Lodge	1	1,500	223.33	335,000	335,000
Semi Detached 4 Lodge	1	1,500	223.33	335,000	335,000
Semi Detached 5 Lodge	1	1,500	223.33	335,000	335,000
Semi Detached 6 Lodge	1	1,500	223.33	335,000	335,000
Semi Detached 7 Lodge	1	1,500	223.33	335,000	335,000
Semi Detached 8 Lodge	1	1,500	223.33	335,000	335,000
Semi Detached 9 Lodge	1	1,113	300.99	335,000	335,000
Semi Detached 10 Lodge	1	1,113	300.99	335,000	335,000
Semi Detached 11 Lodge	1	1,113	300.99	335,000	335,000
Semi Detached 12 Lodge	1	1,113	300.99	335,000	335,000
Semi Detached 13 Lodge	1	1,113	300.99	335,000	335,000
Semi Detached 14 Lodge	1	1,113	300.99	335,000	335,000
Semi Detached 15 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 16 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 17 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 18 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 19 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 20 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 21 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 22 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 23 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 24 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 25 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 26 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 27 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 28 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 29 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 30 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 31 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 32 Moxon	1	1,113	300.99	335,000	335,000

APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 3.**

Semi Detached 33 Moxon	1	1,113	300.99	335,000	335,000
Semi Detached 34 Moxon	1	1,113	300.99	335,000	335,000
Townhouse 1	1	1,407	266.52	375,000	375,000
Townhouse 2	1	1,407	266.52	375,000	375,000
Townhouse 3	1	1,407	266.52	375,000	375,000
Townhouse 4	1	1,407	266.52	375,000	375,000
Townhouse 5	1	1,407	266.52	375,000	375,000
Townhouse 6	1	1,407	266.52	375,000	375,000
Detached 1	1	1,113	341.42	380,000	380,000
Totals	60	70,956			19,720,000

Sales Agent Fee	1.50%	(295,800)		
Sales Legal Fee	1.00%	(197,200)		
			(493,000)	

NET REALISATION**19,227,000****OUTLAY****ACQUISITION COSTS**

Fixed Price	4,279,000			
Fixed Price (7.78 Acres @ 550,000.00 /Acre)		4,279,000		4,279,000
Town Planning		14,500		
Bat Survey		900		
Tree Survey		2,000		
				17,400

Other Acquisition

Highway Advice		5,000		
Ecology		5,000		
				10,000

CONSTRUCTION COSTS

Construction	ft²	Build Rate ft²	Cost
Apartment 1	1,077	180.00	193,860
Apartment 2	1,077	180.00	193,860
Apartment 3	1,077	180.00	193,860
Apartment 4	1,077	180.00	193,860
Apartment 5	1,077	180.00	193,860
Apartment 6	1,077	180.00	193,860
Apartment 7	1,077	180.00	193,860
Apartment 8	1,077	180.00	193,860
Apartment 9	1,077	180.00	193,860
Apartment 10	1,077	180.00	193,860
Apartment 11	1,077	180.00	193,860
Apartment 12	1,077	180.00	193,860
Apartment 13	1,077	180.00	193,860
Apartment 14	1,077	180.00	193,860
Apartment 15	1,077	180.00	193,860
Apartment 16	1,077	180.00	193,860
Apartment 17	1,077	180.00	193,860
Apartment 18	1,077	180.00	193,860
Apartment 19	1,077	180.00	193,860
Semi Detached 1 Lodge	1,500	120.00	180,000
Semi Detached 2 Lodge	1,500	120.00	180,000
Semi Detached 3 Lodge	1,500	120.00	180,000
Semi Detached 4 Lodge	1,500	120.00	180,000

APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 3.**

Semi Detached 5 Lodge	1,500	120.00	180,000	
Semi Detached 6 Lodge	1,500	120.00	180,000	
Semi Detached 7 Lodge	1,500	120.00	180,000	
Semi Detached 8 Lodge	1,500	120.00	180,000	
Semi Detached 9 Lodge	1,113	120.00	133,560	
Semi Detached 10 Lodge	1,113	120.00	133,560	
Semi Detached 11 Lodge	1,113	120.00	133,560	
Semi Detached 12 Lodge	1,113	120.00	133,560	
Semi Detached 13 Lodge	1,113	120.00	133,560	
Semi Detached 14 Lodge	1,113	120.00	133,560	
Semi Detached 15 Moxon	1,113	120.00	133,560	
Semi Detached 16 Moxon	1,113	120.00	133,560	
Semi Detached 17 Moxon	1,113	120.00	133,560	
Semi Detached 18 Moxon	1,113	120.00	133,560	
Semi Detached 19 Moxon	1,113	120.00	133,560	
Semi Detached 20 Moxon	1,113	120.00	133,560	
Semi Detached 21 Moxon	1,113	120.00	133,560	
Semi Detached 22 Moxon	1,113	120.00	133,560	
Semi Detached 23 Moxon	1,113	120.00	133,560	
Semi Detached 24 Moxon	1,113	120.00	133,560	
Semi Detached 25 Moxon	1,113	120.00	133,560	
Semi Detached 26 Moxon	1,113	120.00	133,560	
Semi Detached 27 Moxon	1,113	120.00	133,560	
Semi Detached 28 Moxon	1,113	120.00	133,560	
Semi Detached 29 Moxon	1,113	120.00	133,560	
Semi Detached 30 Moxon	1,113	120.00	133,560	
Semi Detached 31 Moxon	1,113	120.00	133,560	
Semi Detached 32 Moxon	1,113	120.00	133,560	
Semi Detached 33 Moxon	1,113	120.00	133,560	
Semi Detached 34 Moxon	1,113	120.00	133,560	
Townhouse 1	1,407	120.00	168,840	
Townhouse 2	1,407	120.00	168,840	
Townhouse 3	1,407	120.00	168,840	
Townhouse 4	1,407	120.00	168,840	
Townhouse 5	1,407	120.00	168,840	
Townhouse 6	1,407	120.00	168,840	
Detached 1	1,113	120.00	133,560	
Totals	70,956 ft²		9,742,500	
Contingency		10.00%	974,250	
Road/Site Works			100,000	
Statutory/LA			10,000	
				10,826,750
Other Construction				
Ground Floor / Parking			1,692,130	
				1,692,130
PROFESSIONAL FEES				
Architect		3.00%	343,039	
Quantity Surveyor		1.00%	114,346	
Structural Engineer		0.50%	57,173	
Mech./Elec.Engineer		0.50%	57,173	
Project Manager		1.00%	114,346	
C.D. Manager		0.50%	57,173	
				743,251
MARKETING & LETTING				
Marketing			10,000	
				10,000
FINANCE				

Project: S:\A- Surveyors\Bowers\Harry Bowers\Development\Residuals\Lake View\Edenwood Mill - Residual 3..wcfx
 ARGUS Developer Version: 8.20.003 Date: 24/03/2020

APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 3.**

Debit Rate 6.000%, Credit Rate 0.000% (Nominal)

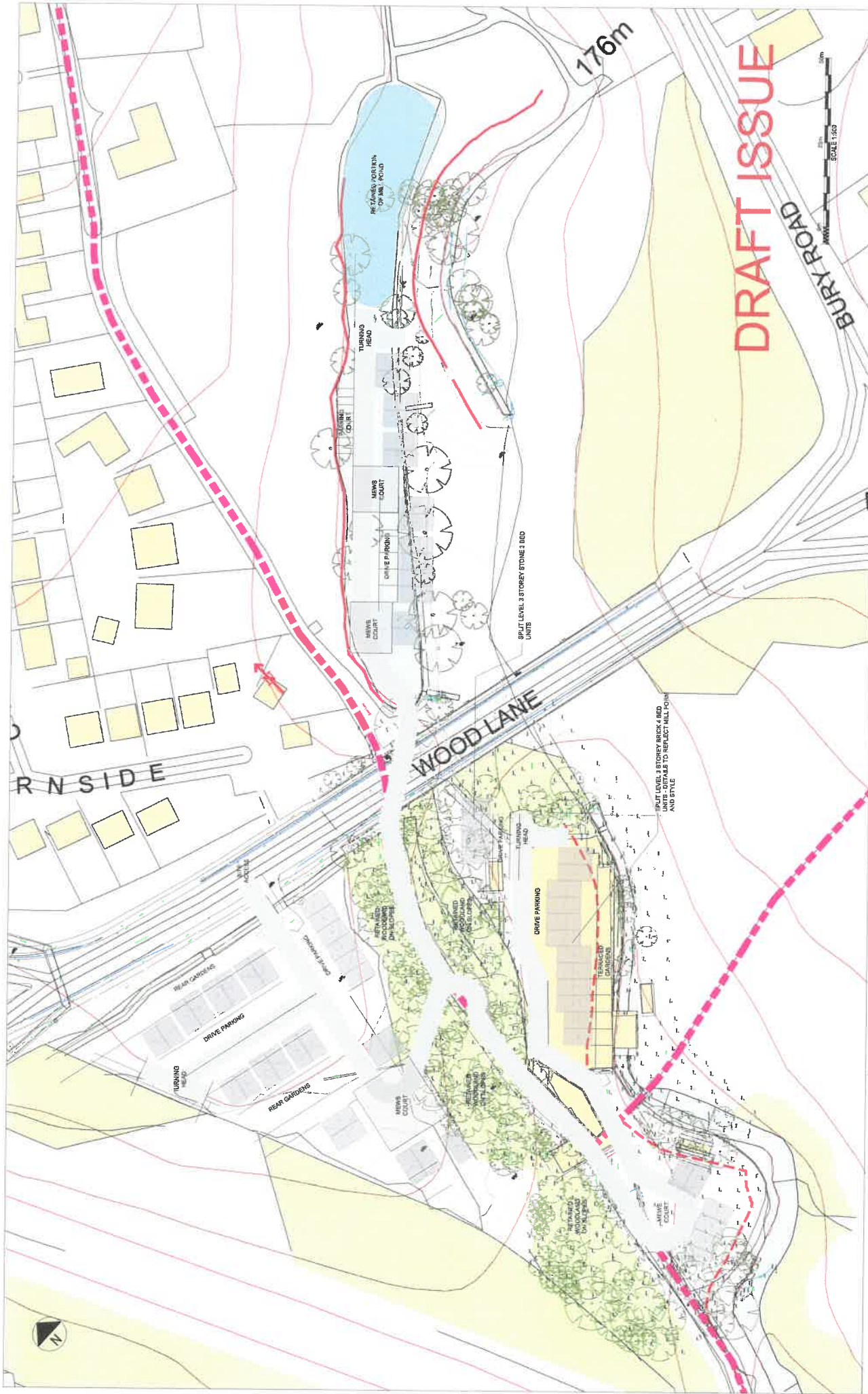
Land	196,135	
Construction	175,059	
Other	598,609	
Total Finance Cost		969,803

TOTAL COSTS **18,548,334****PROFIT** **678,666****Performance Measures**

Profit on Cost%	3.66%
Profit on GDV%	3.44%
Profit on NDV%	3.44%
IRR% (without Interest)	9.49%
Profit Erosion (finance rate 6.000)	7 mths

Edenwood Mill Residual 4.

Development Appraisal
Nolan Redshaw Ltd
24 March 2020



SCALE @ A1
1:500
DATE APR 20
PERSON (-)

PROJECT TITLE
INDICATIVE SITE MASTERPLAN

PROJECT NUMBER
YD2_20_07

DOCUMENT NUMBER
YD2_EW_MP001

PROJECT TITLE
**EDENWOOD MILL
LAND OFF WOOD LANE
EDENFIELD**


REV	DESCRIPTION	DRAWN	CHECKED	DATE

DRAWING NOTES:

(-) DRAFT ISSUE FOR COMMENT

GENERAL NOTES:

- DO NOT SCALE FROM THE DRAWING
- DIMENSIONS GIVEN
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
- ALL DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO ANY CONSTRUCTION
- TDI SHALL BE NOTIFIED OF ANY DISCREPANCIES



Squareyard
landscape Architecture • Urban design • Masterplanning

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Web: www.yd2.co.uk
Tel: 07514 281 452

H. M. LAND REGISTRY

ORDNANCE SURVEY
PLAN REFERENCE

SD7918

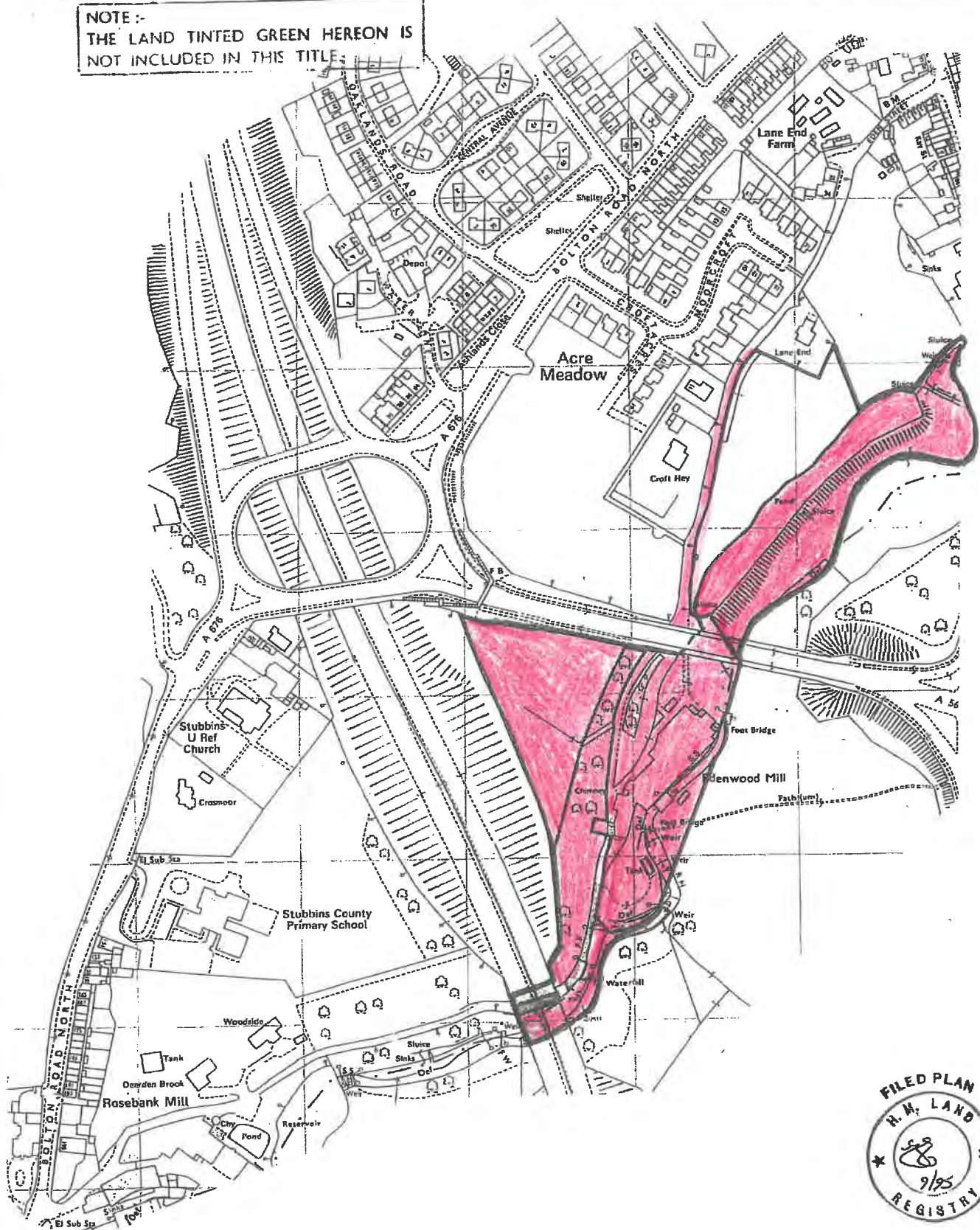
Scale
1/2500

COUNTY LANCASHIRE

ROSSENDALE DISTRICT

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APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 4.**

Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Mews	1	1,113	336.93	375,000	375,000
Detached	<u>1</u>	<u>1,113</u>	341.42	380,000	<u>380,000</u>
Totals	63	73,215			22,270,000

Sales Agent Fee	1.50%	(334,050)	
Sales Legal Fee	1.00%	(222,700)	
			(556,750)

NET REALISATION **21,713,250**

OUTLAY**ACQUISITION COSTS**

Fixed Price	4,279,000		
Fixed Price (7.78 Acres @ 550,000.00 /Acre)		4,279,000	
			4,279,000
Town Planning		14,500	
Bat Survey		900	
Tree Survey		2,000	
			17,400
Other Acquisition			
Highways Advice		5,000	
Ecology		5,000	
			10,000

CONSTRUCTION COSTS

Construction	ft ²	Build Rate ft ²	Cost
Semi Detached 1	1,500	120.00	180,000
Semi Detached 2	1,500	120.00	180,000
Semi Detached 3	1,500	120.00	180,000
Semi Detached 4	1,500	120.00	180,000
Semi Detached 5	1,500	120.00	180,000
Semi Detached 6	1,500	120.00	180,000
Semi Detached 7	1,500	120.00	180,000
Semi Detached 8	1,500	120.00	180,000
Semi Detached 9	1,113	120.00	133,560
Semi Detached 10	1,113	120.00	133,560
Semi Detached 11	1,113	120.00	133,560
Semi Detached 12	1,113	120.00	133,560
Semi Detached 13	1,113	120.00	133,560
Semi Detached 14	1,113	120.00	133,560
Semi Detached 15	1,113	120.00	133,560
Semi Detached 16	1,113	120.00	133,560
Semi Detached 17	1,113	120.00	133,560
Semi Detached 18	1,113	120.00	133,560
Semi Detached 19	1,113	120.00	133,560
Semi Detached 20	1,113	120.00	133,560

APPRAISAL SUMMARY**NOLAN REDSHAW LTD****Edenwood Mill Residual 4.**

Project Manager	1.00%	104,779	
C.D. Manager	0.50%	52,390	681,065

MARKETING & LETTING

Marketing		10,000	10,000
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FINANCE

Debit Rate 6.000%, Credit Rate 0.000% (Nominal)

Land		196,135	
Construction		164,724	
Other		576,131	
Total Finance Cost			936,991

TOTAL COSTS**17,500,966****PROFIT****4,212,284****Performance Measures**

Profit on Cost%	24.07%
Profit on GDV%	18.91%
Profit on NDV%	18.91%

IRR% (without Interest) 30.49%

Profit Erosion (finance rate 6.000) 3 yrs 7 mths

Edenwood Mill Site, Edenfield

Land off Wood Lane
Potential Residential Development of Circa 66 Dwellings

GREEN BELT RELEASE STUDY
APPRAISAL OF PREVIOUS LANDSCAPE ASSESSMENT FOR THE SITE
'LIVES AND LANDSCAPES'

13th April 2020
REV (-)

Produced by



SQUAREYARD

INTRODUCTION

The following discussion aims to dissect, query and challenge the methodology used within the Lives and Landscapes Report (LAL) and present rebuttal to the conclusion that Area D is 'Unsuitable for development on landscape grounds. While the intention is not to discredit the LAL or diminish its integrity in any negative sense; this report aims to present an alternative professional opinion. This will be based firstly, on a more detailed review of the site and more thorough understanding of the proposed development and secondly, on an alternative interpretation of the guideline set out within GLVIA 3rd Edition.

