

SCHEDULE OF ACTIONS MATTER 15: EMPLOYMENT AND MIXED-USE SITE ALLOCATIONS

Employment Site Allocations (Actions 15.1, 15.2, and 15.6 to 15.10)

15.1	<p>For all mixed-use and employment sites</p> <p>Produce a technical note which demonstrates the deliverability of each proposed employment allocation, this should include as a minimum:</p> <ul style="list-style-type: none"> i. A map showing land ownership; ii. Clear statement of intent from the landowners and any developers if known, of the intention to develop the site for the uses envisaged and broadly when; iii. An overview of the key constraints and how they could be overcome. This should have regard to Landscape and Green Belt impacts; iv. Specific development requirements, including compensatory measures for Green Belt losses where appropriate; v. Details of access – where from and what site specific infrastructure would be required; vi. High level viability, particularly having regard to the proposed access arrangements.
15.2	<p>For employment sites only</p> <ul style="list-style-type: none"> i. Provide a high-level breakdown of works necessary to bring the site forward which will not be able to be carried out by the developers of the sites. ii. Explain the actions the Council will take to secure funding to facilitate developments, including details of phasing.
15.6	<p>NE1 – Extension to Mayfield Chicks, Ewood Bridge</p> <ul style="list-style-type: none"> i. Produce note on how landscape impact are to be addressed, including Green Belt compensation and ecology. ii. Review net developable area.
15.7	<p>NE2 – Land north of Hud Hey, Haslingden</p> <ul style="list-style-type: none"> i. Clarify point of access is from Blackburn Road and exactly what is required; ii. Address Green Belt compensation and landscape impacts; iii. Review developable area
15.8	<p>NE3 – Carrs Industrial Estate North Extension, Haslingden</p> <ul style="list-style-type: none"> i. Clarify access is to be from Commerce Street; ii. Agree with Highways England scope of geo-technical and access strategy evidence necessary to potentially remove their objection; iii. Confirm with Highways England that their land will be made available for development; iv. Address landscape and heritage concerns; v. Review developable area.
15.9	<p>NE4 – Extension of New Hall Hey, Rawtenstall</p> <ul style="list-style-type: none"> i. Clarify the point of access being from the A682; ii. Clarify the relationship/any phasing with sites either side of the river, i.e. bridge dependency; iii. Address Green Belt compensation and landscape impacts;

	iv. Review the net developable area in light of constraints, particularly landscape study
15.10	NE5 – Baxenden Chemicals, Rising Bridge Produce note on any barriers which could prevent the site from coming forward.

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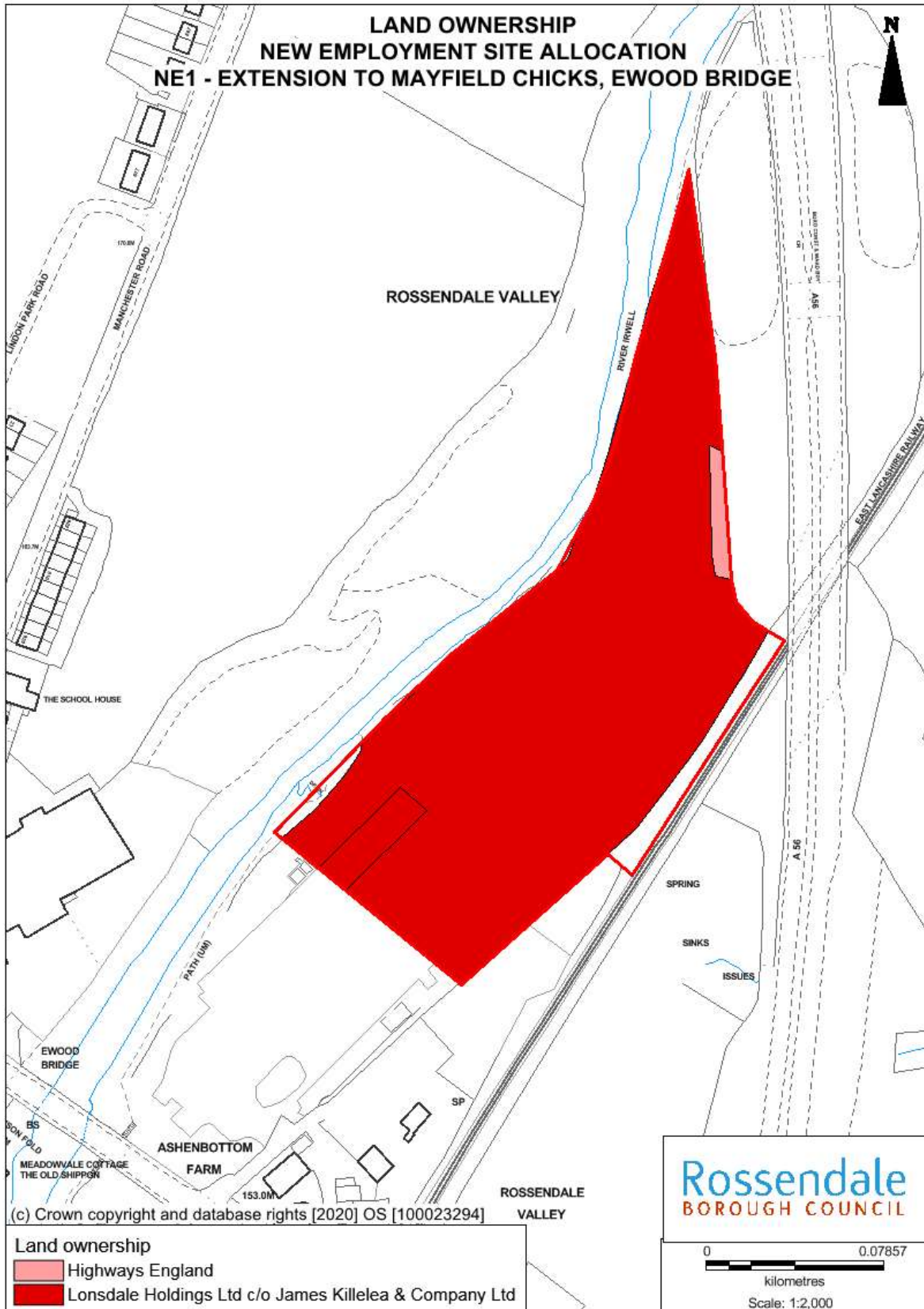
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NE1 – Extension to Mayfield Chicks, Ewood Bridge

Delivery of the site (Action 15.1)

i. Map showing land ownership

Map 1 below shows land ownership based on Land Registry information.



Map 1 – Land ownership of NE1 – Extension to Mayfield Chicks, Ewood Bridge

ii. Statement from landowners

The landowner stated the company would use the site for storage and distribution of their goods (please see Appendix A).

iii. Overview of key constraints

Key constraints for this site relate to the location of the site within Green Belt, as well as the impact of development on landscape and ecology.

- Green Belt

The site is currently designated as Green Belt. It is largely undeveloped except for a small section within its southern part. The Green Belt Review (2016) states that the parcel has a moderate role in preventing the merging of Haslingden / Helmshore with Rawtenstall and in safeguarding the countryside from encroachment. However, the parcel does not form part of the critical gap between the neighbouring towns. Consequently, the study concludes that the release of this parcel from the Green Belt would not substantially harm the wider Green Belt. Furthermore, the site is bounded by the River Irwell to the west, the A56 and East Lancashire Railway to the east, which would provide new clear and permanent Green Belt boundaries. Further information regarding exceptional circumstances for Green Belt release can be found in Action 8.12.

- Landscape

The assessment of the proposed site allocation together with a parcel of land to the west of the River Irwell has been carried out by a Landscape Consultant in the Landscape Study (updated in 2017). The study identifies an area which would be appropriate for development on landscape grounds in the southern section of the site, adjoining the existing employment site. The remainder of the site is not considered suitable for development according to the study with likely negative impacts to be experienced by the users of the Irwell Valley Way along the River Irwell. Also, the development would affect open views from the East Lancashire Railway and Manchester Road. The study also recommends to restore and strengthen existing hedges, in particular the one alongside the railway and to provide additional planting to screen the development sites.

It is however considered that with appropriate mitigation as identified in the landscape study, the area suitable for development could be extended further north without including the northern triangle section (please see Map 2).

- Ecology

Sections of the site along the River Irwell form part of an important ecological grassland habitat as identified on the Lancashire Grassland Ecological Network Map. Trees are also present along the embankment of the River Irwell. These ecological

features overlap areas identified as having a high landscape value and therefore it is proposed to exclude them from the area available for development (please see Map 2).



Map 2 – Constraints and net developable area for NE1 – Extension to Mayfield Chicks, Ewood Bridge

iv. Specific development requirements

- The views from the Irwell Sculpture Trail running along the River Irwell should be protected via tree planting /hedgerow to screen the development from footpath users.
- The development should avoid the northern part of the site allocation to exclude areas of high ecological and landscape values.
- The views from the East Lancashire Railway should be protected via the reinforcement and extension of the existing hedgerow along the railway line.
- Green Belt compensation should consider:
 - retaining and enhancing the Irwell Sculpture Trail along the river, enhancing links to former Ewood Bridge sports pitch and Rawtenstall;
 - enhancement of the areas within the site allocation to remain undeveloped and kept as a wildlife corridor (including tree planting to link with existing woodland and Important Wildlife Site to the west of the river) (please also see Action 8.10 for further information).

v. Details of access

The Employment Access Study (2019) which assessed the feasibility for a Park and Ride at Ewood Bridge (adjoining the existing and new employment site allocation) suggests an upgrade of the existing priority junction between the site and the B6527 Blackburn Road to a signalised junction. It also recommends the access to be widened to enable a two-way traffic, and proposes alterations to a stone wall and relocation of two existing bus stops to improve visibility. The study did not identify any capacity issues at this junction. The cost for this access has been estimated at just over £500,000.

Lancashire County Council Highways Department commented in July 2020 that:

“The site is an extension of an existing industrial site which benefits from an access onto Blackburn Road. However to cater for the additional traffic generated by the site it will be necessary to carry out improvements to the junction and widen the access road. Sightlines are good in either direction.”

vi. High-level viability

The Economic Viability study of the Local Plan (2019) explains that speculative employment development is not generally viable in the Borough. This is due to a gap between rents and building costs for employment uses in the North West which in recent years has been met by public sector grants. Appended to this Report is a Note prepared by the Council's Viability Consultants providing a more thorough explanation of the employment land market and an updated Rossendale Industrial Sub-market (please see Appendix E).

However, in this case the development would consist in the expansion of an existing business, using land within the ownership of the company, which would enhance viability of the development.

Works necessary to bring the site forward and actions to facilitate development (funding and phasing) (Action 15.2)

i. Provide a high-level breakdown of works necessary to bring the site forward which will not be able to be carried out by the developers of the site.

Access improvement works will be required including the potential upgrade to a signalised junction and widening of the access for a two-way traffic system. It is considered that these improvement works fall within the scope of the developer.

ii. Explain the actions the Council will take to secure funding to facilitate developments, including details of phasing.

New funding is being announced on a regular basis as the Government is prioritising growth. The Borough Council is currently in the process of registering its strategic infrastructure projects with the Lancashire Local Enterprise Partnership (the LEP) and the upper tier authority so as to be in the best position to take advantage of any UK Shared Prosperity or levelling-up funding as it is announced. The Council's Economic Development team is committed to actively seeking the most appropriate funding to support the Council's employment growth plans.

The development of the site is not expected to require any phasing.

