

**Leeds & Liverpool Canal
Corridor Study
East Lancashire**

CONSULTATION DRAFT
February 2003

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northwest
development agency



ACKNOWLEDGMENTS



**British
Waterways**

LEEDS & LIVERPOOL CANAL CORRIDOR STUDY EAST LANCASHIRE

Consultation Draft
February 2003



Leeds & Liverpool Waterway
North West Region



Prepared by



**Waterway Conservation
& Regeneration Group**

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Contents

1. Introduction	1	4. Strategy	79	7 Case Studies	173
1.1 Background to Study	2	4.1 Strategy Overview	80	7.0 Case Study Overview	174
		4.2 A Way of Thinking: Canal Park	84	7.1 Eanam Wharf to Higher Audley, Blackburn	176
2. Canal Context	13	4.3 A Way of Thinking: Canal Culture	96	7.2 Church	182
2.1 Planning Policy Framework	14	4.4 A Way of Thinking: Canal Integrity	100	7.3 Enfield Wharf	188
2.2 Complementary Partnerships and Initiatives	24	4.5 Delivery Themes	102	7.4 Burnley Weavers Triangle	192
		1 Living Environments	104	Burnley Finsley Gate	200
		2 Canal Prosperity	107	Burnley Bank Hall	204
3. Resource Review	33	3 Canalside Communities	109	7.5 Foulridge & Barnoldswick	208
3.1 Landscape Character	34	4 Recreation & Destination	110		
3.2 Heritage	48			8 Next Steps	213
3.3 Biodiversity	58	5. Action Plan	117		
3.4 Leisure and Recreation	66				
3.5 Water Quality & Operations	74	6. Design & Development Guidelines	153		

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introduction

Lob Lane - Nelson

Commission

The Leeds & Liverpool Canal Corridor study was commissioned by a partnership of organisations comprising:



Leeds & Liverpool Waterway,
North West Region

A Canal Legacy

The Leeds & Liverpool Canal at 127.25 miles in length, forms a key transpennine route linking two major cities. It winds its way through a landscape of contrasts crossing the Pennines to the east, through the architectural heritage of the northern mill towns and dropping down to the flat agricultural land of West Lancashire.

Completed in 1816, it was regarded as one of the greatest civil engineering feats of its time and opened up trade from Liverpool through the industrial towns of Lancashire to Leeds. Many towns including Chorley, Wigan, Blackburn, Nelson and Burnley grew rapidly during the Industrial Revolution. The main freight carried at the time included stone from quarries throughout the northwest of England, textiles from the mill towns of Lancashire and Yorkshire, agricultural products and coal from the thriving Lancashire pits.

Ironically, what started life as a catalyst to growth, is now surrounded in several of the urban areas by dereliction and decay as the traditional industries have declined and any freight previously carried on the canal is moved using railways and the major road network that now passes through the area.

Through the corridor study, it is hoped that a new vision and strategy will emerge to drive the regeneration of the canal to redefine it as a key destination, important leisure attraction and as a focus for reinvestment, employment and recreation.

The Study

Within the study area the canal forms a common thread weaving its way through the eight local authority areas of Pendle, Hyndburn, Blackburn with Darwen, Burnley, Chorley, Wigan, Bolton Metropolitan Borough Council and West Lancashire District Council.

The Leeds & Liverpool Canal Corridor Study is divided into two parts:

Eastern Length

The eastern study runs from the Yorkshire border at Greenberfield Locks and extends to the west side of Blackburn to Finnington Bridge.

Western Length

The western study covers the area from Finnington Bridge to the Lancashire County Council/Sefton Metropolitan Borough Council boundary at Jacksons Bridge.

...from sunrise to sunset.....





Aims and Objectives

This document is intended to provide a vision and strategy to guide the social, economic and environmental regeneration of the Leeds & Liverpool Canal corridor over the next fifteen years. It is a strategy to be shared by potential partners, stakeholders and local communities and its successful delivery will depend on a determined and co-ordinated effort of all involved to effect real change.

The strategy will:

- Focus on physical regeneration of the canal corridor and highlight opportunities for economic development
- Identify the full development potential of the waterspace and landuse along the canal and illustrate how this can be integrated into the wider canal corridor, with a focus on remediation and reuse of brownfield land
- Highlight significant disused buildings along the canal corridor as sites for innovative redevelopment
- Introduce initiatives to enhance the heritage, environment and biodiversity of the canal corridor
- Address social exclusion issues and aim to re-engage the community with the Leeds & Liverpool Canal focussing on initiatives that encourage access to the canal for all, support training, educational and job opportunities, health initiatives and an enhanced quality of life

- Redefine the Leeds & Liverpool Canal as a destination and suggest ways of enhancing rural and urban environments and facilities to encourage increased visitor activity
- Emphasise the importance of the canal as a linear recreational resource and find ways of linking existing attractions, trails and routes and suggest sites for water based activities
- Illustrate how the canal can contribute towards integrated transport objectives and form an important cycling, walking and waterborne transport corridor on a local, regional and national scale
- Provide design and development guidelines to aid and promote positive canalside development and provide a framework for landowners, developers, planners and stakeholders
- Provide an action plan to cover improvements to the canal corridor over an initial five year period

The document is intended to guide the regeneration of the corridor over the next 15 years and will identify a number of partner organisations and funding sources to deliver the outcomes of the study. It is hoped that the study will be adopted as supplementary planning guidance and provide a staged and carefully planned approach to change along East Lancashire's canal corridor.



*The original Leeds & Liverpool Canal insignia The Latin **Ab ortu ad occasum** , "the rising to the setting" representing travel from east to west along the canal*



The North West Canal Network:

A Catalyst to Regeneration

In recent years, the North West Region's waterways have become the focus of renewed activity and interest. Regeneration programmes at Castlefield in Central Manchester, the Waterways Museum at Ellesmere Port, the restoration of the Standedge Tunnel on the Huddersfield Narrow Canal and the Anderton Boat Lift are all successful evidence of this. Waterside activities have been shown to considerably enhance the quality of life, improve property prices, revive the property market, support job creation, attract visitors and promote local enterprise. Current projects with direct impact on the Leeds & Liverpool Canal shown opposite include:

Liverpool Waterfront: Leeds & Liverpool Canal Extension

Creation of a 2 km canal connecting Liverpool Docks to the western end of the Leeds & Liverpool Canal at the Eldonian Village. Included in the proposals is the plan for a new 700 m stretch of canal at the Pier Head creating a vibrant new waterfront and connecting Liverpool City Centre to the nation's inland waterway network. An independent economic impact study has indicated that this could increase spending in the area by £3.8 million and attract a further 200,000 visitors to the area annually.

Ribble Link

The Millennium Ribble Link (opened in Summer 2002) provides access to the Lancaster Canal from the Rufford Branch of the Leeds & Liverpool Canal for the first time.

Preston Docks

In view of Preston's recently awarded City status, British Waterways is soon to prepare an outline vision to enliven Preston Docks. It is hoped that this will lead on to a Waterspace Strategy for the area. With the Ribble Link in place opportunities will exist to link Preston Docks to the inland waterway network including the Leeds & Liverpool Canal via its Rufford Branch.

Leeds Waterfront Strategy

The strategy was commissioned from British Waterways in 2000 by Leeds City Council, British Waterways, the Environment Agency, Leeds Civic Trust and Eye on the Aire to identify key issues affecting the area. The main aims of the strategy are to:

- Develop a strategic vision that identifies the key components for generating an attractive, vibrant safe and sustainable waterway corridor;
- Provide a framework to inform, guide and assess new development, improvement or management proposals to ensure these are appropriate and meet the needs and aspirations of local communities;
- Develop a co-ordinated approach to development and marketing of the waterway that allows public, private and voluntary interests to work in a co-ordinated way to achieve the strategic vision.

Northern Reaches of the Lancaster Canal

Restoration of 14 miles of the Northern Reaches of the Lancaster Canal currently blocked due to the construction of the M6. Reopening would allow an extension of the canal network north to Kendal, could provide 2,000 new permanent jobs and over £14 million a year for the local economy.

Rochdale Canal Restoration

Completion of the Rochdale Canal Restoration and the Huddersfield Narrow Canal (opened in 2000) now allows the Leeds & Liverpool Canal to tie to the newly created South Pennine Ring via Wigan.

Huddersfield Canal Restoration

The canal was reopened to the public last year after being closed for 50 years and included the opening of the 3.5 mile long Standedge Tunnel. The £32 million project has created a challenging new route for boaters and an economic boost to the area with 400 new jobs and a visitor centre at Marsden.

Regional Parks for East and West Lancashire

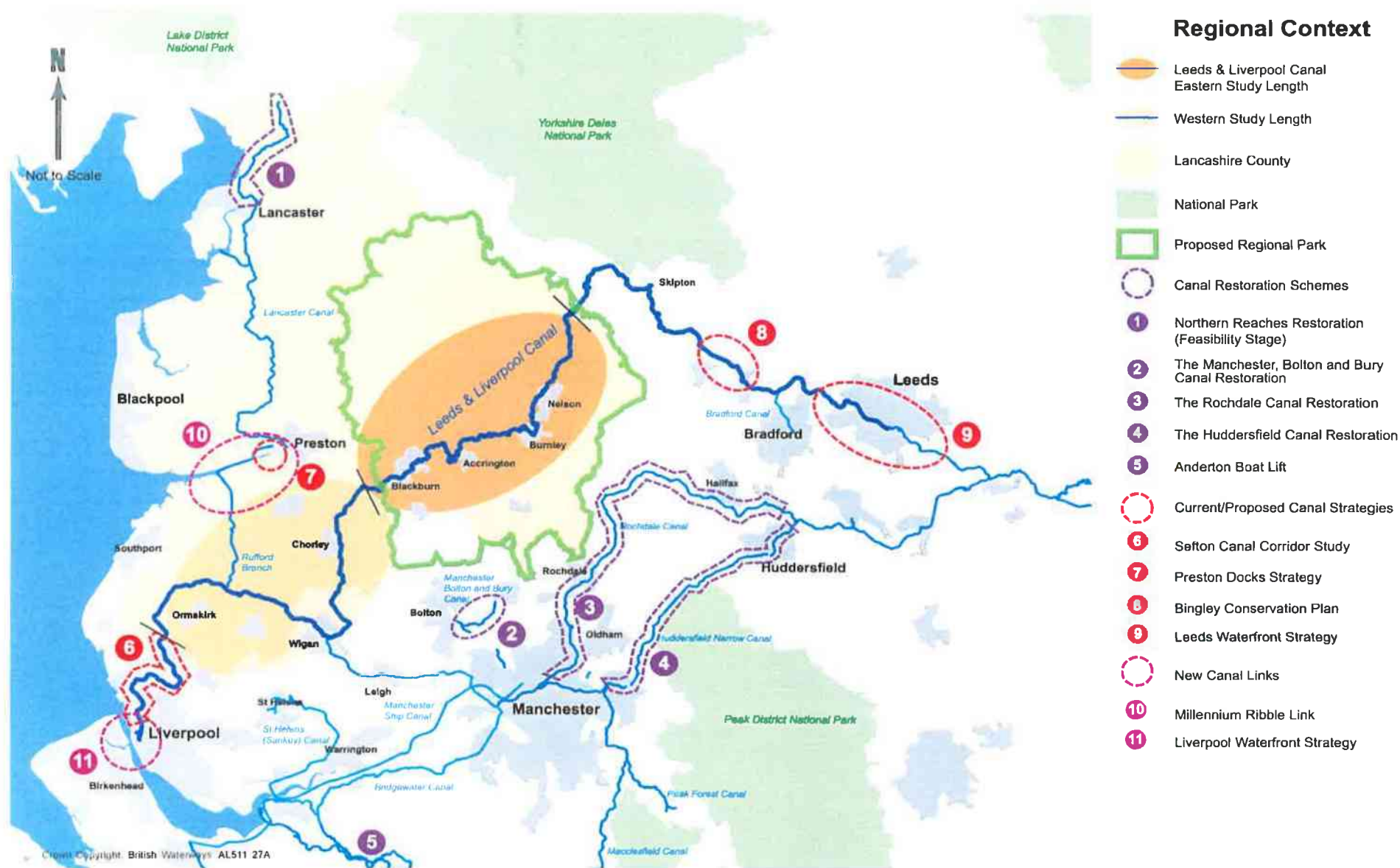
(East Lancashire Partnership, SRB6)

The emerging East Lancashire Regional Park will be an essential element in the building of a new image for the area and encouraging investment and the study will attempt to illustrate how it can play a key role in the area's development and will take a cross-borough approach to regeneration. It is critical that the canal is given a particular mention in the evolution of the regional park and that can help to deliver many of its key objectives.

"Places for People"

With the re-emergence of interest in the North West's waterway network and the developing East Lancashire Regional Park and Red Rose Regional Park to the west, it is now essential that the role of the Leeds & Liverpool Canal should be explored to help unlock its potential and provide a catalyst for regrowth and regeneration throughout Lancashire and Wigan. Both these recreational and regenerative opportunities are essentially places for people.







East Lancashire - The Present Situation

East Lancashire, the setting for the first section of the study, faces many challenges including a poor health record, old, high density housing, poor public transport links, amongst the highest levels of derelict land in England and areas of severe levels of deprivation higher than the national average. The canal, however, offers enormous economic, cultural and ecological potential and the opportunity, through the study, to now act as the key driver to regeneration in the area.

A strategic and planned approach is recognised by this partnership as being key to successful regeneration. The Northwest Development Agency has identified East Lancashire as a Regional Priority area in recognition of its problems and will attempt to reverse the negative trends and improve its quality in terms of the built environment, economic prosperity and social inclusion.

English Heritage also recognises the area's potential and that the canal is lined by some of the north of England's most important examples of industrial heritage and archaeology. It is keen to support the repair and reuse of buildings, structures and historic areas within the canal corridor wherever possible.

Facts & Figures

Leeds & Liverpool Canal

- 127.25 miles long and the longest canal built in Britain by a single company, it took 40 years to build and cost around £1.25 million
- Leeds and Liverpool were finally linked by the canal in 1816
- Water for the canal comes from 5 reservoirs and is supplemented by water from several streams and 2 other reservoirs
- There is a total capacity of 188,250,000 gallons of water, enough to fill almost two and a half thousand lakes
- Around 225 structures and buildings along the canal have been listed due to their historical importance

Social and Demographic

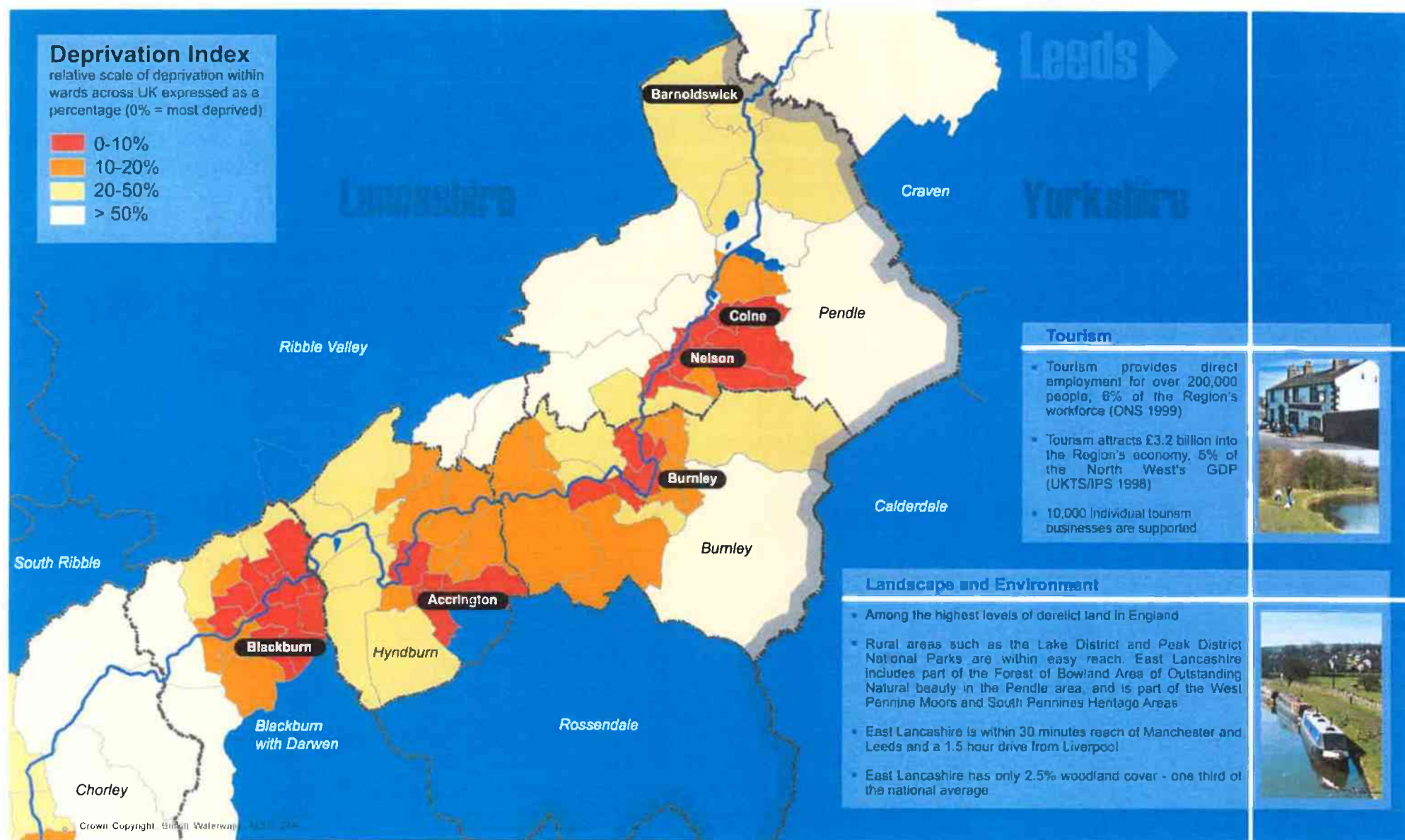
- Severe deprivation occurs in some areas. Three in every five wards are more severely deprived than the national average
- Old, high density terraced housing stock is predominantly privately owned, 25% of which is deemed unfit with vacancy levels more than twice the national average
- 500,000 people live in East Lancashire
- Average earnings are at least 10% below the national average with certain communities receiving average wages 31% below the national average
- Crime rates are above the Lancashire average (East Lancashire 24/100, Lancashire 8.3/100)
- The area suffers from a poor health record and higher than average death rates
- 31.8% of the population is employed in manufacturing industries compared to 21.6% in Lancashire

Administrative Boundaries

- Local Authority boundaries
- Lancashire County boundary
- Joint Lancashire Structure Plan boundary

N

← Liverpool



Realising the Potential

The table opposite highlights the value and importance of our Waterways throughout Britain and the contribution they can make towards conserving and enhancing our landscape and heritage. The Leeds & Liverpool Canal is no exception and this document illustrates how new life and vitality can be brought to the waterway to provide a focus for renewal and recovery.

Objective	Value and Importance of Waterways
Regeneration	<ul style="list-style-type: none"> Act as a catalyst for economic and social renewal Increase development value and the opportunity for investment Focus and link regeneration opportunities in urban and rural areas Contribute to civic renaissance, increasing urban capacities, choice of lifestyle and reuse of brownfield land Focus for rural diversification, development and regeneration and to contribute to delivery of Market Town Initiatives Generate long term economic activity and opportunities for employment Promote inclusion and quality of life
Sport and Recreation	<ul style="list-style-type: none"> Provide an important water-based sport and recreation resource Contribute to the health and well being of society Form recreational corridors/routes linking urban areas to the countryside 50% of the population of England, Wales and Scotland live within five miles of a waterway Promote accessibility to all members of society Add value as a national fishery
Tourism	<ul style="list-style-type: none"> Act as a tourism asset in their own right Provide a link between existing/new attractions Support the holiday industry through water-based activities Provide European renowned destinations such as Birmingham Canal System, London Docklands, Caledonian Canal and emerging international destinations such as Falkirk Wheel, Anderton Lift and Tees Barrage Enhance the environment and attract increased visitor activity Contribute to the tourism product in the broadest sense by enhancing the environment in urban and rural areas, attracting increased overnight and day trip activity
Heritage, Culture and the Natural Environment	<ul style="list-style-type: none"> Form a unique heritage, cultural, educational, landscape and environmental asset Extensive number of important historic buildings and structures Contribute to the cultural distinctiveness and branding of a region or sub-region Important and valuable linear habitats which act as 'green lungs' and host rare and different species Contribute to open space provision Provide a resource for water supply and land restoration
Transport	<ul style="list-style-type: none"> Contribute to integrated transport objectives Provide transport routes on a local and national scale Act as a water-borne transport corridor for people and freight Form important cycling, walking and public access corridors

Adapted from the table included in IWAAC "Planning A Future for the Inland Waterways - A Good Practice Guide" (2001)



our vision

The Leeds & Liverpool Canal – A Journey of Rediscovery

"A vibrant, unique trans-pennine waterway destination that embraces its industrial heritage and creates a focus for economic, social and environmental renewal and recovery".

Foulridge looking south towards Nelson

How the Report is Organised

The report layout is illustrated opposite. It essentially divides between two sections, the first covering canal context and the second setting out the strategy process for realising the vision. The diagram shows the sequence of strategy formation from assessment, thoughts and concepts, strategic planning, identified actions and supporting guidance.

Canal Context (sections 2-3 of the report)

This provides information of the planning framework in which the canal corridor sits, together with an overview of the various partnerships and initiatives that operate within the area.

The canal corridor itself is assessed as a resource on the basis of heritage, landscape character, recreation and leisure, biodiversity and water quality/operational issues.

Information is scoped via:

- A desk top study of the current situation along the Leeds and Liverpool canal through East Lancashire in respect of legislation and designations;
- A review of documentation relevant to the Leeds & Liverpool Canal and its environs;
- Meetings with all local authorities and other key organisations to determine their priorities and aspirations;
- A survey and analysis of the canal corridor in a strategic context and at a more detailed level for each of the case study areas.

The Strategy (sections 4 - 8 of the report)

The strategy sets out a logic for realising the vision. It instils a way of thinking in respect of the canal, identifies the main delivery mechanisms and associated key policies, covering a range of themed projects and actions.

Design guidance and priority case study sites provide a means of illustrating how the strategy could be implemented at a more local scale.

Who is this Strategy Aimed At?

This document has been prepared primarily for the three clients; the Northwest Development Agency, British Waterways and English Heritage to support and take forward the project's main aims. In addition the document is intended to inspire those reading it and at the same time be both accessible and useful to a wider audience. This wider audience comprises the following non-exhaustive list of potential policy makers, delivery agents and people with an interest in the canal's future:

- **Local Authority Officers** – (At county and district level) Development Planning and Development Control Teams, Economic and Property Development, Leisure, Tourism, Recreation, Social, Rights of Way, Community Development and Housing teams. This includes delivery of projects and policy makers;
- **Local Politicians and Ward Members;**
- **Parish Councils;**
- **Community and Local Interest Groups** - Prospect Groups;
- **User Groups;**
- **Environmental Agencies** – EA/EN/EH/CA;
- **Trusts** – Waterways Trust/Local Wildlife Trusts;
- **Funding Agencies** – Arts and Heritage Lottery;
- **Project Manager/Delivery Teams** – A project this extensive warrants a dedicated individual with resources to deliver a programme of improvements;
- **Developers/Potential Partners** – Private and Public;
- **Land Owners;**

This emphasises the range of people and bodies that could be involved in helping to secure delivery of this Vision for the Leeds & Liverpool Canal and projects extending over the next 15 years. The list also highlights potentially how wide-ranging the audience for this document is.

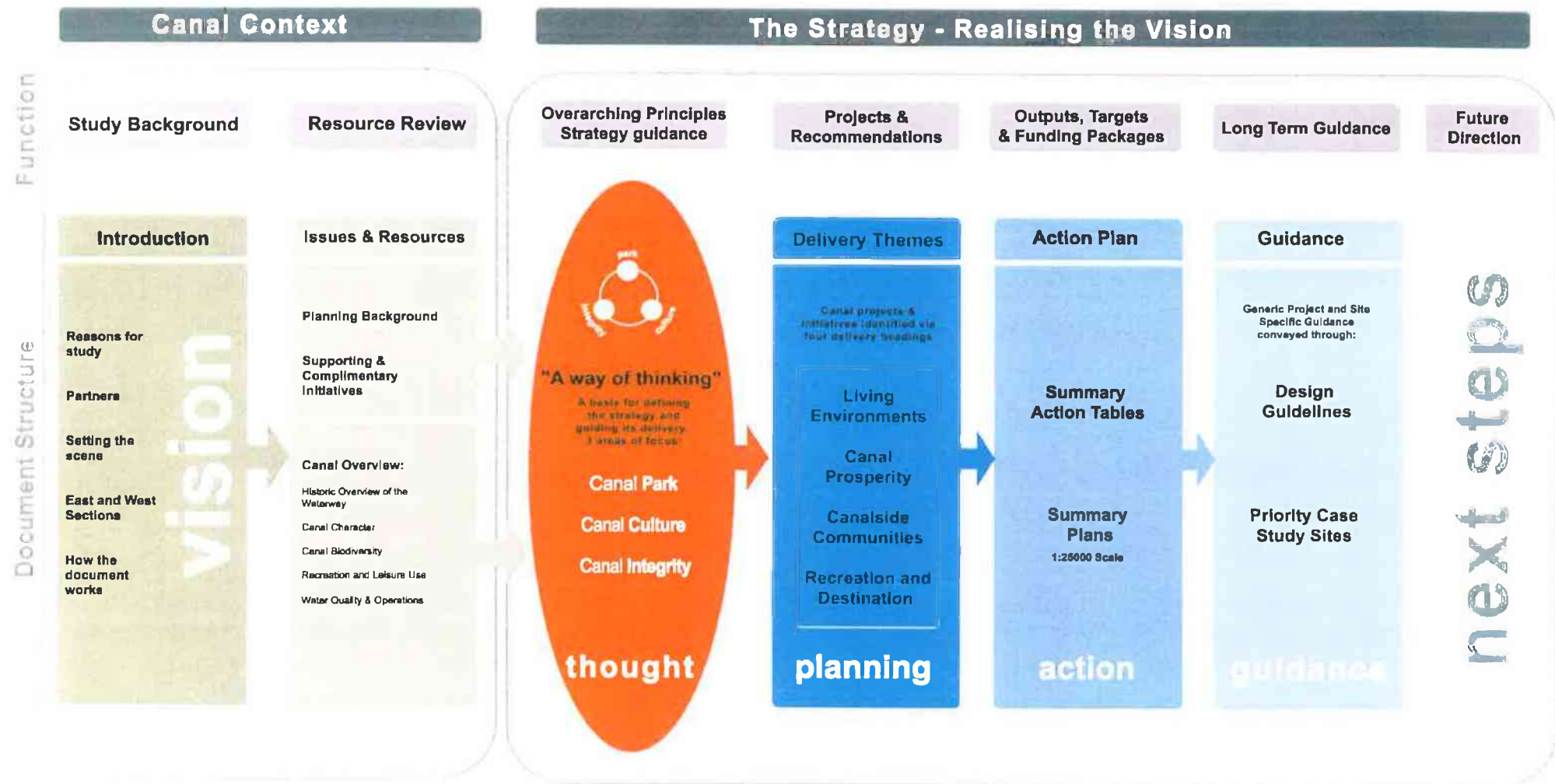
“Realising the Vision” - How can this Document be put to Work?

The Strategy identifies a series of improvement initiatives that build on the vision for the Leeds & Liverpool Canal which are based on real/perceived need or potential.

Site specific canal infrastructure improvements can be identified, linked to funding and delivered as part of a sequenced programme of works. Similarly, on a larger scale and more complex in nature, the priority sites identified for development can be the focus for detailed feasibility, consents and funding sought, costed and constructed.

A project or initiative can mean different things to different people. A project is also itself determined by time and its scale or physical extent. This Strategy includes suggested projects that may take the following forms:

- **Canal corridor initiatives** extending throughout the 35 miles – such as trails, signage and a new moorings strategy;
 - **Area wide initiatives focussed on the canal** – such as the East Lancashire Regional Park;
 - **Initiatives within funding area or administrative boundaries** – eg boundaries of SRB programmes;
 - **Localised** – focussing on particular features, areas or community group or parish council boundaries eg Common Ground initiatives such as their Local Distinctiveness - Parish Plan;
 - **Single development sites** – defined by land ownership, planning policy land allocation or legislation eg Hargreaves Warehouse, Church;
 - **Extensive development sites** – defined by multiple land ownership, planning policy, physical demarcation eg Weavers Triangle, Burnley;
- And lastly:
- **Projects** that may be integral to each of the above but with no visible physical output. These may include tourist promotion, job creation, forms of promotion and art strategies.





Greenberfield Locks

canal context

2

Planning Policy Framework

This section provides a review of the issues, potential constraints and opportunities contained in the existing planning policy and guidance from a waterway perspective.

Planning policy frameworks and guidance are represented at three levels; national, regional and local and will be covered in that order in this review. The planning policy hierarchy is summarised towards the end of this section.

To help inform the study and to provide a basis for later recommendations, only the key issues from the most relevant documents are summarised in this section.

National Planning Policy



Planning Policy Guidance

National planning guidance seeks to promote the redevelopment and regeneration of urban areas in order to break the cycle of decay, deprivation and under-investment which has occurred in the past. Previous policies have led to urban areas expanding into greenfield sites with central locations not being fully utilised. Current policies in PPG1 "General Policies & Principles", PPG3 "Housing", PPG6 "Town Centres and Retail Development" and PPG13 "Transport" aim to break this pattern and encourage investment and sustainable development focused on urban centres.

Restrictions have been placed on greenfield development proposals with emphasis placed on maximising the use of brownfield land to deliver sustainable development patterns, mixture of uses and high quality built environment. The urban areas which are included in the study are typical examples of these development patterns and these policies promote ways of reversing these trends.

Historic Value

There is significant historic interest along the canal corridor, PPG15 "Planning and the Historic Environment" emphasises the key role that preservation of the historic environment plays in the overall aim of promoting sustainable development and

economic prosperity. This is key advice for both urban and rural locations. PPG16 "Archaeology and Planning" stresses the need for appropriate management of remains and states that there should be a presumption in favour of their physical preservation.

Recreation and Leisure

The need to promote the canal as a recreational, leisure and tourist resource is highlighted in PPG13 "Transport", PPG17 "Sport and Recreation" and PPG21 "Tourism". These documents highlight the importance that tourism and recreation can play in successful regeneration in urban areas and in the diversification of the rural economy. PPG9 "Nature Conservation" goes on to highlight the importance of waterways as open spaces, providing habitats for a wide range of species of fauna and flora.

Rural Development

PPG7 "The Countryside" promotes sustainable development, distinctiveness and economic and social diversity within the countryside. The increasing role that recreation and tourism have to play within the rural economy is also stressed. New development is directed towards existing settlements and new buildings in the open countryside strictly controlled.

The Urban White Paper

The Urban White Paper "Our Towns and Cities: The Future - Delivering an Urban Renaissance" sets out the key challenges affecting urban centres and the need to address the problems of degradation of town centres to create high quality, sustainable and desirable areas to live and work.

This document aspires to see the improvement in the economic prosperity of urban areas with particular emphasis placed on the inclusion of deprived and excluded groups through targeted initiatives. There is also an emphasis on improving local facilities



Waterway Specific Guidance

Waterways for Tomorrow, June 2000

The above were consolidated within the DETR publication "Waterways for Tomorrow" (June 2000). This document states that to unlock and maximise the potential of waterways, there is a need to develop the partnered approach to regeneration and to treat the waterway as a multi-functional space.

Furthermore, the document sets out the principal functions of waterways as being:

- **Agent of/catalyst for regeneration** - economic, environmental and social regeneration. There is a growing national awareness of the added value and commercial betterment of waterside regeneration. To achieve sustainable waterway regeneration, it is crucial to develop the use of under-utilised waterways and water bodies, as well as to maximise the use of existing waterside brown field sites, under-utilised waterside buildings and to promote waterside development sites as priorities. Waterways provide vehicles for tourism-led regeneration as waterways are an important **tourism resource** in their own right, as well as providing links to key markets.
- **Water Transfer** as well as **drainage and water supply**. Proposals for water transfer using canal system.
- **Sports resource** as well as **leisure and recreation resource**. In addition to informal recreation pursuits (for example, leisure cycling, jogging, walking, bird watching, long distance footpaths and heritage trails and pleasure boating), waterways are also used for the provision of organised water-based sporting activities. For example, rowing, canoeing and angling on river navigations and canals as well as sailing, sub-aqua, wind surfing, canoeing and angling on docks.

for all sections of the community, focusing on health, education, crime and housing.