The methodology within the LAL report notes that:

Landscape value is ranked as high, high to moderate, moderate, or low, where

- *national or internationally designated landscapes are high,*
- *local and district landscapes high to moderate,*
- *community landscapes, moderate and*
- *landscapes of limited value, low.*

We query the term 'community Landscapes' and the assumption that this reflects Moderate Landscape Quality. This approach is not consistent with recommendations within GLVIA 3. The guidelines suggest that Landscape Value should be assessed based on a range of factors including quality and condition of individual elements and their collective contribution to the wider landscape character as follows:

The value of a landscape receptor is a reflection of its importance in terms of any designations that may apply, or its importance in itself as a landscape or landscape resource, which may be due to its ecological, cultural or recreational value. The following factors are generally agreed to influence value (GLVIA p.84, para 5.28):

- *landscape quality (condition).*
- *scenic quality.*
- *rarity.*
- *representativeness.*
- *conservation interests.*
- *recreation value.*
- *perceptual aspects; and*
- *associations.*

The GLVIA guidelines recommend that Landscape Value is assessed as High, Medium or Low as follows:

□ High: nationally designated or iconic, unspoiled landscape with few, if any degrading elements.

□ Medium: regionally or locally designated landscape or an undesignated landscape with locally important features which may include some degrading elements.

□ Low: undesignated landscape with few, if any distinct features or several degrading elements.

On this basis we question the judgement that areas of open space with a community interest are of 'Moderate quality' on the basis that they provide (an unqualified) contribution to the community's perception of the landscape. In the case of Area D, the land is firstly, previously developed land/brownfield land, with over 50% of the site area consisting of a former mill pond. Secondly – in the main, the area is largely inaccessible for community use with only one (undesignated) informal access along the mill pond wall. The site has no formal PROW across it and is generally impossible to navigate due to landform and unsafe features within the terrain. Finally, the site is privately owned with no provision for community use or public access. Therefore, its only value at community level can only be through its contribution to visual amenity for local residents. These residents either overlook the site from residential properties or experience the site during informal recreation along the public footpath which runs along the northern boundary of the site. On the former (residential tenants) we would note the consideration that tenants are not entitled to a view as quoted in the LAL Report. On the latter we question the sites value in terms of visual amenity at site level in its current state.

Site analysis of the area noted that much of the vegetation is self-seeded and of little significance in ecological or conservation terms. The site has no formal landscape designations at national, regional or local level. Tree cover is limited and where evident trees are in poor condition. Built features within the landscape consist mainly of dilapidated mill walls and pond sluices which do not contribute to wider landscape character; and as individual elements are generally unsightly and unsafe. There are no distinctive or rare elements within the site extents. The site has no associations as such aside from the perceived connection to the area's industrial past. This is in no sense rare or special, neither does the site represent a high-quality example of such historic features in the context of other such examples in the wider area.

Considering the above observations, it seems the only element considered in the allocation of the site as being of Moderate Landscape value is based upon the community's again unqualified 'Perception' of this as open space. It is highly questionable that this assumption has any weighting in real terms. When making assessments on this basis one could assume that any piece of undesignated and undeveloped land has a 'moderate' landscape value. On this basis the author disagrees with the conclusions formed within the Lives and Landscapes Report (LAL) which suggests that Site D is unsuitable for residential development on 'Landscape Grounds' as per the following tables.

Extracts from Landscape Assessment of Area D within LAL Report

a) Assessment of Sensitivity

AREA D SENSITIVITY		SUSCEPTIBILITY		
		High	Medium	Low
VALUE	National/International	High	High-medium	Medium
	Local/District	High-Medium	Medium	Medium-low
	Community	Medium	Medium-low	Low
	Limited	Low	Low-negligible	Negligible

b) Assessment of Significance

Eden Mill Area D SIGNIFICANCE		MAGNITUDE			
LANDSCAPE EFFECT		Negligible	Small	Medium	Large
ANALYSIS	Negligible	Negligible impact	Negligible-slight impact	Slight impact	Slight-moderate impact
	Low-negligible	Negligible – slight impact	Negligible-slight impact	Slight impact	Slight – moderate impact
	Low	Negligible– slight impact	Slight impact	Slight-moderate impact	Moderate impact
	Medium-Low	Slight impact	Slight impact	Slight-moderate impact	Moderate impact
	Medium	Slight impact	Slight-moderate impact	Moderate impact	Moderate-substantial impact
	High-Medium	Slight impact	Slight moderate impact	Moderate impact	Moderate-substantial impact
	High	Slight-Moderate impact	Moderate impact	Moderate substantial impact	Substantial impact

c) Outcome of Landscape Assessment

OUTCOME OF SITE ASSESSMENT	
Eden Mill Area A	Suitable for development with mitigation
Eden Mill Area B	Suitable for development with mitigation
Eden Mill Area C	Suitable for development with mitigation
Eden Mill Area D	Not suitable for development on landscape grounds

This report would also like to question the following statement within the Lives and Landscapes Report which suggests that all housing development on greenfield sites has a high impact.

Quote from LAL

“The scale of the landscape effects is difficult to assess in the absence of detailed proposals; however, it can be assumed that placing housing on green field sites has a high impact”

We would again query this statement - The level of impact must surely depend on consideration of proposed density, form, mass, scale, materiality, layout and permeability. Likewise, the impact of any development should be considered in the context of any positive enhancements created by the change in land use such as accessibility, biodiversity enhancements, screening proposals, visual amenity and improved provision and functionality of public open space. While we accept that the scope of the Lives and Landscapes report was high level and therefore limited to the level of information available at the time. One would suggest that under those circumstances such judgements should have been tempered to assume a middle ground as oppose to assuming that all residential development is inherently negative. Particularly in the case of proposed development of brownfield sites on the urban fringe.

In this case, we suggest that the level of impact is low. The site in question sits within the Settled Valleys landscape character area and within the boundary of the Town and Fringe

classification. The site is bounded on the north and east by existing settlement formed of primarily medium quality residential development. Sites to the west are under the ownership of our client and have been allocated for housing development. Our client is keen to take these sites forward within the next 3-5 years.

It can therefore be assumed that soon the site in question (Area D) will be flanked by housing on all but the rural facing side to the south. In this scenario the site will form an illogical indent in the urban boundary. The author of this report suggests that a more logical boundary to the green belt designation would follow the line of the stream as per the town and fringe allocation boundary and the boundary of the settled valleys LCA. It is noted that diagrams within the Lives and Landscapes report only show the Green Belt allocation derived from the Lancashire County Council (LCC) designation (see below).

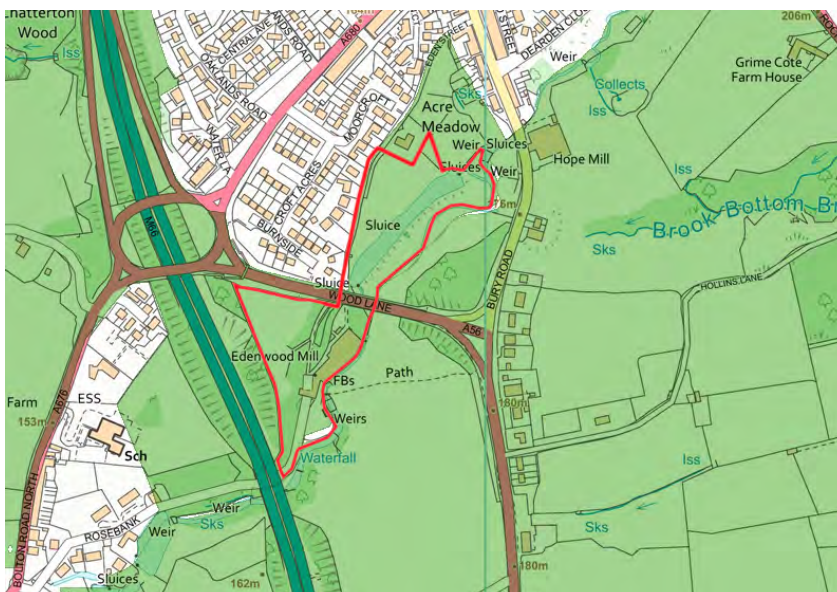
Green Belt Plan Extracted from LAL Report



Green Belt Eden Mill Source: MARIO

The site however sits on the boundary of Bury Council and Lancashire County Council; and when shown in this context (with the Bury Council green belt allocation included – see below) it is clear that sufficient and extensive green belt is in place to the south side of the stream to ensure the functions of the Green Belt remain satisfied.

Comprehensive Green Belt Plan



With regard again to the level of impact. The proposed site layout for area D is low density. The units have been laid out carefully to mirror the mass and scale of the previous mill use. As the process progresses towards a formal planning application it is our client's intention to develop a high-quality design for the units with an appropriate selection of façade detailing and materiality suitable to the visual context. Visibility of the units from the open countryside is low, affording to dense screening vegetation along the northern/western edge of Bury Road and the built form of the A56 Overpass. The units have been laid out to provide a soft edge to the rural facing side of the development by positioning the road to the rear of the properties. This approach will allow screening provision to be made within and outside the rear gardens to help soften the scheme into views. As such visual impact of the proposed scheme is considered low.

Furthermore, the proposed design will provide positive enhancements to the site over the baseline. In its current condition the site is inaccessible to public use. Many of the individual elements are in poor condition and provide detriment to visual quality at site level. The proposed scheme will open up the eastern end of the site providing a more functional and attractive piece of public open space readily accessible for community use. The proposals include for enhancements to the eastern end of the mill pond to improve both visual quality of the element and its performance as habitat. The proposed landscape scheme for the site will include for the introduction of species rich hedgerows, specimen native tree planting and habitat management to improve the performance of the landscape elements on the site. As such it is suggested that the proposed development has the potential to generate a positive impact on the site over the baseline condition in both landscape and visual terms.

We trust that the above information will be considered by the appropriate parties in conjunction with our recent Landscape and Visual Appraisal of the site (submitted separately)

Edenwood Mill Site, Edenfield

Land off Wood Lane
Potential Residential Development of Circa 66 Dwellings

GREEN BELT RELEASE STUDY PRELIMINARY LANDSCAPE AND VISUAL APPRAISAL

13th April 2020
Revision (-)



Produced by



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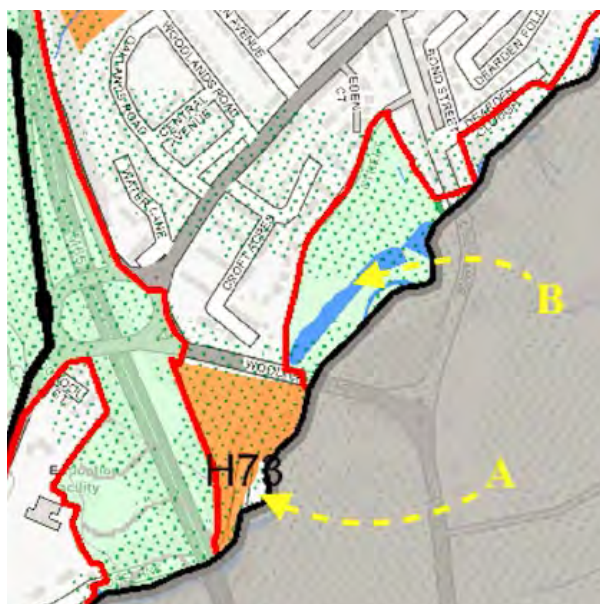
1.0 Introduction and Background

1.1 Terms of Reference

In March 2020 **Squareyard Landscape Architecture** were commissioned to carry out a Landscape and Visual Appraisal on behalf of Roman Summer Associates. The purpose of the study is to establish the landscape value and visual sensitivity of the site; and make a judgment on its suitability for release from the Green Belt for the purpose of residential development.

Previous representations on this matter have been made to the Local Authority (See Appendix D). It has been recommended by the Planning Inspectorate that the rationale and methodology applied to the retention of Areas A and B (See plan below) as part of the Green Belt should be further tested. It is noted for clarity that since the production of the plan below and date of the original representations; the Local Authority (Rossendale Borough Council) have since conceded that Area A should be included with the allocation of H73. As such, the following report will not aim to address this issue and rather focus on the parcel of land noted as Area B on the plan below.

Plan of H73 and Green Belt



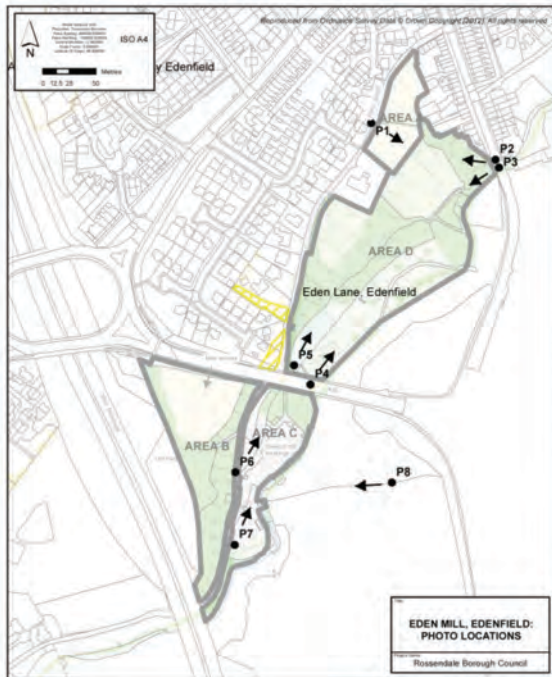
1.2 Background

In 2015 Rossendale Borough Council published the 'Lives and Landscapes Assessment (LAL) – Produced by Penny Bennett Landscape Architects in conjunction with Annette Birch'.

The purpose of this assessment was:

“to carry out landscape appraisals of all sites which have potential landscape sensitivity within the Borough. These appraisals will be incorporated within the Council’s Site Allocations and Development Management Plan Document, which is expected to be adopted in January 2017.”

Volume 4 of the LAL assessed the Eden Mill site and subdivided this into 4 distinct areas A, B, C and D (See Plan below)



The landscape and visual appraisal process carried out in the LAL concluded that Areas A, B and C; were suitable for development to residential land use with mitigation. It further concluded that Area D was unsuitable for residential development on landscape grounds. Extracts from the LAL assessment process and judgements applied to the site can be reviewed in Appendix D of this report. The purpose of the following appraisal is to firstly review the methodology applied to the assessment of Area D within the LAL and provide an alternative professional view on the site's suitability for residential development.

Since the release of the LAL report Area A has been developed to residential use and Areas B and C have been allocated as housing site H73 within the Council's Site Allocations and Development Management Plan Document. On this basis the following appraisal process will primarily focus on Area D (highlighted orange on the plan below).

Map of Study Area – Area D



1.3 Aims of the Study

This assessment considers the baseline condition for the landscape as a resource and its contribution to landscape character and visual amenity.

In summary, the aims of this study are:

- To assess the landscape quality and character of the site in its current condition and consider its contribution to the wider landscape character of the area.
- To evaluate the visual amenity of the site in its current condition and consider its contribution to visual amenity for site users and wider views from the surrounding landscape.
- To consider and evaluate any potential effects on landscape character and visual amenity resulting from the proposed development to residential use.
- To form conclusions on the significance of any landscape and visual effects resulting from the potential development to residential land use.
- To make recommendations on the site's allocation as Green Belt

The study has been carried out in accordance with best practice recommendations contained within the '**Guidelines for Landscape and Visual Impact Assessment' 3rd Edition** (GLVIA 3) prepared Jointly by the Landscape Institute and the Institute for Environmental Management and Assessment.

Further reference documents consulted in production of this report include:

- *A Landscape Strategy for Lancashire December 2000, Landscape Character Assessment – Published by The Environment Directorate/Lancashire County Council*
- *Lives and Landscapes Assessment 2015 – Published by Penny Bennet Associates*
- *Landscape Character Assessment – Guidance for England and Scotland – Published by the Countryside Agency and Scottish Natural Heritage*
- *Landscape Character Assessment – Guidance for England and Scotland – Topic Paper 6: Techniques and Criteria for Judging Capacity and Sensitivity – Published by the Countryside Agency and Scottish Natural Heritage*
- *National Planning Policy Framework 2019 – Published by Department for Communities and Local Government*

1.4 Study Methodology

The study was undertaken in accordance with recommended methodologies outlined within GLVIA 3 (Published by the Landscape Institute) and, also considered recommendations and information contained within those documents outlined within the terms of reference above.

The process followed to establish and assess the potential effects of the proposed development is summarised as follows:

- Initial site walkover and driven survey to establish broad extents and context for the study area.
- Desk top survey of Landscape Character Appraisals to advise the Landscape Baseline regarding Character and Intrinsic Value.
- Site study of the site and its context taking note of key landscape features, site characteristics and any elements contributing to landscape character, landscape value and visual amenity for inclusion within the study.

- Site based photographic survey to test visibility of the scheme and capture key viewpoints identified as potential visual receptors.
- Definition of the weighting afforded to the landscape resources identified in the baseline study, consideration of the value and sensitivity of each of these features to change and an assessment of the magnitude of change predicted as a result of the proposed development.
- Definition of the sensitivity of each of the key visual receptors established in the baseline study regarding; the proximity of the receptor to the development, the number of users/frequency and duration of the view and; the nature of the view with regard to the viewer's perception.
- Identification of any potential Landscape and Visual Effects of the proposed development against the established baselines and assessment of the magnitude and significance of each.
- Summary statement forming conclusions on the Overall Significance of Effects and the sites capacity to adopt the proposed changes.