Specific questions (Action 15.6)

i. Produce note on how landscape impact, Green Belt compensation and ecology are to be addressed

Please see section 'iii' on the key constraints.

ii. Review net developable area

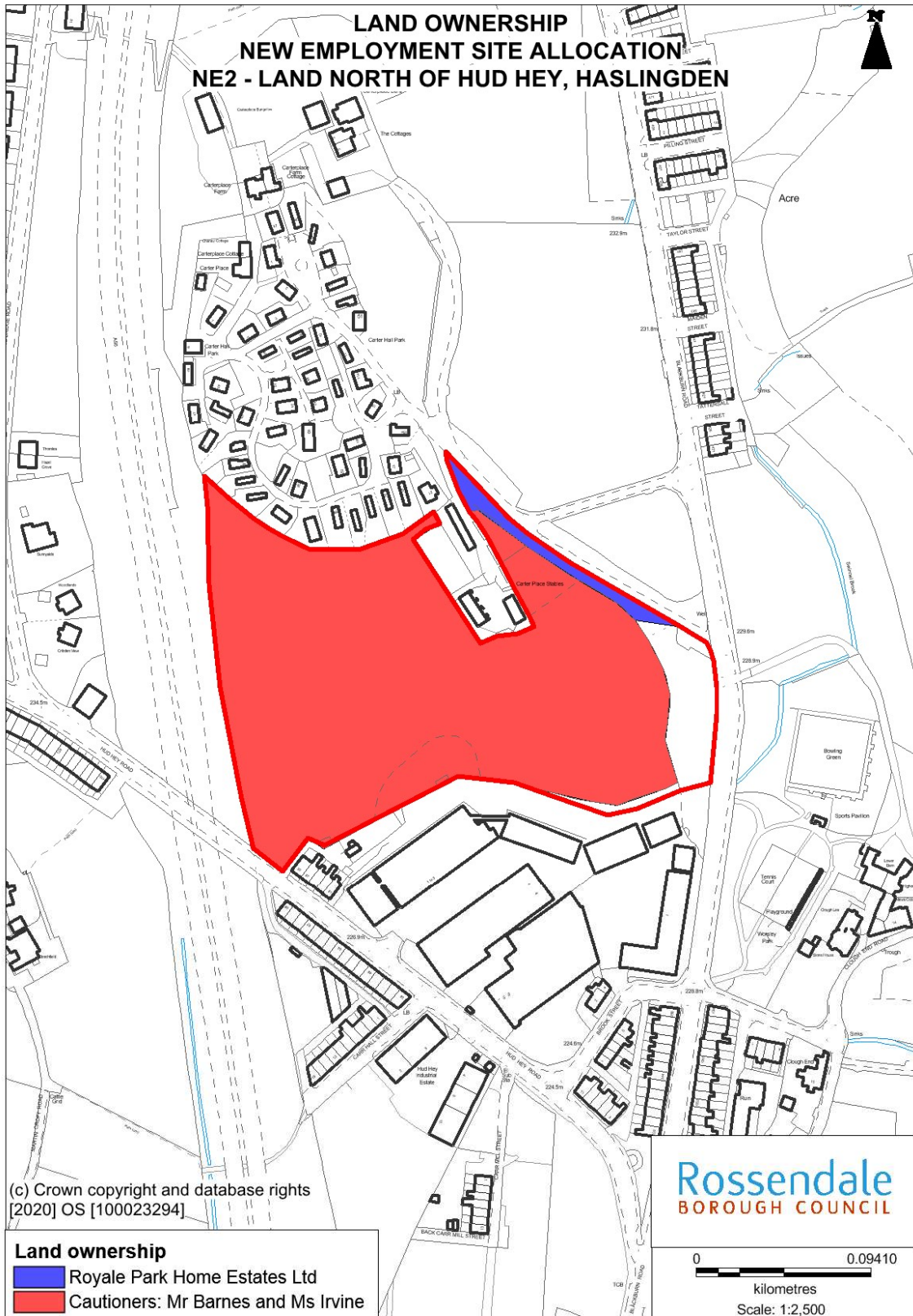
Considering the landscape and ecology constraints, the net developable area of the site is proposed to be reduced to 1.57 ha from the 2.81 ha previously identified in the submission version of the Local Plan.

NE2 – Land North of Hud Hey, Haslingden

Delivery of the site (Action 15.1)

i. Map showing land ownership

Map 3 shows information regarding the land ownership based on records from the Land Registry.



Map 3 - Land ownership of NE2 – Land north of Hud Hey, Haslingden

ii. Statement from landowner

Please see in Appendix A, the statement from the principal landowner regarding the availability, suitability and deliverability of the site for employment use.

iii. Overview of key constraints

Key constraints for this site relate to its location within the Green Belt and potential impacts of the development on the landscape.

- Green Belt

The Green Belt Review states that parcel 10 which includes the proposed allocation, performs strongly in preventing Haslingden and Rising Bridge to merge into each other and any development could lead to a perception of narrowing the gap between settlements. In terms of safeguarding the countryside from encroachment the parcel performs weakly due to the presence of a Park Home situated within the northern section of the parcel.

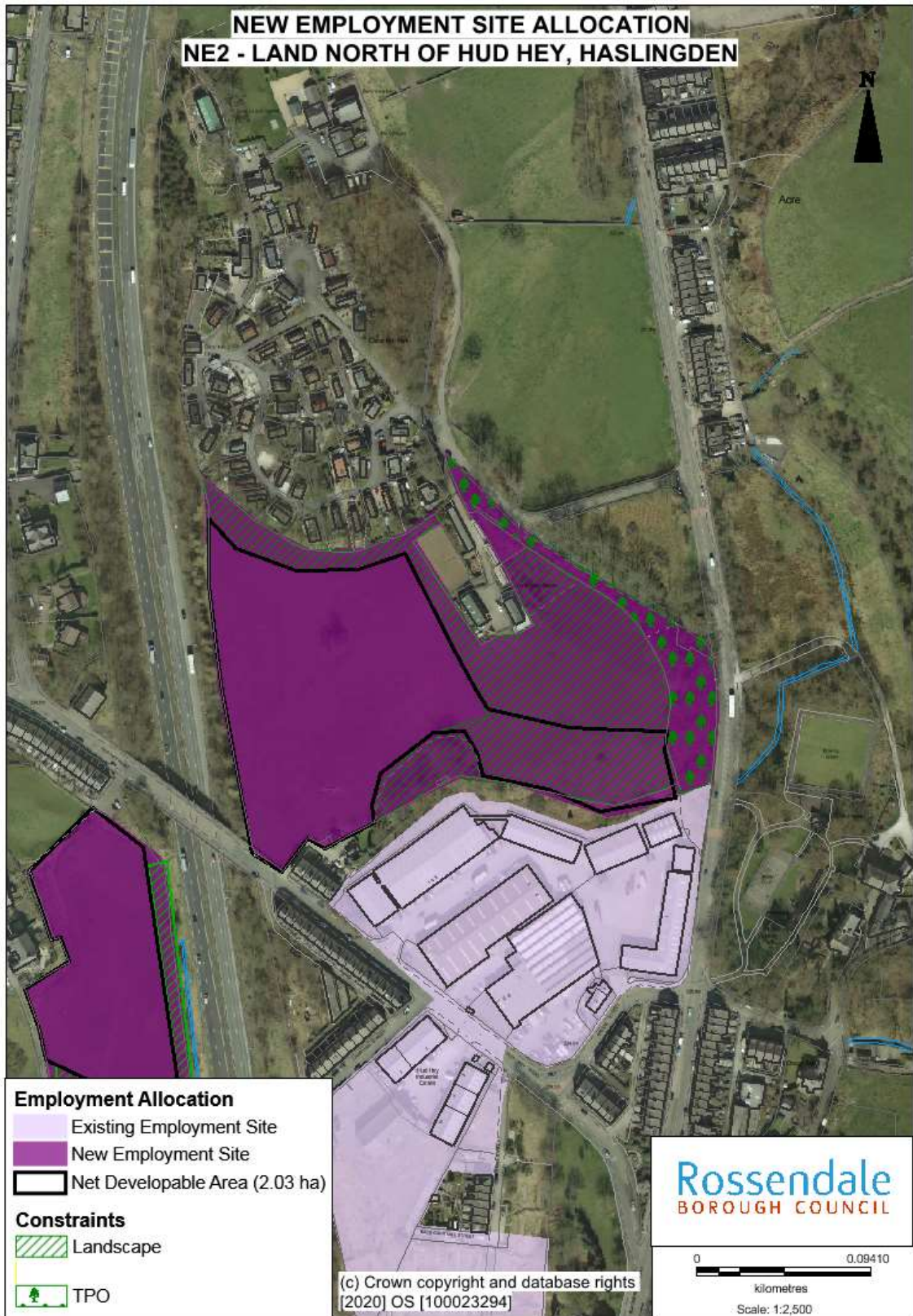
Despite the fact that the Green Belt Study does not recommend the release of parcel 10, it is considered that the benefits of employment provision at this location, situated in proximity to a Key Service Centre and strategic road network would outweigh the harm to the Green Belt. Further information regarding exceptional circumstances for Green Belt release can be found in Action 8.12.

- Landscape

The landscape study considers that the eastern part of the site which rises up to form a hillock overlooking Blackburn Road is not suitable for development, as any development would be prominent.

It is also to be noted that the woodland along the northern-east and east boundary of the site is protected by a Tree Preservation Order.

However, it is considered that part of the eastern section is available for development, whilst avoiding the area situated on higher ground where the impact of the development would be greater and excluding the woodland area (please see Map 4).



Map 4 – Constraints of the proposed site allocation NE2 – Land north of Hud Hey, Haslingden

iv. Specific development requirements

- The existing trees along the boundaries should be protected with additional trees to be planted along the northern boundary (to screen development for the residential area) and the southern boundary adjacent to Hud Hey Industrial Site.
- Some trees protected by a Tree Preservation Order along the eastern boundary will have to be felled to provide access from Blackburn Road.
- Incorporate tree planting within the site to filter views through the site while not blocking them.
- New development to use local materials for buildings and boundaries with a design sympathetic to the rural character.
- Sustainable urban drainage system should be used as part of the green infrastructure through the site.
- Green Belt compensation should consider:
 - Enhancing links to Worsley Park situated opposite the A680 Blackburn Road and providing developer contributions for its enhancement;
 - Additional trees should be provided on-site and existing woodland areas should be maintained, also opportunities to enhance wildlife corridor should be explored;

v. Details of access

The Employment Sites Access study identified the existing junction serving Hud Hey Industrial Site as the preferred option to access the site allocation. However, this would compromise the existing employment site. Another potential access considered was via Hud Hey Road, near the bridge over the A56. However, due to its close proximity with the bridge structure and residential properties, the study considered that this option might not be suitable for large vehicles. The third access option via Blackburn Road was considered to be difficult and costly to deliver due to the significant level differences and earthworks.

Lancashire County Council Highways Department provided the following comments in July 2020:

“The proposed development site is located adjacent the A680 Blackburn Road and there is a small access potential presented by a narrow frontage on to B6236 Hud Hey Road.

The creation of an access along the Blackburn Road frontage will present significant challenges involving civil engineering works for the formation of an acceptable site entrance, retaining walls and internal earthworks.

The potential access off Hud Hey Road is located adjacent to the A56 trunk road and previous discussions with Highways England have suggested that the proximity of any potential access close to the bridge structure would be resisted.

An access could be created through the existing Hud Hey Industrial site but in creating an access that is both acceptable in every respect (vehicular and pedestrian requirements) it will require the acquisition of third party land and disrupt the business operations of the existing businesses on site. Notwithstanding whether these issues can be overcome, the traffic circulation in this area and in particular the route from Hud Hey Road onto Blackburn Road would need careful consideration and possible intervention if the development results in an increase in size and number of vehicle movements through this junction.”

Highways England provided the following comment during the Regulation 19 consultation:

“It is proposed that the existing site access to the industrial estate would be utilised with the priority junction improved, and an extensive internal link road provided to open up the site for development. Development traffic would join the local road network and access the SRN via existing junctions. However, we note that the proposed access is immediately adjacent to the A56 overbridge abutments and highway verge, which may impact upon the ability of HGV vehicles to safely and efficiently access the site.”

Following the Local Plan hearings, the Planning Agent representing the principal landowners has commissioned transport consultants to undertake a preliminary vehicular access appraisal (September 2020). The note considered that the site can be satisfactorily accessed via Hud Hey Road (please see Appendix B).

This note has been forwarded to Highways England and Lancashire County Council for their comments, and the following comments were received from Highways England, as of January 2020:

“Matters relating to the design layout and safety of an access proposal are matters for LCC as highway authority for Hud Hey Road, and to that degree we would expect to see there being an independent Stage 1 RSA undertaken. Notwithstanding highway design layout matters in relation to Hud Hey Road, the proposed access is of concern to us for other reasons associated with safety, which may fundamentally influence its feasibility and the design / layout itself - from Highways England’s perspective, this is maintaining the safety and integrity of the adjoining bridge abutments and cutting of the A56, as well as ensuring that there is no drainage runoff from the site / access onto the A56 verge. Also, appropriate vehicle restraint measures will be needed to prevent access of errant vehicles onto the A56 itself. Consequently, geotechnical, drainage and structures will be the overriding topics for us in this case.

Ground conditions experienced in the Rossendale valleys are notoriously challenging to build upon. In our view, creation of an access at this point may pose geotechnical risks to the A56 trunk road embankment and abutment of the Hud Hey Road bridge over the A56. Therefore, a detailed feasibility study will need to be

carried out to find out whether an optimum solution can be achieved that poses no safety risk to the A56. This should be carried out using specialist and appropriately-qualified geotechnical expertise and informed by a full ground investigation survey. This work must be undertaken in accordance with the Design Manual for Roads and Bridges standard CD622 'Managing Geotechnical Risk' and then subject to standard CG300 'Technical Approval of Highway Structures', both available on the internet.