The role of open space provision in the creation of an attractive living environment is also an important element of making urban areas places where people want to live. The constraints in many areas requires the use of imaginative solutions to provide access to open space. The issue of open space, attractive urban environments is particularly relevant to the canal and also the Regional Park Idea.

The document recognises the problems associated with the decline of traditional manufacturing industries in the North West and East Lancashire area as one of the priority areas in need of regeneration. The case studies in the current Urban White Paper give most emphasis to successful waterfront developments in Manchester and Liverpool.

The Rural White Paper

The Rural White Paper emphasises the problems that are evident within rural areas through the decline in traditional industries and services and the effects that these have on rural communities. The government wants to create:

- 1) A living, thriving countryside with quality services.
- 2) A working countryside with a diverse economy and high employment.
- 3) A protected countryside.
- 4) A vibrant countryside which is socially inclusive.

To achieve these goals there is a need to invest in local services, develop affordable housing initiatives and develop ideas for diversification of traditional industries.

The Historic Environment - A Force For Our Future- Department for Transport, Local Government and the Regions/ Department for Culture, Media and Sport 2001

This Statement was produced as the Government's response to the 'Power of Place' report produced in December 2000 and led by English Heritage. It concludes a wide ranging policy review process of current policies to see where improvements can be made in the future in terms of the protection of our historic environment.

The government's vision is as follows:

- Public interest in the historic environment is matched by firm leadership, effective partnerships and the development of a sound knowledge base from which to develop policies
- The full potential of the historic environment as a learning resource is realised
- The historic environment is accessible to everybody and is seen as something with which the whole of society can identify and engage
- The historic environment is protected and sustained for the benefit of our own and future generations
- The historic environment's importance as an economic asset is skilfully harnessed.

The document sets out a detailed programme of action in support of the Government's vision. It is intended that the programme will be lead by the Government but implementation will depend on many individuals and organisations.

Waterway Specific Guidance *(continued)*

- **Heritage and landscape resource** as well as an open space and ecological resource, that is 'conservation' in its broad sense, which embraces:
 - the landscape conservation and public access interests of the Countryside Agency;
 - the archaeological, historic buildings and structures, historic landscape and area conservation interests of English Heritage;
 - nature conservation and biodiversity (protection of habitats and conservation of animal and plant species) interests of English Nature.¹
- **Sustainable Modes of Transport** - the potential of waterways for transporting freight and passengers, eg waterbuses and taxis. The role towing paths can make in the implementation of the national strategies for cycling and walking and providing a safe environment by which to travel to work or school and access for all.
- **Routes for telecommunication** - The waterway network is being used as a route for telecommunications with fibre optic cables under most towing paths.

Planning a Future for the Inland Waterways - A Good Practice Guide (Inland Waterways Amenity Advisory Council-IWAAC, 2001)

IWAAC was invited in the government's document *Waterways for Tomorrow* to produce a good practice guide to explain the contribution waterways can make to regeneration and planning. It is designed to demonstrate good practice on how Britain's waterways are being brought back into sustainable use, how they can be used as catalysts for social and economic change and how the planning system can be used to promote and implement appropriate development on the waterways.

The specific objectives of the document are as follows:

- To foster a more creative relationship between the waterways and the planning system. It is hoped that this would ensure that the planning system plays a key role in helping to protect waterways and waterway corridors as well as supporting their regeneration and renewal;
- To demonstrate the opportunities offered by the waterways to national policy agendas for regeneration sustainability and quality of life;
- To raise the profile of the waterways by demonstrating their value in planning and regeneration policy thereby increasing investment in the system;
- Increase the use and value of the waterways in order to secure their sustainable future and improve the quality of life for future generations.

The report brings together advice and experience from across the waterways sector and uses case studies to show how successful projects have been promoted and implemented.

The guide is aimed at partner organisations involved in waterway projects including policy makers at national regional and local levels, all riparian local and regional planning authorities and the regional development agencies, voluntary and community sector and private sector land owners and developers.

Waterways & Development Plans (British Waterways, 2002)

This land-use planning policy document has been produced by British Waterways in response to PPG 12 on development plans and the Government's policy paper on the inland waterways, *'Waterways for Tomorrow'* (2000). The document is due to be published at the end of 2002 and will be issued to all local authorities in England and Wales that have either canal or river navigations (owned or managed by British Waterways). This will include all local authorities along the Leeds and Liverpool Canal.

The purpose of the document is to:

- Discuss planning policy subject areas from a waterway perspective to inform the preparation and review of development plan policies, development briefs and the development control process
- Promote a wider understanding of the land use and transport issues requirements and opportunities for inland waterways
- Promote a wider understanding of the economic, environmental and social benefits offered by the waterways
- Act as a tool for encouraging constructive liaison and partnerships with local planning authorities
- Act as a guide for British Waterways when appraising and in making representations on future draft development plan policies

The document is structured as follows:

Part A outlines the statutory duties and responsibilities of British Waterways and the nature of the British Waterways involvement in the statutory land use planning system. It also describes the nature and value of inland waterways

Part B discusses the utilisation of the development plan system

Part C examines the range of planning delivery tools particularly the role of supplementary planning guidance and the relationship with other plans produced by local authorities

Part D briefly outlines the scope for proactive development control

¹ As defined in the Countryside Commission's (now the Countryside Agency) advisory digest entitled "Conservation Issues in Strategic Plans" (CCP420) published in March 1994



Regional Planning Policy



RPPG13 People, Places and Prosperity Draft Regional Planning Guidance for the Northwest

The draft Regional Planning Guidance for the North West, RPPG13 People, Places and Prosperity, is currently under review and the draft has been published. The revised document is expected during winter 2002. The core strategy is to achieve sustainable development throughout the region and deliver the following objectives:

- 1) Achieve economic growth and social progress.
- 2) Secure an urban renaissance in the region.
- 3) Sustain smaller rural communities.
- 4) Create an accessible region.
- 5) Ensure good management of environmental and cultural assets.
- 6) Secure environmental quality.

To deliver the above objectives, the focus for development will be within existing urban centres through the redevelopment of brownfield sites, and the allocation of greenfield extensions as an exception to this policy. East Lancashire is identified as a Regeneration Priority Area and as a location with significant problems of decline and deprivation; there is a need for redevelopment and regeneration opportunities to be focused on these areas in order to reverse these trends and improve the overall quality of the area in terms of the built environment, economic prosperity and social inclusion.

Northwest Development Agency - England's Northwest : A Strategy Towards 2020

The key regional strategy document was published in draft form in November 1999 and launched in 2000. It provides a framework that guides the activities of the NWDA and its partners for the next 20 years. It forms the platform from which all subsequent strategies and plans for the area are produced.

The document aims to provide a basis for the reversal of the decline within the area and has the following objectives for the area:

- 1) Attract and retain skilled and talented people within the area.
- 2) Bring everyone into the mainstream of community life.
- 3) Nurturing the environment, heritage and culture.
- 4) Kindling creativity, innovation and competitiveness.
- 5) Transformation of its image.
- 6) Strengthening of the infrastructure.
- 7) To be on the shortlist for new investment.

These aspirations are in line with the draft RPG and central government advice in seeking to promote sustained improvements and recovery of the region through redevelopment and regeneration initiatives. To achieve the necessary improvements within the area it is important to bring forward community programmes which develop social inclusion as well as initiatives to develop the economy of the area. It is the combination of these elements which are seen as necessary in order to create the changes needed within the region.

Local Planning Policy: Joint Lancashire Structure Plan



Joint Lancashire Structure Plan

The Deposit Addition has been published which begins the process of provision of strategic policy for Lancashire including Blackpool and Blackburn MBC areas. The document identifies a number of challenges which for the plan period which include the development of brownfield development opportunities and limits on the release of greenfield development sites, delivering a high wage economy, tackling identified housing problems and the management of transport systems to reduce the reliance on cars.

A sustainability appraisal was carried out on the initial scoping document which identified further challenges that the structure plan should address. These include improvement of social inclusion, increased freight transport by alternative means, improving the image of the county and preservation of the areas industrial heritage.

The results of the business survey undertaken as part of the plan process indicated that the reuse of buildings and land was considered an acceptable option for new premises. The most important factor appeared to be the quality of the local environment and access.

The vision which has been developed for the area focuses on urban regeneration and recycling of brownfield land and empty housing. There is a need for a fundamental change in the way in which development is accommodated to address the decline in many areas and the regeneration efforts will be based around improved accessibility by means of transport other than the

car. The aspiration is that by the year 2016 there should be less congestion and pollution and a greater emphasis on raising the quality of urban areas with the selective clearance of unpopular housing allowing for open space. Rural regeneration must be seen as going hand in hand with the urban initiatives.

East Lancashire is specifically targeted as a Regeneration Priority Area (RPA) where efforts on regeneration would be concentrated. Development will be focused on brownfield sites with 70% of new development on previously developed land and no new greenfield allocations. The concentration of development within existing centres is seen as crucial to the successful regeneration of the declining urban centres and the Green Belt designations will be retained to prevent urban sprawl.

Within the RPA the strategy is to provide for increased house building rates, with a view of retaining the local population within the area and therefore increasing the overall spending power in the sub-region.

There is a requirement to ensure that both new and existing developments become accessible by a variety of transport means to provide an alternative to the private car. There is considerable emphasis on the need to reduce car travel and to ensure that the entire population have easy access to jobs, services and leisure developments.

The condition of housing across the North West is a problem and is especially severe in East Lancashire. There is a high proportion of pre 1919 housing which is life expired and unfit for modern standards. The low property prices are seen as making substantial renovation unviable and as such clearance programmes will be needed. Replacement and clearance should be dealt with on a case by case basis and opposition is seen as being limited if proposals are concentrated within areas with high vacancy rates.

Opportunities exist for radical remodelling of urban centres within East Lancashire. Clearance programmes should be seen as providing an opportunity to develop areas of open space, community and recreation facilities. The importance of

replacement developments respecting the distinctive local character of the area's urban centres is important. It is recognised that it may not always be possible to relocate all the necessary replacement housing on a cleared site and in such cases the use of alternative brownfield sites should be utilised before greenfield allocations.

East Lancashire Partnership have employed consultants to develop the idea of a "Regional Park and Spaces Plan", to determine the possible form of a regional park setting for the area, and what aspirations it should have for the development of East Lancashire (see supporting initiatives). This Regional Park concept is seen as a way of promoting the regeneration of the area, creating an attractive urban environment and accessible rural area for the population. It should not be seen as a National Park or Country Park and is more than an attractive open space. It involves a whole range of elements and has the overall aim of creating a regenerated East Lancashire. The latest published part of the work was presented in November 2001 and further developments are awaited on this project. To date important work has been completed into the Regional Park idea which complements the regeneration aspirations of planning policy documents and should also be considered during the corridor study process although there is as yet no statutory designation of the concept.

The East Lancashire region suffers from poor living environments and lack of leisure facilities and there is therefore a need both to "green" townscapes and also to link urban areas to the countryside and leisure activities. The idea of the urban front door and rural back door is key to the park concept. There is a need to capitalise on the landscape setting of the area and to create an environment which encourages people to live and work in the area. It is considered that several high profile initiatives are required in order to kick start the project and plant the idea in the public mind. There are proposals for a new stand alone development in the area possibly a university campus, to provide an exciting focus. It is clear that possible uses will be restricted in order to prevent competition with existing centres.



Local Planning Policy: Blackburn with Darwen Borough Local Plan



Blackburn with Darwen Borough Local Plan (deposit draft) 1998

The strategy for the Borough is as follows:

- maintain and enhance the Borough as a place to live, work and visit;
- preserve the character and health of town centres;
- maintain and improve urban centres;
- protect the countryside and green the borough.

The objectives for the plan are as follows:

- urban regeneration
 - sustainable forms
 - improving the urban environment
- environmental protection
 - open space network protected
 - townscape enhanced through urban design
- improving town centres;
- community benefit;
- co-ordinating and enabling;
- adequate land supply

The assets of the Borough are seen as its landscape setting and distinctive urban character. The objective is to redress the decline within the urban areas whilst protecting the urban fringe.

Housing: The Council endorses sustainable development and gives priority to developments within urban areas. Vacant properties are an issue and high new build rates are seen as affecting the ability to solve this problem. Area based renewal strategy adopted.

The general housing policies are relatively standard, requiring high quality design, residential amenity, parking etc. Reference is made to integrating existing site features into the design of developments.

Economy: Significant decline in traditional industries - by 1997 unemployment was only 0.1% above national average. Inner urban areas do still suffer from high unemployment.

Mixed use areas are identified in the plan with one significant area adjacent to the canal close to the redeveloped wharf building. Asda was part of one of these areas as were some of the new housing developments, we should push for a vibrant mixed use area with the canal focus.

Transport: Support is given for an integrated transport strategy within the region. The Council has aspirations of reduction in car travel and focusing on alternative modes including, public transport, walking and cycling. There is seen a need to develop a transport network which offers choice, accessible and affordable options.

Policy T4 - promotes the development of a cycling strategy to encourage cycling as a means of transport and recreation.

The completion of the all weather cycleway along the towpath between Blackburn and Darwen is a priority. With the idea of extending this into adjacent Authorities as important.

Policy T6 - walking strategy, the aim is to provide a safe and comprehensive strategic footpath network linking residential developments to town centres, employment areas, education facilities, recreational facilities, open spaces and the countryside. New developments must take this into account.

Blackburn Town Centre: Considerable investment in town centre with refurbishment/enhancement schemes through City

Challenge: There has been a lack of new floorspace in the town centre and various redevelopment sites are put forward in the plan. Two are close to the canal and adjacent to the identified mixed use areas. These allocations adjacent to the canal provide an opportunity to build on the existing wharf development.

Tourism and Recreation: Need to protect and enhance existing facilities and to develop new opportunities in the Borough. There is a recognition of that the countryside is close at hand and it should be easy for people to get out and use it.

Policy TRL8 - development adjacent to the canal will be required to enhance the canalside environment. Development which prejudices the recreational use, access or ecological value will be resisted. The canal is recognised as a recreational and environmental asset to the Borough. The potential for further development is also recognised. The canal is no longer seen as a backwater and schemes must retain access to the towpath.

Heritage and Design in the Built Environment: Improving and safeguarding the environment is a key objective. High quality design in context with its local surroundings is important - fairly standard design policies.

Control over Development in Rural Areas: Relatively standard rural restraint policies.

Landscape and Nature Conservation: The landscape is identified as the finest asset of the Borough and is an important element for local quality of life.

There are policies to protect greenspace corridors for wildlife and the canal is identified as one of these.

Other relevant strategies:

- *Local Transport Plan*
- *Crime and Disorder Reduction Strategy 2002-05*
- *Community Plan*
- *Cultural Strategy (under development)*

Local Planning Policy: Hyndburn Local Plan



Hyndburn Local Plan 1996

Seven goals are identified:

- 1) The need to provide land for development and to protect rural areas.
- 2) The provision of a range of housing to meet local needs.
- 3) The provision of employment land to facilitate economic development.
- 4) Recreation needs of residents to be met, including links between urban and rural areas - *canal specifically mentioned*
- 5) The promotion of social facilities.
- 6) Encouraging tourism.
- 7) Protection and enhancement of the environment including environmental enhancement of urban areas.

Within the general policies the maintenance of the Green Belt to prevent urban sprawl, protect the countryside and facilitate urban regeneration is an important feature.

The housing policies are relatively standard with the housing provision made up of allocated sites with additional developments within urban areas also considered acceptable. The densities of new housing developments are relatively low and this is in line with the fact that the plan was adopted before the latest guidance in PPG3 was published. There is

encouragement of environmental improvements to existing housing areas.

Significant employment sites are also allocated within the plan.

The protection and enhancement of the natural and built environment within the Borough is considered important. The Council will continue to promote environmental improvements to derelict land in urban areas and re-use of urban land is encouraged. The Prospects panel in Hyndburn helps deliver Local Agenda 21 targets and promote and implement schemes with social, economic and environmental benefits.

There is mention of the Leeds & Liverpool Canal Programme which is designed to bring environmental improvements to the canal.

The policies are again relatively standard in relation to the impact of developments on the natural environment although the canal is acknowledged as a wildlife corridor and links through these must be respected by new developments.

Regarding recreation and tourism the plan recognises that attractive countryside is within easy reach of urban centres and good connections exist with the current footpath network. This recognition should be built on with the towpath perhaps being brought forward by us to improve access.

The role of tourism in the economic growth of the area is recognised as important and is expected to continue to grow and further tourist related developments are seen as necessary in order to ensure that the Borough continues to compete with other areas. Tourist related developments are to be primarily located in urban areas although some small scale growth is also necessary.

There is a need to protect and develop footpaths and cycleways as recreational facilities. development of links between urban and rural areas is important and the canal is specifically mentioned as being important for this objective.

Policy L4 - "Proposals that protect, improve and develop the Leeds & Liverpool Canal as a major recreational resource and tourist attraction will be permitted subject to Green Belt considerations where relevant." - positive policy. This recognises the benefits of marinas as enhancing the recreational use.

The transport section also has reference to the canal but as a basis for recreation only, perhaps greater emphasis could be placed on the transport opportunities.

Other relevant strategies:

- *Environmental Promotion and Sustainability Action Plan*
- *Community Plan*
- *Crime and Disorder Strategy*
- *Cycling Strategy*
- *Leisure Strategy*



Local Planning Policy: Burnley Local Plan



Burnley Local Plan (First stage Deposit 2002)

The vision of the Authority is to create a thriving sub-regional town with a high quality of life for residents and a town to be proud of, achieved by protecting the best elements and improving the poorest and minimising the impact on the environment.

The plan identifies a series of key issues facing the District over a 20 year period and sets out six key aims to realise the vision for the area:

- a) Create a working economy with a diverse, modern economy. Concentration of developments within town centres, with the additional aim to diversify the rural economy, maximise built heritage in regeneration and promote tourism, recreation and sport developments.
- b) Create connected communities with a balanced transport system.
- c) To provide living communities which are safe, attractive places to live.
- d) To protect the Borough's green spaces and natural environment.
- e) To meet the needs of deprived areas.
- f) To create a healthy and vibrant town centre.

Although only in its very early stages with some time to go before adoption the Burnley Local Plan contains the most up to

date and proactive policies aimed at regenerating the area with particular reference to the canal corridor in achieving this and as such is an important document in showing how development should be directed and controlled throughout the East Lancashire area.

The plan aims to focus new development within the urban areas of the Borough in order to regenerate and revitalise these to promote a more sustainable form of development which allows the creation of high quality environment with opportunities for all sections of the community. There are a number of existing housing and industrial commitments on greenfield sites which will remain as part of the plan but no new greenfield allocations will be made with the eventual aim to see 95% of new developments on previously developed land.

In association with regeneration and promotion of an urban renaissance achievement of high quality design in new developments is seen as important. Burnley has a very distinctive character with numerous attractive buildings and the aim is to seek developments which complement (not mirror) these. The large industrial buildings are seen as an important part of the heritage of the town and offer opportunities for adaptation and conversion. New development should make a positive contribution to the town and innovative design is not to be prevented.

Within rural areas a far more restrictive attitude to development is adopted, aimed at preventing sprawl and sporadic growth, and is indeed a fairly typical policy stance seen in local plans across the country. There is however a recognition of the need to diversify the rural economy and provide local housing opportunities and there is allowance for conversion of buildings and infill developments to facilitate these.

The section of the plan which focuses on Burnley town centre is particularly relevant to the study. Burnley town centre is seen as a focal point for heritage led regeneration where a mixture of uses including leisure, tourism, commercial and residential are sought. Although not within the main central

area the canal does run through an area known as the Weavers Triangle which contains a concentration of historic industrial buildings designated as a conservation area and is an area where regeneration will be focused. The Council sees the Weavers Triangle as a location where heritage led regeneration can be successful and several sites are allocated adjacent to the canal for mixed use developments.

Development proposals within the Weavers Triangle must consider the impact on movements in the town centre and incorporate cycling and walking routes throughout new proposals and the wider area. The canal is specifically mentioned as an important element within the area as a through route where high quality design is required. A canal and river improvement policy exists which encourages the provision of access improvements and also improvement of views along the canal. More importantly the canal is recognised as an important element of the Regional Park initiative, as a means of bringing the park into the town centre.

Beyond the town's central areas, a number of industrial areas are allocated for redevelopment and improvement and these are generally along the canal corridor. Overall the canal is seen as a focus for redevelopment and improvements and also as an important route for alternative means of transport.

The recognition of the role that the canal can play in regeneration initiatives is very well developed, and is relatively unusual in planning policy.

Other relevant strategies:

- *Economic Development Strategy 2000-05*
- *Burnley's Future LA21 Strategy*
- *Crime and Disorder Reduction Strategy 2002-05*
- *Cultural Strategy (under development)*

Local Planning Policy: Pendle Local Plan



Pendle Local Plan 1999

The prime objective of the plan is to promote environmental enhancement and adopt sustainable development principles. The plan includes a significant number of environmental policies in response to its overriding objectives, encompassing a considerable range of environmental issues.

There is a recognition of the need to preserve the diverse range of landscapes within the district, whilst accepting that the need for a functioning rural economy and the development pressures this attracts. Policies include the protection of Foulridge reservoirs and the whole canal length as an important wildlife site. Scope does however exist for limited developments within the rural areas, relating particularly to the conversion of redundant buildings, small scale developments associated with farm diversification subject to their landscape impact.

There is a presumption in favour of retaining open spaces and also protecting linear open spaces. This policy is linked to the aspiration of the council to develop an urban open space network and also convenient links between urban and rural areas, and the re-use of derelict land for amenity spaces, recreational or community uses, although there is no indication of funding or previous success.

There is also focus on the built environment and a need to ensure high quality design in new developments, protection of historic elements in the area and the reduction in dereliction

within the urban areas. The canal corridor is specifically mentioned as a problem area which is in need of enhancement.

Turn of the century housing dominates within the district and the majority is sound and capable of improvement. The grid street pattern gives a shortfall in open space with associated environmental problems. The objectives of the housing policies are to preserve structurally sound properties and encourage renewal and improvement of the older housing stock.

Manufacturing remains an important sector for local employment and overall there is a shortfall in allocated housing sites in the district. New greenfield allocations are proposed and improvement of existing employment areas will be pursued.

The transport section recognises the need to manage demand and promote alternatives to car based journeys. The encouragement of alternative means of transport such as walking and cycling is an important objective. It is suggested that the benefits of the canal towpath as a ready made route to be utilised and developed could be made.

Regarding recreation and open space provision, there is a recognition that there is a shortfall in provision and an improved and more equitable distribution of facilities is required.

The canal corridor is acknowledged as an important tourist and recreational asset in policy C9 and enhancement schemes to improve the use are encouraged. Planning permission will not be granted for developments harming the setting of the canal.

Allotments are acknowledged as important areas of open space in the district given the general under provision of green areas and are therefore protected.

Other relevant strategies:

- *Countryside Access Strategy*
- *Cycling Strategy*
- *Sustainability Action Plan*
- *Community Safety Strategy*
- *Borough of Pendle Corporate Plan*
- *Cultural Strategy*

Complementary Partnerships and Initiatives

This section gives an overview of some of the most relevant and recent partnerships and initiatives that impact on the Leeds & Liverpool Canal at a national, regional and local level and are discussed in that order. Collectively, they highlight the wide-ranging issues that are current within the North West region and along the canal corridor.

The canal will play a key role in the emerging East Lancashire Regional Park and is therefore discussed first together with an overview of the East Lancashire Partnership.

The flowchart on the previous page provides a combined summary of the planning policies, partnerships and initiatives of relevance to the study. Continued effective partnership working will be required to maintain and enhance a co-ordinated approach to regeneration throughout the canal corridor.

East Lancashire Partnership

The East Lancashire Partnership was formally established in 1997 by the six borough councils of East Lancashire, Lancashire County Council, The Learning and Skills Council, the Chamber of Commerce and Industry, Lancashire Enterprises plc and the consortium of East Lancashire Agencies.

The partnership aims to transform East Lancashire from a series of small and medium sized towns into a new concept of city living in a rural context for over half a million residents. The vision will help to create a new sense of identity and purpose with investment in a range of partnerships.

East Lancashire's Future - Achieving our Vision 2000

The Partnership's strategy document seeks "to establish East Lancashire as the equivalent of a city area of half a million people living and working in vibrant, well networked and sustainable towns and rural communities". This is supported by three themes:

- Our Living Space - improving the quality of the environment to make East Lancashire a better place to live, work, invest to create a positive and successful image;
- Income, Prosperity and Aspirations - improving quality of life, job opportunities;
- People, Communities and Future Citizens - improving the skills and aspirations of individuals and communities.

The East Lancashire Regional Park

The proposal for a new East Lancashire Regional Park will network the wide range of countryside, heritage, leisure and educational attractions and be linked by public transport, canals cycleways and footpaths. The Regional Park will be an essential element in building a new image and encouraging investment in adjoining urban areas. It will include a Rural Priority Area, the Forest of Bowland AONB, the West Pennine Moors, South Pennine Heritage Area and established local and regional visitor attractions. It is anticipated that the Regional

Park will draw in more than £23 million of investment geared to a recent £5 million SRB 6 award to the East Lancashire Partnership and will focus on a broad band of urban fringe land across the region.

The bid and outline prospectus contains four strategic objectives closely linking to the overall aims of the East Lancashire Partnership as follows:

- To establish a physical framework that will enable the positive transformation of East Lancashire as a regional asset;
- To increase the prosperity and competitiveness of East Lancashire and contribute towards regional competitiveness;
- To improve living environments and promote healthy lifestyles;
- To promote involvement in the development of and responsibility for the community environment.

The initiative for the creation of a regional park facility is gathering momentum. The East Lancashire Partnership has set up a multi-agency "Regional Park Management Group" which is overseeing the development of the strategy and is co-ordinating the implementation of initiatives by the recent SRB6 bid.

The structure of the park is split between two zones of intervention, the "intensive" and "extensive" park settings. The intensive park occupies the main settlement areas and the river valleys. The extensive park covers the outlying landscape and includes moorland and other areas of rural character. The plan opposite shows the proposed extent of the regional park and highlights the intensive and extensive park areas.

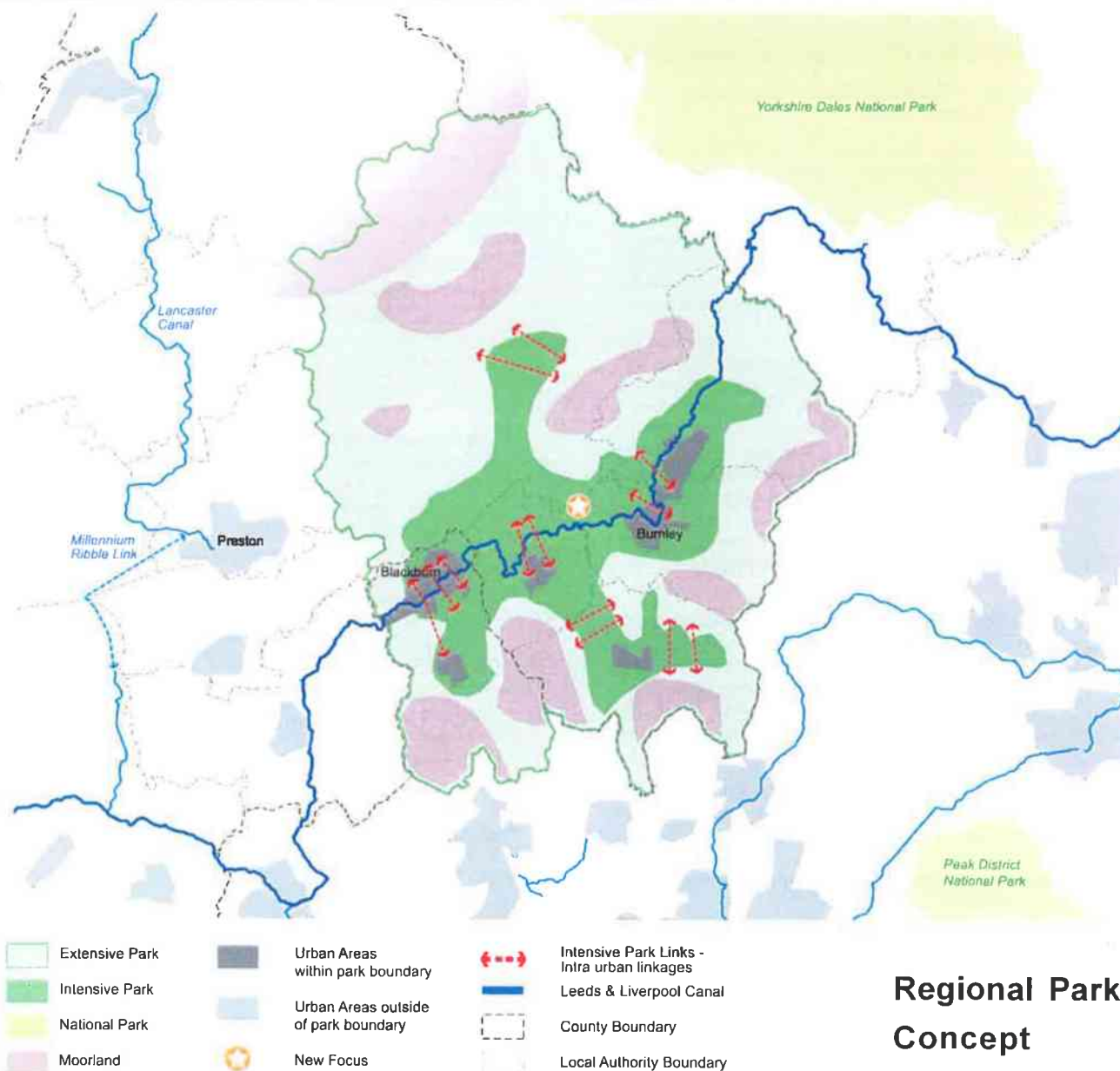
Interventions and initiatives are categorised into themed networks or NETS. Their combined purpose is to embrace the regional park concept of linking landscape development to economic regeneration, sustainable living and working, and



ultimately to raise regional and national profiles. The NET themes are identified as follows:

InfoNET	Information
SportsNET	Sporting activity
CultureNET	Social development
EnviroNET	Sustainable living and industries
AquaNET	Water based initiatives, focusing on the active promotion of existing facilities (lakes, rivers, canals and reservoirs)
GreenNET	Landscape and open space enhancement; spatial networks, connection of urban areas to countryside resources (intensive to extensive park), conversion of brown land to open green space, woodland planting to create a quality landscape framework to urban areas and to build on the wider landscape of East Lancashire
NatureNET	Biodiversity
TransportNET	Provision for public and private means of transport
AccessNET	Path networks

The Leeds & Liverpool Canal is identified as a regionally significant tourism and recreation facility within the park. It is recognised that the concept of the regional park is a long term venture for the future generations of East Lancashire.



Regional Park Concept

National Strategies and Initiatives

English Heritage - Power of Place – The Future of the Historic Environment (2000)

The document consists of a review of the policies relating to England's historic environment including the commissioning of MORI to carry out a survey of people's attitudes to the historic environment and the value they place on it. The review was led by a steering group of 20 organisations with varied interests and chaired by English Heritage. The steering group included representatives from the English Tourism Council, Heritage Lottery Fund, Environment Agency, English Nature, The Council for British Archaeology amongst others.

Main messages emerging from the document include the high value people place on their historic environment and that it is seen as a major contributor to the quality of life. 85% of people viewed their historic environment as being important in the regeneration of our towns and cities. The document provides 18 headline recommendations for central and local government, heritage organisations, owners and developers.

English Heritage "The Commission for Architecture and the Built Environment (CABE) - Building in Context 2001"

The publication has been commissioned by the Commission for Architecture and the Built Environment and English Heritage. Its main purpose is to stimulate a high standard of design when development is to take place in historically sensitive contexts. A series of case studies are included within the publication to provide examples and draw lessons about design and the development and planning process.

It emphasises that an examination of the context of any proposed development through an informed character appraisal is the key to a project's success. It also suggests that the best new buildings arise from a creative dialogue between the planning authority, the client, the architect and any other key professionals involved.