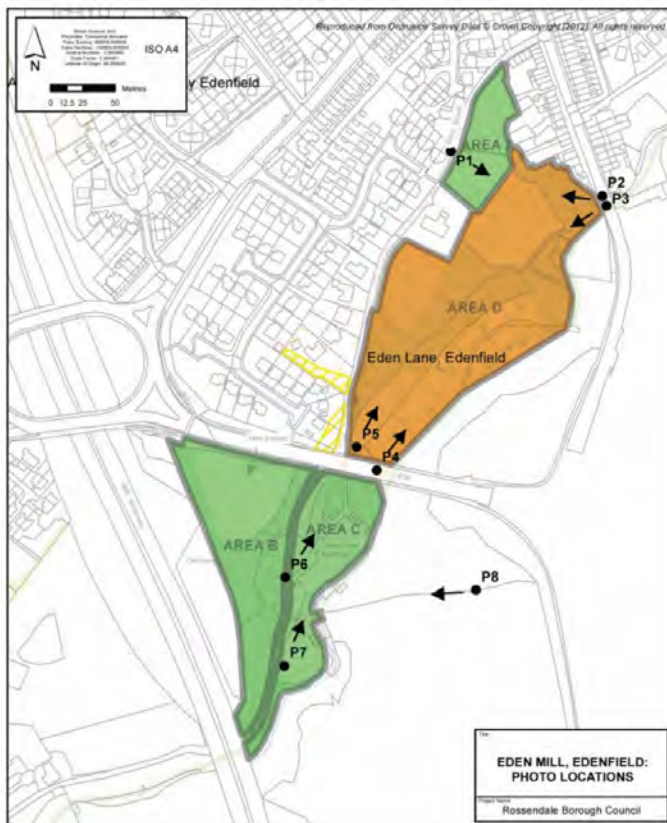
2.0 Landscape Assessment

2.1 Description of the Site

The site comprises of the former Edenwood Mill and its surrounding curtilage. The site is currently accessed from Rosebank along the old mill access road. Potential future access is assumed from the A56 as highlighted on the site layout.

The site is bounded by the M66 at high level (via an overpass bridge) on its south-eastern boundary. The site then runs beneath a second overpass bridge (Wood Lane/A56) and continues beyond this to the north. The site currently consists of a former mill, associated mill ponds and infrastructure, low to high-density scrub and woodland, sporadic specimen trees in varying states of condition, open grassland (located primarily adjacent to the boundaries) and the watercourse (Dearden Brook). The water course borders the site on the east beyond which the landscape opens into unimproved grassland between it and the A56 (Bury Road) to the east. The site falls from its north/north-western boundaries from a level of 171.0mAOD to 162.0mAOD, down towards the Dearden Brook where levels range from 154.0mAOD to 151.0mAOD.

The above description refers to the whole of the site under our client's ownership. As per the introductory parts of this report it is re-iterated that the landscape and visual assessment that follows refers only to the area of site noted as 'Area D' on the plan below.



2.2 Landscape Baseline Study

A desktop survey was carried out as part of this appraisal to establish the landscape baseline environment. Following this a site walkover survey was also carried out to identify and qualify site specific features and individual landscape elements which contribute to landscape value, landscape character and visual amenity. Plans and photographs developed as part of this survey can be viewed in Appendix B.

In summary baseline study concludes the following:

- The site is located within the 'Settled Valley' Landscape Character Area which consists of a mix of modern and historic settlements, sporadic woodland copses and open unimproved grassland. Boundary features are typically formed of hedgerows, traditional dry-stone walls and agricultural fencing.
- The site sits within the 'Modern Settlement' boundary as defined by Lancashire County Council under the historic Landscape Character Areas
- The site sits within the 'Town and Fringe' Classification as defined by Lancashire County Council.
- The site within Green Belt
- The site comprises of a mix of brownfield land (historic mill ponds and associated infrastructure), self-seeded scrub and woodland of medium to low quality, sporadic mature trees of varying (mainly poor) condition and unimproved grassland of limited ecological value.
- Boundary treatments include low quality modern chain link fencing in poor condition, timber agricultural fencing in poor condition and traditional dry-stone wall in moderate condition.

3.0 Visual Appraisal

The preliminary visual appraisal carried out as part of this assessment can be reviewed in Appendix C. The site survey aimed to capture and test potential views of the site and establish a visual baseline against which any potential effects can be measured. A total of 20 viewpoints were surveyed and captured. 6 of these viewpoints were considered relevant for inclusion within the assessment to represent the following receptor groups:

- Walkers on FP 112
- Walkers on FP 111
- Drivers/Walkers on the A56 Overpass
- Drivers/Walkers on Bury Road

Residential receptors are not considered in detail within this appraisal. The proposed development is residential in nature. GLVIA recommends that effects to occupants of adjacent dwellings should be considered via a separate Residential Amenity Assessment. The visual assessment within this appraisal focusses only on users of the landscape from Public Rights of Way and Transport Routes.

Details of the viewpoint locations included within the appraisal can be seen on the plan below. Appendix C includes the surveyed views along with a preliminary appraisal on potential effects.



4.0 Assessment of Landscape Effects

This section of the report will outline the authors judgements on the significance of potential landscape effects predicted as a result of the proposed development to residential land use. The process followed in making these judgements is as follows:

- Desktop and site survey to establish landscape value and establish a susceptibility to change
- Combination of the sites susceptibility to change and value to establish the sensitivity of the accepting landscape
- Combination of the sites sensitivity and the anticipated magnitude of change resulting from the proposed development to establish a potential significance of landscape impacts as a result of the proposed development

This process adheres to the guidance set out in 'Guidance for Landscape and Visual Assessment 3rd edition.

4.1 Assessment of the Landscapes Susceptibility to Change

Judgement

The site has a **Low** susceptibility to change

Criteria Level	Susceptibility to Change
High	The receptor has a low capacity to accommodate the Proposed Development without effects upon its overall integrity. The landscape is likely to have a strong pattern/texture or is a simple but distinctive landscape and/or with high value features and essentially intact.
Medium	The receptor has some capacity to accommodate the Proposed Development without effects upon its overall integrity. The pattern of the landscape is mostly intact and/or with a degree of complexity and with features mostly in reasonable condition.
Low	The receptor is robust; it can accommodate the Proposed Development without effects upon its overall integrity. The landscape is likely to be simple, monotonous and/or degraded with common/ indistinct features and minimal variation in landscape pattern.

Justification

- The site is located within the Settled Valleys LCA and within the Town and Fringe Classification. Key characteristic of both designations included modern residential housing areas.
- The site is comprised in the main of the previous mill pond and could be considered Brownfield or Previously Developed Land under the definition outline in the NPPF.
- The site is bounded on two sides by existing residential development and recent allocations to the south west of the site (as housing land under H73) assumes further development of that nature.
- Existing built form is evident in all views towards and within the site including both residential development and the infrastructure (bridge) features.

As such, the author considers that the sites susceptibility to change (particularly in the form of residential development) is **Low**. Residential development is not out of context with either the wider landscape character area or with its location at the town fringe. Residential development does (or will) exist on three side of the site and as such the proposed development is not out of context with adjacent land use.

4.2 Assessment of Landscape Value

Judgement:

The site has a **Medium/Low** Landscape Value however for the purpose of the assessment of sensitivity the judgement has assumed **Medium**.

Landscape Value at Study Area Level

Criteria Level	Landscape Value
High	Nationally designated or iconic, unspoiled landscape with few, if any degrading elements.
Medium	Regionally or locally designated landscape or an undesignated landscape with locally important features which may include some degrading elements.
Low	Undesignated landscape with few, if any distinct features or several degrading elements.

Landscape Value at Site Level

Criteria Level	Landscape Value
High	Nationally designated or iconic, unspoiled landscape with few, if any degrading elements.
Medium	Regionally or locally designated landscape or an undesignated landscape with locally important features which may include some degrading elements.
Low	Undesignated landscape with few, if any distinct features or several degrading elements.

Justification:

The proposed site has no formal landscape designations at national, regional or local level. It has no official designations in terms of biodiversity or habitat value such as SSSI, Nature Reserves Etc. While there are some mature existing trees on the site these are sporadic and although of some value in visual amenity terms are in poor condition as individual specimens. Vegetation across the site comprises mainly of self-seeded saplings and extensive areas of brambles. These are neither high quality visually nor ecologically.

Built form on the site comprise of the mill pond, some dilapidated stone walls, modern security fencing (of poor visual value) and again low-quality agricultural fencing. There are no rare or particularly high value elements of built form on the site. Many of such elements are detrimental to the visual amenity at site level. The site has no notable sense of tranquillity with road infrastructure both highly visible and audible across the whole area.

4.3 Assessment of Landscape Sensitivity

Judgement

The site has been assessed as being of **Low Sensitivity** to change.

Landscape Value	Susceptibility to Change		
	High	Medium	Low
High	High	Medium/High	Medium/Low
Medium	Medium/High	Medium	Low
Low	Medium/Low	Low	Negligible

Justification

The above table provides an indication of the proposed combination of landscape value and the landscape susceptibility to change to conclude a level of sensitivity. This is not an exact science and as such author has also applied professional judgments in concluding a criteria level of **Low Sensitivity** to change.

As described above, the proposed development of the site to residential land use is not out of context with the landscape character area or adjacent context. Views into the site are limited by adjacent development, extensive screen planting, topography and built form of the road bridge. As such the site's contribution to the wider landscape setting is limited. The site's allocation as Green Belt has obvious weighting. However extensive Green Belt exists to the south eastern side of the stream. This provision is more than sufficient in geographical area to maintain the performance of this allocation should the site be released for development.

4.4 Assessment of the Anticipated Magnitude of Change

Judgement

The proposed development constitutes a **Low Magnitude of Change** over the baseline.

Magnitude of Change	Justification
Low	<ul style="list-style-type: none"> > Proposed development involves the introduction of some land use and/or features which, although inconsistent with the current site use, are consistent with some adjacent land uses and thus not wholly uncharacteristic of the area when considered against the baseline.

Justification

- The site is or could be considered brownfield/previously developed land
- Residential development is or will be present on adjacent sites
- Visibility of the site is limited and where possible all views already include residential development as a backdrop
- At site level the landscape contains unsightly pieces of built form considered detrimental visual quality. Introduction of a high-quality housing scheme would be an improvement over the baseline.

4.5 Assessment of Overall Significance

Judgement

The author concludes that as a result of the above assessment process our conclusion is that the **Overall Significance** of the likely effects of the proposed development are **Negligible/Slight (Adverse)**

Extract from Table 1 in Appendix A

IMPACTS OF SLIGHT OVERALL SIGNIFICANCE

The Proposals which involve loss of some vegetation and/or changes to the appearance of landscape elements which are noticeable at the site level but not significant to alter their overall contribution to adjacent landscapes. These effects would usually be capable of mitigation within a period of 5 years.

Landscape Sensitivity	Predicted Magnitude of Change			
	High	Medium	Low	No Change
High	Major	Moderate/Major	Moderate/Slight	Negligible/Slight
Medium	Moderate/Major	Moderate	Slight	Negligible
Low	Moderate/Slight	Slight	Negligible/Slight	Negligible

It should also be noted that the proposed development is also considered to have some positive effects on the proposed site when considered against the baseline as follows:

- The proposals will improve permeability and public access to the site with notable improvements to functionality, access and safety of the public open space.
- The proposals will include the removal of a variety of unsightly and unsafe items from the site improving visual amenity and safety for site users.
- The proposals will improve passive surveillance of the site potentially helping to alleviate evident antisocial behaviour noted to the area beneath the overpass bridge.
- The proposals will include a landscape scheme and habitat management provision which will generate an uplift in visual amenity and biodiversity value over the baseline.

If release of this portion of the Green Belt is deemed appropriate by the Planning Inspectorate, our client would like to quickly progress a planning application to further detail the proposals for the site's development to residential use. As part of this process the LVIA will be updated to make more specific reference to materiality, mass, form, scale and mitigation measures. This will ensure the proposed layout remains in keeping with the adjacent settlement. Where possible the final layout will incorporate mitigation measures to enhance to the visual quality of the settlement edge where it meets the open countryside.

6.0 Summary of Suggested Mitigation Measures

To ensure the predicted levels of effect are realised/minimised the appraisal makes the following recommendations. The suggestions represent embedded mitigation which should be incorporated into the detail design of the development prior to submission of the planning application.

- Use of natural stone and brick as façade materials to ensure the units reflect existing built form and styles in the locality and remain recessive in the landscape when viewed from the open countryside.
- Use of natural slate for all roof planes.
- Utilise block paving in a random/tumbled unit such as Tegula (or similar) to achieve a more traditional character to the roads and footpaths at site level.
- Habitat buffer planting to include a mix of quick growing native screening species such as Alder, Hazel, Birch, Hawthorn and Sorbus combined with a percentage of larger growing, legacy trees such as Oak, Hornbeams and Beech to provide a long-term contribution to the landscape.
- Where possible boundaries to be specified as hedgerows. These should be of a species rich native mix to provide a contribution of Priority 1 habitat. Suggested species to include Hawthorn, Blackthorn, Hazel, Holly, Field Maple and Guelder Rose. Hedges should be maintained with a percentage of trees as standards to provide height to the screening.
- Public open space to incorporate areas of species rich grassland/meadow to enhance biodiversity and visual amenity
- Where hard boundaries are required to properties these should be formed of natural local stone and detailed to reflect local styles.
- Proposed tree planting to include a mix of nursery grades from heavy standards to semi mature specimens. This will provide some instant effect to the screening and give a naturalised/mixed age structure to the planting scheme.
- Scope for a small number of executive homes of exemplary design quality and sustainability credentials to nestle sensitively within the wooded embankment on the north-western flank of Area D units to be carefully located to avoid valuable trees

End of report

7.0 Appendices

Table 1
Definition of Overall Significance

Effect	Significance	Justification	
Landscape	Major	Adverse	› Proposals which involve complete removal of key landscape elements for example specimen trees/tree groups, hedgerows or considerable changes to landform/topography which cannot be mitigated or which would only successfully be mitigated over a period beyond 10 years.
		Positive	› Proposals which include for enhancements/restoration to degraded landscapes or landscape features to the extent that they provide a greater contribution to the wider landscape setting.
	Moderate	Adverse	› Proposals which involve some loss of landscape elements or features from within larger groups which, when compounded, account for a change in the appearance or value of that grouping as a whole and/or have negative effects on its viability for the future for example by impeding future growth and vitality of trees. These effects would usually be capable of mitigation through management and/or replacement plantings over a period of 10 years.
		Positive	› Proposals which include scheduled landscape management and/or planting which may provide future enhancements to existing landscape quality of both the site and the immediate setting; for example, through increasing biodiversity or tree cover.
	Slight	Adverse	› Proposals which involve loss of some vegetation and/or changes to the appearance of landscape elements which are noticeable at the site level but not significant to alter their overall contribution to adjacent landscapes. These effects would usually be capable of mitigation within a period of 5 years.
		Positive	› Proposed landscape management or enhancements which may provide enhancements to the landscape quality of the site itself.
	Negligible	Adverse	› Proposals which involve loss of or changes to landscape elements that are only perceived at site level and would be unrecognizable in the immediate context and/or wider landscape setting.
		Positive	› Proposed landscape management operations which may improve the longevity/quality/appearance of existing landscape feature.

Effect	Significance	Justification	
Visual	Major	Adverse	› Proposals which cause a significant negative modification to views of the site and the wider landscape setting when experienced by large numbers of sensitive visual receptors across a broad area. Such proposals are not capable of mitigation.
		Positive	› Proposals which include for considerable improvements to the visual qualities of the landscape when viewed by a broad audience.
	Moderate	Adverse	› Proposals which cause noticeable changes in view to smaller/less sensitive audiences over a narrower area. Such proposals may be capable of mitigation over time through modifications to landform and or proposed planting.
		Positive	› Proposals which create improvements to existing views through the replacement of inappropriate/out of character land uses with more appropriate development to the extent that the changes create a more cohesive view of the landscape.
	Slight	Adverse	› Proposals which cause minor changes in views to a smaller audience of less sensitive receptors over a narrower area. For examples changes which are only perceived at close range/from specific viewpoints and/or only at certain times of year. Such proposals would usually be capable of mitigation through planting proposals over a period of 5 to 10 years.
		Positive	› Proposals which generate improvements to views of specific receptors for example through the screening of existing low quality elements or land uses.
	Negligible	Adverse	› Proposals in which any changes to views are unperceivable to the visual receptors.
		Positive	› Proposals where the incorporated landscape proposals are of a quality to provide amenity improvements to the site.

Effect	Significance	Justification	
Character	Major	Adverse	› Proposals which involve considerable loss of landscape features and/or changes in views over a broad area to the extent that they alter the overall Landscape Character of a designated Landscape. Such proposals are not capable of mitigation.
		Positive	› Proposals which include for widespread management proposals and or/landscape improvement works to the extent that they generate considerable enhancements to the existing character of a designated landscape.
	Moderate	Adverse	› Proposals which generate changes in character to the extent that the proposed landscape becomes inconsistent with surrounding land use patterns. › Proposals which involve changes to the character of a portion of a designated landscape which, although negative, are not extensive enough to alter the character of the area as a whole. Such proposals would usually be capable of mitigation through the insistence on high quality design appropriate to the context and/or landscape improvements which aim to compensate for the loss of character.
		Positive	› Proposals which include for mitigation and/or enhancement which will provide future improvements to landscape character for example through proposed street tree planting or the demolition of poor quality/inconsistent built form.
	Slight	Adverse	› Proposals which generate small changes to landscape character perceived over a narrow area which can be integrated into the landscape setting through mitigation planting.
		Positive	› Proposals in which the proposed landscaping or mitigation proposals will provide minor positive improvement to the character of the site.
	Negligible	Adverse	› Proposals which generate imperceptible changes to landscape character.
		Positive	› Proposals which involve the incorporation of small scale improvements which are conducive to the exiting landscape character.

Table 2
Definition of Sensitivity – Landscape Receptors

Sensitivity	Contribution	Justification
High	Individual Elements	<ul style="list-style-type: none"> › Landscape features of high value and in good condition that: <ul style="list-style-type: none"> • provide valuable contribution to scenic quality • are rare and or particularly special locally • add to the perception of the landscape for example its tranquility or wildness, • have conservation interests such as archaeological and or/historical interest or particularly valuable as habitat. • possess inherent cultural value for example associations with historic figures or literature. and which, <ul style="list-style-type: none"> • Are designated on account of those qualities for example Scheduled Ancient Monuments, Tree Preservation Orders › High quality features which collectively add to the Character and Visual Amenity of a Designated landscape such as a Conservation Area.
	Landscape Character	<ul style="list-style-type: none"> › Designated Landscapes of national or regional importance as a Character types which are in good condition. › Landscapes which are appreciated on a broad scale from long ranging views.
	Visual Amenity	› High quality landscapes which have high use levels and increased user perception with regard to appreciation of the landscape. For example – landscapes adjacent to national trail routes/cycle routes, landscapes within nationally/regionally designated areas such as Areas of Outstanding Natural Beauty and/Conservation Areas
Medium	Individual Elements	<ul style="list-style-type: none"> › Features which possess the qualities of those described in the high value classification but which are in diminished condition and/or degraded to the extent that their value as such is reduced. › High quality features which have no formal designation. › Features which, although being degraded in terms of individual value, form part of wider groups which collectively add to the character and/or amenity of a designated landscape.
	Landscape Character	<ul style="list-style-type: none"> › Designated Landscapes of Local importance as a character type which are in good condition. › High quality landscapes which although not designated display qualities which are in general accordance with surrounding land use and thus positively add to the Character of the wider landscape setting. › Landscape which exhibit character traits that are appreciated only from areas within the immediate site context.
	Visual Amenity	› Landscapes which are located within areas of high use such residential areas, recreational trail networks and where perception of landscape setting is higher but which do not have any designations.
Low	Individual Elements	› Individual features of lower intrinsic value which could be removed without detriment to the landscape and/or individual features within groups which could be removed without compromising the collective contribution to character or amenity.
	Landscape Character	<ul style="list-style-type: none"> › Landscapes which are discordant with surrounding land use. › Landscapes which although typical of surrounding character are degraded to the extent that their contribution to landscape character is diminished. › Landscapes which exhibit character traits that are appreciated only from within or on the boundary of site itself.
	Visual Amenity	<ul style="list-style-type: none"> › Landscapes whose contribution to visual amenity is diminished due to the condition of groupings or individual elements. › Landscapes which may be in good condition but are located in areas not frequented and/or areas in which perception of landscape value is less apparent such as planting on an industrial estate.