This work should begin as soon as practicable to allow a detailed study to be carried out which will assist in understanding the viability of the proposal. Without this, Highways England will be unable to agree to any access proposal, and so we cannot agree on or agree with Drawing Number 3139-F01 Rev B at this time.

In terms of traffic impacts on the SRN, we would expect a draft TA document to cover the following chapters:

- Background and Context – setting the scene within which the TA has been developed;
- Existing Conditions – describing the site within the context of the local and wider highway network (e.g. SRN), including details on local road safety conditions;
- Planning Policy Context – set out the local, regional and national planning policy context as it relates to transport and access for the site;
- Sustainable Access Appraisal – describing the accessibility of the site to sustainable public transport networks, pedestrian connectivity and cycle connectivity;
- Development Proposal – describe the development proposal, its layout and access by all modes;
- Trip Generation, Distribution and Assignment – detailing the trip generation estimates produced, and how they have been distributed and assigned to the agreed impact area;
- Baseline and Forecast Year Traffic Flows, With and Without Development – based on the agreed assessment years and the estimated trip generation from the site opening year, how future flows in the impact area have been identified for the baseline situation and the with development situation. These traffic flows will form the basis of the highway impact assessment;
- Highway Impact Assessment – an analysis of the impact of the proposed development traffic on the agreed impact area and if appropriate include suitable mitigation measures developed to counter any adverse impacts; and
- Summary and Conclusions – summarising the key findings and the conclusions.”

Also, Lancashire County Council provided the following update as of January 2020:

“Notwithstanding the concerns previously expressed by HE regarding the proximity of the access to their bridge asset (I note that they have also been consulted) the submitted plan shows a visibility splay of 2.4 x 43m in either direction based on the 30mph speed limit. A traffic count undertaken in 2016 revealed 85thile speeds of 39mph and 40mph east and westbound respectively. As part of any future submission, the visibility splays would need to reflect the 85thile speeds for which I would expect a new traffic survey to be undertaken.”

In conclusion, it is considered that subject to the above conditions and approval by the relevant highways authorities, access to the site can be provided from Hud Hey Road.

vi. High-level viability

The Planning Agent in their email dated 3 November 2020 informed us that the landowners have reached a preliminary agreement with Barnfield Construction to develop the site once the Plan is adopted and the site is formally released from the Green Belt. The developer is confident that there is sufficient unmet demand for employment development in the area to successfully deliver the site. A report on the demand and supply of employment sites has been commissioned by the developer and is available to view in Appendix B.

Furthermore, a note regarding the viability of employment sites is provided in Appendix E.

Works necessary to bring the site forward and actions to facilitate development (funding and phasing) (Action 15.2)

i. Provide a high-level breakdown of works necessary to bring the site forward which will not be able to be carried out by the developers of the site.

If access is to be provided from Hud Hey Road, near the A56 bridge, it is considered that the works consisting in a new priority junction, would be carried out by the developer.

ii. Explain the actions the Council will take to secure funding to facilitate developments, including details of phasing.

A preliminary agreement has been reached between the principal landowner and Barnfield Construction which will take the development forward. The development is deemed viable, however if needed, the Council could explore funding avenues. New funding is being announced on a regular basis as the Government is prioritising growth. As stated previously the Borough Council is registering these new employment sites with the LEP and Lancashire County Council so as to be able to take advantage of new funding streams as and when they are announced. The

Council's Economic Development team is committed to actively seeking the most appropriate funding to support the Council's employment growth plans.

The development is not expected to be scheduled into phases for this site.

Specific questions (Action 15.7)

i. Clarify point of access is from Blackburn Road and exactly what is required

Please see section 'v' regarding access.

ii. Address Green Belt compensation and landscape impacts

Please see section 'iv' regarding Green Belt compensation. Further information is also provided within Action 8.10.

iii. Review developable area

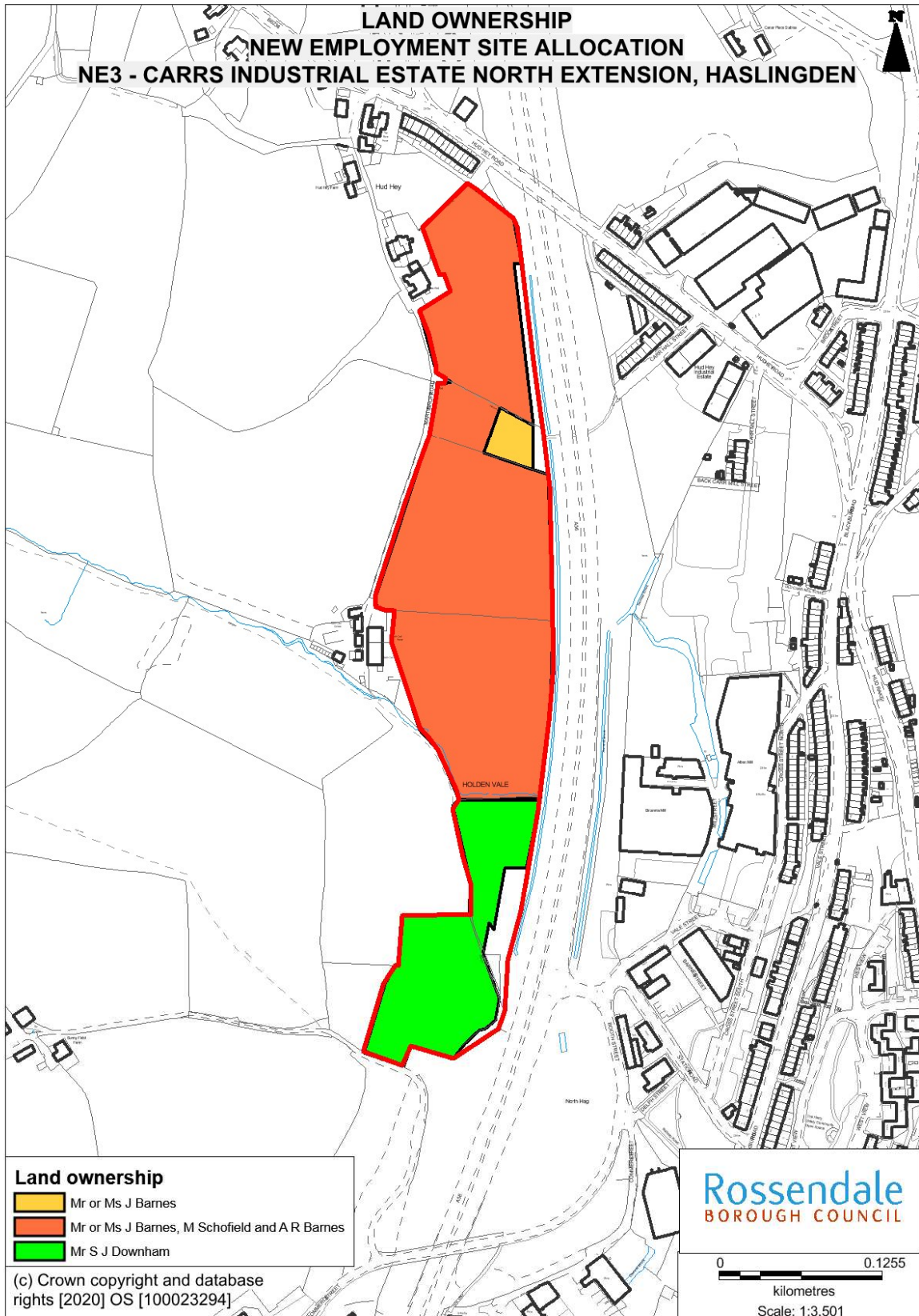
The net developable area of the site is proposed to be reduced to approximately 2 ha from the original 2.70 ha proposed at the submission of the Local Plan.

NE3 – Carrs Industrial Estate North Extension, Haslingden

Delivery of the site (Action 15.1)

i. Map showing land ownership

Map 5 shows land ownership based on records from the Land Registry.



Map 5 – Land ownership of NE3 – Carrs Industrial Estate North Extension, Haslingden

Please note that no land title was available on the Land Registry regarding the land ownership of Mr S. J. Downham, therefore the information provided on the map is indicative only.

It is to be noted that the site allocation also falls within two land titles covering mines and minerals rights to Mr Assheton, Ainsclough and Tetley. However, a letter from their land agents acting on behalf of The Trustees of the Hon. R.C. Assheton's Settlement, dating October 2017, confirmed that the site allocation "has little impact on their interest".

ii. Statement from landowner

The Land Agent representing Ms Barnes has submitted a statement dated 9 November 2020 which outlines the support of the landowners for the development of the land within their ownership. Similarly, Mr Paul Wilson representing Mr Downham also confirmed the support of his client to allocate the land for development. The statements are shown in Appendix A.

iii. Overview of key constraints

Key constraints for this site relate to its access and the impact of the development on heritage assets and the landscape.

- Access

The preferred option for vehicular access is from Commercial Street which is situated to the south of the site allocation. Highways England had objected to this access due to geological/ land stability issues which would have to be resolved to ensure the safety of their asset, the A56, which runs along the eastern boundary of the site.

Mott MacDonald undertook a further study in June 2020 regarding the proposed site allocation access from Commerce Street. The study considered two options for access road alignment and concluded that "the majority of the proposed alignment through Highways England land is stable and is capable of supporting construction and operation of the proposed access roadway without imposing additional risk to the Highways England asset." However, mitigations such as drainage of Glaciolacustrine Deposits are anticipated and retaining walls may be required. The report of the study can be seen within Appendix B (with the appendices to the study shown in Appendix C and D).

Highways England have reviewed the study for Mott MacDonald and have confirmed they could now accept an access from Commerce Street in principle. Highways England updated position can be viewed in Appendix B.

- Heritage

In the Heritage Impact Assessment of the Housing and Employment Sites (2018), development of the site was considered to be unacceptable due to harm to Britannia Mill, a Grade II listed building situated opposite the site, beyond the A56, and to the Church of St James situated to the south east on higher ground. However, an updated assessment from the Conservation Officer shows that the site could be developed subject to mitigations (please see Table 1 below). For example, the height of new buildings should be restricted, with no buildings to be built higher than Britannia Mill. Units should also be designed having regard to the local area and the setting of the Listed Buildings. A detailed landscaping plan will be required which should include tree planting especially along the road.

Table 1: Updated Heritage Impact Assessment for NE3 – Carrs Industrail Estate North Extension, Haslingden

NE3	Carrs Industrial Estate North Extension, Haslingden
Heritage assets potentially affected	Grade II -Church of St James, Grade II Britannia Mill
Significance	<p>GII - Church, 1780, enlarged and tower added 1827, altered later C19. Watershot coursed sandstone with rusticated quoins, slate roof. Nave with full-height aisles, west tower. Embattled tower of 3 unequal stages, each slightly set back, has small diagonal west buttresses, double-chamfered round-headed west doorway, round-headed openings with Y-tracery: one window over door, one on each of 3 exposed sides at 2nd level, and one belfry louvre on each side; 3 clock faces below belfry; pinnacles missing (removed 1951). Seven-bay aisles (2 easternmost added 1827), 2 storeys, all windows round-headed with imposts and keystones; small gabled porch to 2nd bay on each side. East end has large 2-centred arched 5-light window with transom and traceried head (1866). Interior: full-length auditorium, with colonnades of octagonal columns rising through 3-sided raked gallery with panelled front (of 1878); pointed wagon roof to nave, flat ceilings to aisles; low double-chamfered tower arch (surviving from C16 building) 3 large hatchments above; chancel in 2 easternmost bays differentiated only by attached moulded arch carried on slim roll-moulded piers, carved screen between these, and by</p>

	<p>decorated ceiling; carved wooden pulpit raised on unusually high pedestal and approached by similarly decorated stairs, by George Shaw of Saddleworth and exhibited by him in Great Exhibition 1851; organ by Willis of London 1878, enlarged and rebuilt 1923; C16 octagonal font with moulded pedestal, and shields in each face variously bearing arms of donor Elizabeth Holden, initials EH, arms of Towneley Towneley of Royle, a goat collared and belled (arms of Stansfield family), a pair of shears, a heart-shaped face with hands and legs (etc.).</p> <p>GII - Britannia Mill, a weaving mill of 1855 with additions of 1895 and 1916, is listed at Grade II for the following principal reasons: * Date: as a good, relatively early example of a purpose-built weaving mill incorporating a single storey north-light weaving shed; * Survival: for the completeness of its complex, including its chimney, north-light shed and multi-storey block, together with the later replacement engine and boiler houses; * Technology: the side-by-side survival of the 1857 and 1916 multi-storey blocks illustrates changes in typical mill building technology. The range of four broad types of cast iron columns within the mill also illustrates developments in design.</p>
Contribution site makes to significance	The proposed site is detached from the two assets however it does form a part of the context and setting for both the Mill, which is directly adjacent, and the Church which holds the commanding view across the valley.
Possible impact of loss of site and development on significance of asset	The development of the site would have a significant impact upon the setting of the assets which would be considered to be substantial harm.
Secondary effects e.g. increased traffic movement	The development of the bypass already sees a significant amount of traffic movement with the area and the development of the land would further increase this. This would add to the focused pollution side effects of the development of the area which would likely have a further negative impact upon the Mill and to a lesser extent the Church.