British Waterways' Rural Regeneration Strategy

The waterways have an important role to play in improving the quality of life of rural communities. Waterways also provide important links for urban communities with the surrounding countryside and help to develop social inclusion. They offer a

high quality and accessible recreational experience, a means of sustainable transport, an educational resource and can help people improve their health and well being through active sport and informal recreational activities.

British Waterways' Rural Regeneration Strategy aims to promote waterway corridors as:

- Key focal areas for rural diversification and growth, to create and support sustainable rural communities;
- Distinctive features of the rural landscape, ensuring their unique heritage, wildlife and traditions are conserved and enhanced;
- Safe, accessible and enjoyable environments for rural recreation, fostering strong ownership and engagement by local communities.

There are opportunities in a number of rural areas:

- To develop new rural enterprises in market towns and at nodes along the waterway corridors (such as visitor/ education centres, museums, small shops, information points, cafes, community centres, transport hire, agri-businesses or business 'telecottages');
- Development linked with key waterway visitor attractions designed to exploit their tourism potential, to generate a sense of place as a key visitor attraction as well as maximise the added value and commercial betterment of waterside locations;
- To increase recreational activity through greater use of the waterway and towing path;
- To create employment opportunities associated with the conservation of the heritage and natural environment of the waterways.

British Waterways "Under Lock and Quay: Crime Prevention Handbook for London Waterways" (May 2000)

British Waterways and the Police have jointly produced this document, launched at the National Crime Prevention Design Advisors Conference in Harrogate in May 2000. The purpose of the document is three fold:

- As an advisory document for the London Borough Councils when preparing development briefs and development plan policies;

- As a consideration in the negotiation and determination of planning applications by London Borough Councils;
- As a tool to assist developers and their design teams in designing waterside developments which address the issue of crime prevention at the initial design stages in order to successfully reconcile the visual quality of a development with the need for crime prevention to create sustainable development.

The document presents general design principles rather than absolute solutions so as to be applicable across a wide range of sites and projects.

This document relates specifically to the crimes encountered along London's canals and navigations, but the majority of problems and solutions discussed in the document are applicable to waterways in all urban city areas.

British Waterways "Waterways Access for All" (1999)

The partner organisations are committed to the consideration of access for all and where any development of the riverside is to occur then the needs of disadvantaged people should be taken into account. British Waterways has worked closely with the Fieldfare Trust to develop the Waterways Access for All design guidelines; the Trust are co-ordinators of the BT sponsored "Countryside for All" standards and guidelines which are recognised as the most comprehensive source of information on providing access for disabled people.

The document serves to encourage and deliver better access for disabled people to canals and navigations. The needs of all disabilities are covered with actions and initiatives set out to further improve access, for example:

- Access audits of British Waterways property, including an inventory of access for the disabled to determine currently available facilities and to identify gaps in provision;
- Policy audit; a review of all British Waterways' policies and procedures;
- Implementation of demonstration/pilot projects to facilitate access.



Regional Strategies and Initiatives

British Waterways and Biodiversity – A Framework for Waterway Wildlife Strategies (2000).

The document results from the 1992 Earth Summit on Biological Diversity where the BAP concept was launched. Over 160 countries signed the Biodiversity Convention including Britain encouraging the development of Biodiversity Action Plans to conserve and enhance priority habitats and species.

British Waterways has pledged in its "Plan for the Future" document that all waterways are to have prepared their own BAP by 2005 and the framework should assist local management teams to complete this task. This will include the Leeds and Liverpool Waterway team which has not yet completed its BAP.

The Waterways Trust - Proposals for Waterway Site Interpretation

A priority list of 12 sites have been highlighted to take part in the initiative led by the Waterways Trust. The summit level of the Leeds & Liverpool Canal has been identified between Barrowford and Greenberfield. The idea behind the scheme is to develop a consistent and high quality approach to interpretation at key sites that can be experienced either through visiting a site or in the form of a virtual or armchair journey using the internet and/or CD rom. Funding would be sourced through the New Opportunities Fund and the Heritage Lottery. The proposal meets British Waterways' local needs for marketing leisure use of the waterways and at the same time supports The Waterway Trust's needs for materials to support its consumer fundraising activities as well as its 'revelation' and 'education' objectives.

The Countryside Agency - Market Towns Initiative

The North West Development Agency and the Countryside Agency are currently supporting 15 towns across the North West region to complete a health check of their towns and surrounding rural communities. This will result in the preparation of Action Plans which will be implemented with the support from the agencies and a wide range of public, private and voluntary sector partners. Barnoldswick, situated directly adjacent to the Leeds & Liverpool Canal is one of five towns in Lancashire that has been selected to take part in the initiative.

England's Northwest - Rural Renaissance : The Regional Recovery Plan April 2002

The Rural Renaissance Plan supercedes the North West Rural Recovery Plan issued in autumn 2001. The plan will operate over a five year period and will target the three areas particularly affected by the Foot and Mouth disease epidemic, namely Lancashire, Cheshire and Cumbria.

The main objective is to act as a platform from which the regional partners can help to deliver the sustainable development of the rural economy within the North West region.

It will look further than restoring the status quo pre Foot and Mouth, and will address the already existing pressures on the rural economy including the impacts of BSE and associated downward pressures on farming incomes.

British Waterways - Rural Regeneration Across the North West

The document outlines how British Waterways is addressing a range of rural and countryside initiatives throughout the north west of England and describes ideas for further projects and future developments. It provides responses to North West Rural Recovery Plan and the North West Regional Economic Strategy.

The document also sets out policies for rural regeneration in the north west of England and will aim to promote waterway corridors in the North West as:

- Key focal areas for rural diversification and growth, to create and support sustainable rural communities
- Distinctive features of the rural landscape ensuring their unique heritage wildlife and traditions are conserved and enhanced
- Safe, accessible and enjoyable environments for rural recreation, fostering strong ownership and engagement by local communities.

Standing Conference of South Pennine Authorities (SCOSPA) - A Heritage Strategy for the Southern Pennines. June 2001

Provides a vision for the management of the southern pennines through two organisations. The strategy aims to provide a strategic framework to guide the holistic and sustainable management of the southern pennines countryside character area.

The Countryside Agency – The State of the Countryside 2001 – The North West

The document is based around 20 thematic indicators produced by The Countryside Agency to provide a broad picture of the main economic, social and environmental conditions experienced in and affecting England's rural areas. The document relates specifically to issues affecting the north west's countryside and discusses the recent impact of Foot and Mouth disease on the region. Other areas covered include recreation and access, transport and travel, economy and employment, services and housing, incomes, education, health and crime, people and communities and land and environment.

Lancashire Biodiversity Partnership - Lancashire Biodiversity Action Plan 2001

Biodiversity refers to the richness and the variety of life in our environment. The Biodiversity Action Plan (BAP) process is a government-led national initiative providing a framework within which more specific local BAP's can be generated. The Lancashire BAP is relevant to the study area and highlights issues for locally endangered habitats and species, setting achievable targets which will help to ensure their long term survival. The whole process relies on developing partnerships and this presents British Waterways with opportunities to develop relationships with local organisations and contribute to the local biodiversity. Canals and reedbeds are recognised as important habitats in the Lancashire BAP. In addition many species associated with canals have been identified as being

Regional Strategies and Initiatives *(continued)*

important. These include reed bunting; water vole; otter; various bat species; floating water plantain and grass wrack pondweed.

Lancashire County Council/NWDA - Remade in Lancashire – Soft end use Reclamation

As part of NWDA's response to tackling the region's derelict land problem (estimated at 3,200 hectares) it has invited Lancashire County Council to prepare proposals for a scale change in the level of land reclamation in Lancashire. The invitation is in relation to soft end use and fits within a wider framework for reclamation within the North West Region and within Lancashire. It is intended that "hard" end uses will be delivered in association with the sub-regional partnerships, Lancashire West and East Lancashire Partnership. "Soft" end uses will be delivered through the 'Remade in Lancashire' scheme funded by the NWDA and the regional woodlands programme, "Newlands" led by the Forestry Commission. The value of the initial Remade programme is estimated at £16 million.

According to information received from the East Lancashire Partnership, derelict land in East Lancashire is estimated to be 1214 hectares.

Vision

To unlock the potential of derelict underused and neglected land in Lancashire in a way that improves the quality of life of Lancashire's people, enhances the natural environment and creates a climate for renaissance.

Objective

To reclaim and or bring into effective management 25% of derelict, underused and neglected land (DUN) in Lancashire by 2008.

Specific contributions envisaged include countryside recreation, sports facilities, safe walking routes, cycle paths and bridlepaths and forestry.

The Forestry Commission - Newlands

The Forestry Commission is working with the Northwest Development Agency and a range of other partners to reclaim land in the northwest through the Newlands Initiative. The initiative spans five counties including Lancashire and will identify actions over a five year timescale. A rigorous assessment process is being undertaken to identify and target action towards derelict, underused and neglected sites where woodland establishment will have greatest potential for social, economic and environmental benefits. A database of derelict, underused and neglected land has been produced alongside a public benefit recording system.

East Lancashire Economic Development Zone (ERDF funded)

East Lancashire Economic Development Zone has specific reference to canalside regeneration including the Whitebirk site adjacent to both the canal and M65 motorway on the border of Blackburn and Hyndburn

North West Cultural Consortium - The Cultural Strategy for England's North West 2001

The consortium was launched in February 2000 by the Secretary of State and is one of eight cultural consortiums that have been set up by the Department of Culture, Media and Sport (DCMS) in each of the English Regions outside London. The consortiums have been set up to ensure that culture and creativity have a strong voice in the emerging regional picture and they play a full role in contributing to an increase in prosperity and enjoyment of life in the regions.

The North West Cultural Consortium aims to:

- Raise the profile of culture and creativity in the North West;
- Promote better working across cultural policy makers and deliverers;
- Develop strong partnerships with other agencies including the NWDA;
- Secure a greater share of resources for culture;
- Stimulate cultural development;
- Meet the requirements of the DCMS.

The strategy sets out the overall context of the region including its cultural strengths and assets and highlights where improvements can be made.

The DCMS has tasked all local authorities with the production of Local Cultural Strategies by the end of 2002.

Five Strategic Objectives - Outline themes

- Advocacy - Make the case for the role of culture within all aspects of regional policy, quality of life and adding capacity to commercial and industrial sectors;
- Image - Make culture central to self image and external marketing of the region as a place to live, learn, visit and do business with;
- Cultural Economy - Develop a sustainable, innovative, cultural and creative economy ensuring talented people are retained and attracted to the area;
- Social Economy - Develop the role of culture in sustainable healthy communities that work in education and employment;
- Environment - Promote the regions heritage and landscape as central to the culture of the area. Develop excellence in planning and design of the public realm.

Five Strategic Opportunities - Ideas for action

- Dynamic Heritage - Actions linked to the areas diverse industrial and technological heritage and development of the potential of the region's waterways as centres for leisure activity, environmental arts and crafts, learning and community celebration. The Leeds & Liverpool has a key role to play;
- Making Places;
- Cultural Learning;
- Creative Communities;
- Core Cities.

At the time of writing, Lancashire County Council, Blackburn with Darwen and Burnley Borough Councils have cultural Strategies under development. Pendle Borough Council has a Cultural Strategy. Hyndburn Borough Council has a Leisure Strategy but no Cultural Strategy.



Local Strategies, Guidance, Partnerships and Initiatives

Groundwork East Lancashire/Pendle Borough Council. SRB 6 Canal Landscape Strategy – 2001

Following Pendle Borough Council's successful SRB 6 bid of £12 million covering the Nelson and Brierfield areas, Groundwork East Lancashire were commissioned by the local authority to prepare a strategic framework for environmental improvements in the bid area, centred on the Leeds & Liverpool canal corridor. Six main themes have been identified within the Groundwork study as follows:

- Physical landscape and transport corridors;
- Community regeneration;
- Business Improvements;
- Training and learning Opportunities;
- Sustainability.

The aim of the framework document will be to co-ordinate environmental works through consultation to deliver a package of works using community development, links to local businesses, structured landscaping and art works.

Mersey Basin Campaign - River Valley Initiatives

This government backed initiative was launched in 1985 and brings together local authorities, companies, voluntary organisations and government agencies to deliver water quality improvements and waterside regeneration throughout the Mersey Basin river system. Work includes River Valley Initiatives where particular stretches of watercourse and associated land are improved. Five of the tributaries of the Mersey catchment pass close or cut across the Leeds & Liverpool Canal. They are the Alt, Douglas and Yarrow Rivers, the Darwen and East Lancashire rivers.

River Enhancement East Lancashire (REEL) is the River Valley initiative working in the Calder catchment area of East Lancashire. The REEL partnership have recognised the potential of the Leeds & Liverpool Canal and is currently working on several canal related projects including the Water Mark scheme which encourages water side businesses to develop practical management procedures and environmental improvements adjacent to watercourses.

Elwood

Woodland cover in East Lancashire is currently estimated at 2.5%, one third of the national average. In order to establish a physical framework to help to positively transform the area, the East Lancashire Partnership has committed to increasing cover to 25% through the partners in the Elwood Initiative. 1000 hectares of new woodland has been highlighted as a target figure to be delivered over the next ten years as part of the East Lancashire Regional Park.

Vision

To create a multi-use sustainable woodland landscape throughout East Lancashire which is developed by and contributes to the quality of life of the people who live and work there.

Aims

Working through the East Lancashire Partnership, the Elwood partners aim to create a new forest in East Lancashire. It is intended that the Forest will contribute to East Lancashire's economic regeneration through the creation of a quality image for the sub region and by creation training and job opportunities. It will form the focus for sport, recreation, education and cultural activities for its people and provide a quality environment for its communities.

The Elwood project is managed on behalf of the partnership by Groundwork.

With sponsorship from the National Urban Forestry Unit, Elwood has commissioned a forestry consultant to identify sites for potential woodland planting along the M65 corridor, the main route into East Lancashire and to recommend priorities for action. The commission also identifies opportunities for artworks within the sites particularly at "gateway" locations. At the time of writing, a draft document has been produced. The canal passes close to the M65 on a number of occasions

on its journey through East Lancashire and potential woodland sites are indicated within the strategy/ action plan section of the corridor study.

Mid Pennine Arts - C2K Canal 2000 – Celebrating East Lancashire's Waterway through the Arts

Mid Pennine Arts and a partnership of the local authorities, British Waterways, Groundwork and various other organisations worked together to produce.

C2K was a millennium arts festival celebration centred on the Leeds & Liverpool Canal during 2000. It aimed to raise awareness of the Leeds & Liverpool Canal and its potential as a leisure amenity, create positive attitudes to the canal and East Lancashire amongst local people and visitors to the area and demonstrate the value of the arts in developing the canal's potential.

Following the event, it was felt that a wider canal corridor study would form a framework for future canalside regeneration incorporating arts-based projects.

Lancashire County Council - Leeds and Liverpool Canal Corridor Project. 1986

This study was undertaken by Pleda and outlined a programme of action to regenerate and expand the economy of the corridor of land running each side of the Leeds & Liverpool Canal through Lancashire and Wigan. The study was commissioned by a consortium composed of Lancashire County Council, Lancashire Enterprises Limited, British Waterways, Wigan MBC and Blackburn, Burnley, Hyndburn, Pendle, Chorley and West Lancashire Councils.

The first phase of the project took place in 1985 with a successful Article 24 submission for assistance from the European Regional Development Fund, proving the need for action. Key components of the study were as follows:

Local Strategies, Guidance, Partnerships and Initiatives (continued)

- A series of initial studies on assistance to SME's, labour resources, infrastructure and communications and tourism and leisure accompanied by an economic analysis and assessment of market trends and opportunities;
- Preparation of an integrated programme of activity along the canal corridor aimed at economic revitalisation of the area and maximising public and private sector resources;
- Identification of a series of projects for early submission through ERDF.

A number of projects were undertaken at the time as part of this study including redevelopment of buildings at Eanam Wharf.

Prospects Foundation - Hyndburn Prospects

Prospects is Hyndburn Borough Council's response to the challenge of Local Agenda 21. Prospects involves setting up neighbourhood panels of local people who are interested in addressing sustainability in their local areas. Action includes environmental improvements, creation of community wildlife gardens and recycling campaigns. Church and Rishton Prospects Groups work closely with British Waterways on a number of canal-related projects. Church Prospects Group has recently completed a picnic site adjacent to the canal.

Local Strategic Partnerships - SRB bids

East Lancashire Partnership - "Changing East Lancashire" SRB Round 6

A seven year scheme to begin development of the first (north west) regional park. It will aim to provide access to quality outdoor space and facilities particularly for the sub region's most deprived communities and improve the image and environment of East Lancashire as a place to live and invest. The regional park will help to stimulate urban renaissance provide an interface for communities with recreational, cultural and sporting facilities in a countryside environment. The park's

focus will concentrated in a broad band of urban fringe land adjoining a number of deprived wards. The re-use of derelict sites, reclamation of brownfield land and diversification of agricultural land will be priority.

The canal forms a spine through the heart of the SRB 6 area and forms a key element within the Regional Park.

Pendle Partnership - "The Time Is Now For Nelson" SRB Round 6

A seven year scheme targeting Central Nelson and Brierfield. It aims to support planned housing improvements in Nelson with a package of measures to improve health, reduce crime, improve the local environment and encourage new small businesses. Outside the core area, activity will focus on new development sites and linking employment opportunities that these will bring to the target communities.

The canal forms the spine through the SRB 6 area and a study has already been undertaken by Groundwork commissioned by Pendle Borough Council to explore opportunities for environmental improvements along the canal corridor within the bid area. This work is ongoing and has been subject to a recent public consultation exercise.

Burnley Regeneration Forum - "Creating Confidence in Burnley's Communities" SRB Round 6

A seven year scheme to support community development in the most deprived wards to the south and west of the borough. It will feature Family Learning Centres, link residents to local labour opportunities, initiatives for those with mental health problems, a business support programme and initiatives to tackle drug abuse and support young mothers.

The canal passes through the SRB 6 area from the aqueduct at Bank Hall at the north end of the Burnley Mile as far as canal bridge no 129 where it crosses the M65.

Hyndburn First - "The People of Accrington and Church Together" SRB Round 6

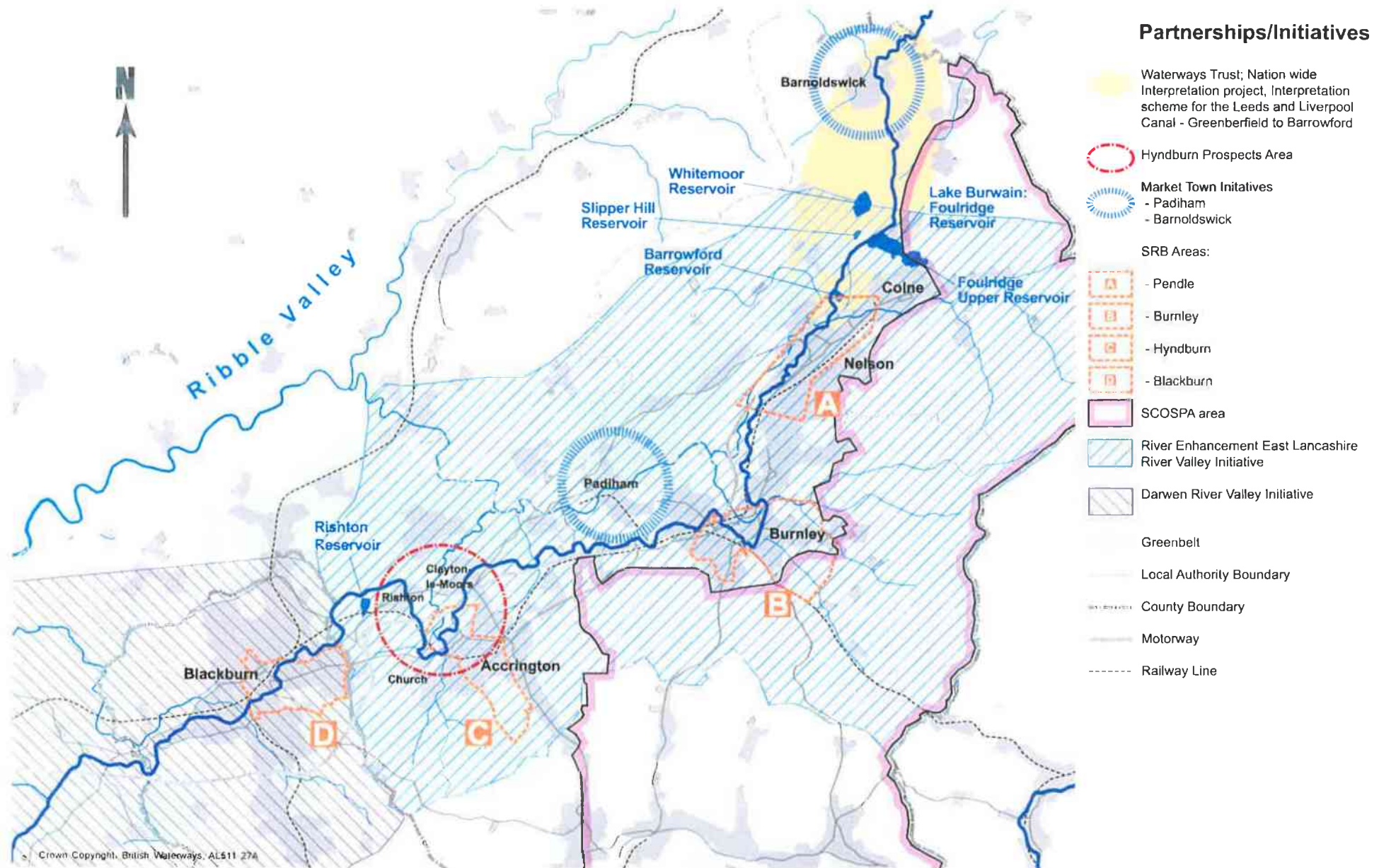
The seven year scheme targets the Central Springhall and Church wards of Accrington. It aims to improve community participation and access to opportunities for personal and shared development; improve the competitiveness of existing businesses and facilitate new business start-ups including community businesses; improve health and well being through early intervention and improvements in accessing information, treatment and services; and to improve the natural and built environment.

The canal passes through the SRB 6 area at Church.

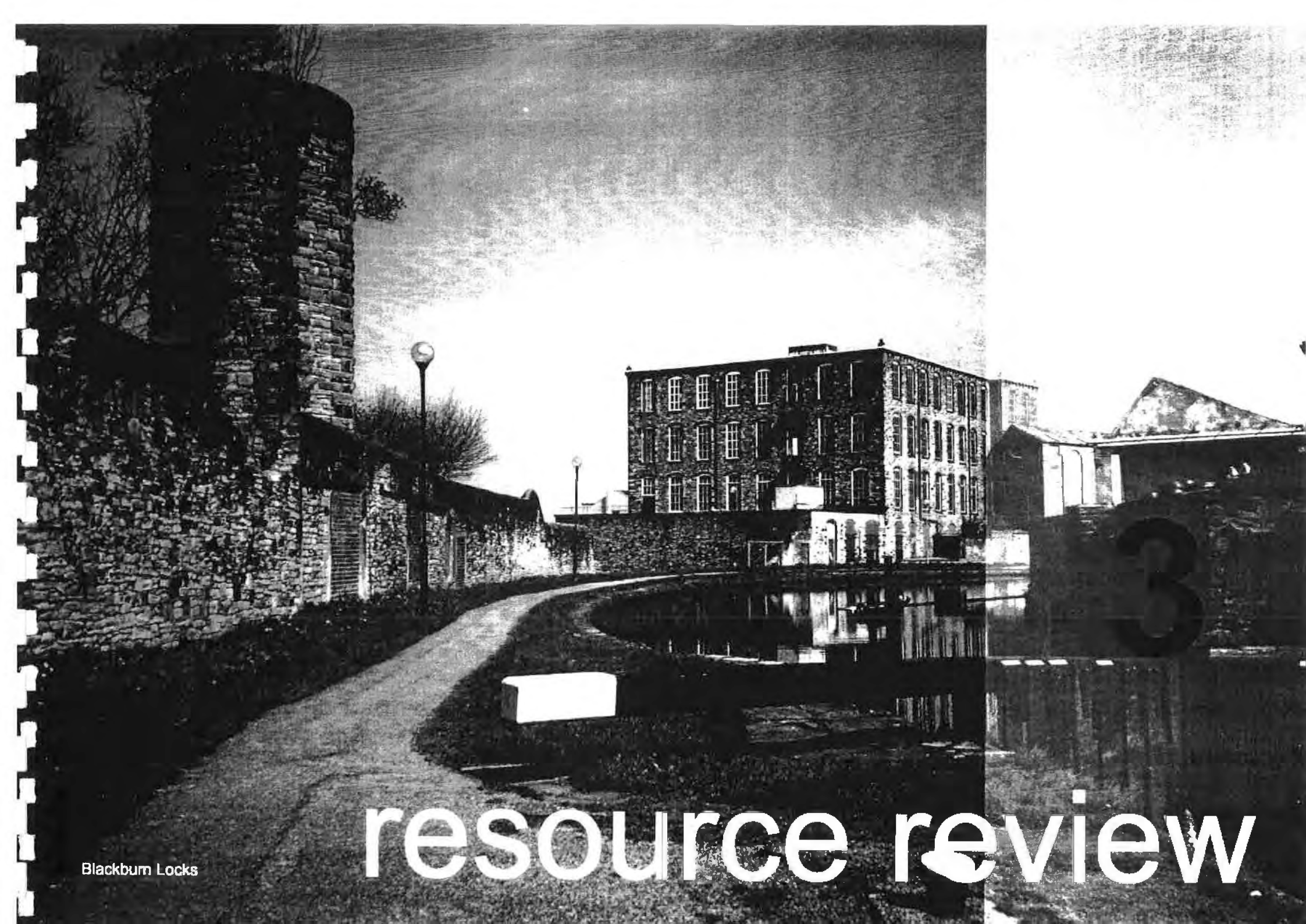
Blackburn Regeneration Partnership - "Investing in the Future Pathways to Progress" SRB Round 5

A seven year programme of investment and action targeting wards in the Blackburn borough suffering from severe multiple urban deprivation. It aims to engage communities in regenerating their neighbourhoods, create the right conditions for improved business competitiveness, improve poor housing, enhance urban design and transform the urban environment and reduce crime by pioneering community safety initiatives.

The canal passes through the SRB area south of junction 6 of the M65 at Whitebirk as far as Blackburn Infirmary (canal bridge no 98A south of Blackburn Locks).



Crown Copyright, British Waterways, AL511 27A



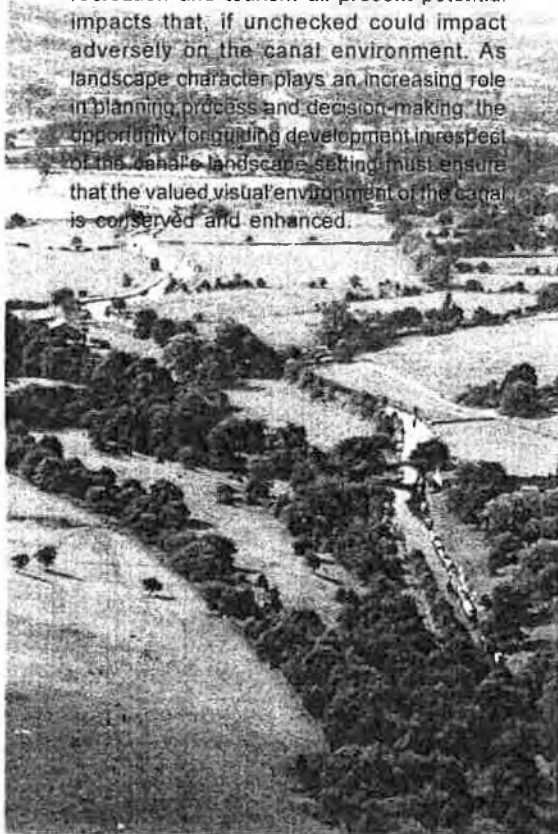
Blackburn Locks

resource review

Canal Character:

The Leeds & Liverpool Canal passes through a contrasting landscape of urban industry and spectacular Pennine scenery. Passing through Blackburn and Burnley, this central and highest length of the contour canal marks it climb to its summit point at Foulridge before commencing its ultimate descent into Yorkshire.

The canal is a valuable asset for the region, although pressures for development, recreation and tourism all present potential impacts that, if unchecked could impact adversely on the canal environment. As landscape character plays an increasing role in planning process and decision-making, the opportunity for guiding development in respect of the canal's landscape setting must ensure that the valued visual environment of the canal is conserved and enhanced.



National Landscape Character Definition

The Countryside Agency (formerly the Countryside Commission) document "Countryside Character - The Character of England's Natural and Man-made Landscape (1998) sets out a nationwide division of landscape character across the country. Distinctive areas of landscape are defined, relating to geological and landform features as well as the effects of human influence upon the landscape.

The "Lancashire Valleys" Character Area (No. 35) covers the entire East Lancashire section of the Leeds & Liverpool Canal. The canal corridor is recognised as a significant aspect of this character area and relates closely with its other key characteristics:

- The broad valley of the River Calder and its tributaries between the natural backdrops of Pendle Hill and the Southern Pennines;
- An intensely urban character derived from the main towns of Blackburn, Burnley and Accrington and their rapid expansion since the industrial revolution;
- A strong industrial heritage derived from cotton weaving and textiles, with many redundant or under-utilised mill buildings;
- A profusion of transport and communication routes along the valley bottom (of which the Leeds & Liverpool Canal forms one);
- Numerous large country houses with associated parklands;
- Remnant agricultural land fragmented by industry;
- Field boundaries, regular to the west and irregular to the east, formed of hedges with few hedgerow trees and, at higher elevations stone walls or post and wire fences. Boundaries often degraded around urban areas;
- Small woodlands limited to cloughs on valley sides;

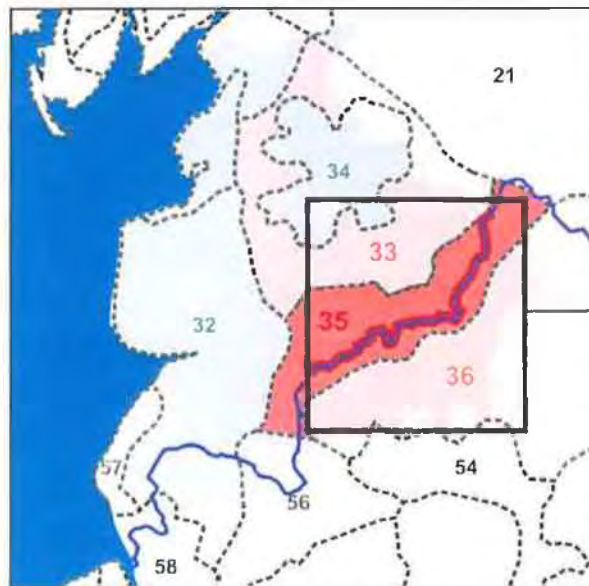
Character Areas No. 33 (Bowland Fringe & Pendle Hill) and No. 36 (Southern Pennines) do not physically cross the route of the Leeds & Liverpool Canal. However they do form a constant visual backdrop to the canal and provide an indication of the more extensive moorland and Pennine landscapes that surround the immediate landscape setting of the waterway on either side.

Regional Character Definition

Lancashire County Council have identified a series of distinct landscape character types for the county, as defined by their document "A Landscape Strategy for Lancashire - Landscape Character Assessment" (2001). These character types reflect distinctive combinations of landform and land-cover elements and may occur in any number of areas throughout the county (each area having its own description within the character type). They provide a detailed character breakdown of the county and essentially sub-divide the broad character traits of the national character area into more specific areas.

An overview of the landscape character types affecting the Leeds & Liverpool canal corridor is shown on the maps opposite. The majority of the canal length, between Blackburn and Colne alternates between the "Industrial foothills and Valleys" landscape character type and the urban landscape types (historic core, Industrial Age and Suburban). Only at the western and northern extremes is the landscape character perceived to change significantly. Lowland farmland predominates to the west of Blackburn, whereas to the north beyond Colne and Barrowford the canal borders "moorland fringe" before entering an extensive "drumlin field" setting, leaving the industrial setting of the Lancashire Valleys altogether.