Table 3
Definition of Sensitivity - Visual Receptors

Sensitivity	Receptor Class	Justification/Considerations
High	Residential Tenants	<ul style="list-style-type: none"> > Tenants of Listed Buildings and or buildings within designated Conservation Areas > Views experienced from windows occupied during daylight hours > Views experienced from rooms on ground floors > Views experienced from more than one aspect > High length of time viewer experiences the view for example from inside key rooms as well as from the curtilage. > Age of property and its capacity to absorb change.
	Recreational site users such as walkers/cyclists	<ul style="list-style-type: none"> > Users of designated national trail and cycle networks > Users of Public Rights of Way subject to heavy use > Users of Public Rights of Way where the length of time focused on the landscape is considerable for example long distance trails. > Visitors to Open Access or national Trust Land
	Users of Public Road Networks/Transport Routes	<ul style="list-style-type: none"> > Road users on scenic routes or routes between specific leisure/tourism destinations where the focus on landscape appreciation is higher. > Passengers on scenic rail routes or routes through idyllic settings.
Medium	Residential Tenants	<ul style="list-style-type: none"> > Views only experienced from rooms occupied in the evening > Views experienced only from rooms on upper floors > Views partially screened by vegetation
	Recreational site users such as walkers/cyclists	<ul style="list-style-type: none"> > Users of Public Rights of way which are used frequently but do not constitute high use or have particular tourism interest for example dog walkers people running for exercise. > Users of Public Rights of Way and open land where the length of time focused on the landscape is not considerable for example short leisure walks/loop tracks.
	Users of Public Road Networks/Transport Routes	<ul style="list-style-type: none"> > Major roads and arterial routes > Transitory routes within idyllic settings for example country roads. > Routes with broad ranging views across the landscape. > Passengers on specific routes between tourism destinations or historic destinations where focus on and perception of the landscape is increased.
Low	Residential Tenants	<ul style="list-style-type: none"> > Views only experience from the curtilage or garden > Views experienced only at oblique angles due to the orientation of the property. > Views screened in the main by dense vegetation and/or built form.
	Recreational site users such as walkers/cyclists	<ul style="list-style-type: none"> > Public Rights of Way which are used infrequently by a low numbers of people. > Public right of way where the focus is not on the landscape for example footway links to town centers/urban areas and commuter cycle routes.
	Users of Public Road Networks/Transport Routes	<ul style="list-style-type: none"> > Roads within urban/built up areas. > Roads with speed above 50mph. > Road where the focus is on driving and negotiation of traffic for example commuter routes. > Rail or Bus Links where the focus is not on the surrounding landscape for example commuter routes.
	Places of Employment/Education	<ul style="list-style-type: none"> > Such establishments are only occupied during the day. > Focus of the user is upon working or learning not the landscape outside
Negligible	Recreational site users such as walkers/cyclists	<ul style="list-style-type: none"> > Public Rights of Way which are used rarely by few people. > Informal footpath links not designated as PROW
	Users of Public Road Networks/Transport Routes	<ul style="list-style-type: none"> > Motorways, Bypasses and high speed routes (Above 60mph) > Roads used by low numbers of cars for example access tracks/maintenance routes.

Table 4
Definition of Magnitude - Landscape and Visual Effects

Magnitude of Change	Effect Type	Justification
High	Landscape	<ul style="list-style-type: none"> > Proposed Development involves complete loss or substantial modifications to key landscape elements/features/characteristics which play a vital role in defining the landscape quality, character and/or visual amenity of the wider landscape setting and/or definitive character area against the current baseline > Proposed Development involves the introduction of substantial areas of land use which are inconsistent with adjacent use and/character of the receiving landscape.
	Visual	<ul style="list-style-type: none"> > Proposed development generates complete alteration to views of the landscape experienced persistently over a broad area by a large number of people. > Proposed Development directly faces the viewpoint. > Proposed site is located within an open field of view with little or no screening features intervening with the view. > Development site is located at short distance from the receptor (Less than 500m). > Proposed Development covers all or a substantial portion of the existing site.
Medium	Landscape	<ul style="list-style-type: none"> > Proposed Development involves partial loss or modification to one or more key landscape elements/features which play a role in defining the landscape quality, character and/or visual amenity of the immediate site setting against the current baseline. > Proposed development involves the introduction of new elements that while prominent within the views are consistent with the existing character and land use patterns.
	Visual	<ul style="list-style-type: none"> > Proposed development generates partial alteration to views of the landscape experienced frequently by large numbers of people within the surrounding area. > Proposed development site potentially forms a considerable component in views from surrounding areas. > Proposed development sits along general view line of the receptor. > Proposed development site is screened to some extent by intervening vegetation and/or built form. > Development site is located within medium distance from the receptor (500m to 1km). > Proposed Development covers 50% of the existing site.
Low	Landscape	<ul style="list-style-type: none"> > Proposed development involve minor loss or modification to one or more key landscape elements/features which play a role in defining the landscape quality, character and/or visual amenity of the site itself. > Proposed development involves the introduction of some land use and/or features which, although inconsistent with the current site use/designations, are consistent with some adjacent land uses and thus not wholly uncharacteristic of the area when considered against the baseline.
	Visual	<ul style="list-style-type: none"> > Proposed development generates minor alterations to views of the landscape experienced from within the immediate site context/adjacent land parcels > Proposed development site forms only a small portion of a wider panorama or view. > Proposed development sits at an oblique angle to the orientation of the receptor. > Proposed development site largely screening by intervening vegetation, built form and/topography. > Development site is located a long distance from the receptor (1km to 1.5km). > Proposed Development covers a small portion of the existing site and/or is laid out to provide generous boundary offsets from adjacent areas. > Proposed development is generally sympathetic to its surroundings
No Change	Landscape	<ul style="list-style-type: none"> > Proposed development involves minor loss and/or very minor alterations to lower value landscape elements which play a diminished role in defining the landscape quality, character and/or visual amenity of the site and/or its immediate context on account of their condition. > Proposed development involves minor or no introduction of any landscape elements, land uses and/or landscape features which would be inconsistent with the current baseline and as such constitute to a situation of 'no change'
	Visual	<ul style="list-style-type: none"> > Any alteration to views brought about by the proposed development are inconsequential and would be unperceivable in the context of the surrounding elements constituting to a situation of 'No change' > Proposed development site is barely identifiable within views in the surrounding context > Proposed development site is outside of the field of view of the defined receptor > Proposed development site will be almost entirely screened by intervening dense and/or evergreen vegetation, built form and/or topography severely restricting/preventing views. > Development site is located greater than 1.5km away from the receptor and as such any visibility is considerably reduced. > Proposed development is wholly sympathetic to its surroundings

Table 5A, 5B and 5C

Methodology for Judgements on Susceptibility to Change and Landscape Sensitivity

The susceptibility to change is a measure of the ability of a landscape to “accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies” (para 5.40, GLVIA3). The assessment of susceptibility must be tailored to the Proposed Development and considered as part of the assessment of the effects. Table 5A below provides criteria level in relation to susceptibility.

Table 5A – Susceptibility to Change

Criteria Level	Susceptibility to Change
High	The receptor has a low capacity to accommodate the Proposed Development without effects upon its overall integrity. The landscape is likely to have a strong pattern/texture or is a simple but distinctive landscape and/or with high value features and essentially intact.
Medium	The receptor has some capacity to accommodate the Proposed Development without effects upon its overall integrity. The pattern of the landscape is mostly intact and/or with a degree of complexity and with features mostly in reasonable condition.
Low	The receptor is robust; it can accommodate the Proposed Development without effects upon its overall integrity. The landscape is likely to be simple, monotonous and/or degraded with common/ indistinct features and minimal variation in landscape pattern.

Establishing the landscape value of the Site and Study Area is necessary to determine the landscape sensitivity at both a Site and Study Area scale. The value of a landscape receptor is a reflection of its importance in terms of any designations that may apply, or its importance in itself as a landscape or landscape resource, which may be due to its ecological, cultural or recreational value. Factors which are generally considered to influence value (GLVIA p.84, para 5.28) include - landscape quality (condition), scenic quality, rarity, representativeness, conservation interests, recreation value, perceptual aspects and associations.

Judgements on landscape value for each receptor will be informed by the following criteria:

Table 5B – Landscape Value

Criteria Level	Landscape Value
High	Nationally designated or iconic, unspoiled landscape with few, if any degrading elements.
Medium	Regionally or locally designated landscape or an undesignated landscape with locally important features which may include some degrading elements.
Low	Undesignated landscape with few, if any distinct features or several degrading elements.

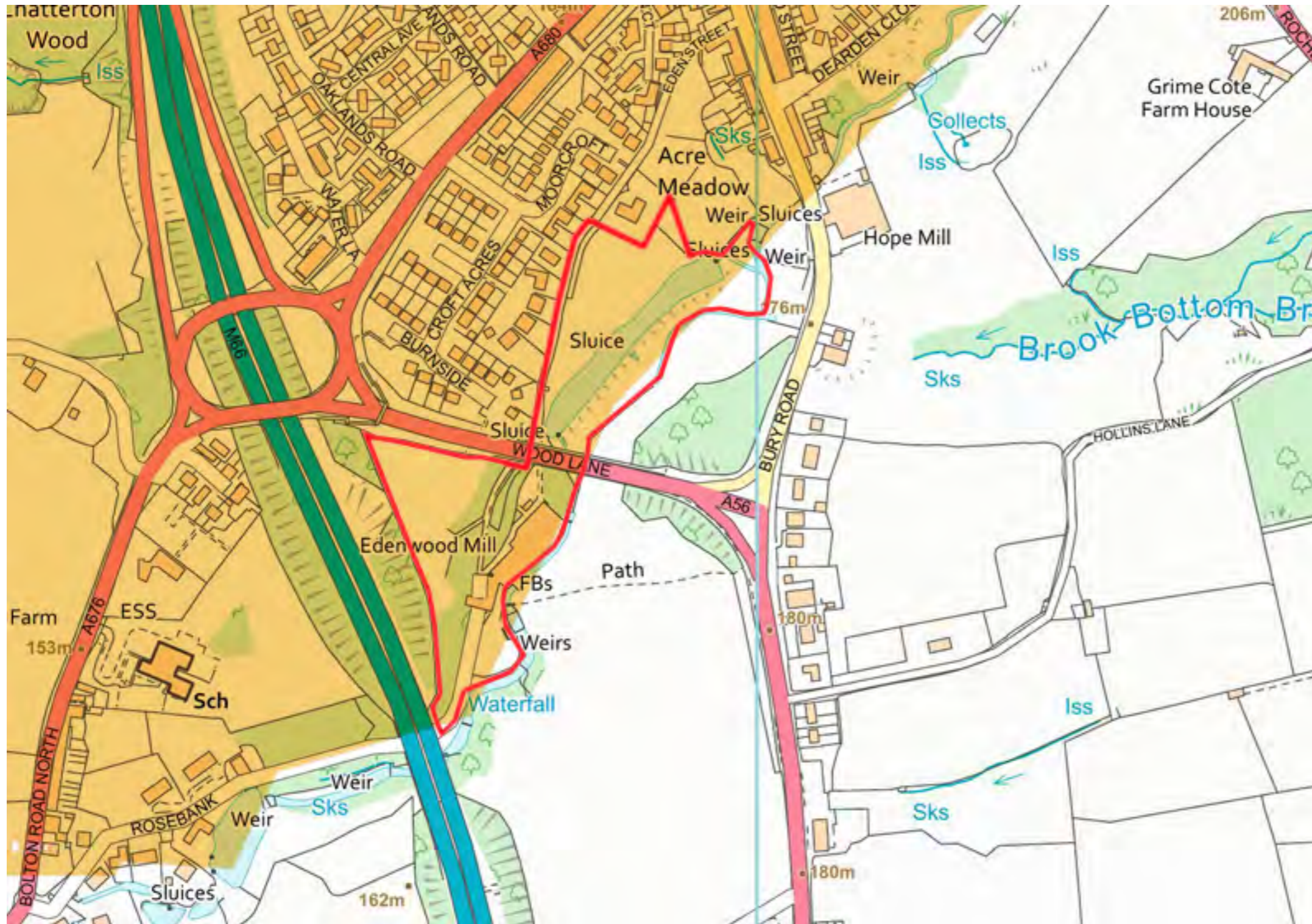
In combining susceptibility to change and value GLVIA3 suggests that combining susceptibility and value can be achieved in a number of ways and needs to include professional judgement. However, it is generally accepted that a combination of high susceptibility and high value is likely to result in the highest sensitivity, whereas a low susceptibility and low value is likely to resulting in the lowest level of sensitivity. A summary of the likely characteristics of the different levels of sensitivity is described below in Table 5C. It should be noted that these are indicative and in practical application there is not a clear distinction between criteria levels. As such the authors professional judgement must be considered.

Table 5C: Sensitivity of Landscape and Landscape Elements

Criteria Level	Characteristics
High	Areas of landscape character that are highly valued for their scenic quality (including most statutorily designated landscapes); and/or elements/features that could be described as unique; or are nationally scarce; or mature vegetation with provenance such as ancient woodland or mature parkland trees. Mature landscape features which are characteristic of and contribute to a sense of place and illustrates time-depth in a landscape and if replaceable, could not be replaced other than in the long term.
Medium	Areas that have a positive landscape character but include some areas of alteration/degradation/or erosion of features; and/or perceptual/aesthetic aspects has some vulnerability to unsympathetic development; and/or features/elements that are locally commonplace; unusual locally but in moderate/poor condition; or mature vegetation that is in moderate/poor condition or readily replicated.
Low	Areas that are relatively bland or neutral in character with few/no notable features; and/or a landscape that includes areas of alteration/degradation or erosion of features; and/or landscape elements/features that are commonplace or make little contribution to local distinctiveness.
Very Low	Damaged or substantially modified landscapes with few characteristic features of value, capable of absorbing major change; and/or landscape elements/features that might be considered to detract from landscape character such as obtrusive man-made artefacts (e.g. power lines, large scale developments, etc.).

APPENDIX B - LANDSCAPE BASELINE

LANDSCAPE CHARACTER AREA - SETTLED VALLEYS



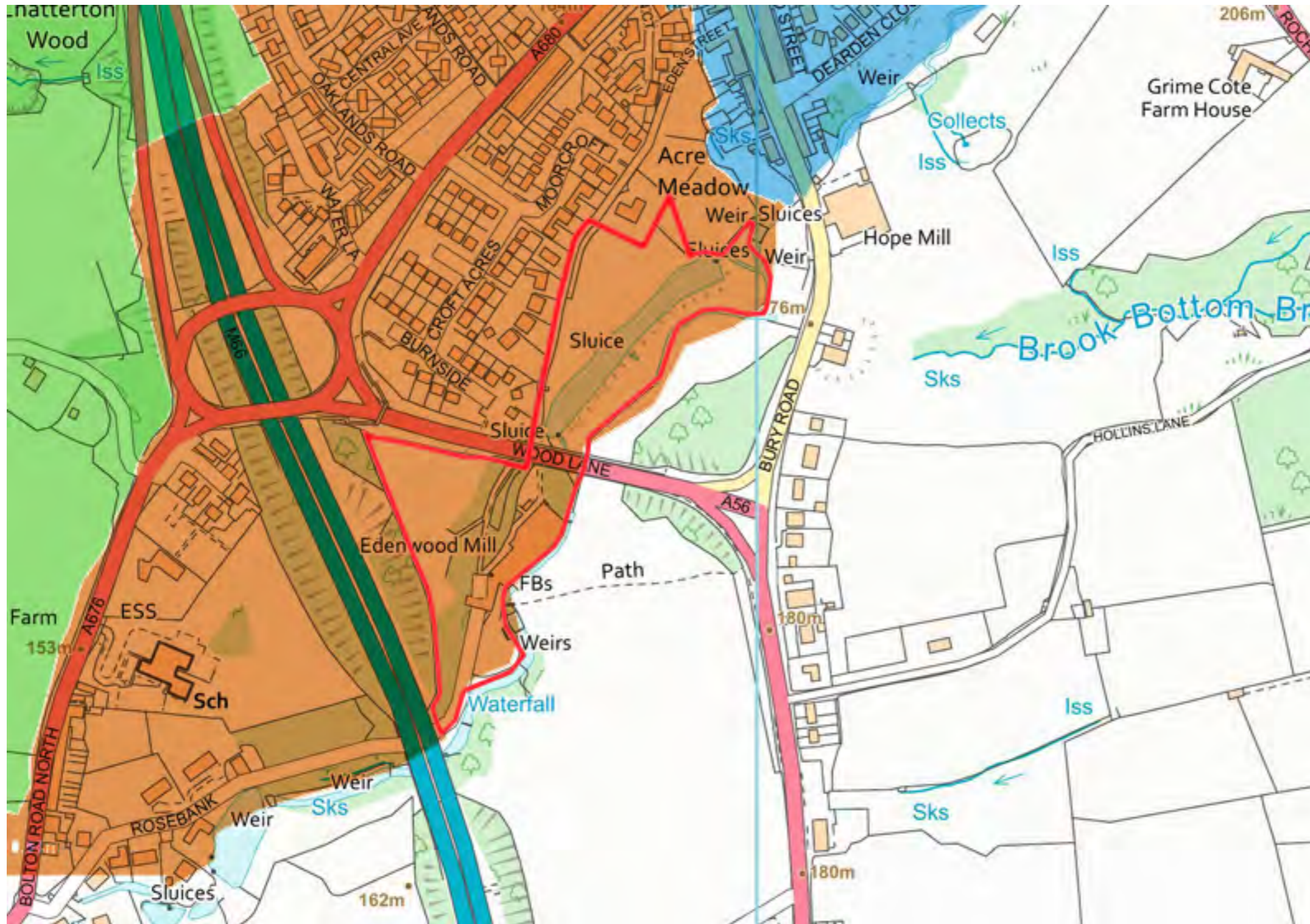
The proposed site sits within the boundary of the Settled Valleys Landscape Character Area.