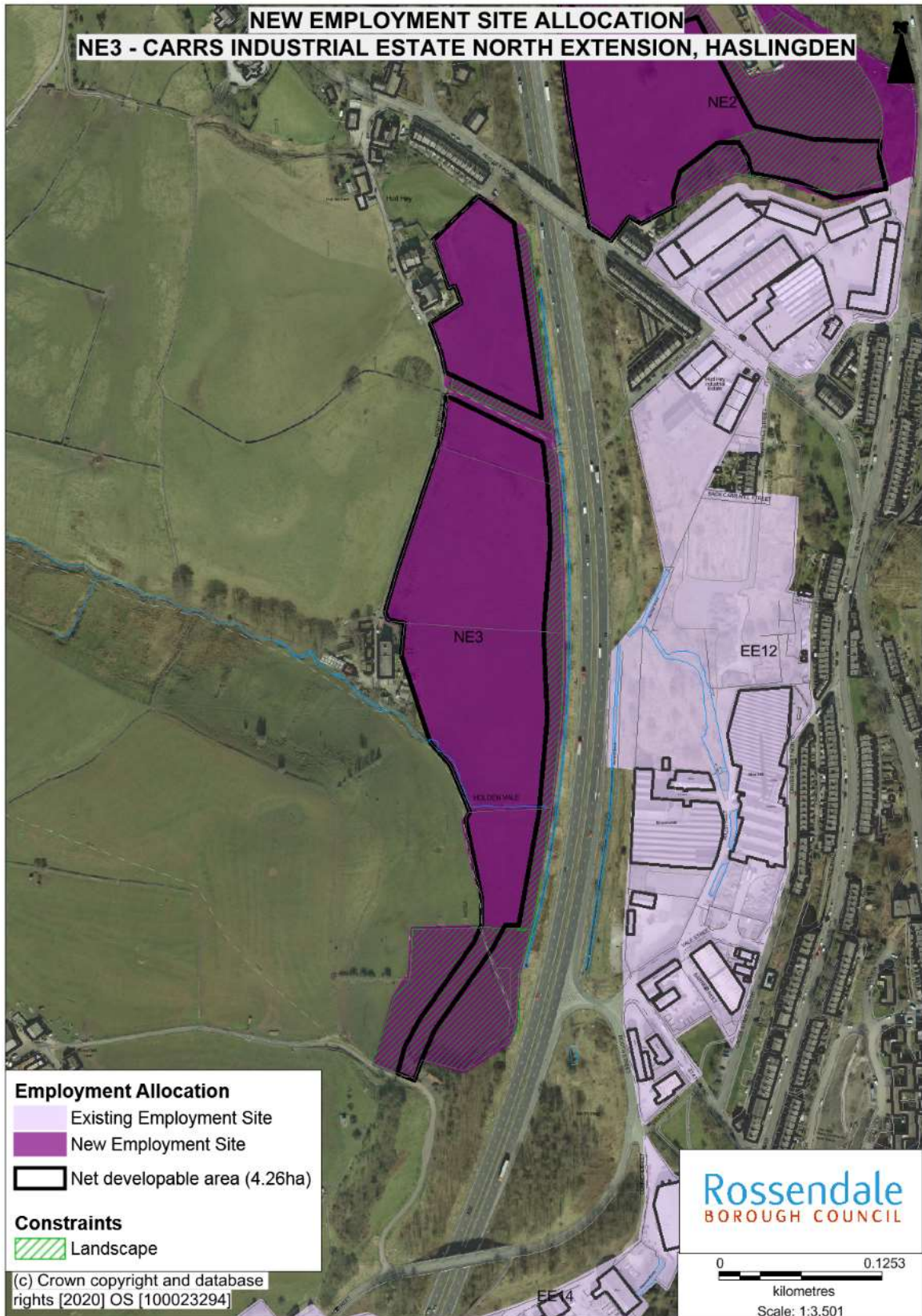
Public benefits	
Opportunities for development to enhance or better reveal significance	
Possible mitigation measures	
Design requirements? Form and appearance of development: Prominence, scale and massing, materials, density, number, layout and heights of buildings	The scale of development would need to ensure that is restricted. Buildings shall be restricted in height and shall ensure that they are of a lesser height than that of Britannia Mill. The use of standard building forms shall not be acceptable. Large scale box units should entirely resisted and bespoke units designed to be more sympathetic to the area and setting.
Relocation of development within the site: Topography, open space, landscaping, protection of key views, visibility	A detailed landscaping plan will be required, especially with focus to landscaping along the course of the road. A tree band should be planted so as to ensure there is some visual break to the harsh form of the built structure.
Acceptable/unacceptable in accordance with Planning (Listed Buildings and Conservation Areas) Act 1990 & NPPF (with any necessary mitigation measures?) (Conserve and enhance and presumption in favour of sustainable development)	Could be acceptable, subject to mitigation. The scale of development would need to ensure that is restricted. Buildings shall be restricted in height and shall ensure that they are of a lesser height than that of Britannia Mill. The use of standard building forms shall not be acceptable. Large scale box units should entirely be resisted and bespoke units designed to be more sympathetic to the area and setting. A detailed landscaping plan will be required, especially with focus to landscaping along the course of the road. A tree band should be planted so as to ensure there is some visual break to the harsh form of the built structure.

- Landscape

Randall Thorp undertook a landscape analysis plan and development framework for the site in summer 2020. In particular, the landscape framework plan identifies potential development parcels and areas to incorporate a tree belt. Further

landscape treatment is proposed adjacent to Public Right of Way along the western boundary and the southern parcel of the site is expected to remain open to protect views to Britannia Mill and St James Church. The landscape work can be seen in Appendix B.

Map 6 shows the site's constraints and the area considered available for development.



Map 6 – Constraints of the site NE3 – Carrs Industrial Estate North Extension, Haslingden

iv. Specific development requirements

- Southern parcel to remain open to protect views to Britannia Mill and St James Church
- Tree belt to be provided along the A56 to screen the development from the A56 and further landscape treatment is expected adjacent to Public Right of Way along the western boundary
- Buildings height shall be smaller than Britannia Mill
- Units should be designed so as to be sympathetic to the local area and to the setting of Britannia Mill and St James Church
- A site-specific ground investigation is recommended to help validate potential geotechnical and geo-environmental risks

v. Details of access

The Local Highway Authority provided the following comments in summer 2020:

“Access to the north of this site onto Hud Hey Road has been discounted due to Highway England's concerns on the adjacent bridge structure. The only alternative is to the south off Commerce Street. This could be created by forming a new junction onto Commerce Street to the west of the A56. This area does not currently fall within the site boundary and may be under third party ownership. It is also understood that this area of land was subject to a legal agreement between H. England and a local farm during the land acquisition and construction of the A56. Its status would require further investigation. This being the case, its deliverability cannot be guaranteed.

Notwithstanding this the proposal would add extra pressures to the local highway network and in particular the access points onto the wider highway network will be either by Grane Road to the west or the A56 to the east. Both these options are less than ideal and are likely to lead to highway and safety related issues on both these routes as a result of the additional traffic movements.”

Following Highways England's request for a feasibility study to be undertaken to assess geotechnical risk for a proposed access through their land via Commerce Street, Mott MacDonald undertook a further assessment in June 2020 (please see Appendix B, C and D). This assessment focuses on the widening and redevelopment of an unnamed road off Commerce Street as an access road to the site allocation. The study concludes that “the majority of the proposed alignment through Highways England land is stable and is capable of supporting construction and operation of the proposed access roadway without imposing additional risk to the Highways England asset”. However, face drainage of geological deposits are anticipated and retaining walls of between 2-5m height may be required on the upslope side of the access road. Also, the study recommends to assess further ground condition through sampling to validate the geological risks and identify relevant actions to reduce risks.

Highways England have reviewed Mott MacDonald study and can now accept in principle an access from Commerce Street (please see their updated position in Appendix B).

vi. High-level viability

Rossendale Borough Council's Economic Development Unit has continued to receive a high number of enquiries for employment land and there is a very limited number of new build industrial plots and established medium to large units in the borough. The Council's industrial stock is fully let with a waiting list. Nationally and locally the online switch has added to demand for B2 B8 properties.

We acknowledge the issues about viability as most of the allocated sites require access improvements and a level of gap funding in order to bring them forward. A note on employment viability is presented in Appendix E.

Works necessary to bring the site forward and actions to facilitate development (funding and phasing) (Action 15.2)

i. Provide a high-level breakdown of works necessary to bring the site forward which will not be able to be carried out by the developers of the site.

Further detailed investigation is required to identify the engineering works necessary to provide a safe access from Commerce Street. This is expected to take place at the planning application stage. The Mott MacDonald study (2019) which assessed employment sites access, estimated the cost of an access via Commerce Street to be above £1,000,000.

ii. Explain the actions the Council will take to secure funding to facilitate developments, including details of phasing.

The Council has already commissioned studies to assist the delivery of this site, The Borough Council is currently in the process of registering its strategic infrastructure projects with the Lancashire Local Enterprise Partnership (the LEP) and the upper tier authority so as to be in the best position to take advantage of any UK Shared Prosperity or levelling-up funding as it is announced. The Council's Economic Development team is committed to actively seeking the most appropriate funding to support the Council's employment growth plans.

The access to the site from Commerce Street should be delivered first with the southern section of the site to be developed prior to the northern section.

Specific questions (Action 15.8)

i. Clarify access is to be from Commerce Street

The additional study from Mott MacDonald undertaken in June 2020 on the widening and redevelopment of the unnamed road off Commerce Street to access the site allocation concludes that the majority of the proposed access road via Highways England land is stable and capable of supporting construction and operation of the road without increasing risks to the A56.

Highways England have reviewed the study and can accept in principle an access from Commerce Street.

ii. Agree with Highways England scope of geo-technical and access strategy evidence necessary to potentially remove their objection

Highways England agreed in their statement dated 2 October 2020 that an access could be safely provided from Commerce Street subject to conditions. The statement can be viewed in Appendix B.

iii. Confirm with Highways England that their land will be made available for development

The statement from Highways England also specified that they could accept the principle of their “land being used for the provision of a suitable access” to the site NE3 subject to some conditions.

iv. Address landscape and heritage concerns

Please see section ‘iii’ of Action 15.1 regarding the key constraints for this site.

v. Review developable area

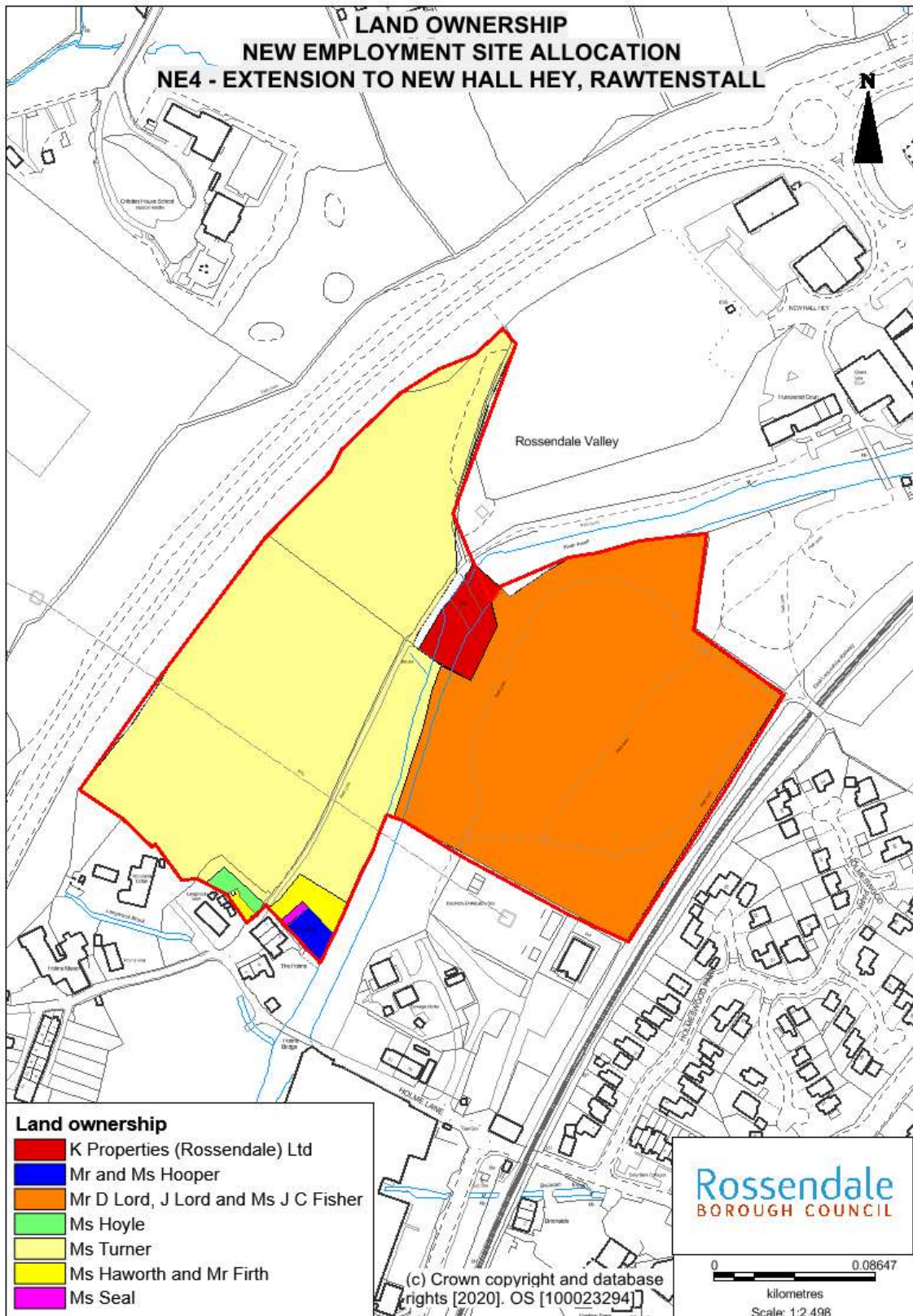
Considering the steep incline and important views to Britannia Mill from the southern section of the site and a tree belt along the eastern boundary, the developable area is estimated at approximately 4.26 ha.