.....a distinctive setting



Countryside Agency: Countryside Character Areas

Key character areas affecting Eastern study:

- 35 Lancashire Valleys
- 33 Bowland Fringe and Pendle Hill
- 36 Southern Pennines

Other character areas relevant to Leeds & Liverpool Canal:

- 21 Yorkshire Dales
- 32 Lancashire and Amounderness Plain
- 34 Bowland Fells
- 54 Manchester Pennine Fringe
- 56 Lancashire Coal Measures
- 57 Seton Coast
- 58 Merseyside Conurbation

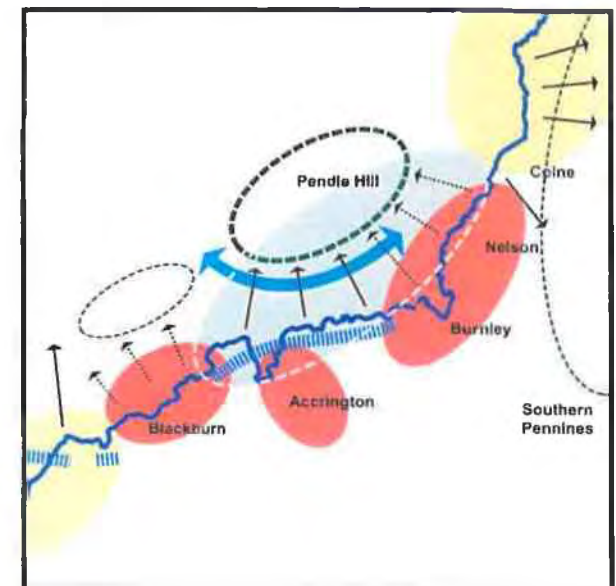
— Leeds & Liverpool Canal
— Eastern Study Length
— Lancashire, Blackpool and Blackburn with Darwen



Lancashire County Council: Landscape Characterisation

Character zones affecting Eastern study:

- Historic Core (urban landscape type)
- Industrial Age (urban landscape type)
- Suburban (urban landscape type)
- Undulating Lowland Farmland (ref 5)
- Industrial Foothills and Valleys (ref 6)
- Moorland Fringe (ref 4)
- Drumlin Field (ref 13)
- Rolling Upland Farmland (ref 14)
- Farmed Ridges (ref 7a)
- Moorland Hills (ref 2)



Study Assessment: Broad Character Traits

General Character:

- Urban & urban edge
- Industrial/Rural Calder Valley
- Rural canal landscapes

Landform and Features:

- Key surrounding hill form
- Calder Valley
- M65 motorway intrusion (beyond urban centres)

Key Views:

- Expansive views
- Occasional views

Historic Landscape Character

An historic Landscape Characterisation of Lancashire has been compiled, which informs the Lancashire Landscape Strategy and Character Assessment Reports (Lancashire County Council 2001). It is currently being integrated into the Joint Structure Plan for Lancashire and the Boroughs of Blackburn with Darwen and Blackpool.

The aim of this characterisation process is to map the distinctive historic dimension of Lancashire's rural and urban environments, recognising human influences on the landscape and mapping original tracts of countryside. The results will aid the evaluation and significance of the historic environment and to promote increased awareness of local identity and distinctiveness.

Landscape Designations

Forest of Bowland Area of Outstanding Natural Beauty (AONB)

The Forest of Bowland AONB includes the hill mass of Pendle Hill to the north of the Leeds & Liverpool Canal, an isolated landscape of national and international importance (Countryside Commission 1992) that extends over 800 square kilometres. It is essentially an area of upland countryside, a plateau of upland hills and moorland dissected by deep valleys. Although its borders do not cross the Leeds & Liverpool Canal, the mass of Pendle Hill forms a distinctive backdrop to the canal corridor and plays a significant role in defining the landscape of the canal through east Lancashire.

Areas of Special Landscape

Hyndburn Borough Council define an Area of Special Landscape to the north and west of Rishton, spanning the Leeds & Liverpool Canal between Whitebirk Industrial Estate and Norden Bridge. The area extends to include Rishton Reservoir and its immediate environment. The intention for this area is to promote effective management of the existing landscape in order to ensure that the natural beauty of the area is maintained. The whole of this policy area is also defined as green belt.

Pendle Borough Council identifies all areas of land outside of its settlement boundaries as "Areas of Special Landscape" (other than those areas included within the Forest of Bowland AONB). The objective is to conserve the landscape character of this well managed agricultural landscape, with an emphasis on reclamation of derelict land as a means of enhancing its scenic value. The area is primarily greenbelt land and the policy aims to protect against undesirable development and to enhance areas where landscape quality is in danger of degenerating.

The Canal Corridor

The national and regional character types portray the landscape framework through which the Leeds & Liverpool canal passes, the landscape designations identifying those areas that are most valued and protected at national and regional level. Both define the changing landscape context for the canal's urban and rural surroundings, though it must be remembered that the Leeds & Liverpool Canal is of course a core aspect of Lancashire landscape character in its own right. The canal corridor, through its form and architecture, is a familiar and continuous feature set within the wider character framework and one that retains a strong local identity while those of its surroundings change.

Broad character traits are associated with the canal corridor through the 35-mile study length. The Calder Valley and its fragmented rural/industrial landscapes separate the predominantly urban lengths of Blackburn, Accrington and Burnley. Pendle Hill and her surrounding hill-masses provide a constant reminder of the expansive upland landscapes that surround the canal, despite the canal's immediate urban emphasis within the valley. Rural Pennine landscapes to the north enclose the canal and provide a marked change of character to the industry of the town lengths. Equally, the west of Blackburn has an undulating and pleasant farmed landscape, interrupted only by the M65 motorway.

Impact of the M65 Motorway:

The construction of the M65 motorway between Preston and Colne has had an inevitable impact on local waterway character. The seclusion of the canal is often interrupted where the motorway runs parallel and in close proximity with the canal-corridor, this being most evident to the west of Blackburn at Riley Green and between Rishton and Burnley along the edge of the Calder Valley.

The impact of the motorway corridor ultimately erodes the rural experience of the canal between settlements, the canal only returning to a truly rural and tranquil landscape setting north of Colne and Barrowford. Though the canal will never fully rediscover its tranquil qualities along the Calder Valley, fortunately the magnificent vantage points that the canal commands across the valley are seldom compromised.

Canal Character Assessment

A more detailed assessment of the canal corridor through the 37 mile study length identifies eleven distinct zones of local character that rest within this broader overview. These are detailed on the following pages and provide a means of familiarisation with the full extent and nature of the canal through east Lancashire. The character lengths could also support any future actions or strategies linked to guiding development in respect of local canal character.



KEY

- Forest of Bowland Area of Outstanding Natural Beauty (AONB)
- Canal Character Lengths (see following text for descriptions)
- Key panoramic views from canal corridor
- Approximate Visual Envelope from the canal
- Significant ridge lines and prominent landforms defining views from the canal corridor
- Landmark structures/buildings along the canal corridor
- Town centre locations in relation to the canal corridor

Landscape Character Assessment

Landscape Character

1 Riley Green to Blackburn

2 Blackburn

3 Hyndburn Canal Towns

4 Rural Calder Valley

5 Hapton to Burnley

6 Burnley Town Centre

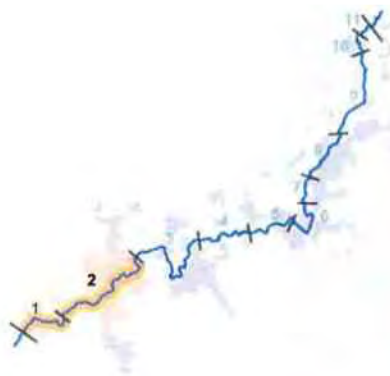
7 Brierfield

8 Nelson

9 Barrowford to Barnoldswick

10 Barnoldswick

11 Greenberfield



1 Riley Green to Blackburn

The canal length between Withnell Fold and Blackburn provides a rural and relatively tranquil approach to the city, interrupted only by the M65 motorway with its associated visible and audible impacts. The landscape is open and rolling, the canal corridor enjoying wide reaching views across the Darwen Valley to the north. The characteristic hillform of Hoghton Tower, with its Shakespearean connections, is a feature of the landscape from the canal.

The high embankment of the canal across the river Darwen signals the approach to suburban Blackburn. This is an incised valley and an attractive locally wooded landscape, though again the influence of the motorway is highly evident in the form of an elevated viaduct that spans the valley close to the canal. The large paper mill occupying the river valley to the north, though not being a major visual impact on the canal effectively screens off the waterway by means of extensive concrete walling. This maintains a highly enclosed atmosphere that, though not unpleasant effectively ends the rural aspect of the canal before Blackburn.



Rural canal, Riley Green

2 Blackburn

The canal length through Blackburn is a diverse mix of urban and suburban landscape. A key feature of the corridor is its aspect, sudden and often far reaching views along the valley, across to moorland and to the landmark buildings of the town centre. Though never really penetrating the urban heart of Blackburn, the canal presents an ever changing context and a sense of where the town stands in relation to the canal.

The Blackburn canal corridor can be identified in several zones. To the west, the majority of the outlying regions are residential with pockets of public open space at intervals, both sides of the canal being enclosed by housing. Mill Hill and Moorgate provide the first concentrations of former mill buildings and industrial development. Here is a diverse urban landscape, often degraded in terms of its boundaries but with pockets of residential redevelopment. Beyond this length, a straight embankment provides expansive views across the town and south to the distant Jubilee Tower.

Blackburn Locks provide a key focus of the canal within Blackburn. The rise of locks has provided the impetus and the context for canal orientated redevelopment, though much of the upper buildings and boundaries remain derelict and in a severe state of dereliction and vandalism. This area is an obvious draw for the canal, though its location within the town is not best placed for the casual visitor. In contrast the closest run of the canal to the town centre is surprisingly low key. Though the town appears distant from the elevated aspect of the canal, it is actually much closer with the railway station and Cathedral only a short distance away. Access and elevation present the real barrier, the developed Eanam Wharf area being the prime focus for the length.

All along this central section, the canal maintains a mixed urban character of both positive and negative commercial and residential development. Several key historic landmark buildings provide a focus, including Daisyfield Mill and Imperial Mill. Beyond this the canal returns to more nondescript surroundings, skirting Whitebirk Industrial estate before leaving the urban influence of the town.



Typical canal profile, Blackburn west



Paper Mill, Feniscowles



M65 viaduct

+ S

- Attractive rural context
- Widespread views across Darwen Valley to north

- S

- Visible and audible impacts of M65 motorway



+ S

- Recent environmental improvements have raised profile of canal; surfacing and lighting provision allow for a safer and more accessible corridor
- Significant development potential of canal-side sites

- S

- Lack of real canal "focus" within the town
- Canal route largely by-passes town centre
- Negative impacts associated with vacant canal-side property
- Little canal orientated public open space
- Restricted links to canal



Blackburn Locks



Blackburn town centre

Landscape Character

- 1 Eley Green to Blackburn
- 2 Blackburn
- 3 Hyndburn Canal Towns
- 4 Rural Calder Valley
- 5 Hapton to Burnley
- 6 Burnley Town Centre
- 7 Brierfield
- 8 Nelson
- 9 Barrowford to Barnoldswick
- 10 Barnoldswick
- 11 Greenfield



3 Hyndburn Canal Towns

The meandering of the canal beyond Blackburn alternates markedly between semi-rural industrial open landscapes and the canalside mill towns and settlements of Rishton, Church and Clayton-Le-Moors.

The canal between Blackburn and Rishton is a short and appealing length, well enclosed by the local hill form though in sections dominated by the pylon lines that share the route of the waterway. Rishton itself is circumnavigated by the canal and there is little in terms of local landmarks or connections to link the two, the offside characterised by established residential and industrial development that generally turns its back to the canal. Rishton does however provide the first real prospect of Pendle and its associated hill mass from the canal corridor.

The contorted diversions of the canal across the motorway and around Hyndburn Brook provide a distinct setting and approach to the settlement of Church. The broad M65 viaduct is a largely unnoticed canal landmark, although the Church Kirk of St James provides a pronounced reference from both waterway and motorway.

Church itself has a wealth of prospective riches. Its local character belies its position on the edge of Accrington, the canal retaining a distinct and semi-rural aspect despite the proximity of urban development. Architectural features such as the disused Hargreaves Mill provide a dramatic canalside context, which combined with widespread views across to Pendle gives this length of canal a particular identity. The mass of William Blythes development is a visual intrusion on this local canal landscape and impacts severely on canal character.

The return of the canal beneath the motorway marks the entrance point of the canal to Clayton-Le-Moors. Enfield Wharf lies immediately beyond the overbridge, an historic although disused wharf area that provides a positive townscape feature in an otherwise typical suburban environment of canalside residential development.



Clayton le Moors



Rishton

4 Rural Calder Valley

The exposed, elevated canal along the Calder Valley has an isolated atmosphere quite distinct from its preceding lengths. It is in many ways a bleak stretch of waterway, though with a rugged charm and with unparalleled views across the Calder Valley to Pendle Hill. Its isolated beauty is heavily marred by the presence of the M65 motorway, which runs constantly to the south of the canal and which effectively erodes the tranquillity of the waterway. Nonetheless, the canal retains an integrity and a genuine sense of place within the wider landscape.



Proximity of M65



St James Church



Calder Valley & Pendle, viewed from Church



Leeds & Liverpool Canal halfway marker

+ S

- Prospects across Calder Valley
- Symbolic "half-way" point of the Leeds & Liverpool canal
- Key buildings and strong development locations adjacent to canal

- S

- Notifiable installations at Church place restrictions on development potential
- "run-down" character over-rides much of the urban lengths



Hargreaves Mill



Weaving sheds



Poor boundary treatment, Church



Calder Valeey canal-scapes



+ S

- semi-rural context, tranquil in part
- widespread views across Calder Valley

- S

- exposed length, often isolated in feel
- motorway often highly intrusive on semi-rural canal context

Landscape Character

- 1 Riley Green to Blackburn
- 2 Blackburn
- 3 Hyndburn Canal Towns
- 4 Rural Calder Valley
- 5 Hapton to Burnley**
- 6 Burnley Town Centre**
- 7 Brierfield
- 8 Nelson
- 9 Barrowford to Barnoldswick
- 10 Barnoldswick
- 11 Greenberfield



5 Hapton to Burnley

Hapton effectively marks a transition of character towards the sprawling urban edge of Burnley. Though views of the wider Pendle landscape are still evident, a mixture of land uses now begin to surround the canal corridor. Residential, industrial and commercial development, often untidy in appearance and not addressing the canal, predominates.

The motorway is the dominant feature of the canal corridor through to Rose Grove. It directly borders and spans the waterway, creating pockets of vacant and redundant open space between. The canal becomes incidental in this mass of the road and rail network, before leaving the road corridor and entering the industrial and residential setting of Rose Grove. Gannow junction returns the canal once more to the motorway, the tunnel not passable by foot and presenting a physical barrier to anything other than boating traffic. Returning to the canal at the opposite end of the tunnel involves negotiation of a tortuous and unfriendly route across the motorway junction and through local housing.



Hapton

6 Burnley Town Centre

The M65 aqueduct provides a clear and dramatic arrival to the urban town centre loop of the canal through Burnley. This is a canal length with an immense sense of place, industrial scale and distinctive canal engineering, occupying an elevated contour that encircles the town.

Weavers Triangle represents the core section of this industrial canal length within Burnley; an impressive sequence of distinctive mill buildings, weaving sheds and canal-related structures, many of which are in a state of dereliction. Enclosing the canal corridor completely, the mill buildings and their characteristic chimneys are prominent features from the town centre and are enigmatic landmarks of the canal's former industrial age. A sharp turn of the canal at Finsley Gate defines the beginning of the Burnley Embankment or "straight mile". Another impressive engineering feature of the canal, the embankment provides clear and exposed views across the whole of Burnley town centre.

Beyond the straight mile the canal runs through Thompson Park at elevation, a popular and well maintained area of gardens to the north east of Burnley. Open green space of a less focused nature extends to the east where the waterway passes over the River Nab, a disused canal arm and basin located at this point. The canal has a good vantage over the park area and has a pleasant character, although the redundant water space and immediate surroundings tend to detract from the scene.

A mix of established housing, industrial premises and newly formed parkland surround the canal to the north, the clear now giving way to a less defined urban edge landscape between Burnley and Nelson.



M65 aqueduct



Approach to Padiham Junction



Gannow Tunnel



Pedestrian link across Gannow Tunnel length at Rosegrove

+s

- widespread views across Calder Valley

-s

- Progressively urban canal-side, often surrounded by poor boundaries and frontages
- Confusing and unattractive pedestrian route to by-pass Gannow Tunnel
- M65 is audibly and visibly intrusive



Weavers Triangle



Straight Mile



Thompson Park

+s

- Distinctive canal-side architecture surviving; strong sequence of canal environments
- Significant canal construction
- Strong sense of place
- Canal encloses town centre, with good access potential

-s

- Development potential far from realised
- Overall perception of dereliction
- Weavers Triangle and canal corridor in present condition can present an intimidating
- Canal often not evident from town centre

Landscape Character

- 1 Riley Green to Blackburn
- 2 Blackburn
- 3 Hyndburn Canal Towns
- 4 Rural Calder Valley
- 5 Hapton to Burnley
- 6 Burnley Town Centre
- 7 Brierfield**
- 8 Nelson**
- 9 Barrowford to Barnoldswick
- 10 Barnoldswick
- 11 Greenberfield



7 Brierfield

The more open character of the canal through Brierfield effectively separates the two highly urban lengths of canal between Burnley and Nelson. The waterway passes through an urban edge landscape of undeveloped vacant land flanked by housing and industry, with the M65 to the west and the railway (for the most part) to the east. Pendle Water traces a course to the west of the canal with open green space and small pockets of woodland between. The relative openness of the canal corridor in the midst of urban development provides a valuable change of environment from the tightly enclosed urban corridors and the area is crossed with footpaths that link beyond the motorway to the more rural valley landscape.

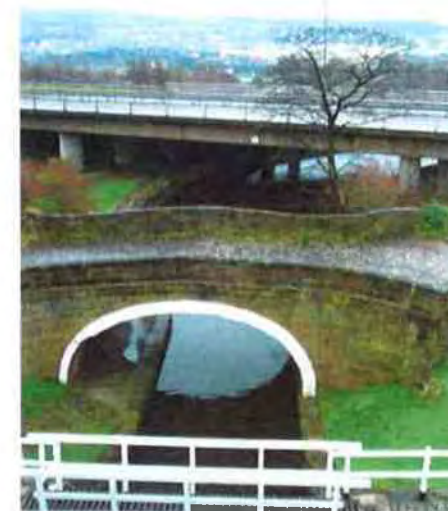


Byerdon Holme Park

8 Nelson

The canal length through Nelson is largely enclosed and intensely urban. Several landmark buildings and structures such as Yarn Spinners Wharf, weaving sheds in Whitefield and rows of high-density terraced housing and Lob Lane Mill provide a visual context and identity to the canal, these being notable structures that are highly visible features of Nelson and provide a means of identifying the canal length within the urban townscape.

In contrast, the course of the canal otherwise through Nelson is one of predominantly poor canal boundary treatments and development that turns its back to the canal. The corridor can be continuously over-bearing with many negative aspects such as fly-tipping, canal debris and vandalism. Unlike Burnley and Blackburn, the town centre is not evident from the canal and the corridor can be an unfriendly and unfamiliar environment.



M65 overbridge at Barrowford Locks, looking south to Nelson



Open green space adjacent to canal at Brierfield



Canalside Mill development

+ S

- Valuable green belt landscape around canal, separating Burnley and Nelson

- S

- Partial intrusion from M65 motorway
- Urban edge characteristics
- No real sense of place



+ S

- Several striking examples of mill buildings and canal-side architecture

- S

- Enclosed and sometimes intimidating length of canal
- Lack of real canal focus point within Nelson
- Poor boundary treatments detract from canal
- Sense of "undervalue" in canal environment



top: Lob Lane Mill, bottom: Yarn Spinners Wharf

Nelson town centre - typical canal profiles

3 Resource Review: Landscape Character

Landscape Character

1 Riley Green to Blackburn

2 Blackburn

3 Hyndburn Canal Towns

4 Rural Calder Valley

5 Hapton to Burnley

6 Burnley Town Centre

7 Brierfield

8 Nelson

9 Barrowford to Barnoldswick

10 Barnoldswick

11 Greenberfield



9 Barrowford to Barnoldswick

The crossing of the canal beneath the motorway and the rise of Barrowford Locks to summit level denotes a marked change of landscape character. The canal moves north from the urban mass of Nelson and the intrusions of the M65, entering a much more tranquil and scenic canal length. Expansive views back across the industrial sprawl of Nelson are quickly lost to a more rural and enclosed landscape setting, where the canal enters a cut as it approaches Foulridge Tunnel.

Beyond the tunnel, the landscape broadens to the east and returns expansive views of the southern Pennine hills. Foulridge Wharf is a significant feature of this length, a popular focal point for informal visits, though with limited facilities. Original canal wharf buildings and structures provide a context for the tunnel entrance, while original stone bridges form a regular and characteristic feature of both the canal landscape and its wider setting.

The summit reservoirs near Foulridge Tunnel further add to the qualities of the area. The upland landscape in which they are located has a rural character far removed from nearby urban development.



Foulridge Wharf

10 Barnoldswick

Barnoldswick is a small market town with a pleasant and focused town centre. Surrounded by the rural backdrop of the Pennine Hills, the town's rigid rows of terraces form a characteristic backdrop to the canal as it passes through this urban length. Unfortunately the canal bypasses the town centre, running instead to the east of the town through areas of industry and housing development.

The canal through Barnoldswick is in stark contrast with its surrounding rural lengths. Local housing backing onto the offside creates a haphazard environment of often poorly maintained rear gardens. Factories and industrial premises have typically poor canal boundaries and open waste ground contributes further to the low-key urban edge atmosphere of the canal.



Town centre

11 Greenberfield

Just one mile of canal separates the urban, exposed urban and industrial environment of the canal at Barnoldswick from the appealing rural setting of Greenberfield. The locks themselves are a popular focus of visits, well served with facilities and well maintained. The backdrop of the Pennines and the surrounding hillocks of the drumlin field landscape create a distinctive character length that runs far beyond the limits of the study into Yorkshire. The locks provide a meeting point of many local paths and trails and fuel the significance of this canal length as a key local attractor.

Greenberfield Locks define the start of the canal's gradual decent towards Skipton in Yorkshire.



Greenberfield



Foulridge Tunnel

Foulridge Reservoir

+ 's

- Tranquil and scenic canal setting
- Widespread views of southern Pennine hills
- Attractive reservoir environments

- 's

- Diversion from canal at Foulridge Tunnel
- Tunnel can form a barrier or boundary to how the canal is perceived



Market Square



Typical canal profile through housing

+ 's

- Attractive market town close to canal corridor
- Surviving element of canal arm and quarrying provides a level of canal interest

- 's

- Town centre is some distance from canal
- Canal skirts edge of town, typically suburban surroundings



Lock Cottage



Canal Feeder



+ 's

- Idyllic canal setting
- Well maintained, attractive canal structures
- Carefully sited visitor facilities
- Pennine Hills landscape context

- 's

- New housing development to edge of Barnoldswick is intrusive

Heritage

This section details the emergence of the Leeds & Liverpool Canal, its influence on industry, settlements and agriculture along its length and indicates key areas of canal heritage interest in East Lancashire.



A Canal Legacy

Pre-Canal Area Assessment

Due to the scarcity of evidence, and limited resources for detailed research, a large study area has been assessed in order to understand the Prehistoric, Roman and medieval landscapes. Therefore, for these periods the whole of Lancashire, rather than just East Lancashire has been studied.

Prehistoric period (c 12000 B.C. - A.D. 43)

There is evidence for the hunter-gatherer periods of the Palaeolithic (c 12000-8000 B.C.), and Mesolithic periods (c 8000-4000 B.C.), within Lancashire. During the former period Lancashire would have had a tundra landscape with the higher Pennine summits under permanent snowfields, but during the later period the climate ameliorated and forest began to cover the region. At Kirkhead Cave, near Grange over Sands, flint implements have been found dating to the Palaeolithic period, and at Poulton-le-Fylde bone weapons of a similar date have been discovered. On the Pennine moors, between Saddleworth and Burnley, thousands of flint implements, dating to the Mesolithic period, have been found. At Rushy Brow, Angelzarke, the remains of a temporary camp have also been found. Lowland activity has also been observed which includes sites at Rixton and Risley Mosses, on the northern side of the Mersey Valley (Crosby 1998).

During the Neolithic period (c 4000-2000 B.C.) large areas of the country were cleared for farming. Within Lancashire, the evidence for this comes from pollen samples, showing a more open landscape than the deciduous forest landscape of the Mesolithic period. The Bronze Age and Iron Age periods (c 2000 BC to 43 A.D.), throughout the country, show a continuation of this more settled tradition and from these periods substantial

earthworks and monuments are found (Crosby 1998). On the hills above Blackburn a number of round barrows and burial cairns have produced evidence of Bronze Age burials. At Revidge, just to the north of Blackburn, a Bronze Age Cinerary urn has been recovered (B.A.A. 2001). Close to the study area, just to the south of Nelson, lies the Iron Age Hillfort of Castercliffe. The hillfort consists of defences, in part made of stone, surrounding a number of hut circles. Iron Age lowland sites include the site at Lathom, where two houses, dating to 200-0 BC, have been located. In Late Iron Age Lancashire it is known from historical evidence that the area was included within the territory of the Brigantes and it is assumed that the population would have lived in farms and small hamlets with probable seasonal grazing on the uplands (www.lancashire.gov.uk)

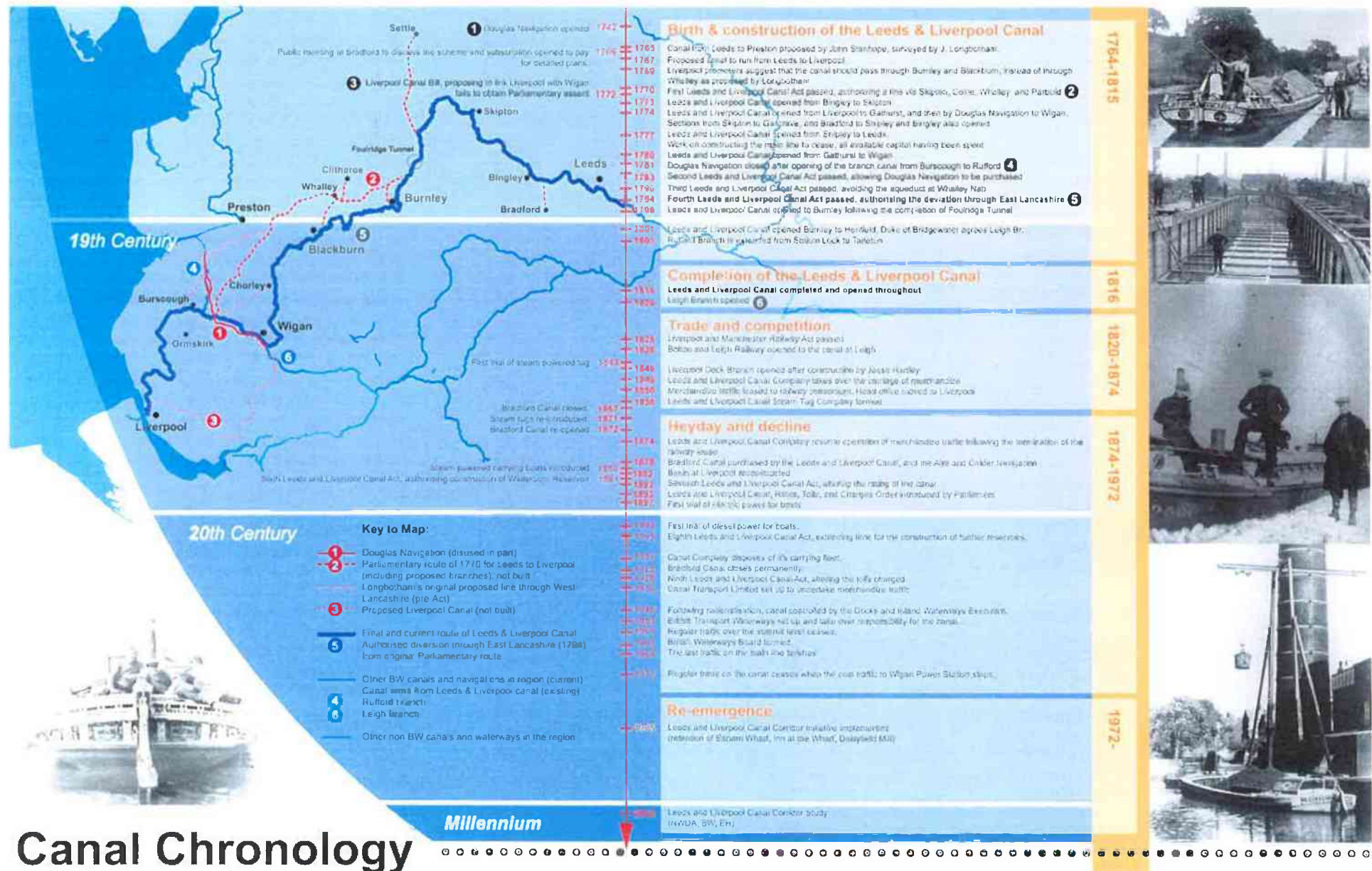
Roman period (c A.D. 43-410)

The incorporation of Britain into the Roman Empire began in A.D. 43, but a more permanent presence was not established within the northwest until A.D. 72 when forts were constructed at Ribchester and Carlisle. By the early 80s forts at Kirkham and Lancaster, and those further up the Lune Valley, had been established. There also appears to have been marching, or temporary camps, at Warrington and Wigan. There does not, however, appear to have been any major Romanised settlements other than the forts and their accompanying settlements (Crosby 1998). There are some minor Roman features, within the County, such as the remains of a Roman lookout post at Bracewell, near Barnoldswick. The known road network of Roman Lancashire centered on two north-south routes, one from Manchester, via Ribchester, heading ultimately to Carlisle, and the other running from Warrington to Wigan and on to Lancaster. On 19th century and modern Ordnance Survey maps, the Manchester to Ribchester route can be followed to the north and south of Blackburn.

Medieval period (c A.D. 410-1500)

Archaeological evidence for immediate post-Roman settlement in Lancashire is scarce. To understand the history of the early

.....a canal legacy



Images courtesy of The Waterways Trust, The Boat Museum Trust

Canal Chronology

medieval period we must rely heavily on place names. Anglo-Saxon settlements may be detected by their place names which traditionally end in "ton", "ham" and "wick", such as Barnoldswick, Preston, Bolton, Halton and Warrington or Kirkham and Heysham. Pendle, as in Pendle Hill, originally consisted of the British word Penno that meant hill. To this the Saxon word "hill" was added, which has now become corrupted to Pendle. The settlement of Church was known as Church Kirk until quite recently, taking its name from the 10th century Viking word for Church "Kirk" (Crosby 1998).

More tangible evidence, for the earlier part of this period does, however, exist. In Wigan, for example, just to the south of Wigan Pier, construction work in 1735 unearthed a considerable number of human and horse skeletons (GMSMR 4197.1.0-GM5095). It is believed that they may be the remains of a Saxon battlefield.

During this period several of the major settlements within the study area have their origin. The town of Barnoldswick is detailed in Domesday Book as the settlement Bernulfeswic, associated with a person named Bernulf. Documentary evidence details Burnley as receiving a market charter in 1294. Markets are also documented for Chorley, Blackburn, Colne and Whalley in 1498, 1526, 1588, and 1651 respectively, but they were almost certainly developed during the medieval period. At Newburgh a charter for a market was granted in 1304 but it was not successful and although it carried on as a fair and market until the 20th century no town grew around it (Crosby 1998).

Over most of the county it would appear that nucleated settlements were rare and most people inhabited small hamlets and isolated farmsteads. This pattern can still be seen in the countryside between Parbold, Mawdesley and Heskin and around Wardle and Littleborough. Most lowland communities would have operated a farming system based on the open or common field system (Crosby 1998). Ridge and furrow earthworks, which result from ploughing in strips, confirm the presence of the open-field system. Surviving relict medieval landscapes (LSMR 6961) can be seen at Greenberfield.

Many of the industries that became important to the Lancashire economy have their origins in the medieval period. Evidence of iron working survives at Pendle and Trawden and forges are also known at Accrington. Most of the Lancashire coalfields were beginning to be exploited by the Middle Ages. In Colne and Trawden mining is recorded as early as the 1290s with coal being transported as far afield as Bolton Abbey in Wharfedale. Mines are also recorded around Wigan, Burnley and Padiham. The most important industry however was that of textile manufacture, especially woollen cloths, linen and canvas. Spinning and weaving was undertaken at a domestic level although finishing and cleaning was carried out at a more industrial scale within water-powered fulling mills. Mills have been recorded before the mid 14th century at Burnley and Colne (Crosby 1998).