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME:
 SHEET TITLE:
 SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
 LANDSCAPE CHARACTER MAP
LBS_001 REVISION: (-)

HISTORIC LANDSCAPE CHARACTER - MODERN SETTLEMENT



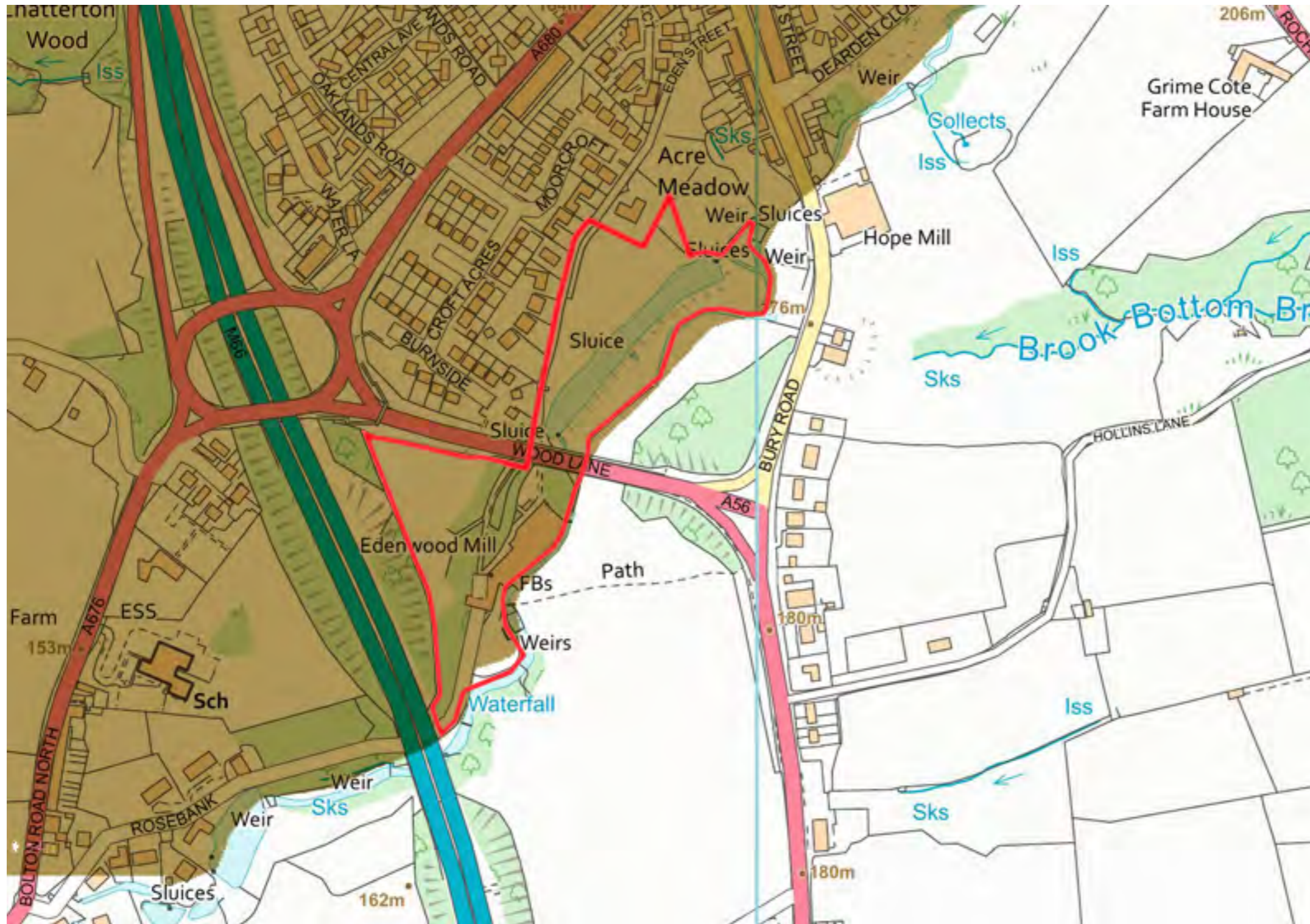
The proposed site sits within the boundary of Modern Settlement as defined by LCC.

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME:
 SHEET TITLE:
 SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
 HISTORIC LANDSCAPE CHARACTER MAP
LBS_001 REVISION: (-)

URBAN BOUNDARY - TOWN AND FRINGE



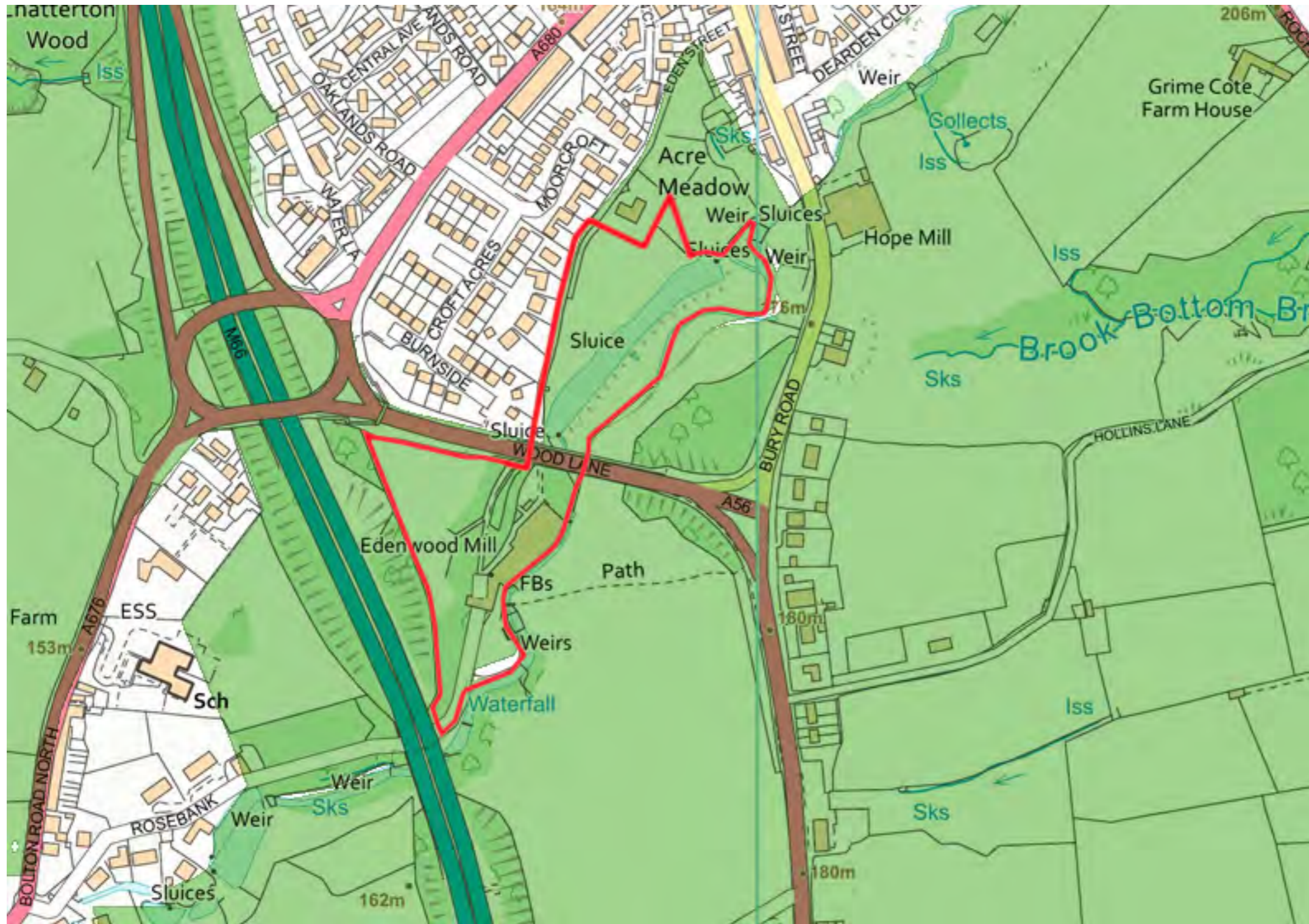
The proposed site sits within the boundary of the Town and Urban Fringe as defined by LCC.

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 DATE OF ISSUE: APRIL 2020
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 SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
 RURAL URBAN CLASSIFICATION MAP
LBS_003 REVISION: (-)

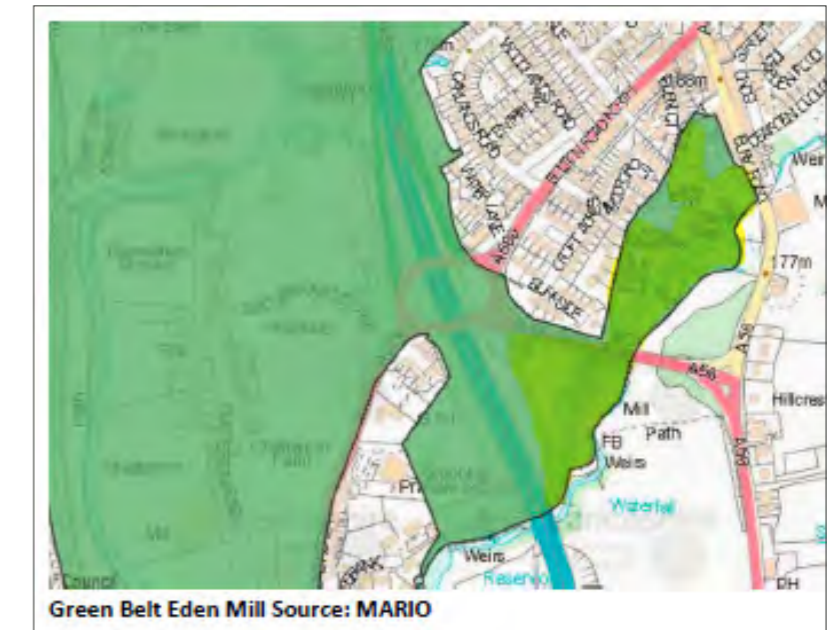
EXISTING GREEN BELT ALLOCATION



The proposed site sits within Green Belt. It should be noted that the southern portion of the site is now allocated for residential development. Likewise much of Acre Meadow has also been developed following Green Belt release on this area. (See Allocations Plan on next page)

It is also noted that the LAL Report only included Green Belt Allocations within LCC jurisdiction. (See plan extract below from LAL)

This skews the value placed on the green-belt area associated with the Site. When viewed in context with the adjacent Green Belt allocation under Bury MBC the value and function of the area of Green Belt within Area D is diminished.



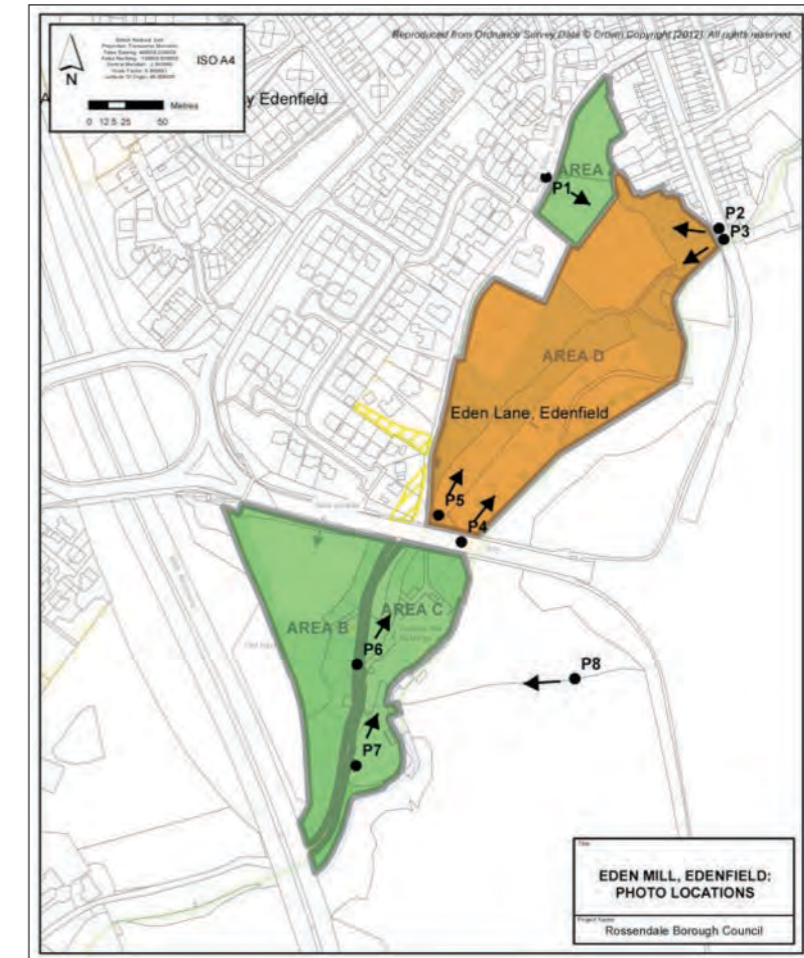
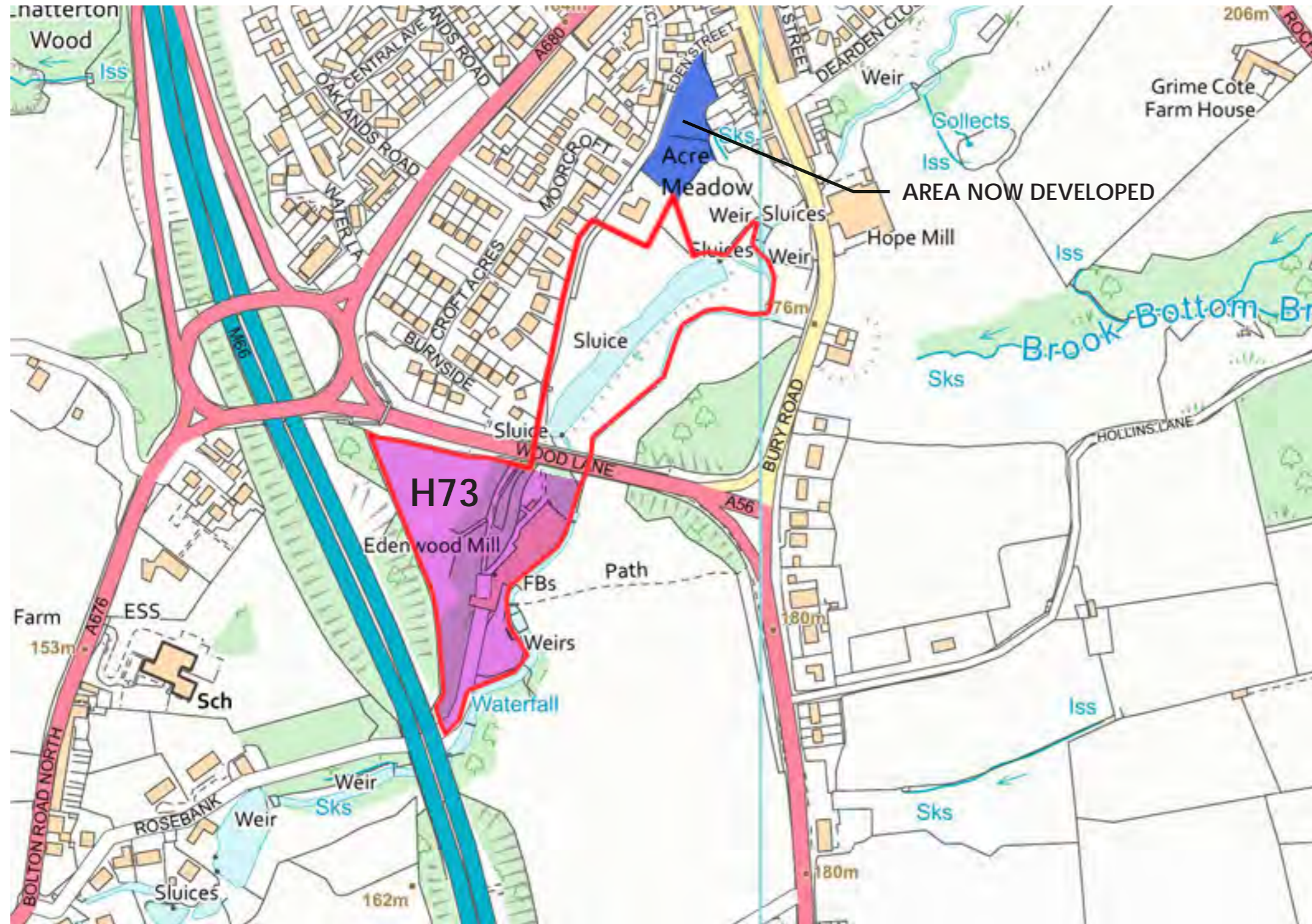
STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME:
 SHEET TITLE:
 SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
 EXISTING GREEN BELT PLAN
LBS_004 REVISION: (-)



RECENT DEVELOPMENT AND HOUSING ALLOCATIONS

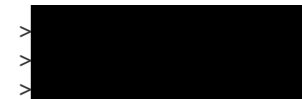


Extract from LAL Report
 Green - Sites A, B and C approved for housing allocation
 Orange - Site D Deemed unsuitable on Landscape Grounds

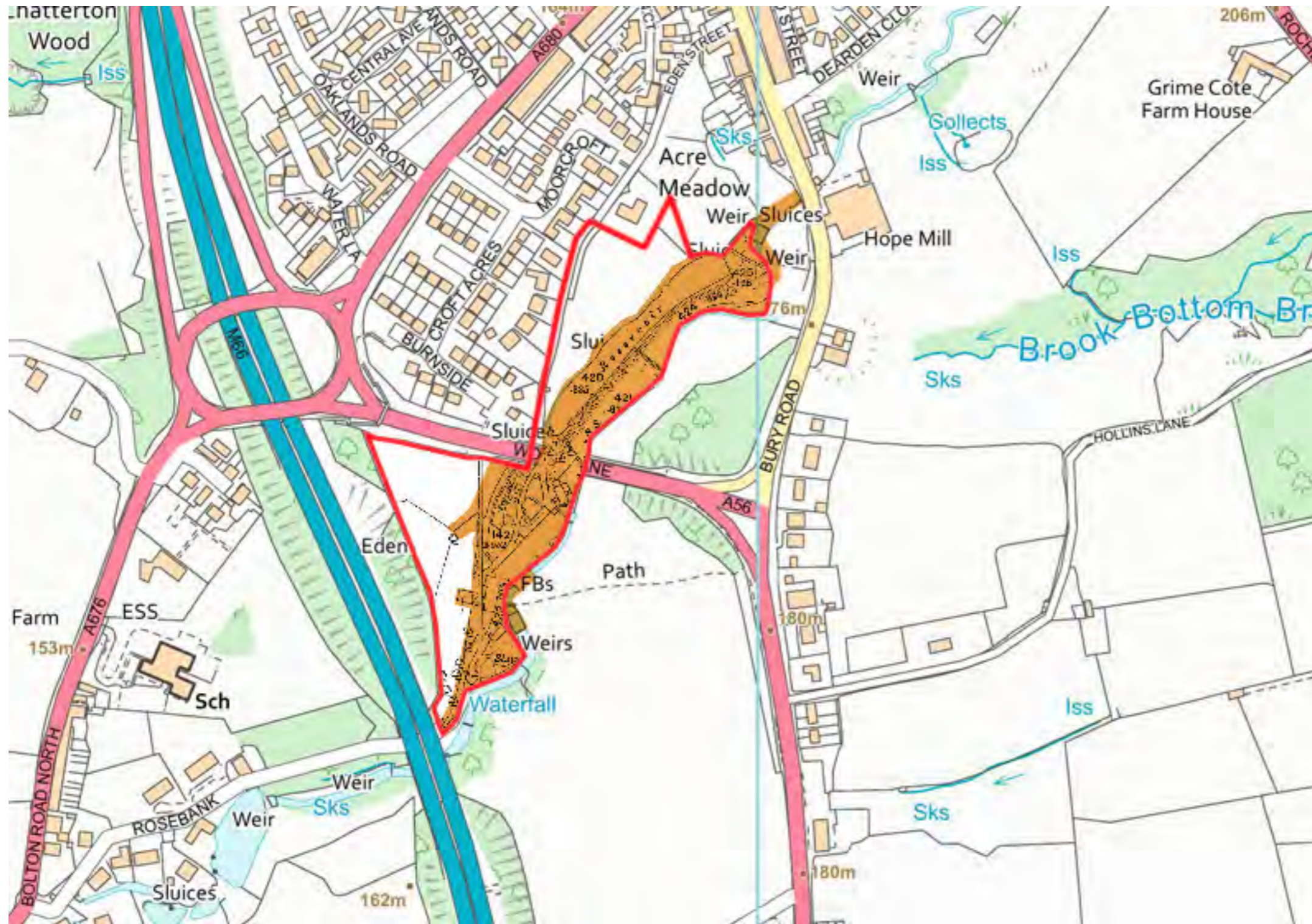
STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME:
 SHEET TITLE:
 SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
 DEVELOPMENT AND ALLOCATIONS PLAN
LBS_005 REVISION: (-)



SUGGESTED EXTENT OF BROWNFIELD/PREVIOUSLY DEVELOPED LAND



This plan shows an extract from the First Edition OS Map inserted into the site boundary. The majority of the site is made up of the mill building and associated infrastructure, ponds, sluices and weirs.