NE4 – Extension to New Hall Hey, Rawtenstall

Delivery of the site (Action 15.1)

i. Map showing land ownership

Map 7 provides an approximate representation of land ownership based on records from the Land Registry and additional information received from landowners. Please note that the site boundary shown is as submitted on the Policies Map.



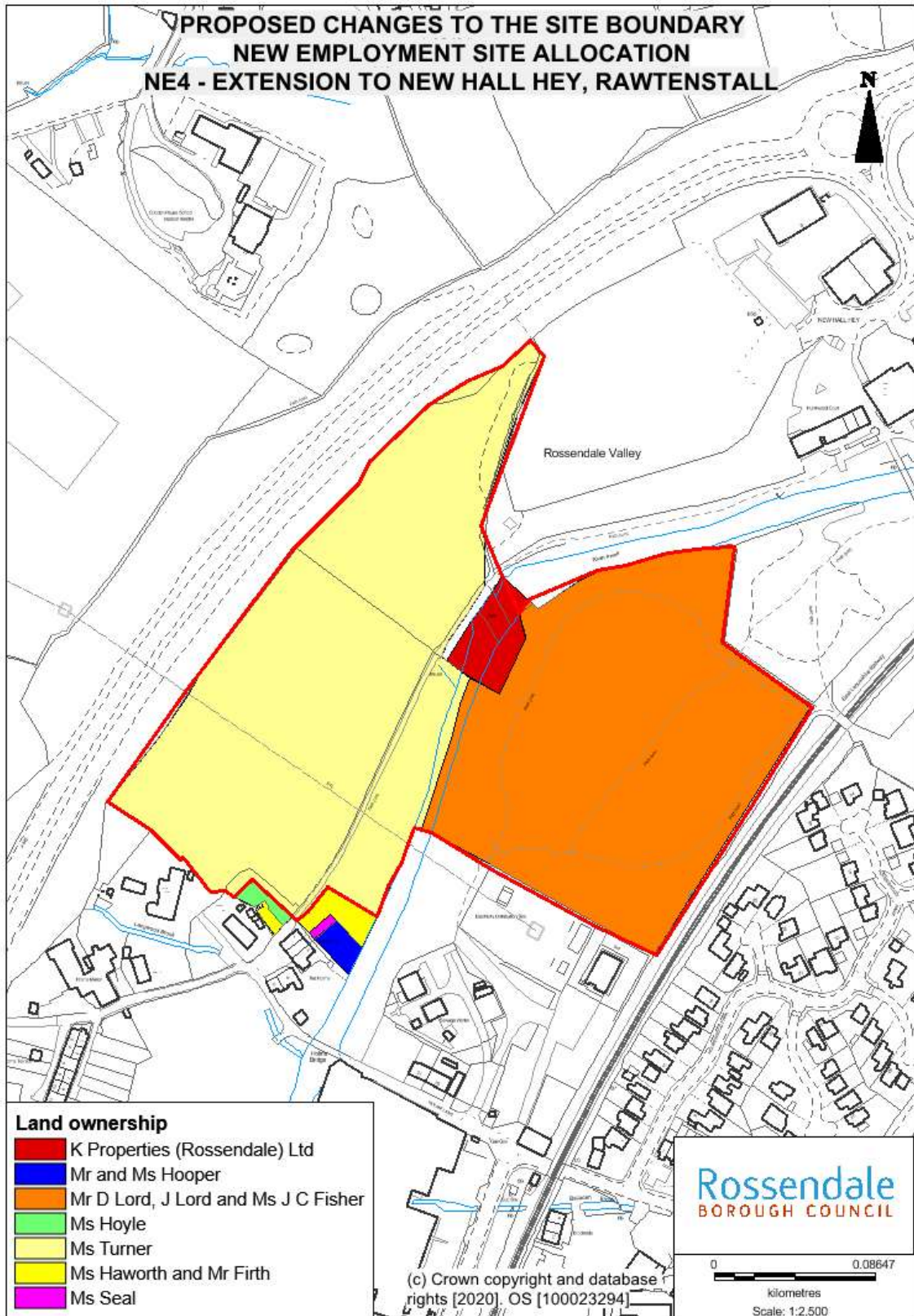
Map 7 – Land ownership information for NE4-Extension of New Hall Hey, RawtenSTALL

ii. Statement from landowners

A letter (or email) was addressed to the landowners identified on the Land Registry in October 2020.

Mr Paul Nolan who represents the landowners of the section of the site to the east of the River Irwell has submitted a supportive letter. Alan Kinder Associates acting for Mr & Ms Turner stated in an email that they are supportive of the allocation of the site for employment uses. Their intention is to formulate and submit a formal outline planning application in the near future. K Properties Ltd have also stated that they are supportive of the proposed allocation. These statements can be seen in Appendix A.

A cartographic error was made when defining this boundary and mistakenly included some land in use as private gardens. Following objections, it is now proposed to amend the site allocation boundary to exclude these parcels of land. Map 8 shows the proposed amendments to the site allocation following the responses received from the landowners.



Map 8 – Proposed change to the site allocation boundary as a result of the responses received from the landowners

iii. Overview of key constraints

Key constraints for this site include the Green Belt designation of the western part of the site and relate to access, flood risk, landscape, ecology and the presence of underground infrastructure.

- Green Belt

The western part of the site allocation (to the west of the River Irwell) is currently designated as Green Belt while the remaining part of the site is within the Urban Area. The Green Belt Parcel 18 has been assessed in the Green Belt Review (2016) and was not recommended for release due to its importance in preventing the merging of Rawtenstall and Haslingden. The harm to the Green Belt in this case is considered to be outweighed by the benefits of providing a sensitively designed gateway employment site at the edge of a Key Service Centre with good access to the Strategic Transport Network. Further information regarding the exceptional circumstances for Green Belt release can be found in Action 8.12.

- Access

Constraints related to vehicular access will be further discussed in point 'v' below.

- Flood Risk

The site allocation is largely within Flood Zone 1 with areas of Flood Zone 2 and 3 along the River Irwell. The Strategic Flood Risk Assessment (2016) looked at the western and eastern sections of the site separately. The study concludes that the western part of the site is developable for employment subject to a Flood Risk Assessment (SFRA175) and the eastern part should be subject to an Exception Test for residential development (SFRA155). Since the whole site is proposed for employment use, the exception test is not required. Furthermore, the eastern part of the site consists in a flat plateau raised above the river level. It is expected that the development of the site will take place within Flood Zone 1 and will retain a green corridor along the River Irwell and Irwell Sculpture Trail (please see Map 9).

- Landscape

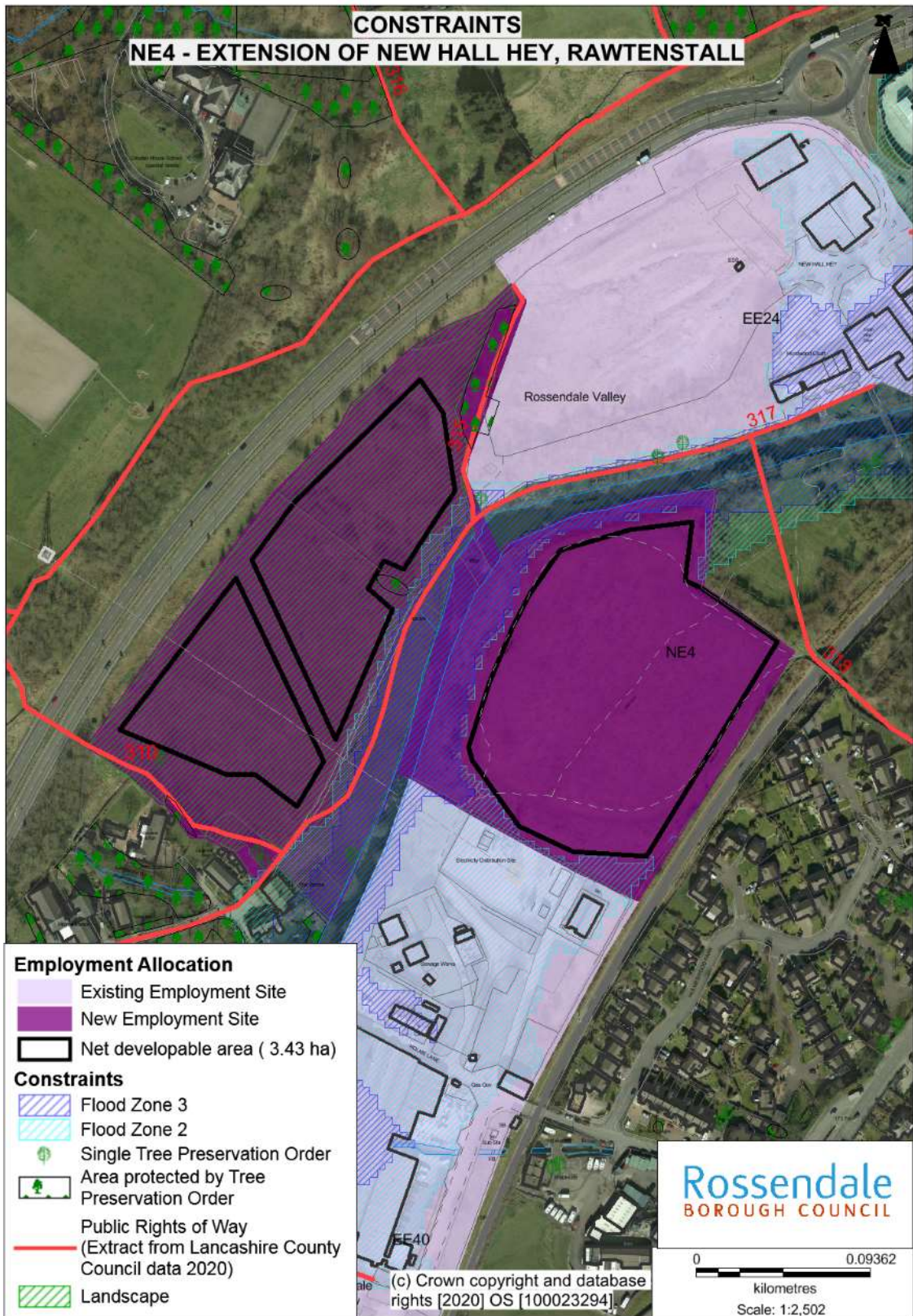
The landscape study (2017) considers that the area to the east of the River Irwell is suitable for development with mitigation while the land to the west of the River Irwell is not suitable on landscape grounds. The visual assessment of the western part of the site is considered to have major adverse impact from view points of walkers on the Irwell Valley Way and footpath no. 310, as well as from residential properties on the north side of Holme Lane. It is considered that this part of the site could be sensitively developed by providing additional tree screening along the residential properties to the north of Holme Lane, the A682 and by maintaining a wildlife and green corridor along the River Irwell and Sculpture Trail.