Post-medieval period (c. A.D. 1500-1850)

By 1750 Lancashire was already becoming an industrialised society, a development in which textile manufacturing was of fundamental importance. Many south and east Lancashire communities were becoming heavily dependent on this industry. During the early 16th century woollen cloth was being produced in ever-greater quantities. A change of immense importance was the appearance of fustian, a cloth made from a combination of linen and cotton, which was woven as early as the 1560s and was being produced at an increased rate. The textile industry at this time was still a domestic industry carried out in people's homes. Materials, such as cotton, were originally brought to the county via London traders although by the end of the 17th century cotton was beginning to be supplied through local ports such as Liverpool. The woven cloth was usually marketed in Manchester with some fustian cloth exported to the colonies as early as the 1630s (Crosby 1998).

Industrialisation, with its origins in textile manufacture, gathered pace from the middle of the 18th century. Textile manufacture continued to dominate the economy of Lancashire, with cotton beginning to become more important than wool, as supplies of raw cotton from the colonies became readily available through the ports (Crosby 1998). Blackburn, by the early 19th century, was renowned as a centre of cotton cloth production and

distribution. Small textile related workshops were scattered around Blackburn, although little is known of their character. The first large cotton spinning mills appear to have been built on the edges of the town at Wensley Fold and Spring Hill in the late 18th century. By the 1820s the growth of spinning mills, in the town, resulted in a growth in domestic weaving with the cloth turned into printed fabrics in local print works. These industries also spread rapidly to nearby settlements such as Church, Oswaldtwistle and Accrington (B.A.A. 2001). The first industrial expansion of Church was associated with calico printing that resulted in the growth of ancillary industries such as bleach, chemical, soap and engraving works (Anon 2001). At Church, in 1800 the textile printing and dyeing works of Johnathon Peel was one of the most important factories in Britain at the time (Clarke 1990). The first major industrial undertaking to be established in the Accrington area was the Broad Oak Print Works. This was originally a bleach works, established in 1792, but soon converted to a calico printing works (A.A.A. 2001). Around Marsden, the older name for the Nelson area, the cloth industry, which had begun in the medieval period, experienced steady growth during this time. The first water-powered mill for spinning, in the area, was built at Lomeshaye in 1780 (N.A.A. 2001).

By the end of the 18th century, Robert Peel was employing around 6,000 people across East Lancashire in all aspects of the textile trade. His system of production was the fore-runner of today's integrated factory systems. His dyeing and bleaching works in the area were some of Britain's earliest factories of significant size. At this time, East Lancashire was at the forefront of technological development. Arkwright invented the water-frame and Hargreaves, the spinning jenny in the area, and over the years there were important developments in all aspects of textile technology. New discoveries in chemical technology were also of world-wide importance.

Coal was another important industry that continued to develop during this time. In the second half of the 17th century coal began to replace wood for domestic fuel and for industries such as salt refining at Dungeon on the Mersey. In East Lancashire coal mining activity increased in the mid 16th century with a small number of small mines sunk around Burnley (Crosby 1998). It is believed that the collieries that produced the bell



pits along Whinney Edge, near Blackburn, were in existence by the early eighteenth century (B.A.A. 2001). In the Nelson area pits were also sunk with mining mainly concentrated to the south of Nelson with the largest mine being Marsden Colliery, begun in c 1814 (N.A.A 2001).

The improvements during this period of the county's transport network were central to the success of Lancashire's expanding industrial economy. The increasing globalisation of trade from Lancashire, principally with the West Indies and the Baltic, required the expansion and creation of ports such as Liverpool, Lancaster, Fleetwood, Heysham and Preston to meet demand. The construction of the network of Turnpike roads also accelerated in the 1750s and an important second phase of road construction occurred between 1790-1842 when 750 miles of new road were constructed (Crosby 1998).

The Leeds & Liverpool Canal

Water transport was also improved during this period. The Douglas Navigation, for example, was built from Wigan to the Ribble estuary in 1742. The idea of the Leeds & Liverpool Canal had its origins in the middle of the 18th century and was primarily driven by the well-established woollen manufacturing industry in Yorkshire. Bradford wool merchants, amongst other requirements, wanted to trade with the colonies via the developing ports of Liverpool and Lancaster. Promoters in Liverpool were hoping for both a cheap and reliable supply of coal for manufacturing and shipping businesses and to tap the emerging industrial regions of Lancashire. On 19th May 1770 an Act was passed authorising the building of a canal from the River Aire at Leeds to the North Lady Walk in Liverpool. Brindley was appointed chief engineer and Longbotham chief of works; subsequently Longbotham took over both roles. By 1777 two sections of the canal were open, the Yorkshire section of the canal was open from Gargrave to Leeds and the Lancashire section from Liverpool to Wigan. Construction began on the central section in 1790 by the engineer Robert Whitworth with the final stretch from Wigan to Blackburn undertaken by James Fletcher. In October 1816 the Leeds and Liverpool Canal was finally completed. It had taken 46 years to build and was 127 miles long. There were 44 locks on the Yorkshire side and 47 in Lancashire and more than 300 bridges along its route.

The Rufford Branch, which connected the main line to the tidal River Douglas was opened as far as Sollom in 1781 and extended to Tarleton in 1805. The opening of the Leigh Branch in 1820 connected the Leeds & Liverpool Canal to the Bridgewater Canal and therefore the narrow canals of central and southern England (Clarke 1994).

Many natural obstacles were overcome during both the construction and the continued use of the canal. The major influence the landscape had on the route of the canal was the need to find a suitable crossing of the Pennine hills. The route, crossing north of the gritstone moors, was chosen principally because of commercial factors, though the need to find a route within the engineering capability of the time was also important. Given the apparent difficulty of building a canal across the Pennines it is remarkable that a route was found which required few major engineering features.

The early sections of the canal, both in Yorkshire and Lancashire, show strongly the influence of Brindley in the use of aqueducts for both river and road crossings. The construction of staircase locks on the Yorkshire section was also a very typical feature of Brindley's work. The West Lancashire section of the canal used a single flight of locks to visit in 1846 at Liverpool to achieve the height required to reach Parbold without any additional locks. The canal closely followed the contours throughout this section with only two significant engineering features, which were the aqueduct across the River Alt and the Halsall Cutting.

The later sections of the canal show the evolution of canal engineering with the construction of a greater number of embankments, cuttings and tunnels, to provide a more direct line for the canal. The "Straight Mile", or known to boatmen at the time as the 'Burnley Val' crossing the rivers Don and Calder at Burnley, is the most significant embankment on the canal. Construction of this feature was influenced both by the need to cross the river valleys, and avoid encroaching into the grounds of Townsley Hall. Further substantial embankments have also been used to create a line to the south of Padiham. The canal features two tunnels, the relatively short Gannow Tunnel at Burnley, and the Foulridge Tunnel on the summit level. The original plan had been to build the canal across the top of the summit at Foulridge. However the need to provide

sufficient water to the summit pound, and the increased confidence of the engineers to tackle major construction works, led to the building of the tunnel to cross the watershed.

Possibly the most significant effect the landscape had on the canal was the difficulties encountered by the engineers in providing sufficient water to the summit level, to enable the canal to operate during the dry summer months. The lowering of the summit, allowed by the use of the Foulridge Tunnel, helped by providing a larger pound of water at the critical point of supply. To enhance the reliability of the water supply, reservoirs were built. The first two, Slipperhill and Foulridge Lower, were constructed in 1793. Whitemoor Reservoir was added in 1840, followed by Foulridge Upper in 1866, and Barrowford in 1885. The final reservoir was built at Winterburn in 1891, which required a nine-mile feeder to reach the canal. Measures taken to reduce the use of water included the replacement of the staircase locks at Greenberfield with three single locks. The construction of Rishton reservoir in 1828, also helped by reducing the draw on water from higher up the canal to supply the heavily used sections of canal between Blackburn and Wigan.

Impact of the Canal on Settlement

The canal was a major influence on town development in East Lancashire. The canal was built around the edge of existing towns principally because the canal was on higher ground with towns tending to be in the valleys and land was cheaper away from town centres; the effect being that towns grew outwards, towards and around the canal.

Both Blackburn and Burnley were small market towns at the end of 18th century but by the mid 19th century they had become thriving cotton towns with the canal drawing to its banks large-scale development (Clarke 1990). The completion of the canal in 1816 greatly increased Blackburn's potential as an industrial centre and led to the growth of existing communities at Nova Scotia and Grimshaw Park, and entirely new ones at Eanam and Higher Audley (B.A.A. 2001). At Eanam, by 1822 there were coal wharfs, a limekiln and a warehouse. Corn milling was also focused here with Eanam Windmill, built in c 1817, and at a later date steam powered mills, such as Navigation Corn Mill (B.A.A. 2001). The canal skirted around



Rishton Reservoir



Barrowford locks

the southern perimeter of Blackburn, consequently these communities were peripheral, and in the case of Nova Scotia nearly a quarter of a mile away from the town (OS 1848, 62 & 1849, 70). By 1894 (OS 1894 25" 62.16 & 70.4) the canal had become lined with textile mills. Coal staithes, built to serve the mills and other industry, were also a common feature. By 1932 (OS 1932 6" sheet 62&70) there had been a huge expansion of terraced housing. Surrounding the canal there were late 19th and early 20th century mill workers housing to the north and south of the canal at Mill Hill and terraces from the same period at Nova Scotia (B.A.A. 2001).

In 1845 Burnley is depicted as a town built around the rivers Calder and Don (OS 1845, 6" 64). The Leeds & Liverpool Canal was built to the east and south of the town and, in places, was up to a quarter of a mile away from the outskirts of the town. The canal by this time had some development along its banks although this was discrete in nature. Along what was to become "Weavers Triangle" was a number of cotton mills, such as Caledonia Mill. Along Burnley Embankment, to the east of the town, there was also a significant cluster of cotton mills. By 1892 (OS 1892, 25" 64.2) wholesale development along the canal had taken place with industry and mills flanking the canal and backed by rows of terraced houses. On the whole, the industry was made up of mills and weaving sheds but there was also other industries such as saw mills.

In 1853 Barnoldswick was a town built around a network of roads (OS 1853, 6", 183). A number of mills, for example Butts Mill and Mitchell Mill, lay on the outskirts of the town. The Leeds & Liverpool Canal was built about half a mile to the east of the town and was reached by Long Ing Lane and what is now Skipton Road. On the town-side of the canal, just to the south of Coates Bridge, there was a limekiln and staithe, and on the opposite side of the canal there was a warehouse (LSMR 10196). To the south of Long Ing Bridge was another staithe. By 1894 Long Ing shed had been built alongside the canal by Long Ing Bridge, and Coates New Mill (LSMR 21985) by Coates Bridge (OS 1894, 25", 183.3). By 1940 (OS, 25", 183.3) there has been further development with Moss Shed, and Bankfield Shed and associated terraced housing. Two wharfs were also added, one at Coates Bridge, still clearly visible today, and the other at Long Ing Bridge. Although there

has been a significant shift towards the canal of industry during the latter part of the 19th early part of the 20th century, the canal is by no means flanked by industry

When the canal was first opened warehouses were built at various locations to accommodate transshipment. Foulridge Wharf and warehouse (LSMR 42567) were built in 1815 to allow for trade in raw cotton to supply the local mills (Clarke 1990). This had a direct impact on the growth and location of this industry within the settlement. By 1891 (OS 1891, 25", 48.12) mills, such as Foulridge New Shed and Peel Mill, appeared on the canalside of the settlement along Warehouse road. By 1912 (OS 1911, 25", 48.12) Foulridge New Shed had doubled in size. A further mill, Croft Mill, was added to the settlement by 1932 (OS 1932, 25", 48.12).

The settlement of Church grew appreciably during the later part of the 19th century when industry and housing became focused upon the canal. In 1848 most of the development around the canal at Church was based on the chemical industry, for instance Church Bank Chemical Works (LSMR 7068) and Church Lane Chemical Works (LSMR 7065), and in general the industry was fairly scattered (OS 1848, 6" 183). By 1893 (OS 1893, 25" 63.10&14) the canal had become lined with textile mills, such as Albion Mill (LSMR 21283) and other industry for example Canal Foundry (LSMR 21277). By 1931 (OS 1931, 25" 63.10&14) there were further additions to the canal landscape, such as warehousing, a wharf and a tramway to the north of Albion Mill

1850 to present

Impact of the canal on industry

The most important and greatest impact of the Leeds & Liverpool Canal was that it improved transport for industry and commerce. It also influenced the development and location of new industry and in several cases influenced the development of industrial towns along its route. It also had an impact on the rural economy through which it passed (Clarke 1990).

Perhaps the first industry to be influenced by the canal was the limestone industry, with 150,000 tonnes being carried by canal per year. The quarries at Skipton were, at first, able to



supply all the needs of both the canal builders and all other trade. However, as the canal was extended further westwards more quarries were opened up within its proximity. One such quarry was Rain Hall near Barnoldswick. This quarry, leased by the Leeds and Liverpool Canal Company, was served by a branch canal, built in 1796 known locally as the "Little Cut". The branch was built through two tunnels into the limestone outcrop and was extended as the limestone was removed. It was about 600 yards long before it became redundant when the limestone was worked out in the 1890s. This branch has now disappeared due to landfill (Clarke 1990). Limestone was used for both building and agricultural purposes. Limekilns, built for the production of lime for mortar and for fertilizer, were eventually built along the length of the canal in East Lancashire. An 18th century kiln, now restored, (LLPRN747) is located just to the north of Foulridge Wharf. There are the remains of a lime kiln at Wanless Bridge. Close to the embankment at Burnley, stand four kilns (LSMR 6865), which were built about 1796 and were connected with the construction of the canal. The Burnley Kilns continued in use into the 20th century.

Another industry that benefited greatly from the opening of the canal was the textile industry. Textile manufacture continued to dominate the economy of East Lancashire during this period. The areas alongside Burnley Embankment, and further to the west between Mitre Bridge and Manchester Road, known today as Weavers Triangle, became especially well developed with a high proportion of textile mills. Many mills located to the canal to use the canal water to condense exhaust steam from the boilers that helped to improve efficiency, easy movement of raw materials, and the large quantities of coal required to power the mill boilers. Many of the mills within the Weavers Triangle were built towards the second half of the 19th century and a fair proportion of these mills still line the canal today (Clarke 1990). Trafalgar Mill, for example, (LSMR 16898), built in 1846 as a spinning mill, stands on the southern banks of the canal. As the textile industry gathered apace this mill responded with extensions to its premises both in 1867, when weaving sheds were added, and again in 1872 when the mill was extended and heightened.

Within Blackburn there were a number of areas alongside the canal where textile mills were built. In the Greenbank area, to the north of Higher Audley, a steam-powered textile manufacturing area developed alongside the canal in the 1830s. The earliest of these mills was a three-storey weaving mill built in 1837-8 and known as Greenbank Mill. Many of these textile sites were continuously redeveloped into the 20th century. The earliest surviving upstanding remains appear to be Greenlow Mill (LSMR 14021) built in 1839. The largest and most impressive extant mill, though not typical of East Lancs mills, is Imperial Mill (LSMR 16921) built in 1900. It is based on the design for a South Lancashire Spinning Mill while East Lancs was predominantly a weaving area at the time. Another area of textile industrial development along the canal was at Nova Scotia. New mill development carried on into the 1870s and the established mill sites continued to expand and be rebuilt into the 20th century. Much of this has been demolished and cleared, but an area of former textile sites does survive, including Nova Scotia Mill (LSMR 14094) built in 1833, Commercial Mill (LSMR 7428) built in 1836, and Rockcliff Mills built in 1851 (B.A.A. 2001).

In the early 19th century the principal industry in Barnoldswick was handloom weaving which was carried out at home or in "dandy shops". By the 1850s textile mills, such as Butts Mill and Wellhouse Mill, were built in the town. By the 1890s shed companies were established and new weaving sheds were built. These were quite often built close to the canal to take advantage of its transportation facilities. The first weaving shed built was Long Ing Shed (LSMR 16967) built in 1887 and housing 2,000 looms at its height. Others were to follow, such as Bankfield Shed (LSMR 21984), built in 1905. By 1915 there were 22,000 looms in operation within the town (Anon 2002). The increase in cloth manufacture was encouraged at Nelson, both by the opening of the canal, and the development of Turnpike roads. Mills such as Albert Mills (LSMR 21389), and Whitefield Mill (LSMR 21399), both built prior to 1895 and still extant, were built alongside the canal. Some of the best examples of weaving sheds are to be found in Nelson. This in turn led to an expansion of the settlement along the transport routes. It was not, however, until the opening of the East Lancashire Railway in 1849 that rapid expansion of the settlement took place with the population increasing by at least seven fold, from the period 1851 to 1901, with three quarters

of the population living in the area which was to become Nelson (N.A.A. 2001).

Many proprietors, during this period, expanded into coal mining, as coal was required in ever-greater quantities to maintain industry. In East Lancashire coal was supplied from numerous collieries between Rishton and Burnley. Early pits were located at Hapton, Altham, Church, and close to the embankment at Burnley. On the 1848 6" Ordnance Survey map coal pits and collieries are marked just to the east of Burnley Embankment. They would appear to have a system of tracks and at least one tram road linking them to the canal. These tram roads, or ginny roads, would consist of a narrow gauge railway along which tubs of coal were hauled by chains. The chains would normally be operated by a steam engine, often situated at the pit, and they would haul the tubs to the canal where the coal would be loaded into waiting boats. At Finsley Gate, a staithe served by the Towneley colliery, still remains just to the west of the canal maintenance yard. This consists of a stone wall and cast iron bars and brackets (LL643). Collieries and coal pits, such as Dunkenhagh Park Quarry at Church, are marked quite close to the canal on the 1844 6" Ordnance Survey map but are detailed as disused by 1892 (OS 1892, 25"). Some of the numerous collieries and coal pits, marked on the 1848 6" Ordnance Survey map, at Hapton and Altham, such as the Morning Sun Pit, are also shown to have tram roads linking them to the canal. The larger collieries, which eventually replaced these earlier pits, were sunk at Rishton and Moorfield and several more within the Burnley district, such as Bank Hall (LSMR 19829). Industry ancillary to the coal industry was also served by the canal. A small canal basin was constructed to serve Aspen Colliery and its coke ovens (LLSMR 2070). The Coke ovens were built in the late 1800s and consist of three surviving banks of brick and stone-built beehive coking ovens. There are 24 ovens, in total, arranged back to back with central flue systems. Two engine beds of the colliery also survive. The remains of the colliery, coke ovens, and canal basin have been afforded Scheduled Ancient Monument Status (County Monument Number Lancashire 185).

Other industries also benefited from the opening of the canal. Although Blackburn was primarily a cotton-manufacturing town other industries were important, especially engineering. Engineering works were particularly important for both the



Enfield Wharf



Blythes Chemicals, Church

production and maintenance of textile machinery and the steam engines that were required to run them. Engineering works were established at Eanam by the 1820s and, throughout the 19th century it remained one of the centres for engineering within the town. Amongst the most important, and the largest, engineering works was Canal Foundry built at Eanam c 1835 and greatly extended in 1878 (B.A.A. 2001).

At Church the canal assisted both local industry and industry as far afield as Accrington. Prior to the canal reaching Church in 1810, it had terminated at Henfield in 1801 where its termination coinciding with the nearby junction of the Blackburn and Accrington Turnpikes. A warehouse was built here for transshipment purposes. The building is still extant and consists of a warehouse together with an office and house (LSMR 30484). When the canal was built to Church, goods were also moved by road to and from Church Wharf, which became a significant point for transshipment within the area. Alongside the canal, and adjoining the Blackburn Turnpike, Hargreaves Warehouse (LSMR 5145) was built in 1836, by Hargreaves, Dugdale and Co., to transship raw materials and finished goods to and from their Broad Oaks Print Works. A canal wharf was added four years later. The warehouse was eventually taken over by the Canal Company in 1890 to become, for a period, the main canal warehouse in the area. The canal was also used extensively by East Lancashire textile machinery manufacturers for onward delivery of their product particularly to the Indian Subcontinent.

The canal also encouraged new industries. Along the whole length of the canal over thirty boatyard sites have been identified (Clarke 1990). In Blackburn two boatyards were built, one at Whitebirk and the other at Paradise Bridge, the latter containing a dry dock (B.A.A. 2001). The Canal Company's main boat yard was at Finsley Gate (LSMR 22069) in Burnley. Here the Company also had a saw mill that supplied timber for the other maintenance yards. Boats, were made, or repaired here, on stocks and then launched sideways back into the canal (Clarke 1990).

Impact of the Canal on Agriculture

It was not only towns that were affected by the canal. Horse manure, refuse and sewerage from the towns were transported to the agricultural land greatly increasing productivity. A ready supply of lime allowed land, especially in east Lancashire, to be improved. At Henfield, land that had been treated with lime became double the price of untreated land (Clarke 1990). There was a nearby limekiln (LSMR7007) situated on what is now Whalley Street that may have supplied the lime. The canal was also used to supply water for sheep and cattle as well as for washing sheep. There are several locations where the banks have been designed for such agricultural use such as near Whitebirk and Wanless.

Demise of Traditional Industry in East Lancashire and the development of the Leeds & Liverpool Canal as an Industrial Waterway

Up to World War I Lancashire was renowned for its industrial and commercial power. The cotton trade that had seen spectacular growth from 1770 to 1840 reached its peak in 1912. Following the First World War, foreign competition, diminishing overseas trade and outdated technology all contributed to its decline. The inter war decline of Lancashire's traditional industries was swift. Between 1931-51 Burnley lost 40% of its textile jobs, Blackburn 60%. Coal mining also went into rapid decline during the 1950s. This was largely due to the antiquated nature of many pits and to foreign competition, but also resulted from problems posed by geology and a lack of long-term resources. By 1960 almost all pits in Rossendale and mid Lancashire had been abandoned. Bank Hall, Burnley's last colliery, closed in 1971. Hapton Valley, the last pit in East Lancashire, closed in 1982.

The Leeds & Liverpool Canal was efficient during the 19th century and survived the onslaught of the railways in the 1880s. Although the railways acquired some of the merchandise trade they were unable to compete effectively for cargoes such as coal and limestone. In terms of tonnage the most important traffic on the Leeds & Liverpool over its entire period of operation was the coal trade mainly supplied from collieries in the Douglas valley. After World War I trade began to decline. Many factories were turning from steam, or



were closing, and therefore did not need coal. During the 1950s many traffics ended with the remaining traffic on the canal disappearing in the early 1960s although coal continued to be carried between Plank Lane Colliery and Wigan Power Station until 1972.

Discussion

Potential of the Prehistoric, Roman and Medieval Periods

It has been established that prehistoric, Roman and medieval activity is present within the general surrounds of the canal. Prehistoric activity is known to exist on the hills above Burnley, in the form of Mesolithic flint scatters, that are probably indicative of seasonal hunting, and on the hills above Blackburn there are Bronze Age burial cairns. To the south of Nelson there are also the remains of Castercliffe Iron Age Camp. From the Roman period there is evidence for a lookout station close to Barnoldswick and evidence to suggest that Blackburn lies on the Roman Road from Manchester to Ribchester. It has also been established that medieval activity is present within the general surrounds of the canal. During this period several of the major settlements, such as Barnoldswick, Colne, Burnley, Church and Blackburn have their origins. Also a surviving relict medieval landscape exists at Greenberfield. It is likely that archaeological deposits from these periods do survive within the immediate surrounds of the canal. But without further, detailed study, their location, extent, type, date, and state of preservation, and therefore their archaeological potential and significance is unknown.

Potential of the Post-medieval Period Onwards

Within the study area, from the post-medieval period onwards, there is the potential to recover a huge variety of types of archaeological monument. The emphasis leans heavily towards the canal, canal related structures, and industrial activity along the canal. Although it must be stressed that this view relies heavily on mapping which dates from 1850 onwards and the information taken from the Lancashire Sites and

Monuments Record, which can record only known archaeology.

The scope of this study does not allow for detailed analysis of each known archaeological site upon its own merit. Therefore a sampling strategy has been established, and it is hoped that the areas chosen, as samples, will accurately represent the canal and its environs as a whole. Even within the sample areas the scope of the project will still not allow for individual sites to be assessed. This is especially so for below-ground deposits. Even though it is likely that below-ground deposits, from these periods, do exist within certain areas, more detailed cartographic, documentary, and present day land use studies are required in order to assess survival. Therefore, the pointers given for the overall degree of survival, and therefore the archaeological potential that may then inform on significance, will be concerned with built-heritage only.

The first sample area is at Church from the railway bridge at 7340/2890 to Church Swing Bridge (SD7440/2930, bridge113). There are a number of original canal bridges along this section, such as Aspen, Foxhill and Simpsons Bridges (110,111 & 111D), dating to 1805-10 and designed by Joseph and James Fletcher. There are also two basins, one at Aspen Coke Works and the other to the south of Canal Street. Small features within this section include mileposts (LL), dating from the 1890s; cobbling and mooring rings were also noticed at Aspen Basin. On the banks of the canal there are still a number of industrial buildings and warehouses. These include Hargreaves Warehouse and Aspen Coke Works. There are also the textile mills, Church Kirk Mill and Church Bank Mill. Church Kirk Mill, a weaving mill built in 1835, is well preserved and includes a weaving shed and engine house. Church Bank Mill comprises a range of buildings, such as weaving sheds, warehousing, and engine house, all dating from 1880. Alongside the Blackburn Road at church, there are also the remains of a colliery, boatyard and loading facilities associated with the Accrington and Church Sewage works.

The second sample area is Enfield Wharf (SD 74784/30484), immediately to the north of Enfield Bridge (114A), and close to the settlements of Enfield and Clayton-le Moors. On the towpath side of the wharf there is a, sandstone-built warehouse,

house, and office dating to 1801. A wooden bracket for a semaphore signaling system is still in place on the wall of the warehouse. On the opposite bank, and belonging to the same period, there is a stable block, also sandstone-built, with three wide segmental-arched doorways.

The third sample area is the section of canal at Burnley between railway bridge 129A (SD 8320/3280) and Colne Road Bridge (SD 84270/33370, bridge131). There are a number of canal-related features within this stretch of the canal. The largest of these features is Burnley Embankment, which crosses the rivers Calder and Don. There are also a number of original canal bridges and aqueducts, such as Sandy Holme Aqueduct (LSMR 16876), built over the River Brun, and bridges such as Manchester Road Bridge (LSMR 16789), both of which were built by Robert Whitworth. Small features within this section include mileposts (LL), dating from the 1890s and a crane base (LL654), dating from the late 19th century. There is also a horse ramp close to bridge 130B. There is also the possible Towneley Colliery wharf, just to the north of Finsley Gate. The predominant type of industrial building is textile mills, such as the former cotton mills, Trafalgar Mill (LSMR 16899) Victoria Mill (LSMR16899) and Clock Tower Mill. The few remaining mill chimneys and weaving shed walls form distinctive features within Burnley's townscape. Other non-mill buildings such as Slater Terrace and Burnley Wharf are also distinctive features of Burnley's canalside. Other industrial buildings include an early 19th century warehouse and cottage (LSMR 169700) that lie within Finsley Gate boat yard. Further along the embankment there is also a group of four limekilns (LSMR 6865).

The fourth sample area is Foulridge Wharf and Tunnel from SD 8749/4163, the southern entrance to the tunnel, to SD 8832/4276, just beyond the northern extremities of the wharf. There are a number of canal-related features along this section, the most impressive being Foulridge Tunnel (LSMR 17327, 17427), built by Whitworth in 1791-6. There is one original aqueduct (LSMR17428), built by Whitworth, in 1794, over Foulridge Ings Beck. To the north of the tunnel lies Foulridge Wharf, built in 1815. On the wharf, stands a two-storey, stone-built, warehouse (LSMR 17338) of the same date. Small features



Finsley Gate



Straight Mile, Burnley

within this section include a boundary marker (LL746), dating from the late 18th century. Also to the north of the wharf there are a couple of mid to late 19th century, stone-built, canal sheds (LL743-744).

The fifth sample area is the stretch of canal that lies partly within the town of Barnoldswick, and includes the area from Cockshott Bridge (SD 88640/46227, bridge 152) to Greenberfield Lock Bridge (SD 88935/ 48195, bridge 157). Along this section there are a number of canal features both original to, and later to, the building of the canal. There is Cockshott Bridge (LSMR 17292), built by Whitworth in 1791-5. There are also the later 1820 locks and bridge (LSMR 17294,48195,48155) at Greenberfield, recommended by Rennie and built to avoid the original 1790 staircase lock. Small features within this section include the 1890s mileposts (LL). Amongst other features that survive are the remains of a wharf (LL783), and possible building, to the south of Coates Bridge. Surrounding the canal there are a number of industrial buildings such as Long Ing and Bankfield weaving sheds built by Long Ing Bridge and Coates Bridge respectively.

At Church, where buildings still line the canal, they represent a diverse industrial base with the survival of both textile mills and coke producing ovens. There is a similar situation at Burnley where textile mills, and other industries, such as limekilns and boatyards, exist. The potential exists, therefore, to gain a greater understanding of both the development of individual industries and to the understanding of how industries interconnected with each other.

The canal, itself, has the potential to reflect both engineering theory and practices, and building techniques, of inland waterways both during its construction, between 1770 and 1816, and after its completion. During its construction, the growing confidence of the engineers is reflected in ambitious projects such as the increasing number of embankments and tunnels used on the East Lancashire section of the canal, whereas the earlier section within West Yorkshire, for example, followed primarily the contours of the Aire Valley. After its construction improvements were also made, and in this the canal at Greenberfield clearly reflects the changes in engineering theory. The original staircase lock at Greenberfield,

built in the 1790s is a typical of Brindley's influence, but at a later date Rennie, critical of this arrangement for their drain on the water supplies, suggested replacement by individual locks which was carried out in 1820.

The canal also has the potential to portray how inland freight was organised. This is represented in numerous ways from studying the layout of the canal, such as its termination at Enfield Wharf to coincide with the Turnpike road system, to studying individual warehouses. Warehouses, such as Hargreaves Warehouse, at Church, originally reflected the needs of one company to move their materials, whereas other warehouses, such as Foulridge, served a broader base. Even the mileposts tell a story here. In 1893, canal companies were required to clearly mark the mile, half, and quarter points, in order to justify their mileage related toll charges. The Leeds & Liverpool Canal Company introduced the iron mileposts at this time.

Significance

As has been stated earlier, the scope of this project does not allow for detailed analysis of the archaeological resource on a site-by-site basis, nor does it allow for detailed analysis of the below-ground deposits. Significance will therefore primarily concentrate on built heritage monument groups within the study areas.

This cannot be an exhaustive study and will only highlight areas of perceived significance. This initial assessment is partly based on professional judgment but it also takes into account the Secretary of State's non-statutory criteria for the designation of Scheduled Ancient Monuments (DoE 1990, annex 4). These nationally accepted criteria are used for assessing the importance of an ancient monument and considering whether scheduling is appropriate. Though scheduling is not being considered in this case, they form an appropriate framework for the assessment of any archaeological site. The criteria should not, however, be regarded as definitive; rather they are indicators which contribute to a wider judgment based on the individual circumstances of a case.



Flanking the canal at Church, there are a number of industrial buildings, such as Church Bank Mill, and Aspen Colliery, which primarily date from 19th century. These buildings, as a group, reflect the character of Church's canalside industry, during this period. Hargreaves Mill, with its initial links to Broad Oak Print Works, also reflects on the character of industry further afield. These buildings, as a group, would appear to be of at least local significance, as they are important to the understanding of the development and organisation of industry at Church. One historical monument, Aspen Colliery, canal basin, and coke ovens, is, due to its Scheduled Ancient Monument status, considered to be of national importance.