The pond and associated sluices etc remain man-made structures associated with the mill development. Under the definition for Previously Developed Land outlined in the NPPF we would suggest that the whole site area shaded Brown should be considered brownfield.

DEFINITION OF BROWN FIELD

The National Planning Policy Framework (NPPF) defines previously developed land (PDL, or brownfield land) as:

'Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.'

'This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.'

STATUS: FINAL DRAFT
DATE OF ISSUE: APRIL 2020
SCALE: NTS

PROJECT NAME:
SHEET TITLE:
SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
BROWNFIELD LAND PLAN
LBS_006 REVISION: (-)

SITE SPECIFIC LANDSCAPE ASSESSMENT - SITE VIEW 1



VIEW LOOKING NORTH FROM FOOTPATH FP 112 ON SITE BOUNDARY

STATUS: FINAL DRAFT
DATE OF ISSUE: APRIL 2020
SCALE: NTS

PROJECT NAME:
SHEET TITLE:
SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
SITE VIEW 1
LBS_007 REVISION: (-)

Squareyard

Landscape Architecture
Urban Design
Masterplanning

YD2 Ltd T/A Squareyard
The Shed, Chester Street
Manchester, M1 5GD

Tel.
Email.
Web.

Yd²

SITE SPECIFIC LANDSCAPE ASSESSMENT - SITE VIEW 2



VIEW LOOKING NORTH FROM UN-DESIGNATED PATH ALONG MILL POND WALL

STATUS: FINAL DRAFT
DATE OF ISSUE: APRIL 2020
SCALE: NTS

PROJECT NAME:
SHEET TITLE:
SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
SITE VIEW 2
LBS_008 REVISION: (-)

Squareyard

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Yd²

SITE SPECIFIC LANDSCAPE ASSESSMENT - SITE VIEW 3



VIEW LOOKING SOUTH FROM SOUTHERN BOUNDARY BELOW OVERPASS

STATUS: FINAL DRAFT
DATE OF ISSUE: APRIL 2020
SCALE: NTS

PROJECT NAME:
SHEET TITLE:
SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
SITE VIEW 3
LBS_009 REVISION: (-)

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Yd²
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SITE SPECIFIC LANDSCAPE ASSESSMENT - SITE VIEW 4



VIEW LOOKING NORTH/WEST FROM LAND ADJACENT TO WATERCOURSE ON NORTH EAST CORNER OF SITE

STATUS: FINAL DRAFT
DATE OF ISSUE: APRIL 2020
SCALE: NTS

PROJECT NAME:
SHEET TITLE:
SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
SITE VIEW 4
LBS_010 REVISION: (-)

SITE SPECIFIC LANDSCAPE ASSESSMENT - SITE VIEW 5



VIEW LOOKING SOUTH FROM EASTERN BOUNDARY OF SITE

STATUS: FINAL DRAFT
DATE OF ISSUE: APRIL 2020
SCALE: NTS

PROJECT NAME:
SHEET TITLE:
SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
SITE VIEW 5
LBS_011 REVISION: (-)

SITE SPECIFIC LANDSCAPE ASSESSMENT - SITE VIEW 6



VIEW LOOKING SOUTH WEST FROM TOP OF MILL POND WALL

STATUS: FINAL DRAFT
DATE OF ISSUE: APRIL 2020
SCALE: NTS

PROJECT NAME:
SHEET TITLE:
SHEET NUMBER:

LAND OFF WOOD LANE, EDENFIELD
SITE VIEW 6
LBS_012 REVISION: (-)

APPENDIX C - VISUAL APPRAISAL



STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME:
 SHEET TITLE:
 SHEET NUMBER:

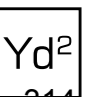
LAND OFF WOOD LANE, EDENFIELD
 LVIA_VIEWPOINTS LOCATION PLAN
VP LOCATION PLAN REVISION: (-)

Squareyard

Landscape Architecture
 Urban Design
 Masterplanning

YD2 Ltd T/A Squareyard
 The Shed, Chester Street
 Manchester, M1 5GD

Tel.
 Email.
 Web.





VIEWPOINT CODE: VP1

RECEPTOR TYPE: RECREATIONAL
 RECEPTOR DESCRIPTION: USERS OF INFORMAL ACCESS TRACK ALONG MILL POND WALL LOOKING NORTH

View Value	View Duration	Number of Viewers	Sensitivity	View Distance	Development Visibility	Change Duration	Change Magnitude	Significance of Effect	Effect Type
High Medium Low	Temporary Permanent	High Medium Low	High Medium Low Negligible	Short Medium Long	Full Partial Minimal Not Visible	Temporary Permanent	High Medium Low No Change	Major Moderate Slight Negligible	Adverse Positive Neutral
MEDIUM/ LOW	TEMPORARY	LOW	LOW	SHORT	PARTIAL	PERMANENT	MEDIUM	MODERATE/ SLIGHT	NEUTRAL

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME: LAND OFF WOOD LANE, EDENFIELD

SHEET NUMBER: VP 001 REVISION: (-)



VIEWPOINT CODE: VP2

RECEPTOR TYPE: RECREATIONAL
 RECEPTOR DESCRIPTION: WALKERS ON FOOTPATH FP-112 LOOKING NORTH

View Value	View Duration	Number of Viewers	Sensitivity	View Distance	Development Visibility	Change Duration	Change Magnitude	Significance of Effect	Effect Type
High Medium Low	Temporary Permanent	High Medium Low	High Medium Low Negligible	Short Medium Long	Full Partial Minimal Not Visible	Temporary Permanent	High Medium Low No Change	Major Moderate Slight Negligible	Adverse Positive Neutral
MEDIUM	TEMPORARY	MEDIUM	MEDIUM	SHORT	PARTIAL	PERMANENT	MEDIUM	MODERATE	NEUTRAL

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME: LAND OFF WOOD LANE, EDENFIELD

SHEET NUMBER: VP 002 REVISION: (-)



VIEWPOINT CODE: VP3

RECEPTOR TYPE: RESIDENTIAL
 RECEPTOR DESCRIPTION: RESIDENTS OF EDEN STREET LOOKING SOUTH EAST

View Value	View Duration	Number of Viewers	Sensitivity	View Distance	Development Visibility	Change Duration	Change Magnitude	Significance of Effect	Effect Type
High Medium Low	Temporary Permanent	High Medium Low	High Medium Low Negligible	Short Medium Long	Full Partial Minimal Not Visible	Temporary Permanent	High Medium Low No Change	Major Moderate Slight Negligible	Adverse Positive Neutral
MEDIUM/ LOW	PERMANENT	LOW	LOW	SHORT	PARTIAL	PERMANENT	MEDIUM/LOW	MODERATE/ SLIGHT	NEUTRAL

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME: LAND OFF WOOD LANE, EDENFIELD

SHEET NUMBER: VP 003 REVISION: (-)





VIEWPOINT CODE: VP4

RECEPTOR TYPE: RECREATIONAL
 RECEPTOR DESCRIPTION: WALKERS ON FOOTPATH FP-112 LOOKING SOUTH

View Value	View Duration	Number of Viewers	Sensitivity	View Distance	Development Visibility	Change Duration	Change Magnitude	Significance of Effect	Effect Type
High Medium Low	Temporary Permanent	High Medium Low	High Medium Low Negligible	Short Medium Long	Full Partial Minimal Not Visible	Temporary Permanent	High Medium Low No Change	Major Moderate Slight Negligible	Adverse Positive Neutral
MEDIUM	TEMPORARY	MEDIUM	MEDIUM	SHORT	MINIMAL	PERMANENT	NO CHANGE	NEGLIGIBLE	NEUTRAL

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME: LAND OFF WOOD LANE, EDENFIELD

SHEET NUMBER: VP 004 REVISION: (-)





VIEWPOINT CODE: VP5

RECEPTOR TYPE: TRANSPORT
 RECEPTOR DESCRIPTION: DRIVERS/WALKERS ON BURY ROAD LOOKING SOUTH

View Value	View Duration	Number of Viewers	Sensitivity	View Distance	Development Visibility	Change Duration	Change Magnitude	Significance of Effect	Effect Type
High Medium Low	Temporary Permanent	High Medium Low	High Medium Low Negligible	Short Medium Long	Full Partial Minimal Not Visible	Temporary Permanent	High Medium Low No Change	Major Moderate Slight Negligible	Adverse Positive Neutral
LOW	TEMPORARY	MEDIUM	LOW	SHORT	NOT VISIBLE	PERMANENT	NO CHANGE	NEGLECTIBLE	NEUTRAL

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME: LAND OFF WOOD LANE, EDENFIELD

SHEET NUMBER: VP 005 REVISION: (-)



VIEWPOINT CODE: VP6

RECEPTOR TYPE: TRANSPORT
 RECEPTOR DESCRIPTION: DRIVERS/WALKERS ON A56 BRIDGE/WOOD LANE LOOKING WEST

View Value	View Duration	Number of Viewers	Sensitivity	View Distance	Development Visibility	Change Duration	Change Magnitude	Significance of Effect	Effect Type
High Medium Low	Temporary Permanent	High Medium Low	High Medium Low Negligible	Short Medium Long	Full Partial Minimal Not Visible	Temporary Permanent	High Medium Low No Change	Major Moderate Slight Negligible	Adverse Positive Neutral
LOW	TEMPORARY	MEDIUM	LOW	SHORT	FULL	PERMANENT	MEDIUM/LOW	SLIGHT	NEUTRAL

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME: LAND OFF WOOD LANE, EDENFIELD

SHEET NUMBER: VP 006 REVISION: (-)



VIEWPOINT CODE: VP7

RECEPTOR TYPE: RECREATIONAL
 RECEPTOR DESCRIPTION: WALKERS ON FOOTPATH FP-111 LOOKING WEST

View Value	View Duration	Number of Viewers	Sensitivity	View Distance	Development Visibility	Change Duration	Change Magnitude	Significance of Effect	Effect Type
High Medium Low	Temporary Permanent	High Medium Low	High Medium Low Negligible	Short Medium Long	Full Partial Minimal Not Visible	Temporary Permanent	High Medium Low No Change	Major Moderate Slight Negligible	Adverse Positive Neutral
MEDIUM	TEMPORARY	LOW	MEDIUM	MEDIUM	MINIMAL	PERMANENT	LOW	SLIGHT	NEUTRAL

NOTE: ASSESSMENT ONLY RELATES TO SITE AREA D

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME: LAND OFF WOOD LANE, EDENFIELD

SHEET NUMBER: VP 007 REVISION: (-)



VIEWPOINT CODE: VP8

RECEPTOR TYPE: RECREATIONAL
 RECEPTOR DESCRIPTION: WALKERS ON FOOTPATH FP-111 LOOKING NORTH WEST

View Value	View Duration	Number of Viewers	Sensitivity	View Distance	Development Visibility	Change Duration	Change Magnitude	Significance of Effect	Effect Type
High Medium Low	Temporary Permanent	High Medium Low	High Medium Low Negligible	Short Medium Long	Full Partial Minimal Not Visible	Temporary Permanent	High Medium Low No Change	Major Moderate Slight Negligible	Adverse Positive Neutral
MEDIUM	TEMPORARY	LOW	MEDIUM	SHORT	MINIMAL	PERMANENT	LOW	SLIGHT	NEUTRAL

NOTE: ASSESSMENT ONLY RELATES TO SITE AREA D

STATUS: FINAL DRAFT
 DATE OF ISSUE: APRIL 2020
 SCALE: NTS

PROJECT NAME: LAND OFF WOOD LANE, EDENFIELD

SHEET NUMBER: VP 008 REVISION: (-)





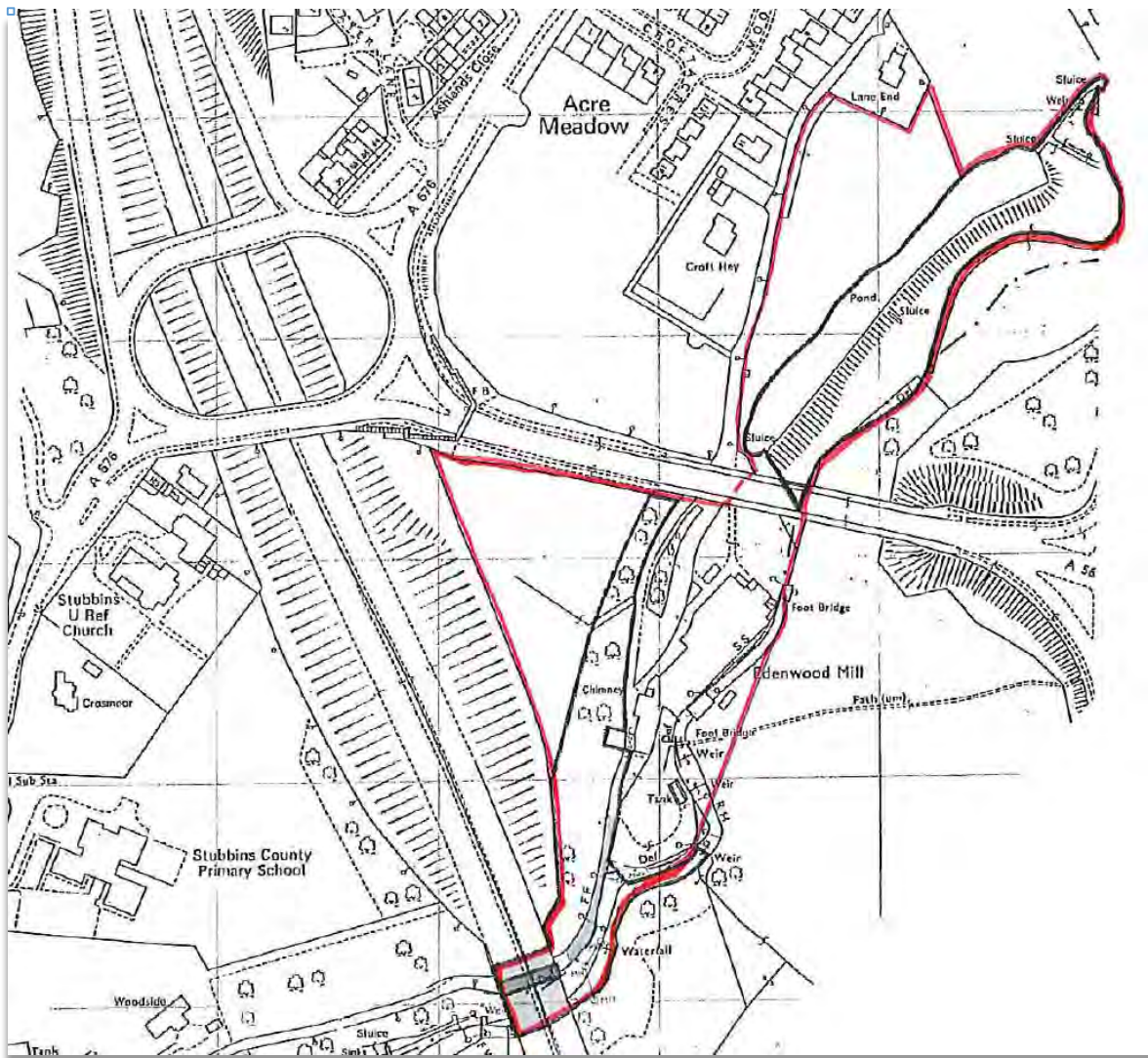
ROMAN SUMMER



Dear Sir / Madam

**REPRESENTATIONS ON BEHALF OF TURNBULL AND STOCKDALE
EDENWOOD MILL AND ASSOCIATED LAND, EDENFIELD
ROSSDALE DRAFT LOCAL PLAN - PRE-SUBMISSION PUBLICATION VERSION**

We act for *Turnbull and Stockdale* and have been instructed to assist the company in responding to the Council's consultation on the *Pre-Submission Publication Version of the Local Plan*.





The Council is aware that *Turnbull and Stockdale* owns Edenwood Mill and its associated land, which is unused, surplus to requirements, not fit for purpose and in derelict / deteriorating condition. The full extent of our client's land – in respect of these representations – is identified with the red boundary on the plan above. The land towards the west (to the immediate rear / east of Croft Hey) comprises a quite steep wooded embankment, which our client accepts is unlikely to accommodate housing due to its relief. However, all of our client's land should be considered for release, and it would clearly be inappropriate to leave a land-locked parcel of land as Green Belt. It is likely that, as part of a future housing scheme, that steep part of the site will be offered / retained as open space / green buffering.