- Ecology

Parts of the site within the eastern and western sections are identified as a Grassland Stepping Stone Habitat within the Lancashire Ecological Network Map. It is however considered that if the area along the River Irwell is to be kept open as a wildlife corridor this could mitigate adverse impacts of development on natural habitats. Developers contributions to enhance the Greenlands/ Green Infrastructure area to the north of the site as open space should also be considered to mitigate both landscape and ecological impacts.

- Underground Infrastructure

An underground pipeline is situated within the site, with an easement area of 5 metres on each side. Also, future underground infrastructures are planned within the south-western section of the site, meaning that this area will not be available for development either. Developers shall have regards to the 'Standard Conditions for Works Adjacent to Pipelines' document issued by United Utilities in July 2015 (document reference 90048) outlining restrictions to development.



Map 9 – Site constraints at NE4 – Extension of New Hall Hey, Rawtenstall

iv. Specific development requirements

- Creation of a new area of open space alongside the East Lancashire Railway, this could take the form of developer contributions to enhance the Green Infrastructure / Greenlands area to the north of the site;
- New layout should accommodate long views east west across the site and avoid screening off the railway;
- Planting to the south east should screen out the substation;
- Protection and retention of all existing trees bounding the site as well as additional planting along the site's boundaries;
- Area along the River Irwell to be kept open as a wildlife corridor;
- Enhance PROW on-site and links with the wider Green Belt;
- Contributions to the proposed cycle routes to the South of Rawtenstall to improve the accessibility of the employment areas should be considered;
- Visual amenity benefits of the riverside location should be enhanced as far as possible to make a landscape feature of the river;
- Buildings shall not be erected over existing and future utilities underground infrastructure (developers are requested to engage with United Utilities on this matter and to refer to the 'Standard Conditions for Works Adjacent to Pipelines').

v. Details of access

The Mott Mac Donald study on the access to employment sites (2019) identifies an access via the existing roundabout on the A682 and an extension to the existing access road for the western parcel. The eastern parcel could be access via a link from the proposed extended road above with a new bridge over the river. The cost of this preferred option is estimated at over £2,000,000.

The Local Highways Authority provided the following comments:

“Access to the site would be via a small roundabout off New Hall Hey Road/Ashworth Way with the route passing a number of existing commercial / industrial buildings before terminating at the site boundary. The current access from the small roundabout is maintained by the highway authority. Any further extension of the estate roads into the site and potentially over the river would be unlikely to be adopted by the highway authority unless the road network can demonstrate a public benefit / amenity to the wider community.

Notwithstanding the highway status of the internal estate roads, there are existing network concerns at the Rawtenstall Gyratory and along New Hall Hey Road which would need to be considered should the site develop to its full potential.”

It is to be noted that the Land Agent representing the landowners of the eastern parcel (situated between the River Irwell and the East Lancashire Railway) has been investigating a potential access via Holme Lane and an existing Right of Way

through United Utilities and Electricity North West land. If this is deemed acceptable, the new bridge over the river would no longer be required. It is the Council's understanding the agents for both parties are also investigating a joint access scheme.

vi. High-level viability

Rossendale Borough Council's Economic Development Unit has continued to receive a high number of enquiries for employment land and there is a very limited number of new build industrial plots and established medium to large units in the borough. The Council's industrial stock is fully let with a waiting list. Nationally and locally the online switch has added to demand for B2 B8 properties.

We acknowledge the issues about viability as most of the allocated sites require access improvements and a level of gap funding in order to bring them forward, as explained in the Appendix E.

Works necessary to bring the site forward and actions to facilitate development (funding and phasing) (Action 15.2)

i. Provide a high-level breakdown of works necessary to bring the site forward which will not be able to be carried out by the developers of the site.

If access to the section to the west of the River Irwell is to be gained via the small round-about off New Hall Hey Road/Ashworth Way and access to the remainder of the site is proven to be suitable and feasible via Holme Lane, then the works would be within the scope of the developer.

However, if access via Holme Lane is not achievable, then a new bridge structure over the River Irwell would be required to access the parcel situated between the river and the East Lancashire Railway. In this case, works could be outside the scope of the developers and would need to be included within the Infrastructure Delivery Plan. The Mott MacDonald study on the access to the employment sites (2019) estimated the mitigation costs to be over £2,000,000 for an access option from the A682 and extending road access with a new bridge over the river.

ii. Explain the actions the Council will take to secure funding to facilitate developments, including details of phasing.

New funding is being announced on a regular basis as the Government is prioritising growth. The Borough Council is currently in the process of registering its strategic infrastructure projects with the Lancashire Local Enterprise Partnership (the LEP) and the upper tier authority so as to be in the best position to take advantage of any UK Shared Prosperity or levelling-up funding as it is announced. The Council's Economic Development team is committed to actively seeking the most appropriate funding to support the Council's employment growth plans.

If access to the eastern parcel of the site is deliverable via Holme Lane than the two parcels can be constructed independently with no phasing required. The Land Agent representing the landowners of the eastern part of the site is currently investigating this option.

However, if access to the eastern parcel is to be provided via a link from the western parcel with a new bridge over the river, then the western parcel should be developed first, followed by the new bridge prior to development of the eastern parcel.

Specific questions (Action 15.9)

i. Clarify the point of access being from the A682

The western part of the site would be accessed through the small round about at New Hall Hey Road / Ashworth Way which provides access to the larger round-about off the A682. Roads from the small round-about currently provide access to existing employment units.

ii. Clarify the relationship/any phasing with sites either side of the river, i.e. bridge dependency

If access can be gained to the eastern section via Holme Lane and United Utilities and Electricity North West land through an existing Right of Way, this will suppress the need for a bridge to be built across the River Irwell. The two sections could then be developed independently. The Land Agent representing the landowners of the eastern part of the site is currently investigating this option.

However, if access to the eastern parcel is to be provided via a link from the western parcel with a new bridge over the river, then the western parcel should be developed first, followed by the new bridge prior to development of the eastern parcel.

iii. Address Green Belt compensation and landscape impacts

Action 8.10 sets out Green Belt compensation measures which should be considered for the development of this site allocation. In particular, opportunities to:

- Enhance PROW on-site and links with the wider Green Belt;
- Contribution to the proposed cycle routes to the South of Rawtenstall to improve the accessibility of the employment areas;
- Contributions for enhancement of Green Infrastructure situated to the north of the site, although not located within the Green Belt;
- Areas along the River Irwell should be kept open as a wildlife corridor and opportunities to enhance the biodiversity of the river should be considered;

- Existing trees and woodland within the site should be retained as far as possible and enhanced where possible (particularly where it could link to existing woodland outside the site);
- Visual amenity benefits of the riverside location should be enhanced as far as possible to make a landscape feature of the river.

The landscape study has identified mitigation measures associated with the development of the eastern part of the site for residential use. These include:

- Creation of new area of public open space alongside the East Lancashire Railway – if done sensitively this could have a positive impact locally;
- New layout should accommodate long views east west across the site and avoid screening off the railway;
- Planting to the south east of the site should screen out the unsightly substation.

Despite the fact that the landscape study considers the development of the western part of the site as unsuitable on landscape grounds, it is thought that the following mitigation measure could help address the impacts:

- Additional planting along the site's boundaries in particular along the A682 and the southern edge of the site to screen the development from residential properties and users of footpath no. 310;
- Area along the River Irwell to be kept open as a wildlife corridor.

iv. Review the net developable area in light of constraints, particularly the ones identified in the landscape study

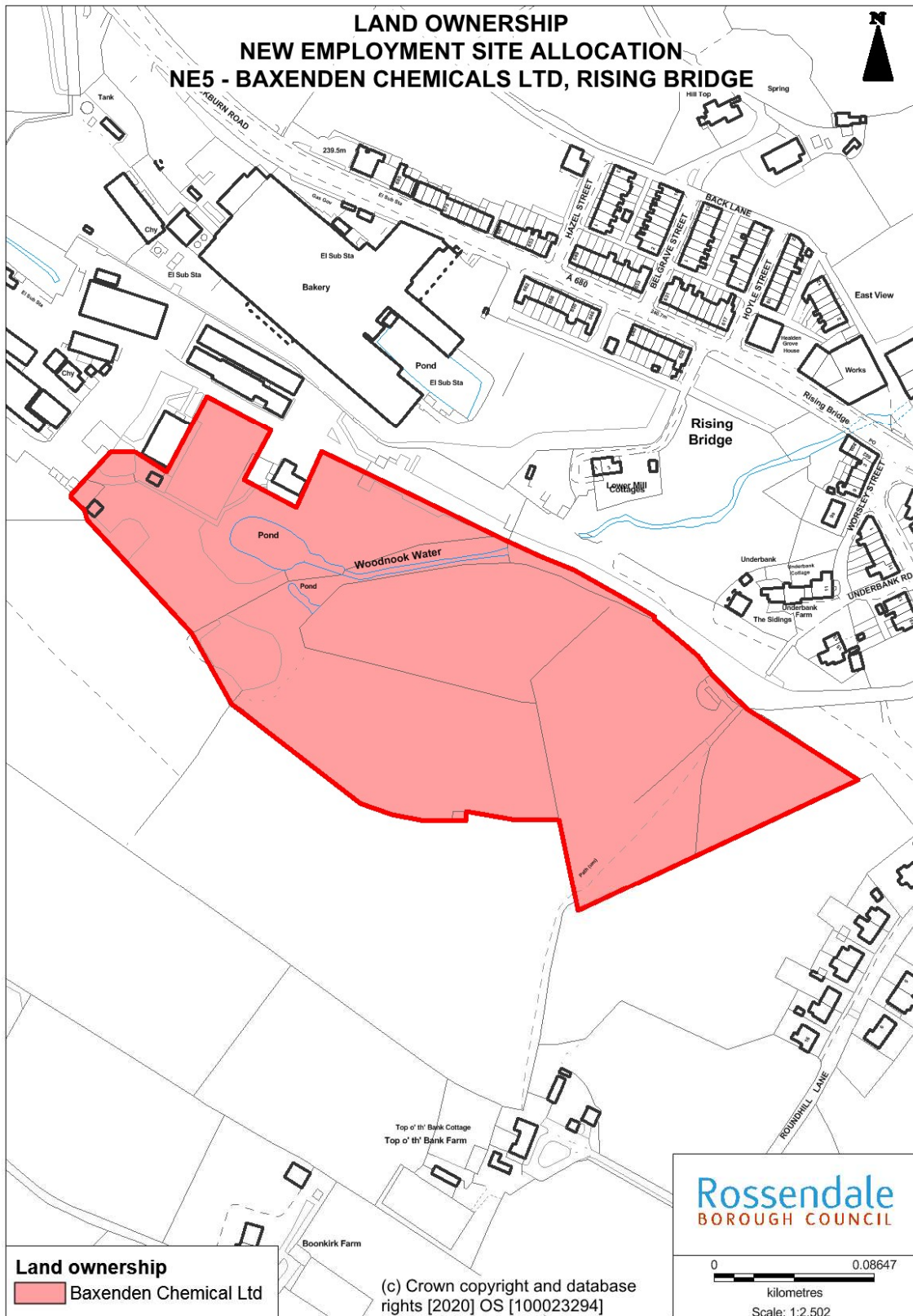
Considering the site constraints and proposed mitigations, the developable area is estimated at 3.43 ha.

NE5 – Baxenden Chemicals Ltd, Rising Bridge

Delivery of the site (Action 15.1)

i. Map showing land ownership

Map 10 provides an approximate representation of the land ownership based on Land Registry information.



Map 10 – Land ownership information for NE5 – Baxenden Chemicals Ltd, Rising Bridge

ii. Statement from landowner

The landowner stated that it is still the company's intention to expand the business within the proposed allocation area. The expansion will probably be used to relocate existing warehousing and/or workshops enabling the expansion of the manufacturing plant in the area vacated by the warehouses and workshops. Please see Appendix A.

iii. Overview of key constraints

No key constraints have been identified for this site except for a requirement to further investigate surface water flood risk stated in the Strategic Flood Risk Assessment. The site allocation is a greenfield site situated within the Urban Boundary that was previously allocated for employment use in the 1995 Local Plan. The site is proposed for allocation in the emerging Local Plan in order to facilitate the expansion of the existing business adjoining the site.

A minor boundary amendment is proposed near the site to include a parcel of countryside within the Green Belt (please see GB(Minor)39 in the document reference [EL1.002d\(i\)](#)). Lanxess Urethanes Ltd (the landowner) have objected to the proposed boundary change during the Regulation 19 consultation stating that this would restrict development of the site as access improvement would be required to facilitate the expansion of the site. It is our understanding that the landowner wishes for this parcel of countryside (currently proposed to be added to the Green Belt) to be included within the site allocation.

iv. Specific development requirements

- Flood risk assessment at the planning application stage to further investigate potential flood risk from surface water
- Ecological surveys would be expected for the ponds and Woodnook Water to ensure water quality and biodiversity are retained
- Retaining existing trees within the site and planting additional trees to link to the woodland area situated to the south of the site

v. Details of access

Access to the site is to be provided via the existing private road from Rising Bridge Road.