Within the Burnley study area, nearly half of the textile mills, documented within the Lancashire Sites and Monuments Record, are still extant. Therefore, as a group, they could be representative of a very important and dominating regional industry, which has very nearly disappeared within East Lancashire. This could make them significant to understanding the development and organisation of this industry, at least at a regional level. Within this group there is Oakmount Mill Engine and House, which is considered to be of national importance and is afforded Scheduled Ancient Monument status (County Monument Number Lancashire 189). Along the canal, throughout Lancashire, the LSMR records approximately fifteen limekilns, and from their records it would appear that less than half survive, four of which are built as a group at Burnley. These kilns, which were associated with the building of the canal, probably represent one of the few, complete, surviving examples of this association with the canal in Lancashire. Finsley Gate represents the only example of a Canal Company saw mill, along the whole of the canal, and was one of only two of the Canal Company's main boat yards, others being at Apperley Bridge in Idle (Firth 1999) and at Wigan. This makes this yard significant to understanding the history of these types of canal-related industry within both Lancashire and Yorkshire.

Along the canal, in East Lancashire, there are a number of quite substantial warehouses, which were mostly built when sections of the canal were opened in each area. The warehouse at Enfield and the one at Foulridge would appear to represent fairly unaltered examples of this class of

monument. The semaphore at Enfield is quite rare, especially as the one at Stocksbridge Wharf has recently been removed. Both of these warehouses are grouped with other canal-related features, such as the tunnel and wharf at Foulridge, and the wharf, house, office and stables at Enfield. The warehouses give an insight into how the canal, during its early phases, organised its freight handling. Both of these warehouses are significant to understanding the history and working of the canal freight industry within their local area, and may throw light on the organisation of freight handling on the canal as a whole. They also provide excellent examples of the development of warehouse and mill building over the last 200 years, from wood beam/stone mullion construction to the use of cast iron then later steel and concrete.

Common to all of the sample areas is canal-related engineering such as tunnels, embankments, bridges, aqueducts, locks and mileposts. Both Foulridge Tunnel, and Burnley Embankment, which also incorporated an aqueduct, although not unique examples of their type on the canal, they are certainly the boldest, and exemplify the ambitious engineering practices of the day. There is only one flight of locks within the sample areas, which are those at Greenberfield. Built in 1820, they are not original to the canal, but they are well documented, and together with the remnants of the earlier locks and associated bridge, they form a setting only repeated at a few other places along the canal. The original canal bridges represent, as a group, a canal feature that reflects the simplicity of the canal engineering. The mileposts, throughout the sample areas are fairly numerous, but they are also extremely vulnerable to damage. As a group, and as part of a broader group of canal features, they are significant to the history of the canal and may gain in significance if their numbers dwindle. Horse ramps are common throughout the waterway as a whole (Harding 2001); there is one within the Burnley sample area. As with mileposts, they are vulnerable to damage, especially from sheet piling and therefore their significance may also rise as their numbers dwindle. As a group, all of these features are vital to understanding how the canal was built and how it operated within East Lancashire.

Summary

- Industry, settlements and agriculture all benefited from the construction of the Leeds & Liverpool Canal in the eighteenth and nineteenth centuries. It influenced the development of new industry, shaped the towns along its route and had an impact on the rural economy
- Ambitious engineering projects of the day are reflected in structures such as the Burnley Mile and Foulridge Tunnel
- Features such as mileposts, horse ramps and canalside warehouses, bridges and locks are vital to understanding the history of the canal, show how inland freight was organised and how the canal was built and operated in East Lancashire.

Biodiversity

The Leeds & Liverpool Canal in East Lancashire provides an unbroken corridor that represents a significant wildlife resource in a sub-regional context. The canal corridor supports a wide variety of habitats and a corresponding diversity of species.

This section provides a review of the biodiversity of the canal corridor in a strategic context, details the main range of habitats and species one would expect to see along the study length and highlights the significant lengths where biodiversity could be enhanced or safeguarded.



Overview

There is considerable variation within the corridor over the length of the study area. Between Barnoldswick and Barrowford the corridor has a distinctly rural character, with good habitat connectivity between the canal and adjoining land, including the extensive canal feeder reservoirs in the Foulridge area. South and west of Barrowford the canal is never far from major settlements, nor the M65 motorway which impacts indirectly - aurally and visually - and directly - necessitating the reconstruction of some lengths of channel which are now lacking in natural features (eg west of Hapton). Where the canal passes through the most heavily urbanised lengths - in Nelson, Burnley and Blackburn - its corridor is very narrow, often hemmed in by development on both sides, but it still provides valuable wildlife habitat within its channel and banks which represents important "green space" in areas where this is in short supply. More suburban lengths between large settlements - eg around Reedley Hallows between Nelson and Burnley and around Church between Burnley and Blackburn - can comprise some of the richest areas, with unintensified "marginal" farmland adjoining the waterway to provide a wide corridor with a good diversity of habitats.

Strategic Context

The following documents are key to providing the strategic context within which to review the ecology of the Leeds & Liverpool Canal and assess priorities for action to enhance it.

Lancashire Plain and Valleys Natural Area Profile published by English Nature

The entire length of the study area lies within this Natural Area, although it is adjoined by the upland habitats of the Forest of Bowland Natural Area to the north and the Southern Pennines Natural Area to the south. The Natural Area Profile identifies standing open water and canals within the Lancashire Plain and Valleys as a key nature conservation feature of National Significance, although with respect to canals the most important contribution to this status is made by the Lancaster Canal as 32% of the British aquatic flora has been recorded from this waterway. None of the Natural Area's other key nature conservation features of National Significance - coastal and floodplain grazing marsh, earth heritage, lowland raised bogs and wet woodland - are features of the canal corridor within the study area.

The Natural Area Profile identifies the following habitats as key nature conservation features of Local Significance:

- Ancient and/or species-rich hedgerows;
- Arable and horticulture;
- Lowland meadows;
- Lowland mixed deciduous woodland;
- Rivers and streams.

Of these, lowland meadows and lowland mixed deciduous woodland - both scarce habitats within the Natural Area - are particularly important features of the canal's corridor. Good examples of lowland meadows adjoining the canal include Barden Lane Fields and Roundwood Meadows (both Biological Heritage Sites) at Reedley Hallows. Good examples of lowland mixed deciduous woods adjoining the canal are the ancient woodlands of Atcham Clough Wood, near Clayton-le-Moors and Stanworth Woods west of Blackburn.

.....a wildlife haven



Lancashire Biodiversity Action Plan (BAP) published by the Lancashire Biodiversity Partnership (2001)

Contains the following Species Actions Plans (SAPs) which are particularly relevant to the study area:

SAP	Comment
Reed Bunting	This bird of waterway banks and adjoining hedgerows/scrub is a (NW) regional biodiversity indicator to highlight the desirability of creating new wetland habitat.
Bats	The canal corridor provides good feeding grounds for several species whilst bridges, tunnels and other built structures can offer roosting sites.
Water Vole	British Waterways is listed as a partner in achieving two high priority actions for this species - securing funding for a rolling five year survey programme and designing a survey methodology for use on canals.

HAPs which are particularly relevant to the study area are those for broadleaved and mixed woodland, species-rich neutral grassland and reedbeds.

British Waterways and Biodiversity – A Framework for waterway wildlife strategies, published by British Waterways (2000)

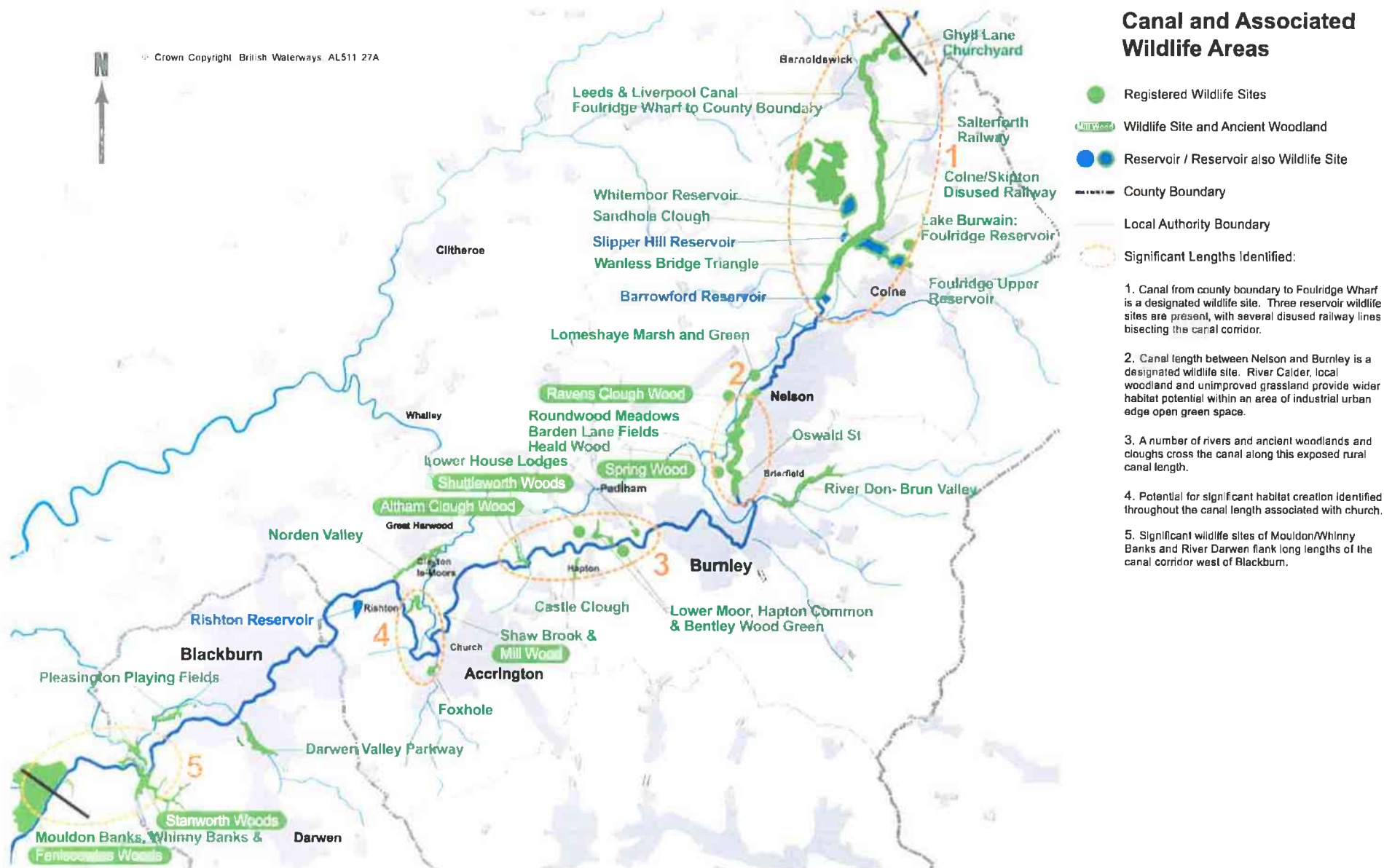
British Waterways' corporate guidance for the production of Biodiversity Action Plans for individual waterways (ie including the Leeds & Liverpool) includes generic HAPs for canal and river channels, waterway banks, towpath verges, hedgerows, cuttings and embankments, built structures, reservoirs, lakes and ponds, tips, feeders and streams, reedbeds, adjoining land, field margins and woodland and scrub. All these habitats occur on or adjoining the Leeds & Liverpool within the study length. British Waterways' BAP framework also includes generic SAPs for Water Vole, Otter, Amphibians, Reptiles, Fish, Freshwater sponges, Molluscs, Butterflies and Moths, Bats, White-clawed Crayfish, Water plants, Birds, Dragonflies and damselflies and Trees. Of these, Water Vole, Freshwater Sponges, Bats, Water Plants and Birds are known to be important features of the canal and/or its associated reservoirs within the study area.

Designated sites

There are no statutorily designated sites within 500 m of the canal corridor along the study length. There are however several non-statutory Wildlife Sites, or Biological Heritage Sites (BHSs) as they are known in Lancashire. These sites have been identified by Lancashire's Biological Heritage Sites Partnership (comprising Lancashire County Council, Lancashire Wildlife Trust and English Nature) according to criteria which demonstrate the site is of countywide importance. They are protected by local planning policies. BHSs within the study area include three lengths of the canal itself, three canal feeder reservoirs, six sites which adjoin the canal and eighteen other sites within 500 m of the canal. These are listed in the chart overleaf.

Site name	Grid ref	Designated for:
Leeds & Liverpool Canal Section, Foulridge Wharf to County Boundary	SD 889449	Artificial habitat contributing to biodiversity of the Natural Area; supports locally endangered vascular plant species (<i>Bromus erectus</i>).
Ghyll Lane Church Yard	SD 893481	Artificial habitat contributing to biodiversity.
Colne/Skipton Disused Railway; Nelson and Colne/Foulridge/ Salterforth	SD 899451	Railway trackside; supports locally endangered vascular plant species.
Whitemoor Reservoir	SD 878432	Water body of high value to waterfowl and/or wading birds.
Foulridge Reservoirs	SD 885418	Water bodies of high value to waterfowl and/or wading birds; large swamp or fen site; supports scarce vascular plant species; supports locally endangered vascular plant species.
Sandhole Clough, Foulridge	SD 877424	Old established semi-natural grassland.
Wanless Bridge Triangle	SD 873412	Old established semi-natural grassland.
Barrowford Locks Hills and Hollows	SD 889449	Artificial habitat contributing to biodiversity.
Leeds & Liverpool Canal Section, Barrowford Locks to Foulridge Tunnel	SD 870406	Artificial habitat contributing to biodiversity of the Natural Area; supports locally endangered vascular plant species (<i>Bromus erectus</i>).
Lomeshaye Marsh and Green	SD 846376	Old established semi-natural grassland; large swamp or fen site; supports an exceptional population of an amphibian species.
Heald Wood, Reedley Hallows	SD 836348	Ancient woodland (not on EN inventory).
Bardon Lane Fields, Reedley Hallows		Old established semi-natural grassland.
Leeds & Liverpool Canal Section, Ormerod Road to M65 J12	SD 841352	Artificial habitat contributing to biodiversity.
Spring Wood, Whittlefield	SD 834344	Ancient woodland (on EN inventory).
Oswald Street, Stoneyholme	SD 839339	Artificial habitat contributing to biodiversity; old established semi-natural grassland.

Site name	Grid ref	Designated for:
River Don - Brun Valley	SD 859335	Ancient woodland (not on EN inventory); old established semi-natural grassland; semi-natural vegetation.
Pollard Moor, Hapton Common and Bentley Wood Green	SD 794323	Semi-natural vegetation.
Shuttleworth Woods, Hapton	SD 789325	Ancient woodland (on EN inventory).
Castle Clough, Hapton	SD 787313	Ancient woodland (not on EN inventory).
Altham Clough Wood, Altham	SD 769317	Ancient woodland (on EN inventory).
Shaw Brook and Mill Wood, Rishton	SD 735302	Old established semi-natural grassland; semi-natural vegetation.
Norden Valley	SD 737317	Ancient woodland (not on EN inventory); semi-natural vegetation.
Darwen Valley Parkway	SD 682254	Semi-natural vegetation; supports locally vulnerable vascular plant species; supports a good assemblage of amphibians.
Fenniscliffe Playing Fields	SD 663268	Supports locally vulnerable vascular plant species.
Pleasington Playing Fields (south)	SD 652264	Semi-natural vegetation; supports locally endangered vascular plant species.
Stanworth Valley Grassland	SD 647245	Old established semi-natural grassland.
Stanworth Valley Woods (east)	SD 653237	Ancient woodland (on EN inventory).
Stanworth Valley Woods (west)	SD 645243	Ancient woodland (on EN inventory).
Stanworth Woods and Reservoir	SD 644247	Ancient woodland (on EN inventory); ancient woodland (not on EN inventory).
Moulden Banks, Livesey	SD 643253	Old established semi-natural grassland; supports locally sensitive vascular plant species.
Whinney Banks and Fenniscowles Woods	SD 642255	Ancient woodland (not on EN inventory); semi-natural vegetation.



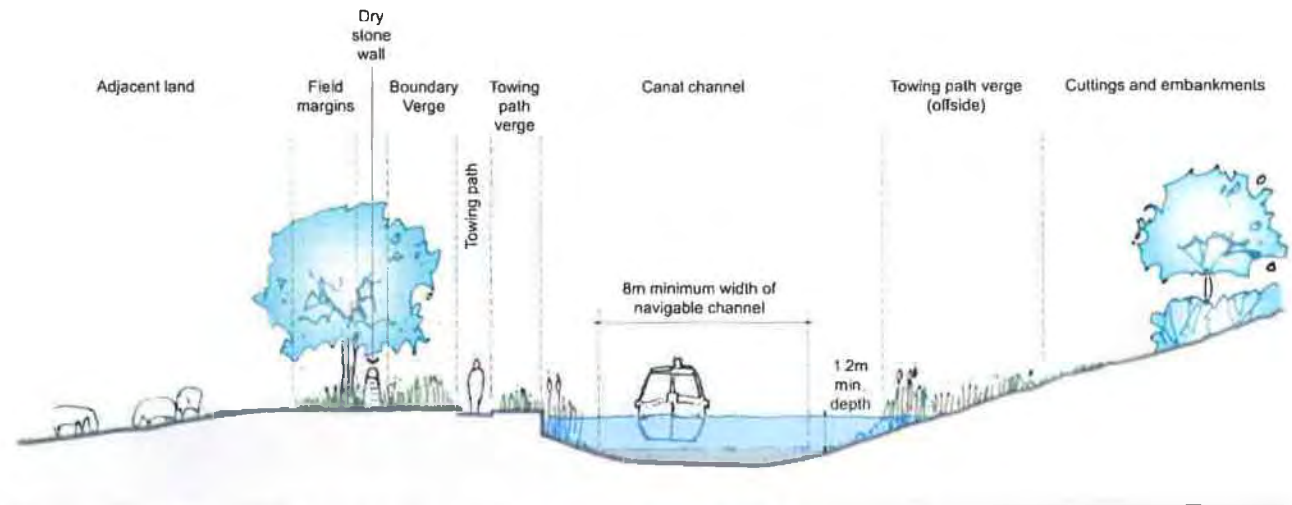
Key Habitats and Associated Species

Canal Channel

The Leeds & Liverpool is a broad canal with a trapezoidal channel having dimensions of approximately 8 m width x 1.2 m depth. The flora and fauna associated with the channel has not been surveyed in any detail but casual observations suggest that a fair diversity and abundance of water plants are present in some sections, although not to the standards which make the lightly trafficked Liverpool and Leeds ends of the canal so valuable in this respect. Arrowhead, an emergent species most often found towards the margins of the channel, is a characteristic feature of the Leeds & Liverpool Canal which supports one of the largest populations of this plant in the north of England.

The fauna associated with the channel is even less known than the flora. There are no records of Otter using the canal - although this may occur where the canal is in close proximity to rivers and streams - and only one recent record of Water Vole, from Fennisowles near the western end of the study length. Similarly, White-clawed Crayfish - a feature of the Leeds end of the canal - have not been recorded within the study area, although apparently suitable habitat is present. A wide range of invertebrates will be present, the adults of some species providing prey for Daubenton's Bats which are known to hunt flying insects low over the channel. Birds which utilise the channel all year round are typical waterway species, including Mute Swan, Mallard and Moorhen. Goosander - fish-eating ducks which breed on upland rivers - feed on the canal in the winter.

There are several off-line sections of channel within the study length which are not subject to boat movements - a disused arm at Greenberfield, Little Cut at Barnoldswick, a short length on the offside within Barrowford locks, a disused arm by Thompson Park in Burnley and the former Peel Arm in Church. The Greenberfield Arm - which is proposed for a small-scale moorings development - has breeding frogs and it is possible that the other sites support populations of amphibians, particularly the Peel Arm which has good potential for ecological enhancement.



Cross Section Showing Typical Canal Habitats and Minimum Canal Dimensions



Arrowhead



Waterway Banks

The zone where land and water meet is often the most "biodiverse" habitat on a waterway with a gradual transition between the open water of the channel to the terrestrial habitat of the towpath verge providing conditions suitable for a wide range of plants and animals. On the towpath bank of the Leeds & Liverpool Canal the transition between land and water is rather abrupt as some form of hard bank protection exists virtually throughout the study length. The traditional waterway bank is a dry stone "wash-wall", whose joints provide opportunities for a variety of plants to become established and potentially provide refuges for Water Voles and White-clawed Crayfish. However, over the years derelict sections of stone wash-wall have been replaced by sheet piling which is a sterile habitat for plants and animals.

Sections of the offside bank have also been piled, but significant lengths are "soft". This provides better conditions for the development of "reed fringes" composed of emergent species such as reed sweet-grass, reed canary-grass and lesser pond-sedge, grading into plants of damp terrestrial habitats, including meadowsweet, hemlock water-dropwort and common valerian. However, often the extent and value of this waterway bank vegetation is compromised by heavy grazing from stock kept on land adjoining the offside. Fencing appropriate sections of offside bank, coupled with the provision of drinking points, would prevent much of this grazing and the bank erosion which often accompanies it.

In urban areas the offside "bank" is often formed by the vertical wall of an old industrial building, providing a hostile environment at water level for the establishment of vegetation. In these situations establishing a marginal fringe of vegetation may require intervention - some suggested approaches are illustrated in the design guidelines. Creating marginal vegetation on the offside bank in these situations would provide valuable habitat in urban areas whilst "softening" the sometimes stark appearance of the canal corridor without compromising the imposing nature of old industrial buildings.

Towpath Verges

Neutral grassland habitat dominates the towpath verges. Much of the grassland is species-poor, but some sections have good diversity, notably the rural length from Barrowford locks northwards to Greenberfield. This length is the main county locality for the grass upright brome, a species listed in the *Provisional Red Data List of Vascular Plants in Lancashire*.

The towpath grassland is mown three or four times per year, more frequently in high use locations such as the vicinity of locks. Conversely, where particular biodiversity interest is identified the opportunity to cut less frequently should be investigated. Most rural sections of the length under study offer the opportunity for ecological improvement. A towpath management plan should be developed which specifies a range of mowing regimes appropriate to local priorities, ensuring a balance between a range of user interests and those of biodiversity. See the design guidelines for an example of good practice in this respect. The development of tailored mowing specifications would be an important step towards developing a BAP for the waterway.

Boundary Features

In contrast to many waterways the Leeds & Liverpool Canal is not characterised by extensive boundary hedgerows, although these are important features of some rural lengths. There are not many hedges along the length under study, but between Whitebirk Industrial Estate, on the eastern edge of Blackburn, and the canal is an outgrown hedgeline that would benefit from management and some new planting in order to re-establish a wildlife rich towpath boundary feature.

Dry stone walls are more frequent boundary features within the study length, notably along the rural length between Barnoldswick and Foulridge. The joints in these old walls have been colonised by specialist plants such as the ferns wall-rue and maidenhair spleenwort.



Top: Ferns growing in crevice of dry stone wall



Right: Lichen growth on dry stone wall



Top: Maidenhair Spleenwort

Middle: Rusty Back Fern

Bottom: Freshwater Sponge

Built Structures

The stone wash-walls of the waterway banks and stone towpath boundary walls have been referred to already, but the larger built structures - the locks and bridges - support some of the most important species associated with the canal.

Gaps in bridges make ideal roosting sites for bats and it is likely that several species are present along the canal, although they have not been surveyed in detail. Any repairs to bridges or other built structures should be preceded by a specialist bat survey to ensure that these protected species are not harmed by the works.

Some canal tunnels provide hibernation sites for bats but it is not thought that Foulridge Tunnel is suitable in this respect. Nonetheless, a precautionary approach should be adopted and specialist survey undertaken prior to any works to the tunnel.

Derelict old industrial buildings are a feature of the canal-side environment in Burnley and Blackburn. The possibility of their being used by bats and/or nesting birds should be borne in mind when planning refurbishment of these structures, as should the potential to incorporate provision for bats and birds, such as Swift and House Martin, within conversion to new uses.

Bridges are also important habitats for lichens, bryophytes (mosses and liverworts) and ferns. In contrast to woody species of plant, these groups do not cause damage to structures and should be conserved during maintenance/restoration works.

Locks too provide habitats for "lower plants", but on the Leeds & Liverpool Canal they are perhaps more important for freshwater sponges. There is growing evidence to suggest that canals are valuable refuges for these mysterious colonies of microscopic animals and a study undertaken on the canal in Leeds indicates that they are widespread on on lock walls/gates and under bridges and may well be found elsewhere along the canal. Their conservation needs should be addressed at an early stage of any lock refurbishment project.

Reservoirs

There are several feeder reservoirs within the canal corridor. The following are designated as Biological Heritage Sites:

- White Moor Reservoir - designated for its ornithological value, notably wintering wildfowl and passage waders.
- Foulridge Reservoirs, comprising Foulridge Upper and Foulridge Lower (Lake Burwain). The reservoirs, together with a number of fields adjacent to the upper reservoir, are of significant ornithological value for wintering wildfowl and passage waders. They also support a rich inundation vegetation, associated with the seasonal draw-down zone, which includes two species listed in the *Provisional Lancashire Red Data List of Vascular Plants*, mudwort (a national rarity) and small water-pepper. Foulridge Lower has further habitat diversity with an area of willow scrub along its eastern margin (point 3 on map C).

The ecological value of these sites, especially their ornithological interest, is vulnerable to disturbance from recreational activities. These should be planned and managed with great care to avoid conflicts of interest. Some reservoirs, eg Barrowford, are of more limited ecological value, making a wider range of recreational activities appropriate.

Feeders and Streams

The main feeder stream which enters the canal within the study area is the Wanless Beck. This has characteristics of an upland stream and is likely to be of some ecological interest, but no information is known about this.

Several streams and river pass under and/or alongside the canal, eg Pendle Water, the River Calder and Hyndburn Brook, adding to the biodiversity of the wider corridor.



Reedbeds

Reedbeds are areas where the water table is at or above ground level dominated by stands of common reed.

Along the length of the canal that this study covers there are a number of areas where reedbeds are a valuable feature, both on-line and off-line. They can be seen in the following locations:

- Basin at Lower Park Marina, Barnoldswick. Fifteen years ago the basin was dug to create new moorings in the area - since then the works have not been completed and in the "hole" made a reedbed has established itself. The landowner will still be completing his moorings but is keen to maintain as much of the reedbed features as possible (point 1 on map A1);
- Between canal and Whitebirk industrial park in northwest Blackburn (point 4 on map M);
- The offside banks running under Peel Bank Bridge, Church (point 3 on map L);
- Off side opposite Foulridge visitors centre (point 1 on map C);
- Old basin along canal just south of Dunkenhalgh Aqueduct (point 8 on map L).

Reedbeds are priority habitats in the UK and Lancashire BAPs in recognition of their value to a specialist fauna. There are ambitious targets for increasing the area of reedbed, nationally and locally (the Lancashire BAP sets a target to create 30 ha of new reedbed in the county by 2010), which could be assisted by creation of new reedbeds and enlargement/enhancement of existing ones within the canal corridor in off-line situations.

Adjoining Land

The important contribution made by land adjoining the canal to the biodiversity of its wider corridor has been acknowledged in sections 1, 2 and 3 above. The particular value of woodland and scrub habitats is discussed in more detail in 4.10 below. Lowland meadows - semi-natural grassland not subject to agricultural improvement supporting a high diversity of plants and associated animals, eg Sneezewort, Common Blue butterfly) are also a notable feature of the corridor, with important concentrations in the Foulridge-Barrowford, Reedley Hallows and Church-Rishton areas.

The biodiversity potential of "post-industrial" or "brownfield" sites should not be underestimated. It is acknowledged in a few cases - eg the disused Colne - Skipton railway line which is designated a BHS - but it is possible that some of the larger brownfield sites within the corridor have developed significant wildlife interest - including the presence of protected species - which should be accounted for when considering reuse of these sites.

Woodland and Scrub

There are a number of sites along the canal corridor designated as ancient woodland on English Nature's ancient woodland inventory. Ancient woodland, ie woodland on sites with a continuous history of woodland cover since at least 1600, is regarded as amongst our most important habitats nationally. Very little survives within the study area, making the remaining sites - which are concentrated in steep-sided cloughs - especially valuable. These include:

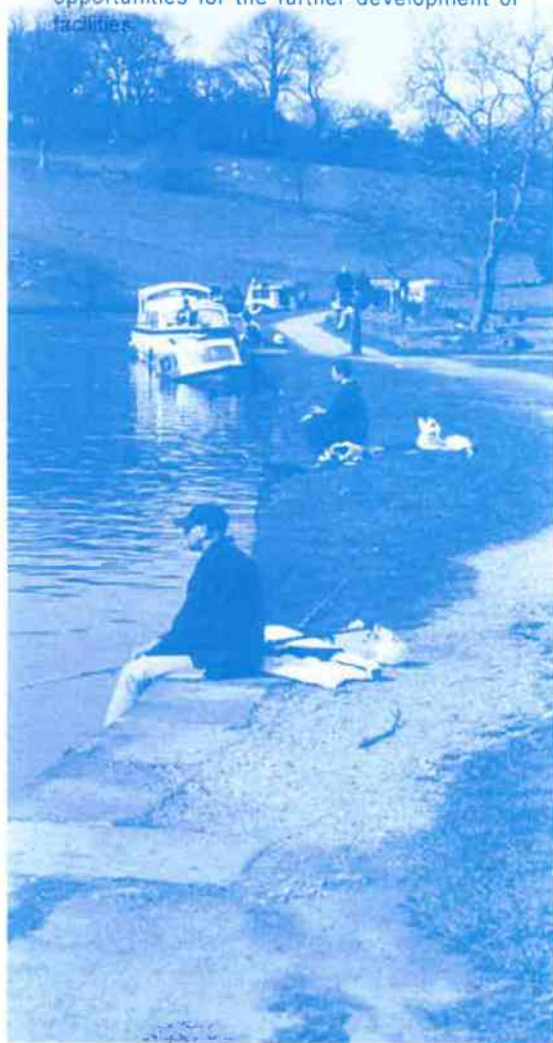
- Ravens Clough Woods, Reedley Hollows;
- Spring Wood, Whittlefield;
- Shuttleworth Woods, Hapton;
- Altham Clough Wood, Altham;
- Mill Wood, Rishton;
- Stanworth Valley Woods and Stanworth Woods, west of Blackburn.

Whilst these represent the most important woodland sites within the study area, there are many smaller woodlands, some of relatively recent origin but some possibly "ancient", which collectively make a valuable contribution to the biodiversity of the canal corridor. Examples include:

- Small copse of woods on the towpath side through Whitefield;
- Heald Wood, Reedley Hallows;
- Between the M65, railway and canal at Padiham Junction;
- On the northwest outskirts of Blackburn.

Leisure and Recreation

This section provides an overview of the leisure and recreation resource along the canal in East Lancashire and identifies some of the issues and opportunities for the further development of facilities.



Boating and Waterspace

The Leeds & Liverpool Canal passes through a landscape of contrasts from the rural stretches in Pendle to intensely urban lengths through Burnley and Blackburn. The canal forms a spine through East Lancashire, linking up the main centres of population. It provides a link to the outlying countryside and quiet, traffic free routes through the urban areas. Towards the north of the study area, the canal touches on the southern fringe of the Forest of Bowland and is close to the Yorkshire Dales National Park.

Visitors to the Leeds & Liverpool Canal can benefit from a range of facilities. Where annual boat numbers are available, numbers are lower compared to several other waterways in the area. On some sections of the Llangollen Canal boat movements amount to 12,000 per year. However, maximum figures on the Leeds & Liverpool in a year amount to on average of 4,000. It is anticipated that with the current regeneration activity in the Northwest including the Ribble Link and Rochdale canal restoration, and recent opening of the Anderton Boat Lift in Northwich that this is helping to revive an interest in the waterways and highlight their importance as catalysts for regeneration. The opening of the South Pennine ring and the joining of the Lancaster Canal to the rest of the network via the Ribble Link and the Rufford Branch of the Leeds & Liverpool Canal will mean an anticipated increase in boat traffic throughout the waterway. Currently, there are 1,193 boats registered on the canal and 970 on the Lancaster Canal.

This section of the report aims to analyse the current leisure and recreation resource available on and/or adjacent to the Leeds & Liverpool Canal through East Lancashire.

.....a canal for living

Boat Clubs

There are currently two boat clubs on the east study length; Barrowfield Boat Owners' Club and East Lancashire and West Yorkshire Boat Club, near Salterforth. The latter has 60 members.

There are seven other boat clubs on the canal. Once the Ribble link is completed, boats from the Lancaster canal will be able to join the Leeds & Liverpool Canal. There is currently one boat club on the Lancaster Canal.

Boat Yards/Mooring Basins

There is currently one boat yard and one marina on the East Lancashire stretch of the corridor study. Both are privately operated. Hapton Boat yard is located to the east of Burnley and Lower Park Marina is situated at Barnoldswick. Boat yard facilities are dispersed with a distance between the two locations of approximately 18 miles. Between Hapton and Whitebear Marina at Adlington the distance is around 27 miles.