Planning permission was granted for residential conversion of the Mill on 15 February 2007 (ref. 2004/513). That application (now lapsed) promoted the extension, alteration and conversion of the Mill to form 25 apartments, including the formation of passing bays along Edenwood Lane.

Realistically, the former mill is now beyond restoration and would require a very considerable amount of cross subsidy to render it remotely viable (in all likelihood requiring far more land and development than is available to our client).





Our client is pleased to see part of its land allocated for housing under site ref: H73 (see Policies Map extract above). They welcome that allocation, but question and object to the omission of parts of their land. These omissions are made up of two plots of land, namely Plots 'A' and 'B' as marked on the Policies Map extract above.

Plot 'A' corresponds with the Mill's former car park. It is unclear why this has been omitted from the housing allocation, and we suggest / request its inclusion as part of the allocation. There is no logic in excluding that small part of brownfield land, and permission has been granted in the recent past for its use as part of the residential conversion scheme.

Plot 'B' is the land to the north of the proposed allocation. This comprises a former man-made lodge and adjacent land, which is capable of accommodating a modest number of new homes. To support these representations we enclose drawing ref: PL-700-01 (Proposed Site Plan). This suggests the scope to accommodate in the region of 8 dwellings on this part of our client's land, but we anticipate that it could include more than 8 homes depending on their size / type.

Our client accordingly objects to its ongoing Green Belt designation and requests its allocation for housing as an extension to site H73.

Considering the Green Belt credentials of this particular parcel of land (ie Plot B), we question the extent to which it fulfils any of the purposes of Green Belt when it is considered in its own right, and particularly given the proposed release of site H73. If that allocation is taken forward, the remaining land will be left as little more than an 'indent' in the newly formed settlement boundary, and that will serve no meaningful or logical purpose.

Considering the five purposes of the Green Belt as set out in the Revised NPPF, we comment as below.

To check the unrestricted sprawl of large built-up areas

We contend that the release of this discrete parcel of land (Plot B) in conjunction with H73 will not result in the 'unrestricted sprawl' of a large built up area. First, Edenfield is not a 'large built up area'. The site is an ideal site for release from the Green Belt, for reasons of its self-containment (having regard to H73 and the adjacent settlement. It is a logical 'flex' extension, which lacks overall visibility, and the stream that flanks the eastern edge removes any opportunity for 'urban sprawl' or encroachment. Nor is the land 'open', which is the principal attribute of any Green Belt.

To prevent neighbouring towns merging into one another

The release of Plot B for a small number of homes will be barely perceptible when considering both the actual and perceived gap between settlements (in this case between Edenfield and the nearest settlement, Ramsbottom).

To assist in safeguarding the countryside from encroachment

Following the release and development of H73 for housing, Plot B will not read as part of the countryside. It will be flanked by housing and hard development to the north, south and west, and



as noted above will be left as nothing more than an 'indent' in the settlement boundary. Building a small number of quality homes on this site (and in the context of the release of H73) would not, therefore, constitute encroachment into the countryside.

To preserve the setting and special character of historic towns

Edenfield can reasonably be described as a historic town, but its historic core is some distance from the subject land. More modern housing flanks its eastern edge (albeit at a higher level). Again, in the context of site H73, the remaining parcel of land (Plot B) represents the logical 'rounding off' of this part of Edenfield, and cannot sensibly be argued as harming the special character of a historic town.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

It is very evident that, while the emphasis correctly remains on reusing brownfield land, there is insufficient brownfield land to accommodate the future needs of the Borough. It is for that reason why the Council has little option but to release sizeable areas of Green Belt land in order to accommodate its needs. Put simply, there is not sufficient brownfield land to accommodate future needs, and as such it cannot be suggested that the release of this small, discrete parcel of land might prejudice the use of derelict and other urban land in the Borough.

The above demonstrates that the subject site (Plot B) does not serve any true Green Belt purpose, and particularly if site S73 is developed for housing.

SHLAA 2018

While we appreciate that the purpose of the SHLAA is not to allocate sites, it is worth highlighting that Edenwood Mill is included as a potential site for housing development in the 2018 SHLAA (see extracts at Annex A).

The site scores well in the SHLAA, as it is previously developed, adjoining Edenfield's settlement boundary. Notably, the assessment confirms that any landscape impacts will be 'low' (we agree). The assessment also explains that :

"The site is also identified as a Woodland Stepping Stone Habitat and therefore the area available for development has been reduced by 50% to allow protection of the habitat. It is considered that the site can become suitable in the medium term subject to the access being improved, the woodland habitat being preserved and if it is demonstrated that there are no flood risk issues to the proposed residential units."

Our client assumes that the above is the rationale behind allocating only part of our client's land and to leave the northern section as Green Belt. While our client acknowledges and is respectful of the ecological sensitivities, it is considered that these can and will be addressed via a future planning application (following appropriate surveys and with suitable mitigation), but it is not appropriate to try to second guess that assessment work and retain Plot B as Green Belt. Once site H73 is developed, the retention of Plot B as Green Belt will make little sense. Instead, it is entirely logical



to release the entirety of the land, and allow technical / environmental matters to be addressed robustly via a planning application.

One other matter we wish to raise in respect of the SHLAA is the recorded 'Delivery Timeframe'. It is not clear why it is being suggested that the timeframe will be 6 – 10 years. We feel that it is more likely that housing can and will be delivered in years 3 – 5, and we requested that that be adjusted.

CONCLUSIONS

Adjustment of the Green Belt and a corresponding change to the settlement boundary for Edenfield to integrate both Plot A and Plot B would be a positive change that supports wider regeneration and would help to reinvigorate this part of Edenfield, while accommodating quality and much needed new homes in a discrete, sustainable location. Fundamentally, the land serves no proper Green Belt function or purpose, and this will be particularly the case when site H73 is developed for housing.

Our client therefore objects to the retention of Plots A and B within the Green Belt and considers that proposition to be **unsound** because the retention of the land as Green Belt is not logical in the context of H73 and is therefore not positively prepared, justified, effective, or consistent with national policy. We would be grateful if the Council / Inspector at EIP would have due regard to the contents of this letter and allocate Plots A and B as part of housing allocation ref: H73.

If you require any further information or wish to discuss matters, please do not hesitate to contact [REDACTED] at the above offices.

Yours faithfully

[REDACTED]

Director



ANNEX A

EXTRACTS FROM SHLAA (AUGUST 2018)

GENERAL INFORMATION

Site Ref **SHLAA16271** Most Recent Source **Planning application 2004/513** Site Gross Area (ha) **0.87**

Site Name **Edenwood Mill, Ramsbottom**

Greenfield versus Brownfield **Brownfield** Designations **None**

Site Location - Urban Area, Countryside or Green Belt **Green Belt adjoining the urban area**

Current Land Use **Derelict mill and woodland**

Characteristics of the site reducing the development area **Woodland Stepping Stone Area covering the majority of the site (area available for development reduced by 50% to allow for protection of the habitat)**

Area available for development **0.43** Net Development Area (ha) **0.38** Density **30 dwellings per hectare** Crown Copyright. Licence no.: 100023294

Yield calculated **11** Yield proposed by applicant **25** Current planning permission

AVAILABILITY

Land ownership **single ownership**

Comments **private ownership**

Intentions of landowner **developer/landowner willing to deliver residential units in the short term (next 5 years)**

Comments **The landowner submitted a planning application for the conversion of the mill to 25 apartments which has been approved but is now expired (2004/513). The landowner has renewed an interest in developing the site (email received 16.01.2017).**

Legal constraints / ownership issues **no legal or ownership constraints known**

Comments

SUITABILITY

Topography **gradient present but can be mitigated**

Comments **Flat part along the brook but steep slopes going up towards the west**

Vehicular access **access is a major constraint and significant new infrastructure is required**

Comments **Significant constraints as Eden Lane and Rosebank are narrow lanes. Potential access via the site to the north.**

Distance to strategic road network **within 1.5km (approximately 1 mile)**

Comments **780m to M66 junction**

Access by public transport **high frequency bus service (half hourly or more frequent) within 400m (0.24 miles)**

Comments **380m to bus stop of Bolton Road North with access to several services**

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Access to primary school **access within 500m (0.31 miles)**

Comments **460m to Stubbins Primary School**

Access to secondary school **access within 5km (approximately 3 miles)**

Comments **3690m to Haslingden High School Specialist Arts College and 3.5km to Woodhey High School**

Access to GP surgery **access within 3km (1.8 miles)**

Comments **1.7km to nearest GP in Ramsbottom**

Access to a local centre or convenience shop **access within 1.5km (approximately 1 mile)**

Comments **1.3km to Edenfield local centre and 1.9km to Morrisons in Ramsbottom**

Access to a park or play area **access within 1.5km (approximately 1 mile)**

Comments **1040m to nearest play area**

Flood risk **less than 50% in flood zone 2 or affected by medium surface water flood risk**

Comments **Less than 10% of the site is within flood zone 3 and 2. Also, less than 10% of the site is at high and medium risk of surface water flooding.**

Ecological value **located in a Biological Heritage Site, Local Geodiversity Site or Core Area or Stepping Stone areas**

Comments **Majority of the site within a Woodland Stepping Stone Habitat. The area available for development has been reduced by 50% to allow the protection of part of the habitat.**

Recreational value **presence of Public Rights Of Way or informal use**

Recreational value comment **Public right of way going through the site**

Heritage assets **site does not contain or adjoin a Listed Building and site is not within or adjoins a Conservation Area**

Comments **Chatterton / Strongstry Conservation Area situated 300m to the west of the site**

Landscape value **low landscape impact**

Comments **Settled Valleys. The independent landscape study concluded that the site is suitable for development with mitigation.**

Land contamination **potential contamination issues or known issues but capable of remediation**

Comments **Potential land contamination on a large part of the site**

Mineral sterilisation **if entirely within or partly within a Mineral Safeguarding Area or surface coal area**

Comments **May require further site investigation**

Land instability **if no known issues and situated in a low risk development area**

Comments

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Proximity to dangerous structures	not within any HSE consultation zones
Comments	
Bad neighbour	site in residential or retail area
Comments	
Constraints due to utilities	no known utilities infrastructure on site
Comments	Waste water infrastructure under the lane, not affecting the development

ACHIEVABILITY

Extra costs of development	if significant extra costs required
Comments	New vehicular access. Land contamination report. Flood risk assessment. Ecological impact assessment. Demolition of derelict mill.
Market area	high value market area (£190 to £210/sqm)
Comments	

CONCLUSION

Availability summary	Available now
Justification	The landowners submitted a planning application for the conversion of the mill into 25 apartments in 2004, and renewed an interest to develop the site (email received in January 2017).
Suitability summary	Suitable in medium to long term
Justification	Planning permission was granted in 2004 for the conversion of the mill into 25 apartments (ref 2004/513). However, the vehicular access is a significant constraint for the development of the site. The site is also identified as a Woodland Stepping Stone Habitat and therefore the area available for development has been reduced by 50% to allow protection of the habitat. It is considered that the site can become suitable in the medium term subject to the access being improved, the woodland habitat being preserved and if it is demonstrated that there are no flood risk issues to the proposed residential units.
Viability and achievability summary	Achievable now
Justification	Significant extra costs have been identified with the development of the site (e.g. demolition costs, creation/improvement of the vehicular access). However the site is within a high value market area, therefore the development can still be viable. It is considered that the site can be developed quickly once the constraints have been addressed.
Conclusion	Developable in the medium to long term (within 6 to 10 years, or after 10 years)
Justification	The site is considered to be available as the landowner submitted a planning application for the conversion of the mill into 25 apartments in 2004 and renewed an interest in developing the site in January 2017. The site can become suitable if the vehicular access is improved or if a new access is created. The woodland habitat should also be preserved and the flood risk should be adequately mitigated. The development is considered viable as the site is situated in a high market value area. Overall, the site is developable in the medium term.

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Delivery (next 5 years) Delivery (6 to 10 years) Delivery (11 to 15 years)

APPENDIX E - EXTRACTS FROM LAL APPRAISAL

LANDSCAPE ASSESSMENT Eden Mill

LANDSCAPE EFFECTS

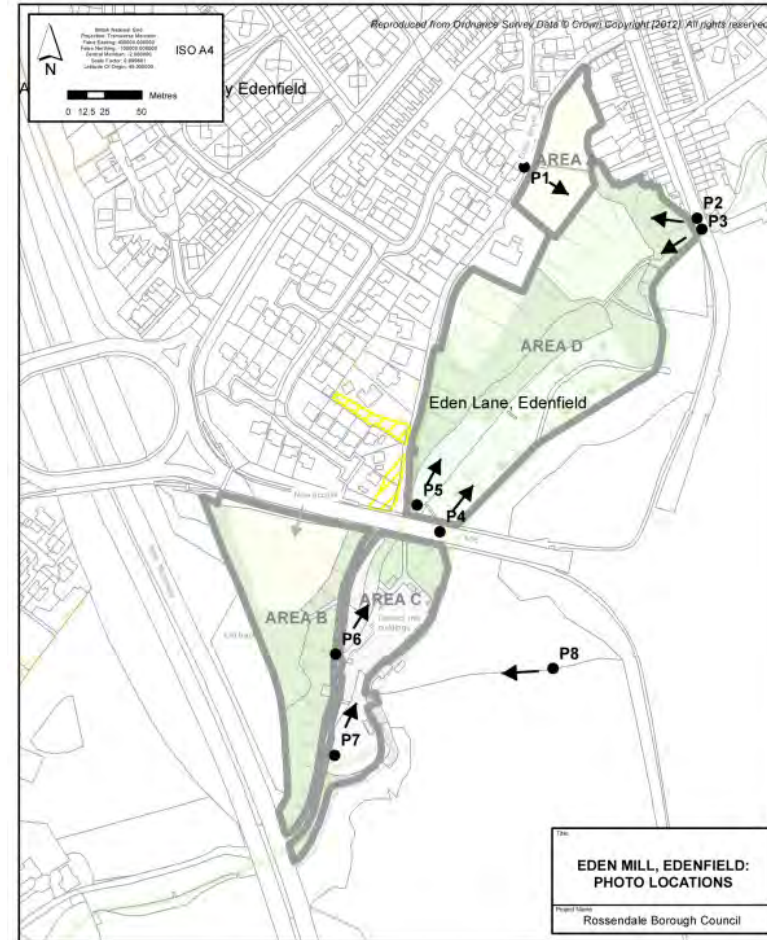
AREA A SENSITIVITY		SUSCEPTIBILITY		
		High	Medium	Low
VALUE	National/International	High	High-medium	Medium
	Local/District	High-Medium	Medium	Medium-low
	Community	Medium	Medium-low	Low
	Limited	Low	Low-negligible	Negligible

AREA B SENSITIVITY		SUSCEPTIBILITY		
		High	Medium	Low
VALUE	National/International	High	High-medium	Medium
	Local/District	High-Medium	Medium	Medium-low
	Community	Medium	Medium-low	Low
	Limited	Low	Low-negligible	Negligible

AREA C SENSITIVITY		SUSCEPTIBILITY		
		High	Medium	Low
VALUE	National/International	High	High-medium	Medium
	Local/District	High-Medium	Medium	Medium-low
	Community	Medium	Medium-low	Low
	Limited	Low	Low-negligible	Negligible

AREA D SENSITIVITY		SUSCEPTIBILITY		
		High	Medium	Low
VALUE	National/International	High	High-medium	Medium
	Local/District	High-Medium	Medium	Medium-low
	Community	Medium	Medium-low	Low
	Limited	Low	Low-negligible	Negligible

SENSITIVITY = SUSCEPTIBILITY + VALUE



Eden Mill Area A SIGNIFICANCE LANDSCAPE EFFECT		MAGNITUDE			
		Negligible	Small	Medium	Large
SENSITIVITY	Negligible	Negligible impact	Negligible–slight impact	Slight impact	Slight–moderate impact
	Low-negligible	Negligible – slight impact	Negligible–slight impact	Slight impact	Slight – moderate impact
	Low	Negligible– slight impact	Slight impact	Slight–moderate impact	Moderate impact
	Medium-Low	Slight impact	Slight impact	Slight–moderate impact	Moderate impact
	Medium	Slight impact	Slight-moderate impact	Moderate impact	Moderate-substantial impact
	High- Medium	Slight impact	Slight moderate impact	Moderate impact	Moderate-substantial impact
	High	Slight–Moderate impact	Moderate impact	Moderate substantial impact	Substantial impact

SIGNIFICANCE = SENSITIVITY + MAGNITUDE

Eden Mill Area B SIGNIFICANCE LANDSCAPE EFFECT		MAGNITUDE			
		Negligible	Small	Medium	Large
SENSITIVITY	Negligible	Negligible impact	Negligible–slight impact	Slight impact	Slight–moderate impact
	Low-negligible	Negligible – slight impact	Negligible–slight impact	Slight impact	Slight – moderate impact
	Low	Negligible– slight impact	Slight impact	Slight–moderate impact	Moderate impact
	Medium-Low	Slight impact	Slight impact	Slight–moderate impact	Moderate impact
	Medium	Slight impact	Slight-moderate impact	Moderate impact	Moderate-substantial impact
	High- Medium	Slight impact	Slight moderate impact	Moderate impact	Moderate-substantial impact
	High	Slight–Moderate impact	Moderate impact	Moderate substantial impact	Substantial impact

Eden Mill Area C SIGNIFICANCE LANDSCAPE EFFECT		MAGNITUDE			
		Negligible	Small	Medium	Large
SENSITIVITY	Negligible	Negligible impact	Negligible–slight impact	Slight impact	Slight–moderate impact
	Low-negligible	Negligible – slight impact	Negligible–slight impact	Slight impact	Slight – moderate impact
	Low	Negligible– slight impact	Slight impact	Slight–moderate impact	Moderate impact
	Medium-Low	Slight impact	Slight impact	Slight–moderate impact	Moderate impact
	Medium	Slight impact	Slight-moderate impact	Moderate impact	Moderate-substantial impact
	High- Medium	Slight impact	Slight moderate impact	Moderate impact	Moderate-substantial impact
	High	Slight–Moderate impact	Moderate impact	Moderate substantial impact	Substantial impact

Eden Mill Area D SIGNIFICANCE LANDSCAPE EFFECT		MAGNITUDE			
		Negligible	Small	Medium	Large
SENSITIVITY	Negligible	Negligible impact	Negligible–slight impact	Slight impact	Slight–moderate impact
	Low-negligible	Negligible – slight impact	Negligible–slight impact	Slight impact	Slight – moderate impact
	Low	Negligible– slight impact	Slight impact	Slight–moderate impact	Moderate impact
	Medium-Low	Slight impact	Slight impact	Slight–moderate impact	Moderate impact
	Medium	Slight impact	Slight-moderate impact	Moderate impact	Moderate-substantial impact
	High- Medium	Slight impact	Slight moderate impact	Moderate impact	Moderate-substantial impact
	High	Slight–Moderate impact	Moderate impact	Moderate substantial impact	Substantial impact