Lancashire County Council Highways Department provided the following comments:

“The site is accessed via an existing private road from Rising Bridge Road. The Rising Bridge Road has a restricted width which is further reduced by the presence of parked cars opposite the entrance which may impede turning manoeuvres to and from the site. Any increase in traffic generation would need to consider the possibility of a localised widening scheme along Rising Bridge Road to facilitate

manoeuvrability. There is a primary school 60m south of the entrance which is likely to result in localised congestion at school start and finish times. Access onto the primary route network is via a priority junction onto Blackburn Road (A680) where there have been 2 recorded injury accidents in the preceding 5 year period both of which involved vehicles emerging from the side road (Worsley Street/ Rising Bridge Road). Some form of junction control may be required to deal with increased traffic generation.”

vi. High-level viability

The economic viability study of the Local Plan (2019) explains that speculative employment development is not generally viable in the Borough. This is due to a gap between rents and building costs for employment uses in the North West which in recent years has been met by public sector grants. More information is provided within Appendix E.

However, in this case the development would consist in the expansion of an existing business, using land within the company’s ownership, which would enhance viability of the development.

Works necessary to bring the site forward and actions to facilitate development (funding and phasing) (Action 15.2)

i. Provide a high-level breakdown of works necessary to bring the site forward which will not be able to be carried out by the developers of the site.

Improvement to the existing access such as widening of the road is considered to be within the scope of the developer.

ii. Explain the actions the Council will take to secure funding to facilitate developments, including details of phasing.

New funding is being announced on a regular basis as the Government is prioritising growth. The Borough Council is currently in the process of registering its strategic infrastructure projects with the Lancashire Local Enterprise Partnership (the LEP) and the upper tier authority so as to be in the best position to take advantage of any UK Shared Prosperity or levelling-up funding as it is announced. The Council’s Economic Development team is committed to actively seeking the most appropriate funding to support the Council’s employment growth plans.

Specific questions (Action 15.10)

i. Produce note on any barriers which could prevent this site from coming forward

Barriers which could prevent the delivery of the site include economic downturn which could reduce the need of the business to expand and issues regarding the vehicular access. It is understood that the land adjoining the access road off Rising Bridge Road is within the business ownership which should therefore facilitate any road widening schemes if required.

Appendix A – Statement from landowners

NE1 – Extension to Mayfield Chicks, Ewood Bridge

From: Bob Killelea [REDACTED]
Sent: 11 December 2020 10:58
To: Nathaele Davies
Subject: Re: Rossendale Emerging Local Plan - Employment Site Allocation NE1 - Extension to Mayfield Chicks, Ewood Bridge

Hi Nathaele,

Following on from our conversation
Regarding the Mayfield Chicks Site, I can confirm
That once the site receives Industrial status we would probably use the balance of the site for storage and distribution of our own goods.

Regards R Killelea

Bob Killelea
Managing Director
James Killelea & Co Ltd
Tel: [REDACTED]
Fax: [REDACTED]
Mob: [REDACTED]
Email: [REDACTED]
Web: www.killelea.co.uk



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STRUCTURAL STEELWORK

CE
SYSTEM COMPLIANT

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Stoneholme Road, Crawshawbooth, Rossendale, Lancashire, BB4 6BA, United Kingdom

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NE2 – Land North of Hud Hey, Haslingden

[REDACTED]

From: Alban Cassidy [REDACTED]
Sent: 03 November 2020 16:39
To: Nathaele Davies
Cc: Anne Stora; [REDACTED]
Subject: RE: Land North of Hud Hey, Haslingden
Attachments: 3139access Rev A.pdf; 02.11 Supporting Report & Demand Study FULL COPY.pdf; 9286 - L01 - Location Plan.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Nathaele

Further to your email below I write to confirm that my clients, the landowners Messrs Wrigley, remain committed to the development of the land North of Hud Hey Road for employment development.

To this effect I attach an access study and employment review demonstrating that a feasible access can be taken direct from Hud Hey Road and the form of employment development that is most appropriate for this site.

The access study is only one option into the site but demonstrates how this can be achieved. I reserve the right to supplement this with further information.

I can also confirm that my clients have reached preliminary agreement that Barnfield Construction will take this development forward and we have agreed that a planning application would be targeted as soon as possible after the plan is adopted and the land formally removed from the green belt.

Barnfield Construction are a leading north west based developer and contractor. With a total workforce in excess of 250, operating on 30+ sites nationwide with a turnover of £70 million they can undertake almost every aspect of construction and civil engineering work.

Barnfield have developed a number of successful employment schemes of a similar scale and are confident that there is sufficient unmet demand for employment development in the local and wider area to make the development a success.

I trust that this is sufficient for now and I will provide further information as and when it becomes available.

Regards

Alban

Alban Cassidy BA (Hons) Cert. Ecol. MSc MIEMA MRTPI C.Env
Director
Chartered Town Planner and Environmental Consultant

NE3 – Carrs Industrial Estate North Extension, Haslingden



Nathaele Davis
Senior Planning Officer (Forward Planning)
Rossendale Borough Council
The Business Centre
Futures Park
Bacup
OL13 0BB

By email only: nathaeledavis@rossendalebc.gov.uk

Our Ref: IS/VB
Date: 9 November 2020

Dear Nathaele

Re: Allocation of Employment Land at Carrs Industrial Estate (AWD16)

I am writing further to your email of 19 October 2020 and our subsequent phone discussion. I have discussed the contents of your correspondence with my Client.

I can confirm that the Landowners, Joyce Barnes and her children, remain very supportive of the land being released for employment development. A copy of a letter from Joyce Barnes confirming this is attached. The situation remains unchanged from my previous correspondence with the Council dated 17 June 2019 (copy enclosed). Whilst the family remain very supportive of development on the land, they have not been in a position to commit any financial resources of significance to promote the land for development.

The parcels of land that you identified in the plan attached to your email are correct. The area identified in yellow is owned by Mrs Joyce Barnes outright. The area of land identified in orange is also owned by Mrs Joyce Barnes, but is in a Trust, the Beneficiaries of which are her children. M Schofield & A R Barnes are the Trustees (M Schofield being their Accountant and A Barnes is Mrs Joyce Barnes' son).

I trust this information is sufficient to allow the Council to progress with the allocation. It certainly remains the case that the family want to see the land released for development in the future.

Kind regards

Yours sincerely



Ian Swain MRTPI
for WBW Surveyors Ltd

email: [Redacted]

Enc: Letter dated 17 June 2019, Letter from Joyce Barnes dated 30 October 2020, Plan identifying land ownership

P:_CLIENTS\Barnes WM, Martin Croft Frm\Planning\Rossendale BC 9.11.20.docx

WBW Surveyors Ltd, Skipton Auction Mart, Gargrave Road, Skipton BD23 1UD
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Registered in England Company Number 10056626 Registered Office as above Regulated by RICS

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From: paul.wilson [REDACTED]
Sent: 07 December 2020 17:08
To: Nathaele Davies
Subject: New Employment Site Allocation NE3 Carrs Industrial Estate North Extension Haslingden

Dear Mr Davies,

I am asked to respond to your letter dated 19th October 2020 by Mr Downham the owner of land at Carrs and to confirm that he would support development of the site if it was allocated for development.

Yours sincerely,
Paul Wilson.

Paul Wilson FRICS FAAV FALA | RICS Registered Valuer | Partner



Burlington House,
10-11 Ribblesdale Place,
Preston, Lancashire, PR1 3NA
www.pwcsurveyors.co.uk

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NE4 – Extension of New Hall Hey, Rawtenstall

Our ref: C1122/HH

23 October 2020

Nathaele Davies
Senior Planning Officer
Rossendale Borough Council
Futures Park
Newchurch Road
Bacup
OL13 0BB



Direct Line: [REDACTED]
Email: [REDACTED]

Dear Ms. Davies,

**RE: Rossendale Local Plan - Employment Site Allocation NE4
Extension of New Hall Hey, Rawtenstall**

Further to your recent letter, I confirm that I act on behalf of the owners of this site and we as a company have been marketing it for a period now in excess of 12 months.

I have fully investigated the potential access points to the land, and have formed the conclusion with the assistance of the Council, that the existing Right of Way of Holme Lane, between the United Utilities and Electricity North West compounds, is the most sensible access route if it is achievable.

I am pleased to confirm that there is a local business that has depots in four locations around the UK, that is interested in the site to construct a national head office and main depot, this company has recently paid for a Topographical Survey of the entrance area, the results of which have been received and I am currently in negotiation with United Utilities and Electricity North West, in order to rectify the existing Rights of Way, in order to facilitate a minimum 8 metre wide highway into the site.

There is no definitive time scale for this, but with the assistance of Rossendale Borough Council and using contacts that we have with the two businesses I have already mentioned, the prospective purchaser is hopeful of being able to submit a planning application for the site and the upgraded access, towards the middle of 2021.

This is the current strongest interest we have in the site and it is one we are concentrating our efforts on.

The local concern who are interested in it, have stated also that they will need approximately half of the site and the remainder could be made available on a serviced basis for another occupier, or indeed via design and build.

I trust this answers the queries that you have raised, but if you require any further clarification then please let me know.

Yours sincerely

[REDACTED]

**PAUL NOLAN BSc (Hons) FRICS
For and on behalf of Nolan Redshaw Ltd**



HAWESWATER HOUSE, Waterfold Business Park, Bury, Greater Manchester, BL9 7BR Tel: 0161 763 0828 Fax: 0161 763 0829

Email: info@nolanredshaw.co.uk Website: www.nolanredshaw.co.uk

Paul Nolan BSc (Hons) FRICS Mike Redshaw MA FRICS Consultant: Colin Lerd BSc (Hons) MRICS

Nolan Redshaw Limited Registered in England No. 4898706

From: Alan Kinder [REDACTED]
Sent: 28 October 2020 13:52
To: Nathaele Davies
Cc: [REDACTED]
Subject: RE: Rossendale Local Plan - Employment Site Allocation NE4 Extension of New Hall Hey, Rawtenstall

Good afternoon Nathaele

I can confirm that my clients Mr & Mrs Turner have an interest in a considerable portion of the site adjacent to the bypass and are perfectly content to support the Council's allocation of the site for employment uses. We are aware of other land ownerships within the allocation and have made initial contact with them with a view to working collaboratively. Clearly access to the site will have to come through the land within my client's control and it is our intention to formulate and submit a formal outline planning application within the coming months.

Given the clear intention and the fact that our clients have retained this practice to pursue matters then this would seem to be the opportune time to engage with the Council to agree parameters for such an application. I am not sure whether it would be yourself who would lead on this or whether it would be your colleagues in Development Management. Either way perhaps you could come back to me with contact details of the relevant person(s) who I could have an initial meeting with then this would be greatly appreciated.

Kind regards - Alan

From: Richard Howarth [REDACTED]
Sent: 30 November 2020 09:40
To: Anne Storah
Cc: Nathaele Davies
Subject: RE: Land at New Hall Hey

Hi Anne,

Thanks for the email.

I've tried to send emails through previously but these appear to have been undelivered.

Just wanted to confirm that K Properties (Rossendale) Ltd does own the red shaded land as indicated on the map from the letter 19th of October and the business is willing for this to be allocated for employment use. – no need to amend the allocation.

I've also sent through a letter confirming the same when I noticed the emails hadn't made it.

Hope this is ok.

Kind regards,

Richard Howarth
Managing Director
K Steels Ltd

Tel : [REDACTED]
Email : [REDACTED]



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1 The Holme
Townsend Fold
Rossendale
BB4 6JQ

28th October 2020

Nathaele Davies
The Business centre
Futures Park
Newchurch Road
Bacup
OL13 0BB

Dear Nathaele,

RE: NE4 Extension of New Hall Hey

Thank you for your letter requiring a response as to our ownership of land and if we are willing to allocate the land for development.

We do own the pockets of land shown on your map plus an area which was not accounted for. Kathleen Seal our neighbour also owns the area that I have shaded in black.

We are not willing to allocate our land for development.

It is heart-breaking that you want to destroy this picturesque area of Rossendale for development. An area which was protected green belt land to prevent the exact thing you want to do: 'urban sprawl'. This area should be protected and not used for development.

This area is the only accessible bit of open countryside for all the residents in Townsend Fold. The scenic path to Rawtenstall is used by hundreds daily including people with prams and bikes.