A further eight boat yards/marinas are located on the canal however five of these are in the Leeds/Bradford area and outside the study area.

Nine marinas currently exist on the Lancaster Canal and scope will exist for joint working once the two canals are joined via the Ribble Link.

With dispersed boat yard facilities opportunities should be explored to identify areas for new marina development in association with mixed-use development. Facilities could be provided to meet the needs of other canal users including cafés, information about the canal and the surrounding area, bike hire, local footpath routes and trails.

Lower Park Marina at Barnoldswick is already planning to expand its operation to provide further facilities.

Barden Mill in Brierfield has shown interest in the development of a marina and already provides water and pump out facilities for boaters.



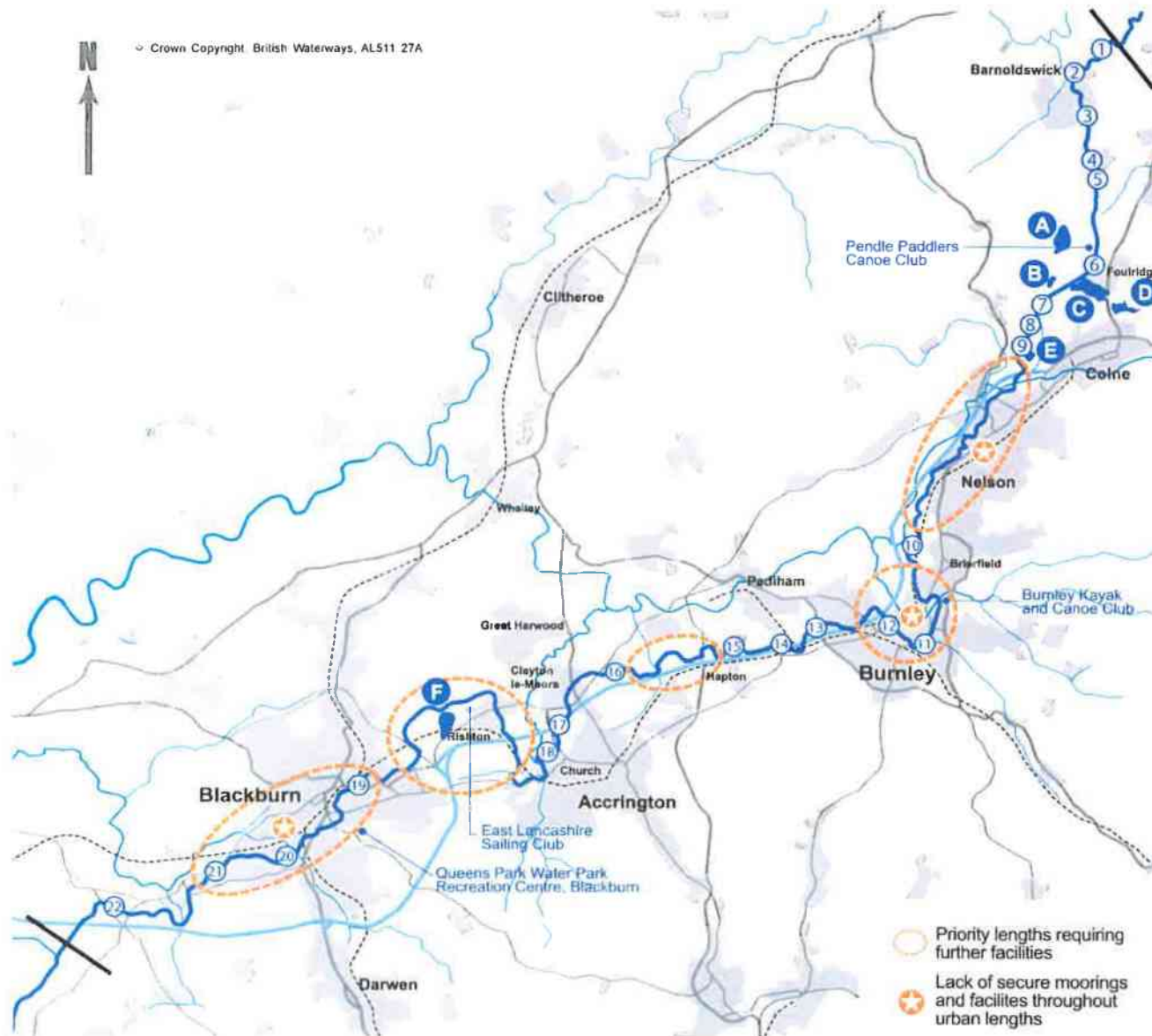
Boating Facilities

1. Greenberfield bottom lock
2. Greenberfield top lock
3. Lower park marina
4. Salterforth
5. E.L.W.Y. boat club
6. Foulridge
7. Wanless
8. Barrowford boat owners
9. Barrowford
10. Barden mill
11. Burnley mile culvert
12. Burnley, weaver's triangle
13. Burnley, rosegrove, bw base
14. Knott's bridge
15. Hapton boat yard
16. Clough bank bridge
17. Rishton bridge
18. Church
19. Eanam wharf
20. Nova scotia wharf
21. Cherry tree moorings
22. Finnington bridge



- | | | |
|-----------------------|-----------------|---------------------------|
| marina | water point | shop |
| private moorings | pump out | campsite |
| 48hr visitor moorings | fuel | pub |
| 24hr visitor moorings | chemical toilet | toilets |
| boat yard | refuse disposal | |
| trip boat | winding hole | reservoirs: |
| hire boat | slip way | Whitemoor Reservoir |
| sailing club | showers | Slipper Hill Reservoir |
| parking | food | Foulridge Lower Reservoir |
| station | information | Foulridge Upper Reservoir |
| picnic site | fishing | Barrowford Reservoir |
| telephone | disabled access | Rishton Reservoir |

- Priority lengths requiring further facilities
- Lack of secure moorings and facilities throughout urban lengths



Canal Trip Boats and Hire Bases

Canal boat trips afford great potential in attracting visitors to the canal corridor. They can provide an appealing way of experiencing the canal and provide a valuable means of access for the disabled and elderly. Canal trips can also provide a stimulating experience for educational purposes and for the interpretation of both the rural and urban landscapes. Current trip boat provision is provided by the following:

Trip Boat Marton Emperor

Based at Foulridge and operated by Foulridge Canal Cruises. Provides canal trips from Easter to September from Foulridge to Salterforth/Barnoldswick/ Greenberfield return. Previously ran trip boats from Burnley Wharf but discontinued due to lack of interest.

Trip Boat Barden Broomstick

Based at Barden Mill, Burnley and operated by Foulridge Canal Cruises. Offers round trips to Queen Victoria Pub near Thompson Park, Burnley and Pendle Village Mill, Nelson and includes a stop at Barden Mill for discount shopping.

Lower Park Marina, Barnoldswick

The marina provides weekly boat hire and a hotel boat.

There is a recognised lack of holiday hire boat centres along the study length between Blackburn and Greenberfield. However four hire boat operators are based between Skipton and Leeds. Trip boats and boat hire are currently limited to the rural stretches of the canal corridor but with regeneration of urban areas and improvements to the canalside environment of these areas, scope exists to provide further facilities. A long lock-free pound between Barrowford and Blackburn is a key strength of the area and provides the opportunity for further trip boat development.

Trip boats can be seen as a mechanism for linking existing tourist facilities near the canal. Redevelopment of Hargreaves Mill at

Church could provide a link by canal to say Oswaldtwistle Mill in Accrington.

Throughout the UK, the market for holiday hire boats has been generally static since the 1980s however one growth sector has been in timeshare boats and the potential could exist to develop this sector on the Leeds & Liverpool Canal. Multi user licences (which includes timeshare boats) has grown throughout the UK from 196 in 1996 to 253 in 2001. The trend appears to be towards the short break market of holidays of between three and five days. It is possible to travel from Greenberfield to the west side of Blackburn in around three days.

Multi user Community Boats

Several multi user boats are available for use by community and school groups as follows:

Bill Hunt

Owned and operated by Blackburn Council, Nova Scotia Wharf. Facilities are fully accessible to disabled users.

Spirit of Mowbray

Based at Mowbray Day Centre, Eanam Wharf

Fishers of Men

Northern Evange, Barrowford

Lancashire Enterprise

Burnley and Lancashire Projects, Barrowford

Kennet

Owned and operated by British Waterways throughout the waterway as a floating classroom for school groups. This is the only specially adapted floating classroom on the canal and is in need of refurbishment. Great potential exists to develop this facility further.

Scope exists to develop further opportunities for specially adapted boats for disabled and elderly groups. The Bill Hunt operated by Blackburn Council is the only facility of this kind that appears to exist for the east Lancashire stretch of the canal. The Rose of Parbold based in West Lancashire offers an adapted boat to suit special needs groups.

The C2K festival that took place in 2000 to celebrate the Millennium and raise awareness of the canal was highly successful and illustrated how the canal could be used to promote culture throughout East Lancashire to reach all sectors of the community. Following the success of the festival opportunities could be explored to work in partnership with local authorities and the arts sector to develop further arts on water events. Ideas might include floating theatre, comedy clubs, galleries and musical events all potentially utilising the canal environment. The Mikron theatre company is a professional canal based touring theatre company who specialise in bringing live theatre to audiences who are not within easy reach of a theatre or who would not usually go to the theatre.

In Manchester, a boat trip operator runs successful trips between Castlefield and Manchester United's ground at Trafford Park on match days. Burnley's Turf Moor and Blackburn's Ewood Park stadia are both located within walking distance of the canal and there may be opportunities to provide linkages between the two.

Moorings

Hapton Boat Yard is currently the only secure mooring site between Blackburn and Pendle. Facilities for boaters are very limited on the eastern section of the canal and there is very little secure mooring in the towns. This, along with objects being thrown at passing boats, forces boaters to pass through the area without stopping. Provision of secure moorings with good facilities or in close proximity to town centre facilities would open up the canal and its surrounding area to increased tourism.



The map overleaf shows the position and type of moorings currently available along the East Lancashire stretch of the canal with details of facilities available at each.

Main boating issues are as follows:

- safe, secure visitor mooring in urban locations in particular demand
- limited access to local facilities, other forms of transport and lack of information about the surrounding area;
- lack of day boat hire but a lock-free pound between Blackburn and Barrowford locks offers potential and opportunities to link to existing areas of interest.
- dispersed boat yard facilities
- existing education boat in need of replacement/refurbishment
- fly tipping, litter, dog fouling

Canoeing

Three canoe clubs, all members of the British Canoe Union, exist in the East Lancashire area as follows:

Burnley Canoe and Kayak Club based at Bankhall in Burnley, Pendle Paddlers based at Foulridge both utilising the Leeds & Liverpool Canal at key locations. Both facilities are in poor repair and in need of refurbishment and support.

Queens Park Water Recreation Centre in Blackburn provides opportunities for sailing and provides sailing for disabled visitors. The centre also uses the River Irwell for river canoeing. However no use is currently made of the canal in the Blackburn area.

Ribble Canoe Club does not currently make use of the Leeds & Liverpool Canal.

The lock free pound between Barrowford and Blackburn Locks offers great opportunity for canoeing subject to further water quality assessments being undertaken.

Main canoeing issues are as follows:

- Recreational Water Quality Reports should be undertaken before canoeing on the canal is promoted further;

- Insufficient secure car parking areas adjacent to the canal;
- Canalside campsites could attract long-distance canoe touring market

Sailing

Lower Foulridge Reservoir (Lake Burwain) is used for sailing and is home to Burwain Sailing Club. It is also used for windsurfing.

East Lancashire Sailing Club is based at Rishton Reservoir near the canal and provides facilities for dingy sailing and windsurfing.

Angling

Angling is regarded as one of Britain's most popular pastimes and attracts more than 3 million anglers annually, 380,000 to the north west of England (Environment Agency figures). It is a popular activity throughout the waterway and is accessible to many people living within walking distance of the canal. However, generally canal angling is in decline particularly amongst young people.

Anglers in common with other users are demanding improved facilities. Competition, in recent years, from the private sector, offering well stocked pools, toilets, good car parking, paths and fishing positions has encouraged anglers away from the traditional venues of river, large lake and canals. Interest in canal angling is mainly limited to competitions and leisure angling.

The canal is a good coarse fishery with a varied population of roach, perch, bream and tench with occasional pike. Angling arrangements along the canal are arranged in two ways. A total of some fifteen clubs exclusively control about half of the canal's fishing between Leeds and Liverpool. Clubs listed below exclusively control sections of the canal within the eastern canal corridor study area:

North West Angling Club (Riley Green Bridge No 91A to Bolton Road Bridge No 99 but excludes Bower House Fold Bridge no

96 to Kings Bridge no 96A. Fishing is not permitted at permanent mooring sites;

Hyndburn and Blackburn Angling Association (Sour Milk Hall Bridge 104 to Church Kirk Bridge No 112 and Bridge 104a to Tottleworth Bridge 108 and Rishton Bridge 108a to Aspen Bridge 110).

Waterway Wanderers Permit

The remainder of the canal together with 200 miles on other waterways in the north west is available to individuals and some 21 clubs on a shared basis through the Waterways Wanderers Permit scheme.

Feeder Reservoirs

Seven reservoirs supply east Lancashire stretch of the canal. Upper Foulridge, Whitemoor and Winterburn provide privately managed trout fishing. Rishton is a coarse fishery privately managed by Hyndburn and Blackburn Angling Club. Slipper Hill is also managed for coarse fishing. Lower Foulridge and Barrowford are currently underused for angling but have some potential for commercial development. Barrowford has particular issues with regard to access to the water's edge due to steep slopes and changes water levels. The reservoirs offer significant potential to develop further facilities for anglers.

Main angling issues are as follows:

- Conflicts between anglers, cyclists and other towpath users particularly on particularly narrow sections of towpath;
- Conflicts between fishing points and mooring points;
- Litter management and dog fouling;
- Insufficient facilities in particular secure parking areas adjacent to the towpath;
- Insufficient facilities for disabled angling in terms of disabled access to the towpath, fishing platforms, seating and resting points;

- Opportunities for partnership working with Sustrans and local authorities to look at alternative cycling routes on busy fishing stretches;
- Lack of members of fishing clubs and mainly older members.

Recreation/Access

The towpath of the Leeds & Liverpool Canal forms a 127.25 linear trans-pennine route and the towpath access provides a wide range of users and activities including walking, dog walking, jogging and cycling.

Car ownership levels in East Lancashire are lower than the county and national average. In some areas as many as 55% of households do not own a car. Health statistics for East Lancashire are poor. The area shows high levels of coronary heart disease, respiratory disease and accidents. The provision of a recreational cycling and walking route covering all districts in East Lancashire is incorporated in to the East Lancashire Partnership's Regional Park SRB bid and aims to address these issues. The canal towpath offers a traffic free route and linked with other walks and trails, could form part of a series of health walks through the area.

Walking

The towpath is used as a through route or short cut within some of the urban areas. As the longest canal in Britain there is interest from individuals and groups to walk the entire length. There is currently a lack of accommodation providers based near the canal in East Lancashire. However, opportunities do exist to create campsites along the route.

On particular stretches, the canal links to and in some places forms part of a range of national and local trails.

The Pennine Way

The Pennine Way is a 268 mile national trail running between Edale in Derbyshire to the Scottish Borders. It joins the canal

for a short distance at East Marton approximately three miles to the north of the study area.

The Pendle Way

The 45 mile long Pendle Way is a circular route. It starts at Pendle Heritage Centre, joins the canal at Greenberfield and leaves it at Lower Park Marina near Barnoldswick. It crosses over the canal at bridge 136 Hawks House Bridge in Nelson.

The Burnley Way

The 40 mile long Burnley Way follows the canal along the straight mile towards the Weavers Triangle area of Burnley. At the northern end of the straight mile at Bankhall, the route provides a link to the moorland countryside surrounding the town.

The Bronte Way

This 40 mile route crosses from Lancashire into Yorkshire over moorland featured in the novel Wuthering Heights. The trail follows the canal for a short distance between the aqueduct at the northern end of the straight mile in Burnley to Bridge 132 New Hall Bridge.

Hyndburn Canal Clog

The 18 mile Hyndburn Canal Clog follows the canal between Rishton and Hapton and the longer Hyndburn Clog at 33 miles continues north and south of the canal and provides links to the countryside around Great Harwood and south towards the high moors near Haslingdon.

The Witton Weavers Way

This 32-mile route trail through Blackburn and Darwen Borough is divided into a series of shorter routes, one of which, the Beamers trail, crosses the canal at Stanworth Bridge to the west of Blackburn and provides a link to Witton Country Park.

Recommendations should seek:

- Promotion of the Leeds & Liverpool Canal as a long distance walking route.
- Signage at key overlap points ie where the canal meets key national or local trails

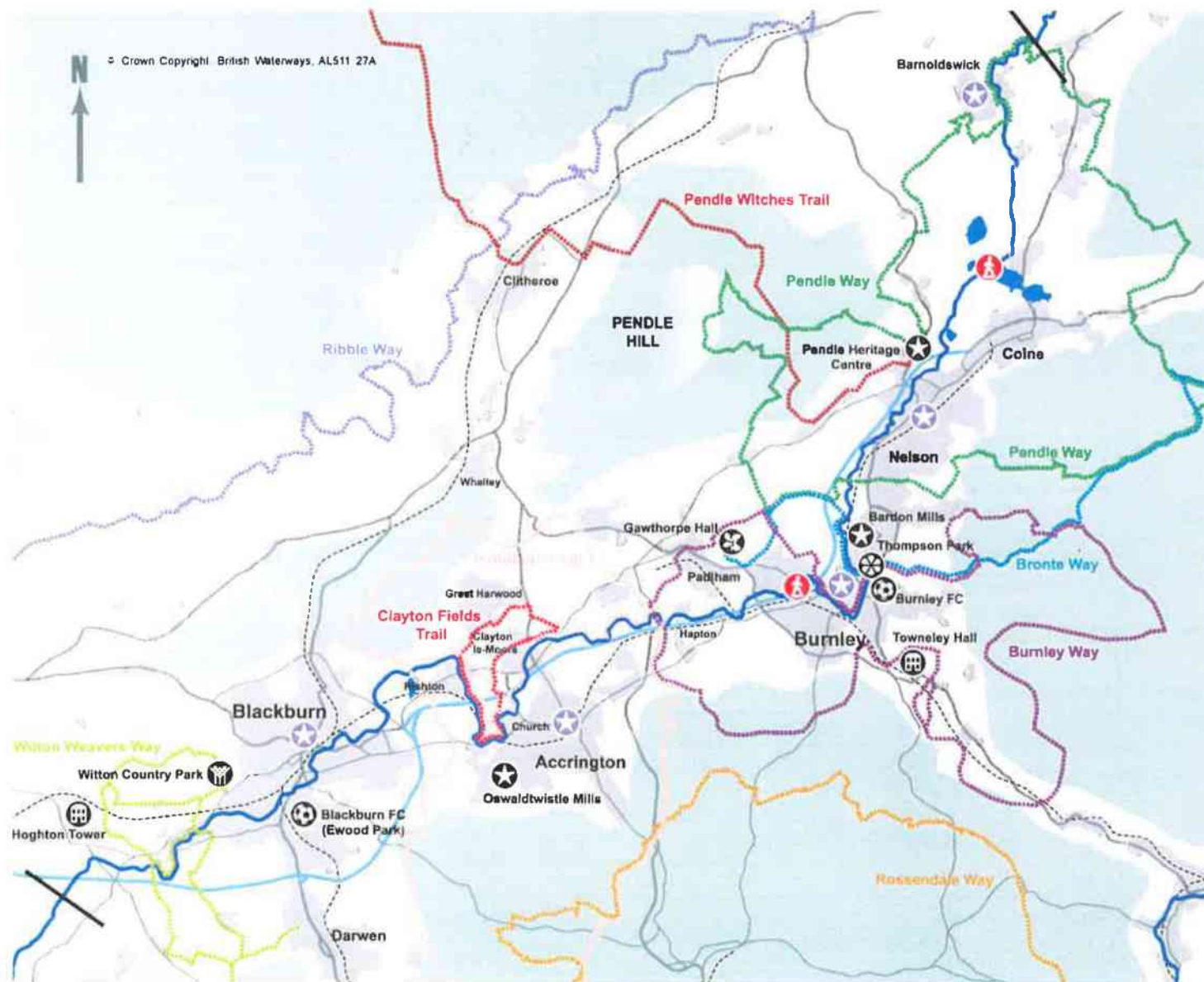
Access for All

It is estimated that approximately 5% of the population living within five miles of a waterway have some form of permanent disability.

Access for All should be a consideration for all access improvement proposals along the canal. The principle of providing a safe, well defined access for all users is supported by Government legislation (Disability Discrimination Act 1995) and through recognised design standards contained within the Fieldfare Trust document, "BT Countryside for All, Standards and Guidelines". British Waterways has also produced a document entitled "Waterways Access for All" and more information can be found on this in the Canal Context section of the document. Access for All should be viewed in a strategic context as part of the overall management of the canal environment. The generally level towpath surface and number of access points make the waterway an attractive resource although the nature of the canal environment means that some sections of the towpath will never be entirely accessible to all users.

It is recommended detailed access audits are undertaken along the study length to help to determine opportunities and priorities to create easier access for the less able-bodied. Priority should be given to existing honey-pot sites at Foulridge and Greenberfield and throughout urban canal stretches.

Access to the full length of the canal is possible by boat and could provide an attractive venue for the elderly or disabled. Consideration should be given to providing improved access at trip boat locations with the potential to provide adapted boats to allow easier access. The Seagull Trust based in Falkirk is an example of an organisation providing a fully adapted boat suitable for use by disabled groups.



Canalside Recreation & Access

Network of named trails that surround and interlink with the canal corridor:

- Pendle Witches Trail
- Pendle Way
- Bronte Way
- Burnley Way
- Hyndburn Clog
- Clayton Fields Trail
- Rossendale Way
- Witton Weavers Way
- Ribble Way

Local attractions within easy reach of the canal corridor:

- Town/city centre attractions and amenities
- National Trust properties & Historic Houses
- Significant parks & gardens
- Football stadia
- Other visitor attractions
- Tunnel lengths where canal access is diverted.

East Lancashire Walks and Trails

Cycling

As a traffic free, linear and generally evenly graded routes, towpaths are increasingly being sought and valued as off road cycleways.

The Waterway has, in the past, not actively encouraged cycling on the towpath and has strongly discouraged any cycling events taking place due to safety hazards (height of bridges, narrow towpaths etc) and conflict with other users.

Some lengths are not permitted for cycling due to the varied condition of the towpath, the volume of pedestrians is thought to be too high or the space too constricted.

The general feeling has been that cycling should be restricted to urban lengths of the canal whilst rural lengths should be retained for walking and that the rural lengths have insufficient width of towpath to provide a safe surfaced area without destroying lengths of grass verge. The preference has been to try to work with local authorities to ensure that alternative routes are made available.

Cycling on the Leeds & Liverpool Canal towpath is currently permitted by British Waterways between the following points:

- Hollin Bank Bridge 98 to Whitebirk Bridge 104b
- Side Beet Bridge 106 and New Barn Bridge 109
- Clough Bank Bridge 117 to Altham Bridge 118
- Gannow Tunnel – East Portal to Hawks House Bridge 136
- Swinden Changeling Bridge 142 to Blakey Bridge 144

Cyclists using the towpath are required to use a free permit from British Waterways on the stretches listed above. However the permit system is difficult to manage and is currently under review nationally within British Waterways.

The number of cycling permits issued from British Waterways offices on the Leeds and Liverpool Canal is steadily increasing: The demand for safe areas to cycle has increased throughout the area and the activity is promoted in Lancashire and Blackburn with Darwen's Local Transport Plans as a sustainable form of transport.

Sustrans is currently developing two routes that will form part of the National Cycle Network and are due to be completed by 2005. Route 6 is well advanced and will pass through Accrington and follow the canal through part of Rishton. Route 68 (The Pennine Cycleway) is in the earlier stages of development however a number of potential route options have been identified around Barnoldswick. Route options are shown on the plans

Anomalies exist where some routes have been indicated by Local Authorities as suitable but do not correspond with British Waterways guidance listed above. This is the case in Pendle where the Pendle Cycleway follows the canal along part of its route.

Issues for cycling on the Leeds & Liverpool Canal can be summarised as follows:

- No consistent approach to cycle path development and classification by partner organisations;
- Lack of clear guidelines on cycling route planning and development;
- Lack of manpower for policing cycle permits;
- Poor signage promoting on/off access to towpath and where the towpath can link to other trails;
- Lack of information on how to negotiate obstructions (tunnels etc);
- Potential for conflict with other users, eg walkers, anglers;
- Safety and security risks on some urban lengths;
- Erosion of towpath if surfacing is inappropriate for cycles.

It is British Waterways commitment to support cycling on the towpaths only where it is physically possible to create a route that:

- Is safe to all users of the waterway environment;
- Is sustainable in the long term with fully integrated measures for management and maintenance;
- Conserves the intrinsic heritage and environmental qualities of the historic waterway environment.

Approaches to Cycling throughout the Local Authority Areas:

Burnley

The main aim behind Burnley Borough Council's Transport Strategy is to improve accessibility for all... without increasing dependence on the private car and through its Cycling Strategy would hope to maximise cycling as a transport mode, develop a safe, convenient infrastructure for cycling and promote cycling in partnership with others. Already a significant length of the canal towpath through Burnley has been designated as cycleway.

Blackburn

A significant length of the canal towpath through Blackburn has received upgrading treatment through Groundwork and is well used by cyclists. However the eastern fringe of Blackburn where it joins Hyndburn will require further improvement and would offer the potential for routes to work between Whitebirk, Rishton, Church and Accrington. Blackburn's Transport Plan indicates that a series of new cycleways are to be introduced throughout the area linked to the Sustrans routes and secure cycle parking facilities will be established at appropriate locations.

Pendle

Through Pendle's Environmental Action Plan, the council hopes to develop strategies to promote cycling including Safe Routes to School projects and has already highlighted a section of the canal as the Pendle Cycleway in the early '90s. Environmental improvements will be required to upgrade sections of the towpath along the cycleway to ensure it is fit for purpose.

Hyndburn

Hyndburn's cycling strategy undertaken in 1996 and revised in 1998, recognises the health benefits of cycling and as a sustainable means of transport. Hyndburn has 5 km on road and 5 km off road cycle routes. The proposed route 6 of the National Cycle network will pass through Hyndburn and run along the canal through Rishton and will pass over the canal at Church.



Cycle Routes

- **National Cycle Network (Sustrans)**
 - 6 Preston-Manchester section; Route to be completed by 2005
 - 68 Pennine Cycleway; Route to be completed by 2005 (exact course of route to be determined)
- Other recreational cycle trails (LCC)
- **New Opportunities Fund cycle strategies (Sustrans & Local Authorities)**
- <—> Existing/proposed cycle networks (refer to later Action Plan maps for further detail)
- Canal lengths permitted for cycling

Cycle Routes

Water Quality

Water quality in the Leeds & Liverpool Canal is largely determined by the inputs it receives from adjacent watercourses, feeder reservoirs and direct discharges from adjacent properties. In the East Lancashire section a large proportion of the flow comes from the feeder reservoirs that enter the summit pound between Barrowsford Locks, Colne and Greenberfield Locks, Barnoldswick. There are five reservoirs, the largest being Winterburn. From the summit pound water flow is governed by the use of the locks, moving it east towards Leeds and west towards Liverpool.

Overview

The East Lancashire section of the canal is divided into three stretches to assess the water quality under the Environment Agency's (EA) General Quality Assessment - chemistry scheme (GQA). These classified stretches are shown in Table 1.

Canal Stretch	Johnsons Hillock - Rishton	Rishton - Blakey Hall	Blakey Hall - Greenberfield Lock
km	27.4	29.1	8.9
BW stretch code	LL4	LL5	LL6
Long term RQO	RE3	RE3	RE3
GQA	1990	C	C
	1995	C	C
	1996	C	C
	1997	C	C
	1998	C	C
	1999	C	C
	2000	C	C

(RQO - River Quality Objective.)

Table 1: River Quality Objectives and GQA classifications for the eastern section of the Leeds & Liverpool Canal.

River Quality Objective (RQO)

The Environment Agency is required to establish River Quality Objectives (RQO) for qualifying rivers based on their use. These objectives provide a commonly agreed planning framework for regulatory bodies and dischargers and are based on recognised uses to which a waterway may be put. Currently only the River Ecosystem (RE) classification has

been set, which addresses the chemical quality requirements, but parameters for special ecosystems, abstractions and water sports could be developed. The three stretches in the east Lancashire section of the Leeds & Liverpool canal have been set an objective of RE3 - water of fair quality, suitable for high class fish populations. In 2000 the stretches from Johnsons Hillock to Blakey Hall both complied with the RE3 objective. The summit pound, Blakey Hall to Greenberfield Lock, was significantly non compliant with the RE3 objective in 2000, largely as a result of low dissolved oxygen levels.

In addition to the RQO there is a General Quality Assessment (GQA) scheme. This assessment currently comprises three components, general chemistry, nutrients and biology, with an aesthetic component still being developed. Waterway stretches are routinely sampled and the results of the analysis are collated each year and added to the previous two years' data to produce a classification. This gives a snapshot of the water quality for that period. The GQA is measured against three parameters, Ammonia, Biochemical Oxygen Demand (BOD) and Dissolved Oxygen. The classifications range from A to F, with A being "very good" quality and F being "bad" quality. The data that is produced can be used to monitor improving or deteriorating quality and to assess compliance with RQOs.

The two canal stretches between Johnsons Hillock to Blakey Hall are classified GQA grade C which is "fairly good" quality. The summit pound (Blakey Hall to Greenberfield Locks) is classified GQA grade E, "poor quality" and results from low dissolved oxygen levels. The water in this pound is supplied from the Winterburn reservoir and the Foulridge group of reservoirs as well as stream and land drainage water. It is possible that the water from these sources is naturally low in oxygen and, due to the slow flowing nature of the canal, there is little opportunity for reoxygenation. It is more likely that the cause of the low oxygen levels is the presence of algae in the canal during the summer.

EU Designations

The East Lancashire section of the Leeds & Liverpool Canal is not designated under any European directives.



Discharges

There are currently two discharges to the eastern section of the canal that are consented by the Environment Agency. Both are treated sewage effluent discharges, the first is a discharge from the Clayton-le-Moors sewage treatment plant into the canal and the second discharge is from a private sewage treatment plant serving the sailing club at Foulridge, which discharges to a tributary of the canal. These discharges have a minimal impact on the chemical water quality but will have a localised impact on the microbiological quality in the vicinity of the discharge.

The canal also receives discharges from ditches and land drains along its rural sections and surface run off in urban areas. The rural discharges can bring with them slurries, manure and chemicals from agricultural properties and sewage effluents from domestic properties. The urban run off can bring oils and chemicals from industrial sites, sewage and "grey" water from the sewerage infrastructure and solids, metals and oils from roads and car parks. These discharges generally have low concentrations of contaminants but can have a large impact cumulatively. These types of discharges are very difficult to trace and often rely on the public reporting them as pollution incidents before they are resolved.

Pollution Incidents

The canal, as with other waterways, is susceptible to intermittent pollution incidents.