VISUAL EFFECTS Eden Mill

Susceptibility of receptors:

Eden Mill Visual receptors	SENSITIVITY
• Walkers on FP 111 Eden Street	High
• Walkers on FP 112 / path to mill from A56/Bury Rd junction	High
• Travellers on A56	Low
• Pedestrians on A56 pavement	Medium
• Travellers on A58	Low
• Pedestrians on A58 Bury Rd road bridge	Medium
• Residents	High

Eden Mill Area A	Visual receptors	MAGNITUDE
Walkers on FP 111 Eden Street	Where the proposals would form a prominent and immediately apparent element of the scene	Large
Walkers on FP 112 / path to mill from A56/Bury Rd junction		nil
Travellers on A56	Where proposals constitute only a minor component of the wider view, which could be missed by the casual observer or where awareness does not affect the overall quality of the scene.	Small
Pedestrians on A56 pavement	Where proposals constitute only a minor component of the wider view, which could be missed by the casual observer or where awareness does not affect the overall quality of the scene.	Small
Travellers on A58	Where proposals constitute only a minor component of the wider view, which could be missed by the casual observer or where awareness does not affect the overall quality of the scene.	Small
Pedestrians on A58 Bury Rd road bridge	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate

Eden Mill Area B	Visual receptors	MAGNITUDE
Walkers on FP 111 Eden Street	Where the proposals would form a prominent and immediately apparent element of the scene	Large
Walkers on FP 112 / path to mill from A56/Bury Rd junction	Where proposals constitute only a minor component of the wider view, which could be missed by the casual observer or where awareness does not affect the overall quality of the scene.	Small
Travellers on A56	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate
Pedestrians on A56 pavement	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate
Travellers on A58	Where the change is so small that any change is barely perceptible within the viewed landscape.	Negligible
Pedestrians on A58 Bury Rd road bridge	Where the change is so small that any change is barely perceptible within the viewed landscape.	Negligible

Eden Mill Area C	Visual receptors	MAGNITUDE
Walkers on FP 111 Eden Street	Where the proposals would form a dominant and unavoidable part of the scene	Very large
Walkers on FP 112 / path to mill from A56/Bury Rd junction	Where the proposals would form a prominent and immediately apparent element of the scene	Large
Travellers on A56	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate
Pedestrians on A56 pavement	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate
Travellers on A58	Where proposals constitute only a minor component of the wider view, which could be missed by the casual observer or where awareness does not affect the overall quality of the scene.	Small
Pedestrians and travellers on A58 Bury Rd road bridge	Where proposals constitute only a minor component of the wider view, which could be missed by the casual observer or where awareness does not affect the overall quality of the scene.	Small

Eden Mill Area A	Residential receptors	MAGNITUDE
Residents on 10 - 18 Burnside		nil
Residents on Bury Road east of site	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate
Residents of Lane End	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate
Residents to west of site	Where the proposals would form a prominent and immediately apparent element of the scene	Large

Eden Mill Area B	Residential receptors	MAGNITUDE
Residents on 10 - 18 Burnside	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate
Residents on Bury Road east of site		nil
Residents of Lane End		nil
Residents to west of site		nil

Eden Mill Area C	Residential receptors	MAGNITUDE
Residents on 10 - 18 Burnside		nil
Residents on Bury Road east of site		nil
Residents of Lane End		nil
Residents to west of site (Eden St, Eden Lane)		nil

Eden Mill Area D	Residential receptors	MAGNITUDE
Residents on 10 - 18 Burnside		nil
Residents on Bury Road east of site	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate
Residents of Lane End	Where the proposals would form a prominent and immediately apparent element of the scene	Large
Residents to west of site	Where proposals would form a visible and recognisable new development but where it is not intrusive	Moderate

Eden Mill Key receptors	SIGNIFICANCE			
	Area A	Area B	Area C	Area D
* <i>Varies, worst case shown</i>				
Walkers on FP 111 Eden Street	Major moderate adverse impact*	Major moderate adverse impact	Major adverse impact	Major adverse impact
Walkers on FP 112 / path to mill from A56/Bury Rd junction	nil	Moderate-slight impact	Moderate adverse impact	Major adverse impact
Travellers on A56	Slight impact	Moderate-slight impact	Moderate adverse impact	Moderate adverse impact
Pedestrians on A56 pavement	Moderate-slight adverse impact	Moderate adverse impact	Moderate adverse impact	Moderate adverse impact
Pedestrians on Bury Rd road bridge	Moderate adverse impact	Slight adverse impact	Moderate-slight impact	Major adverse impact

Eden Mill Key receptors	SIGNIFICANCE			
	Area A	Area B	Area C	Area D
* <i>Varies, worst case shown</i>				
Residents on 10 - 18 Burnside	nil	Moderate impact	nil	
Residents on Bury Road east of site	Moderate impact	nil	nil	Major-moderate impact
Residents of Lane End	Moderate impact	nil	nil	Major-moderate impact
Residents to west of site	Moderate impact	nil	nil	Moderate impact

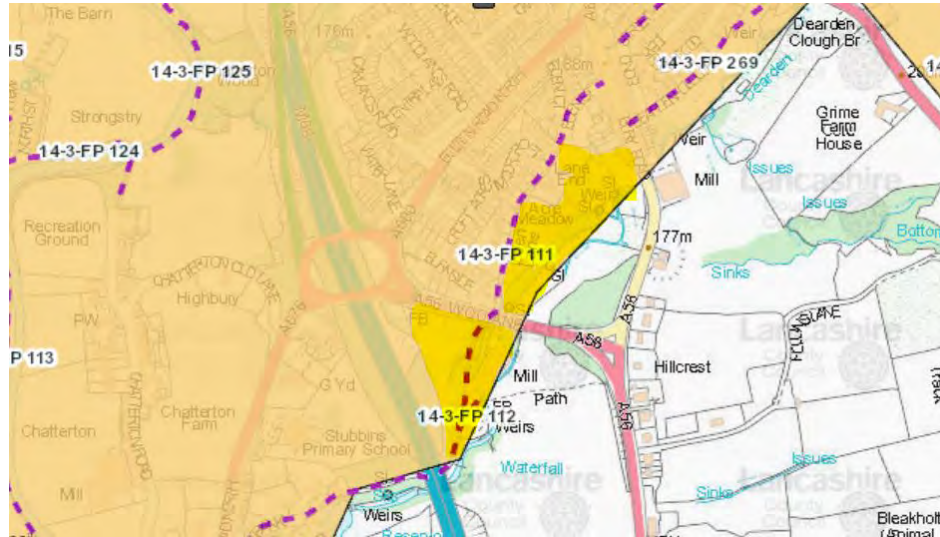
SENSITIVITY +MAGNITUDE=SIGNIFICANCE

SITE DEVELOPABILITY

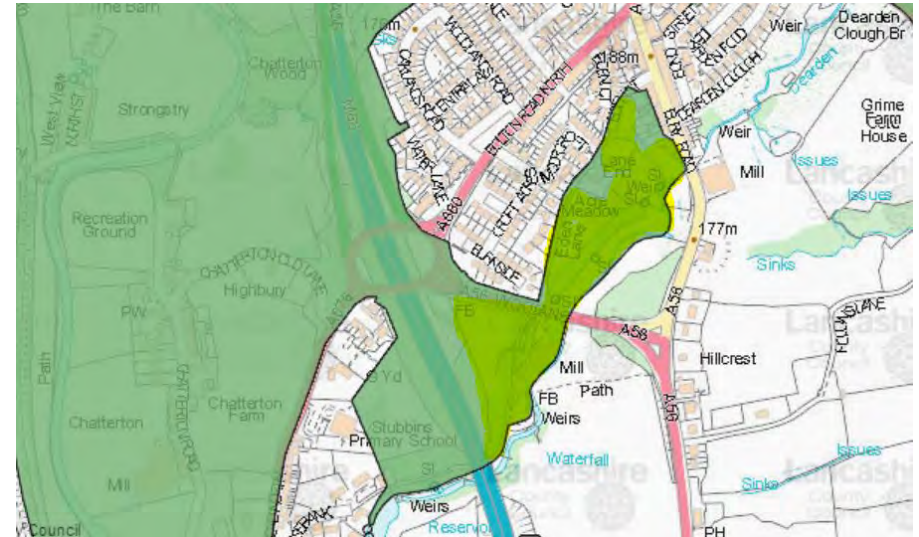
Finally the **significance** of the **landscape effects** and the **visual effects** are combined to give an assessment of the sites **developability**

OUTCOME OF SITE ASSESSMENT	
Eden Mill Area A	Suitable for development with mitigation
Eden Mill Area B	Suitable for development with mitigation
Eden Mill Area C	Suitable for development with mitigation
Eden Mill Area D	Not suitable for development on landscape grounds

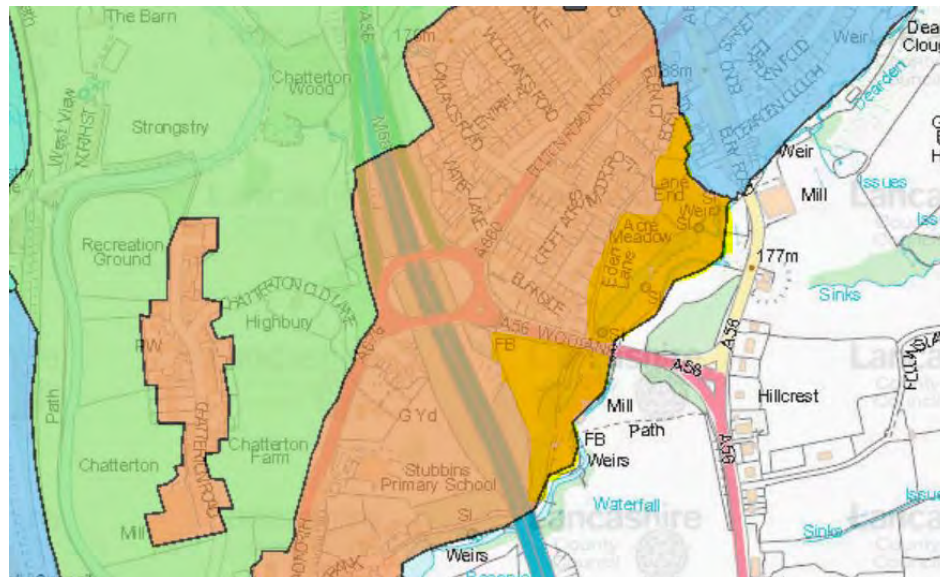
Further information:



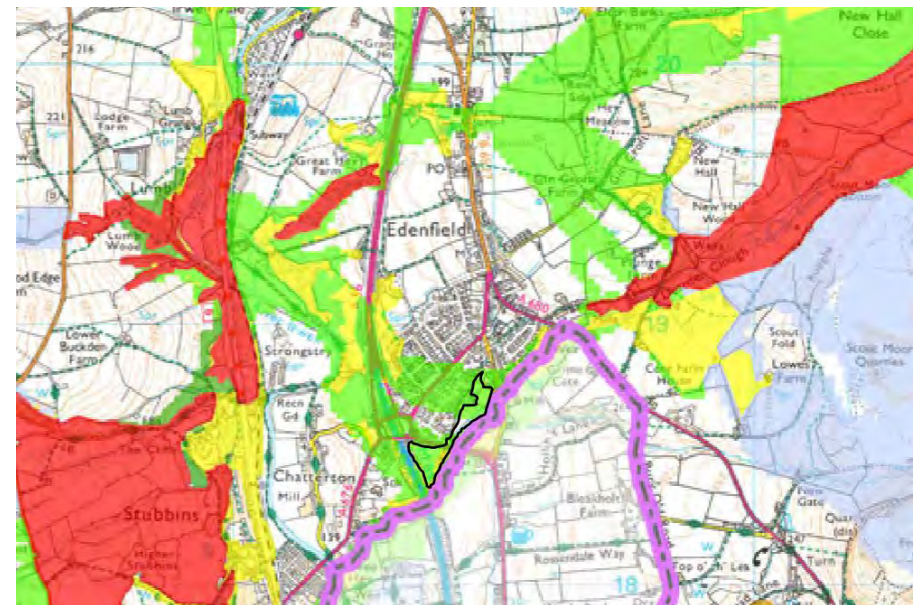
Landscape Character Type and footpaths Eden Mill Road Source: MARIO



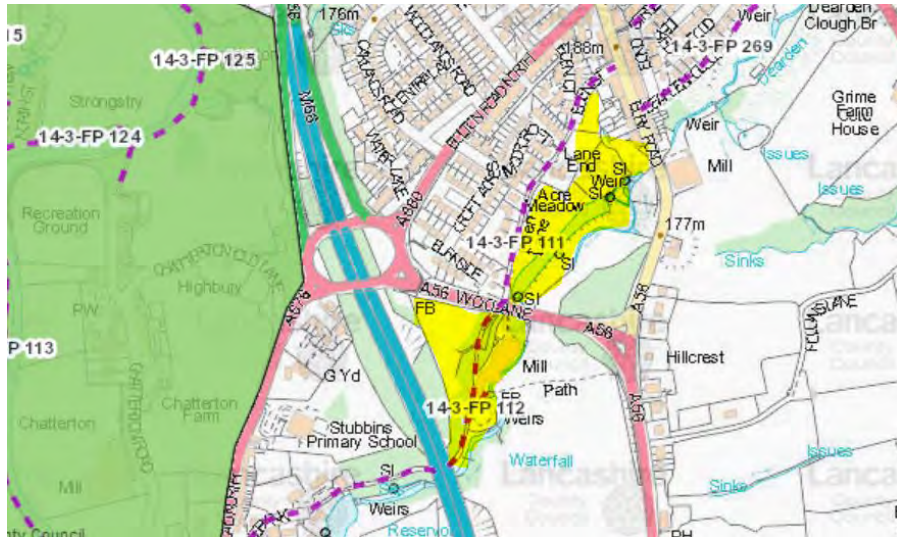
Green Belt Eden Mill Source: MARIO



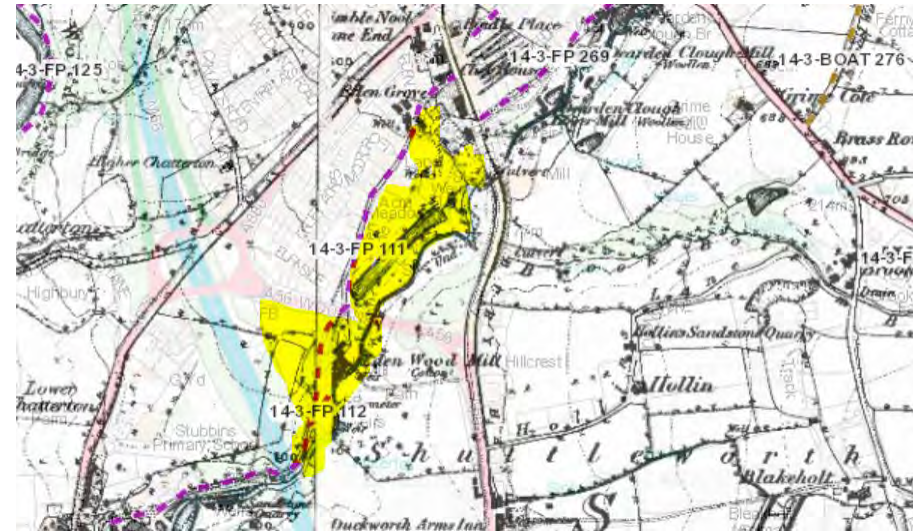
Historic Landscape Character Type Eden Mill Road Source: MARIO



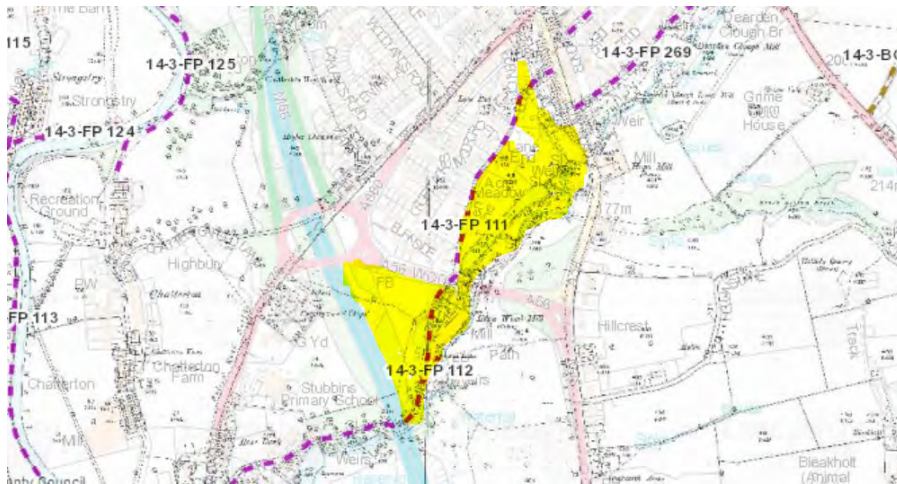
Lancashire Ecological Network, Woodlands: Eden Mill Source LCC



Conservation Area Eden Mill Source: MARIO



1:10,000 Eden Mill Source: MARIO



1: 2500 1890 Eden Mill Source: MARIO

APPENDIX F - THE PROPOSALS



PROPOSED ACCOMMODATION SCHEDULE:	
5 BED UNITS	3
4 BED UNITS	38
3 BED UNITS	22
2 BED UNITS	6
TOTAL UNITS	66



Squareyard

Landscape Architecture - Urban Design - Masterplanning

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Tel - 07514 281 452

Registered office:
Yd2 Ltd.
83 Ducie Street, Manchester, M1 2JQ



- GENERAL NOTES:**
- DO NOT SCALE FROM THIS DRAWING
 - DIMENSIONS GOVERN
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE ON THE DRAWINGS
 - ALL DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO ANY CONSTRUCTION
 - YD2 SHALL BE NOTIFIED OF ANY DISCREPANCIES

DRAWING NOTES:

REV	DESCRIPTION	DRAWN	CHECKED	DATE
(-)	ISSUED FOR PRE-APPLICATION SUBMISSION	AV	AV	13/04/2020

PROJECT TITLE
**EDENWOOD MILL
LAND OFF WOOD LANE
EDENFIELD**

DRAWING TITLE
INDICATIVE SITE MASTERPLAN

SCALE @ A1
1:500
DATE
APR 20

PROJECT NUMBER
YD2_20_07
DRAWING No.
YD2_EW_MP001
REVISION
(-)

SCALE @ A1
1:500
DATE
APR 20
REVISION
(-)



PRECEDENTS IMAGES