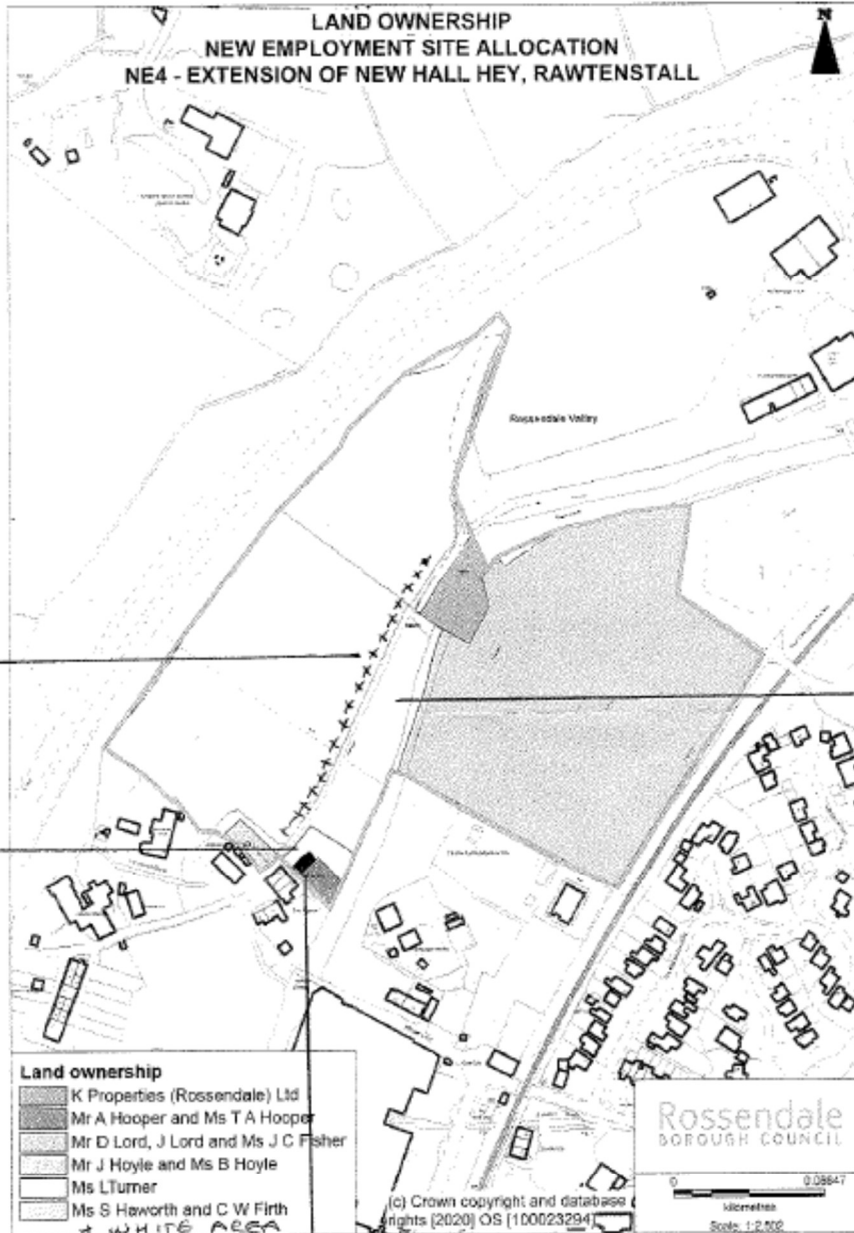
I believe Rawtenstall is trying to be classed as a 'tourist area'. This area is an asset to the open countryside of Rawtenstall. The number of people who have used this path during lock down has been staggering. It promotes health and well-being by getting people walking instead of driving.

I do hope that if any development goes ahead that you will respect this area of beauty and maintain some openness and countryside for Townsend Fold people to continue to enjoy.

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

Suzanne Haworth and Charles Firth



PATM USCO
BY
HUNDEGO'S
DRIFT.

OWNED
BY
S. HAWORTH
&
C FIRTH

FLOOD
PLAIN
OFTEN
UNDER
WATER

This area owned by
Kathleen Seal
2 The Holme
BB4 6JQ

2 The Holme
Townsendfold
Rawenstall
BB4 6TP
Oct 29m2020

Re: New Employment site allocation NE4 - Extension of
New Hall Hey Rawenstall.

Dear Nathaele

I wish to respond to the above scheme.
The proposed allocation is directly interfering with
my land ownership. I would not be willing for the
land to be used as requested. This would cause great
concern to myself and all the residents of this
neighbourhood if it was to go ahead.

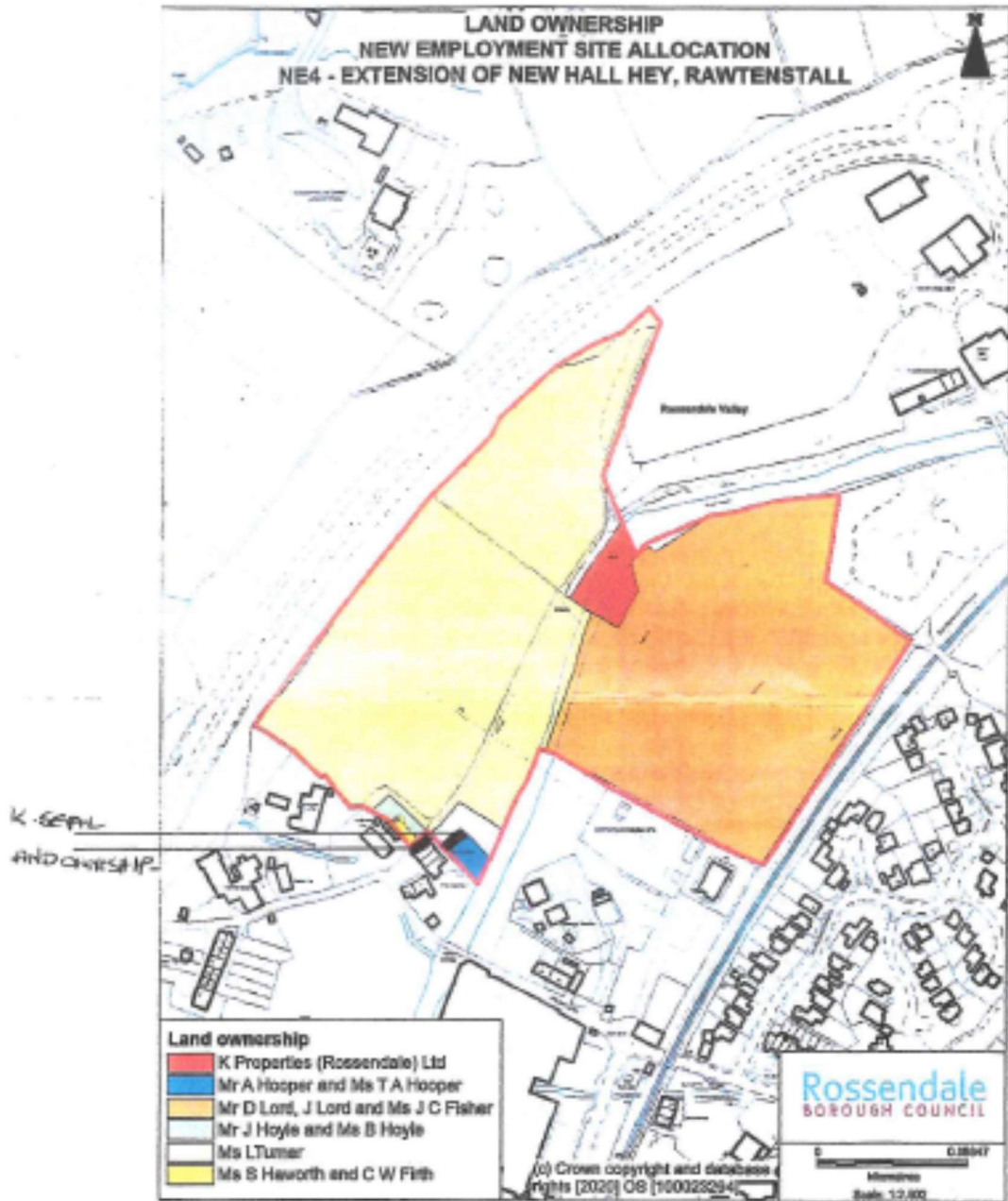
The above mentioned area I assumed
would be part of the 'green belt' therefore being
sympathetic to nature, agriculture and the beautiful
countryside it envelops. I have lived here for over
40 years and it always has remained as such.

The riverside walk is loved by many
ramblers, cyclists dog walkers and local area
residents. To lose all this would cause great
concern to many who are totally oblivious to
this proposal. The riverside footpath is a public
right of way into town (originally being a roadway)
Also the bottom field is on a flood plain and
regularly floods from the river Irwell.

I do hope that if any development
does go ahead that my concerns will be
looked into and consideration will be taken
for the residents and community of 'The Holme'
Townsendfold.

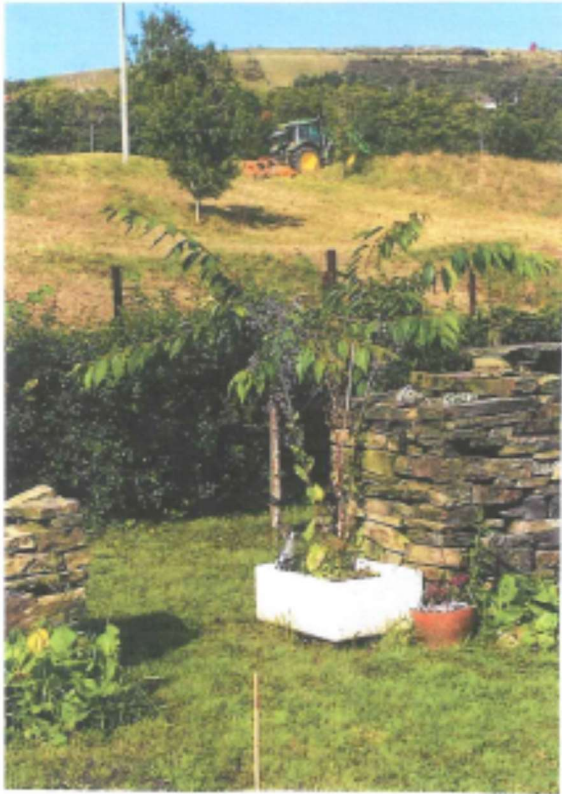
Yours faithfully
Mrs. Kathleen Seal,

PS: Please amend the attached plan with my name and
land ownership.



MRS KATHLEEN SEAL
2 THE HOLME
(Please add my ownership to the documents)

BEAUTIFUL AREA OF PROPOSED DEVELOPMENT



NE5 – Baxenden Chemicals Ltd, Rising Bridge

From: Probert, Mark [REDACTED]
Sent: 08 December 2020 09:20
To: Nathaele Davies
Subject: RE: Rossendale Local Plan - Employment Site Allocation NE5 - Baxenden Chemicals Ltd, Rising Bridge

Morning Nat,

[REDACTED]

"With regard to the land we own this falls into two categories. Part is farm land which is let and grazed by local farmers. Part of the land is designated (as highlighted on your map) for expansion of the manufacturing site. It is still our intention to expand at some point into the area designated for industrial use. This would probably be used for relocation of the existing warehousing and / or workshops, currently located centrally in the plant which will allow the warehousing to be improved and more efficient, and allow expansion of the manufacturing plant into the area vacated by the old warehouses and workshops.

The company is currently in the process of modernising and improving the processes and infrastructure within the site in what is a multi-million pound investment which will continue over the coming years. Investment has increased over the last 12 months and this is expected to continue. Following events this year, and the uncertainties around BREXIT no firm plans or commitment can be made at this time."

Kind regards,

Mark

Dr Mark Probert,

Site Manager,
LANXESS Urethanes UK Ltd
Paragon Works
Baxenden
Nr. Accrington
Lancashire.
BB5 2SL

Direct: [REDACTED]
Mobile: [REDACTED]
<http://www.lanxess.com/>

Appendix B – Supplemental Information

NE2 – Land North of Hud Hey, Haslingden

- Preliminary vehicular access appraisal (September 2020)
- Supporting report and demand study (November 2020)

NE3 – Carrs Industrial Estate North Extension, Haslingden

- Highways England updated position (October 2020)
- Landscape appraisal and framework (July 2020)
- Access Road Preliminary Study Report (without Appendices) (June 2020)

Appendix C – NE3 – Carrs Industrial Estate North Extension, Haslingden – Access Road Preliminary Study (Appendices A to C)

Appendix D – NE3 – Carrs Industrial Estate North Extension, Haslingden – Access Road Preliminary Study (Appendices D to F)

Appendix E – Employment Viability Note