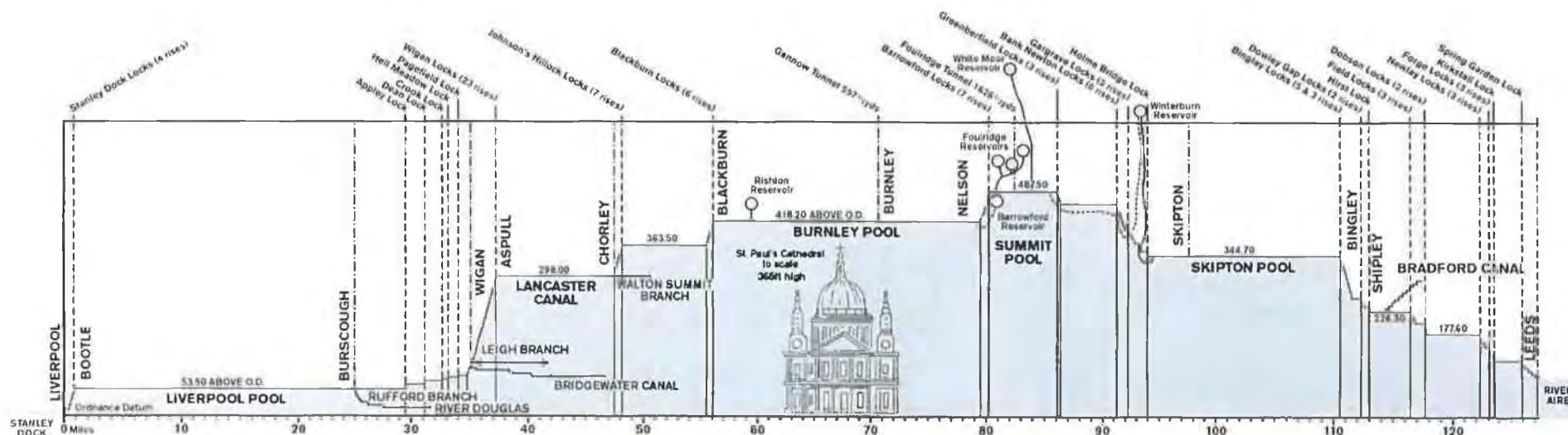
Between 1999 and 2001 there was one "category 1" and four "category 2" pollution incidents on the eastern section of the canal. These are incidents that have a large environmental impact or require a large input of time and/or resources to trace or remediate; these are shown in Table 2. As well as the larger incidents there have been a number of smaller "category 3" incidents each year, which tend to be of minimal impact.

Along the canal are premises that are responsible for regular pollution incidents. One of these is the Whitebirk Trading Estate, east of Blackburn. The site has a history of causing oil pollution incidents to the adjacent canal. The Environment Agency have been investigating the site over a number of years to establish the cause of the problem. There are thought to be a number of land drains that enter the canal from under an adjacent landfill, but it is not known whether the oil comes from the trading estate or is seeping out of the landfill.

At Feniscowles, a vacated oil storage depot is thought to be leaching contaminants into the canal. The site is due to be redeveloped for housing and the developer is currently undertaking ground investigations in order to establish the extent of the contamination and the remediation that will be required.

Date	Grid Ref	Category	Premises	Pollutant	Place
26/03/99	SD844347	1	Chemical Manufacturer	Other	Burnley
22/05/99	SD648253	2	Construction	Crude sewage	Blackburn
12/05/00	SD900414	2	Land spreading	Dilute slurry	Colne
26/10/00	SD705299	2	Not identified	Diesel fuel	Blackburn
05/11/00	SD366045	2	Not identified	Oil	Lydiate

"Grey" water is dirty water from sinks, dishwashers, washing machines etc. that are incorrectly plumbed into the rain water drainage system that subsequently discharges into a waterway. This water is polluting in quantity and can effect the chemical and microbiological quality of the receiving watercourse.



Water Resources and Abstractions.

There are currently two abstractions from the eastern section of the canal, cooling water for William Blythe Ltd at Church, which is returned back to the canal with only a small loss and another for Bursco in Burnley. Water demand in the whole canal amounts to 12,335 mega litres a year, of which 16% is used for lockage and 68% is loss from the system.

Key Issues

Nutrient enrichment

The Leeds & Liverpool Canal is affected by nutrient enrichment causing it to show signs of eutrophication in some stretches. Eutrophication can lead to a variety of water quality problems such as low dissolved oxygen levels at night, which impact on the aquatic ecosystem, reducing the diversity and abundance of fish and invertebrates. Eutrophic waters are also vulnerable to the development of toxic blue-green algae, which pose a health risk to humans who use the canal for recreation and animals who are watered from the canal. At particular risk are the two canoe centres at Foulridge and Burnley where there is a more direct contact with the water. Excessive weed growth caused by eutrophication can also restrict navigation.

In the Blakey Hall to Greenberfield lock section, it is suspected that eutrophic conditions are causing algae blooms, which cause large diurnal variations in the dissolved oxygen concentrations. During the day the algae supersaturate the water with dissolved oxygen as they photosynthesise, but at night they respire and use up almost all the oxygen within the water. This has the potential to cause fish mortalities as the dissolved oxygen falls to very low levels. This stretch of the canal has failed to meet its RQO target for the last three years due to low dissolved oxygen levels, thought to be as a result of algae. Table 3 shows the levels of nutrients (nitrate and phosphate) in the eastern section of the canal.

The canal is fed from reservoirs, which are ideal habitats for algae. Water with potentially high nutrient levels (from surrounding agricultural sources) enters the reservoir and

accumulates. In the spring the increase in daylight and temperatures along with an abundant supply of food (mainly phosphate) give ideal conditions for algae to develop and reproduce forming a "bloom". The water, along with the algae, is then fed into the canal, where more nutrients are available, from the direct canal feeds. The algae can continue to grow, producing another bloom within the canal.

The presence of algae in the reservoirs and canal is entirely natural and an essential part of the ecosystem. It is when the level of algae becomes unbalanced that water quality deteriorates and other aquatic species are effected. It is not possible to eliminate algae from the canal or reservoirs so to limit the blooms, the nutrient supply should be reduced or eliminated. Within the canal and reservoir catchment areas the predominant source of nutrients is agriculture with a small input from sewage effluent at Foulridge and Clayton Le Moors.

Nitrate and phosphate are essential plant nutrients, which are spread by farmers to enhance their crop quality and yield. Unfortunately they can be highly soluble and easily washed off the land if spread at the wrong time, over applied or spread inaccurately. Farming in the eastern Lancashire section of the canal is mainly of an upland type, with sheep and cattle predominating. Fertilisers are still applied to the land and with the higher rainfalls there is a greater risk of run off and leaching. Farmers with land sloping towards the canal or in a reservoir catchment will have a large proportion of their land drainage entering the canal system. In order to reduce the loss of nutrients from the land, farmers should be encouraged to follow the Code of Good Agricultural Practice and to establish a programme of routine soil analysis so that fertiliser use can be targeted. These should reduce the level of nutrient loss and give a cost saving for the farmer. In a small catchment, where the problem is more serious, the Environment Agency should be encouraged to carry out pollution prevention visits to give advice to landowners.

Leeds & Liverpool Canal	Nitrate Mg/l NO ₃		Phosphate Mg/l P	
	1995	2000	1995	2000
Canal Stretch				
Johnsons Hillock - Rishton	3.06	3.66	0.09	0.06
Rishton - Blakey Hall	2.52	3.14	0.03	0.04
Blakey Hall -Greenberfield Lock	4.12	4.90	0.04	0.04

As well as algal blooms the nutrients can cause excessive weed growth. In the stretch between Blackburn and Burnley, the canal has large growths of aquatic weeds that spread across the channel impeding navigation. British Waterways spends considerable time removing the weed from the channel in order to keep it open for boat traffic.

In addition to reducing nutrient loss at source by pollution prevention advice, there are a number of actions that can be taken to reduce the impact of nutrients and algae on the canal. Reservoir inflows and outflows could incorporate managed reed beds that would encourage the uptake of nutrients before the water entered the main body of the lake or canal. The reeds would also provide habitat for zooplankton that feed on algae and so limits algal blooms that do occur.

Within the canal areas of marginal planting could be established to provide habitat for zooplankton that will naturally limit the algae.

Aesthetic quality

The Leeds & Liverpool Canal winds through some of Lancashire's most beautiful rural countryside. In these sections the main aesthetic impact comes from increased water turbidity due to boat traffic and the algal blooms in the summer. As the canal moves into the towns the emphasis alters, and the main aesthetic impact comes from litter. This ranges from small items like crisp packets, up to large items including fridges and furniture. British Waterways' employees undertake weekly trips along the canal during the summer to remove litter.



One issue to come out of the study is the need to convey to the public the dangers that litter causes to canal users and wildlife and how it reduces the attraction of the canal for locals and tourists alike. A collaborative project with local schools to educate children on the issues of litter and to raise the profile of the canal as a recreational and educational resource may reduce the problem in the future.

The canal is regularly used for dog walking and dog fouling is a widespread problem. There are very few dog waste bins along the towpath; provision of these near to main access points may encourage owners to clean up after their dogs.

Recreational Water Quality

The canal is used by both locals and tourists on a daily basis for a variety of past times. Use of the water body is limited to boaters, canoeists and anglers. Although the canal is monitored for chemical water quality there is currently no bacteriological monitoring carried out (there is currently no requirement unless the water has been designated as Bathing Waters under the EU Bathing Waters Directive). Bacteriological quality is important because high levels of faecal bacteria and viruses will increase the chance of users, who accidentally swallow canal water, catching waterborne diseases. Whilst these are usually only minor illnesses such as gastro-enteritis, they can have a serious impact on the recreational value placed on the canal. There are two canoe clubs on the canal, one at Foulridge and one at Queens Park, Burnley, consideration should be given to a full Recreational Water Quality Report for the areas around these sites. The reports would investigate issues of faecal contamination - including bacteriological and sanitary surveys, blue green algae, leptospirosis and chemical contamination, and give recommendations on the findings. Two such reports have been undertaken by WCR, one for a proposed canoe club on the Limehouse Cut, London and one for an existing activity centre in Birmingham, where cases of gastro-enteritis had been reported. Long term bacteriological monitoring of the canal should also be considered. Liaison with both groups could be established to promote British Waterways' Waterway Code and to promote the canal more widely for this type of recreation.

The eastern section of the Leeds & Liverpool Canal is not currently designated as a fishery under the EU fisheries directive, although it does contain good stocks of coarse fish. British Waterways may wish to consider extending the number of sections of the canal it leases to local fishing clubs. This could promote the feeling of "ownership" by the fishing club members, which will help to keep the canal and its surround tidy, and increase the number of visitors. Access to the canal for fishing could be increased by the provision of parking areas in more rural locations, these could then be used by both anglers and the public. It would be important to retain sections of canal, particularly in urban areas, for fishing by the general public.

Summary

- The Eastern Lancashire section of the canal is generally of fairly good quality.
- The summit pound suffers from nutrient enrichment which gives rise to algal blooms and low dissolved oxygen levels. Water quality in this section is classified poor. Farm based pollution prevention visits will help reduce the problem at source, while provision of reed beds and marginal habitats in the feeder reservoirs and canal will reduce the impact locally.
- The canal suffers from occasional serious pollution incidents; targeted pollution prevention visits could limit the number and severity of future incidents.
- The canal is not currently monitored for bacteriological quality. There are two canoe centres on the canal that may benefit from full Recreational Water Quality reports.



Weaving sheds - Nelson

strategy

Strategy Overview: Realising the Vision

In progressing a strategy for the Leeds & Liverpool Canal that can inform and inspire at a number of strategic and local levels, it is worth revisiting our vision statement for the canal.

Our intention is for:

"A vibrant, unique trans-Pennine waterway destination that embraces its industrial heritage and creates a focus for economic, social and environmental renewal and recovery"

The statement is simple, realising the vision is somewhat more complex. We have established the valuable resource that the canal provides but in order to progress the vision then the active support and co-operation of a wide body of organisations and communities needs to be sought.

This strategy section of the document provides the concepts and means as to how it might be realised. It has been written in a way that should be clear to any reader and whoever may use or have an interest in the document and the taking forward its recommendations.

To appreciate how the strategy has been conceived and how it can be delivered, several fundamental issues should be considered:

A Question of Scale

"Some people lose their sense of proportion; I've lost my sense of scale " wrote the author Will Self about a character coming to terms with the concept of scale and how it affects our perception of the world.

It is easy to lose a sense of scale. The study spans approximately 35 miles of canal, passes through five sizeable towns/cities and has the potential to influence the lives of the half million people that live in East Lancashire. From the outset the study has needed to adopt a strategic outlook, to pursue a common vision across the local authority boundaries and to develop a singular canal identity. Equally, the importance of the

"local" must not be underplayed, the individual qualities of a site and its community that provide local distinctiveness. The wide ranging benefits that canalside regeneration can bring rests in the sum of its parts, which is so often greater than the whole. Such benefits accrue not in discrete locations but along its entire length.

The Strategy seeks to show through priority case studies and design guidance how strategic thought and planning can translate into positive development. This demonstrates how targeted actions could contribute to regenerating an area (with the canal as the focus) at a more local scale. This "zooming in and out" of scale will hopefully provide future decision makers and people responsible for implementing projects with the following insight at the both strategic and local scales. Naturally, for particular sites and certain types of recommendation (i.e. specific buildings, wildlife habitats, access points and development areas) further research and feasibility work will need to be undertaken to successfully achieve not just that project but ultimately the overall vision across not only East Lancashire but West Lancashire too.

Project Life - Timescale

Realising the vision for the Leeds & Liverpool Canal in its fullest sense and similarly the regeneration of the East Lancashire towns, may take up to 15 years. The Strategy acknowledges this timescale in its philosophy, funding themes and medium to long term actions. The full social, environmental and economic benefits may not materialize until the end of this 20-year period. This does not however preclude short term action and real benefits delivered within a 0 - 5 year time period. This Strategy also offers achievable, realistic actions and delivery within this shorter timescale.

The influence of both scale and timescale have to be appreciated in embracing the Strategy set out here and have to be managed in it's delivery stage in the future.

The Type of Project

A project can mean different things to different people. A project is also itself determined by time and its scale or physical extent. This Strategy includes suggested projects that may take the following forms:

- **Canal corridor initiatives** extending throughout the 35 miles – such as trails, signage and a new moorings strategy;
 - **Area wide initiatives focused on the canal** – eg Red Rose and East Lancashire Regional Park;
 - **Initiatives within funding area or administrative boundaries** – eg boundaries of SRB programmes;
 - **Localised** – focusing on particular features, areas or community group or parish council boundaries, eg Common Ground initiatives such as the Local Distinctiveness - Parish Plan;
 - **Single development sites** – defined by land ownership, planning policy land allocation or legislation eg Hargreaves Warehouse, Church;
 - **Extensive development sites** – defined by multiple land ownership, planning policy, physical demarcation, eg Weavers Triangle;
- And lastly:
- **Projects** that may be integral to each of the above but with no visible physical output. These may include tourist promotion, job creation, forms of promotion and art strategies.

Project Realisation

Within the scope of this study it has not been possible to prepare detailed project briefs. Invariably there is more work to be done to turn the recommendations contained in this Strategy into live projects on the ground. Some projects for example can be achieved in a relatively straightforward way. Site specific, canal infrastructure improvements can be identified, linked to funding and delivered as part of a sequenced programme of works. At the other end of the scale



the priority sites identified for development may require more detailed feasibility work, cost forecasting, planning and environmental consents and the securing of appropriate funding. This is before works can commence on site.

Project realisation needs to run parallel with realisation of the Vision for the Leeds & Liverpool Canal Strategy. This will only be achieved by establishing appropriate partnerships and by assembling experienced teams to deliver different projects. Successful realisation will require sound project management that follows information and guidance contained in this Strategy. This strategy provides what has not been done previously. It offers a comprehensive review and a future direction for the Leeds & Liverpool Canal which is essentially a continuous, all-inclusive resource linking people and places across Lancashire.

Data Management and Cross Referencing of Related Data

Much of this report has been generated by overlaying data using computers. It is sometimes problematic to recreate this way of viewing information on paper. Where different but related resources need to be shown together every effort has been made to represent this clearly in graphics or described by text. In many cases the projects and recommendations have been developed by integrating different data such as heritage sites and social deprivation. Often these have been taken through as specific actions where there are potential benefits environmentally, socially and economically.

As the delivery of the Strategy progresses it will be important, because of the huge scale of the target area, to continue the process of managing new data (additional survey work, performance indicators and new opportunities) overlaying these to help informed decision making to take place. This will help to build a data base that will be helpful to ongoing delivery by agents and aspects such as developing and monitoring performance indicators as part of sustainability.

Collective Ownership

This document has been prepared primarily for the three clients; the North West Development Agency, British Waterways and English Heritage to support and take forward the project's main aims. In addition the document is intended to inspire those reading it and at the same time be both accessible and useful to a wider audience. This wider audience comprises the following non-exhaustive list of potential policy makers, delivery agents and people interested in the canal's future.

- **Local Authority Officers** – (At county and district level) Development Planning and Development Control Teams, Economic and Property Development, Leisure, Tourism, Recreation, Social, Rights of Way, Community Development and Housing teams. This includes delivery of projects and policy makers.
- **Local Politicians and Ward Members**
- **Parish Councils**
- **Community and Local Interest Groups** – Prospect Groups
- **User Groups**
- **Environmental Agencies** – EA/EN/EH/CA
- **Trusts** – Waterways Trust/Local Wildlife Trusts
- **Funding Agencies** – Arts and Heritage Lottery
- **Project Manager/Delivery teams** – A project this extensive warrants a dedicated individual with resources to deliver a programme of improvements.
- **Developers/Potential Partners** – Private and Public
- **Land Owners**

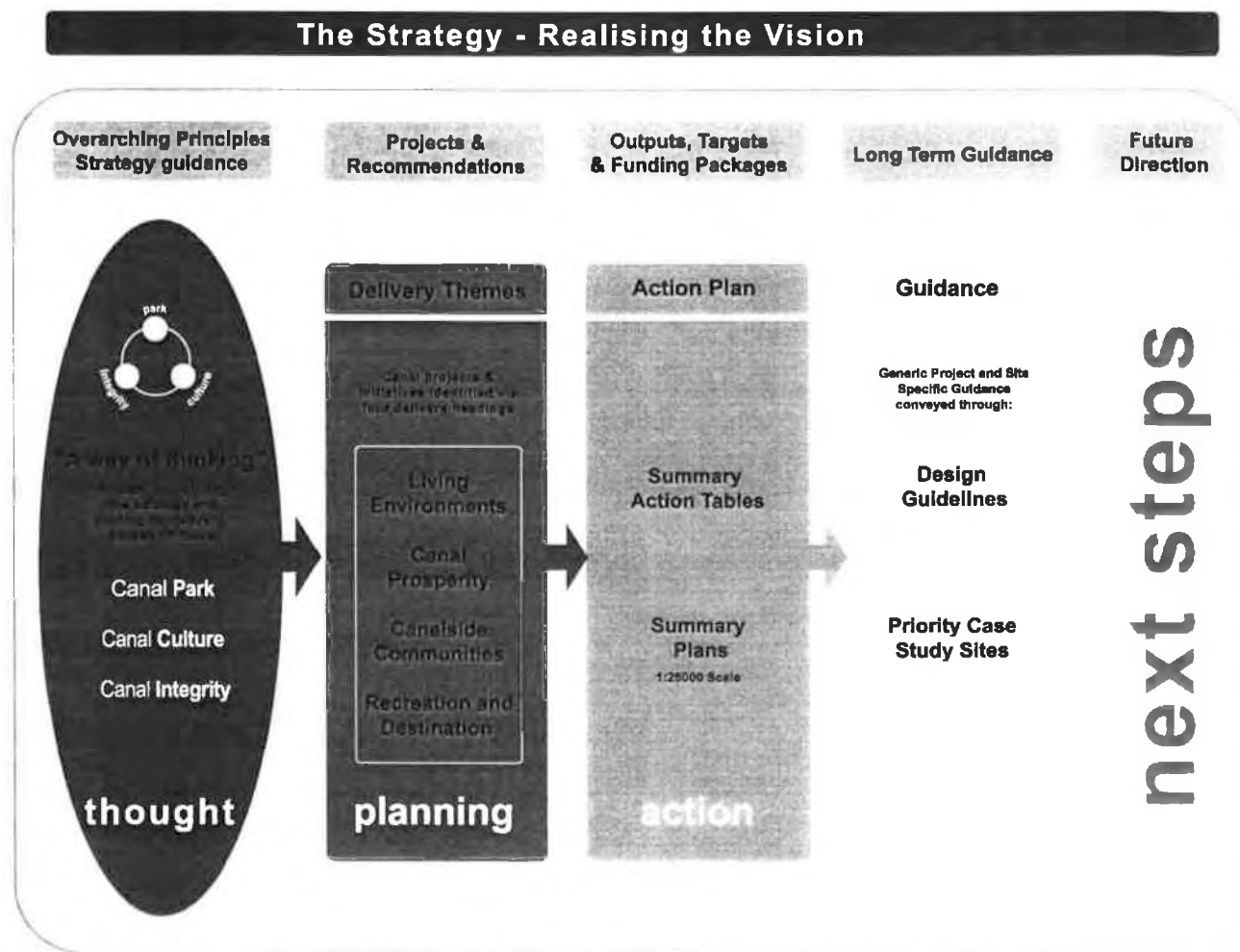
This emphasises the range of people and bodies that could be involved to help jointly secure delivery of this Vision for the Leeds & Liverpool Canal and projects extending over the next 20 years. The list also highlights potentially how wide-ranging the audience for this document is.

Strategy Content

The diagram shows how the Strategy is structured and how it may be realised. By the very nature and scale of this area based, evaluation study the document has had to be flexible both in its appeal and usefulness. It is intended to be used in different ways by different people with the ultimate goal of realising the overall vision.

The component parts making up the Strategy are:

- 4.2 Ways of thinking
- 4.3 Delivery Themes - Issues and Opportunities
- 5.0 Action Plan - Strategic and Local Recommendations
- 6.0 Design Guidelines
- 7.0 Priority Case Study sites - these help support and illustrate the more generic design guidance
- 8.0 Next Steps





"A Way of Thinking" (Section 4.2)

Any Strategy with an intended life that extends across a wide geographical area, over a number of years and across a range of potential projects (related directly and indirectly with the canal) requires solid guiding principles, conceptual ideas and policies. They should be something that everyone can buy into and readily understand. Their influence is intended to range from the strategic (forming the basis of Supplementary Planning Guidance for instance) through the local (such as simply assisting a user group in identifying and seeking funding for a new project). They promote the idea of the "wider picture" and the canal as a continuous feature crossing boundaries at all levels of administration. Three core guiding principles have been identified:

- Fostering a **"Canal Culture"**
- A **"Park within a Park"**; the canal corridor working as a leisure and tourism focus within the wider regional park.
- Ensuring **"Canal Integrity"**; cherishing local distinctiveness and conserving/enhancing those key qualities of the canal that make it special and familiar.

These principles are intended as benchmarks for Strategy and filter through to the Strategy Themes, Action Plan, Design Guidelines and Case Studies. They are independent of scale, time and project type.

Delivery Themes (Section 4.3)

Four delivery themes set the context for the action plan. These represent grouped, canal-related themes and priorities that compliment and support National, Regional and Local initiatives, statutory and non-statutory guidance as well as the findings in this study. These achieve two goals:

- To identify the main themes that will focus effort and guide specific projects and recommendations contained in the Action Plan and;
- To form the framework for establishing specific targets and outputs by which the social, environmental and economic benefits arising from this Strategy can be measured

Action Plan (Section 5.0)

The Action Plan comprises specific projects that can be strategic (applicable to the entire length of the canal and study area) and localised in nature. They are defined within summary tables and where possible illustrated on 1:25000 summary plans.

Design Guidelines (Section 6.0)

The series of suggested Design Guidelines serve three purposes:

- They can be used to guide best practice in the delivery of specific projects identified in the Action Plan;
- They may form the basis of Supplementary Planning Guidance to inform decisions on planning applications adjacent to or relating to the canal;
- Support the outline proposals shown in the Priority Case Studies.

Priority Case Study Sites (Section 7.0)

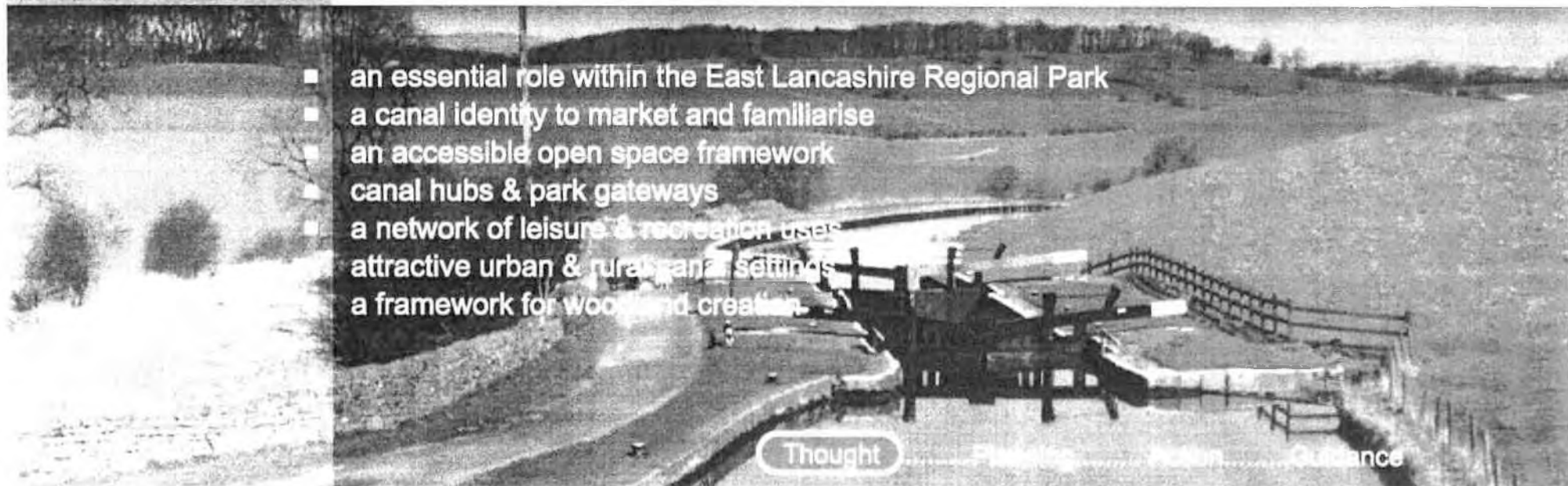
The priority case studies have been selected and identified through close liaison between the client group and the consultants. Because detailed technical and investigative work is not within the scope of this study each case study area is intended to be illustrative only. They are intended to show how different elements of the Strategy can be applied to particular sites in a pragmatic way based on the research in this study. They also help illustrate how some of the Strategy's guiding principles might be explored on what are priority sites.

Next Steps (Section 8.0)

To ensure successful progression and realisation of the Strategy, "Next Steps" is represented at the very right of the flowchart. In this section of the document are set out those priority actions that need to be pursued.



park





The Regional Park and Canal Park Concepts

The philosophy of a regional park for East Lancashire is explained in section 2.2 of this report. It is an ambitious initiative that will deliver a new identity for the region over the coming decades, enhancing quality of life and developing East Lancashire as an attractive and prosperous place in which to live and work. The foundation for Regional Park success essentially shares the same principles of our canal philosophy:

- An integrated and enhanced recreation and tourism framework that benefits from a defined "park" (or "canal park") resource;
- The engendering of a "park culture" (equally a "canal culture"); an embracing of the park ideology in economic and social terms;
- An integrity; building on local distinctiveness, conserving and enhancing those key qualities of the region that make it special and familiar (environment, wildlife and heritage, conservation in brace with new development, innovative and sustainable solutions).

A balance of scales, from regional to local character, from regional to local facility, is as relevant to the regional park concept as it is to the canal network. Equally, emphasis must be placed on consideration of time-scales and how best to realise the vision for a regional park by means of realistic short and long term objectives.

The Role of the Canal

The role of the Leeds & Liverpool Canal is a vital catalyst to regeneration within this regional park framework. The Canal Park "Blueprint" map shows the location of the waterway, its central location within the proposed "intensive" park network and its direct links with the "extensive" park north of Foulridge. The canal forms a recreation corridor that links the Lancashire canal towns and villages to their rural surroundings and ultimately with each other, both in a physical sense and also as a legacy of the region's industrial past. It is a familiar and

instantly recognisable feature of the local landscape (whether urban or rural) and the potential attractions of the waterside environment give a unique asset for the regional park and its development.

As a core element of the regional park vision, the development of canal focussed concepts need to relate closely with the wider initiatives of the park; the underlying themes of gateways, linkages and the various park "NETS" that are proposed. This holds significance in that if the park in its widest sense is to succeed, then these baseline concepts and principles need to work seamlessly and present an integrated resource. The re-emergence of the Leeds & Liverpool Canal is ongoing and will provide a spine around which the park can develop; the successful establishment of a regional park will, in return, create a framework within which the canal environment can thrive.

Concepts for an Integrated Canal and Regional Park Resource

Canal Identity

The Leeds & Liverpool Canal in East Lancashire holds intensely positive and negative perceptions that often rest uncomfortably side by side. The notion of a tranquil and rural waterway amidst a Pennine backdrop is mirrored against virtual "no-go" zones of perceived industrial decay and urban blight. The canal in East Lancashire has seen many positive improvements over recent years, although the "canal renaissance" that is being experienced elsewhere within the network has yet to be fully realised. The East Lancashire Regional Park concept is a prime opportunity to raise the canal's identity and to emphasise the canal focus within the park framework. Where the canal's more "scenic" lengths offer an established recreation setting, the challenge faced is to pull this vibrancy and activity into the towns and cities and to instil the canal as a positive asset in its entirety.

"A Trans-Pennine Route of Industrial Culture":

An identity for the Leeds & Liverpool Canal does not need to be sought. The canal's industrial legacy is its prime asset, a wealth of industrial heritage that is beyond comparison and which provides a huge potential for marketing the canal as a singular experience. The key to unlocking this potential is to celebrate the industrial past of the canal and its "reason for being" in tandem with a new climate of recreation and tourism and "canal discovery". Actions and initiatives for the Leeds & Liverpool Canal should focus on this industrial legacy, considerations being:

- The significance of unique canal structures and buildings and their contribution to local distinctiveness;
- The potential to understand the historic landscape of the canal and its wider setting through interpretation, education and information provision;

- The opportunity to pursue a canal-focussed cultural initiative, potentially extending the full length of the Leeds & Liverpool Canal and reinforcing its regional status.

The Route of Industrial Culture in the Rhur Valley, Germany is a good example of where this concept has been adopted successfully elsewhere.

"Safeguarding Character"

It is vital that the canal's many intrinsic character traits are not eroded further through inappropriate development. Methods should be sought to conserve and enhance existing positive canal landscape character and canal vernacular. At the same time contemporary, canal focussed development that will embrace and enhance the canal environment in urban centres should be encouraged. The design and development guidelines later in the study provide examples of best practice.

A Strategic Open Space Framework

The canal in its most local form is a linear park or recreational facility; a narrow corridor along which a variety of recreational pursuits can take place. Connecting with this linear corridor is a hierarchy of open green space, ranging in terms of scale and use. It is this range of existing and potential space provision that creates the scope for connectivity and fulfilling a more progressive park concept.

"A Combined Open Space Strategy"

The progression of an open space strategy that adopts "joined up thinking" and maximises the canal's role within the proposed regional park concept is an essential action. The opportunity has been taken within the study to broadly assess the open space resource of the canal corridor and to present a series of opportunities by which open space frameworks could expand and develop both in urban, urban edge and rural contexts. Facilities, connectivity, perceived needs and potential development sites have been taken into account for this broad overview, tying in with proposed hub creation points and

potential canal/park gateways (see following section). A sequence of open space progression is suggested, based on the following criteria:

- Urban canal-side and pocket parks - Recreational open space should be encouraged in urban areas adjacent to the canal and at logical focus points of local activity. Canal focussed hard landscape centred around development or open green space will, if managed properly, provide a valuable local spatial framework and sequence of canal "nodes" of activity;
- Formal parks with defined recreational facilities and attractions - Larger defined park areas with a mix of recreational uses, of which the canal forms only a part. The canal/park relationship should be strengthened as a matter of priority where existing parks adjoin the canal corridor;
- Urban/rural park interface zones - Larger tracts of public open space and parkland that link the urban fringes with the wider landscape beyond. This is a critical driver for the Regional Park concept, this being the most strategic aspect of open space and recreation resource to develop. Several zones have been identified along the canal corridor that could successfully provide these interface zones.
- Rural landscapes - The canal as a feature of a wider, established landscape character where actions should ensure that this character is conserved or strengthened.

Canal Hubs and Focus Points

Any recreational use of the canal relies to a large extent on regular points of interest and activity; natural "hubs" at which to arrive or stop, to focus, to spectate and to orientate. These points will develop at sites with at least one resource, leisure focus or point of interest, attracting groups of people to the canal-side and providing a level of vibrancy and animation. Types of sites include:

- Canal related facilities or services (public houses, restaurants, mooring basins, business uses, etc);
- Key connection points for defined trails and paths, possibly linking to a canal-side facility;

- Historic or structural features of the canal which may attract interest in their own right or which form natural points of activity, for example an historic building, individual bridging point or a flight of locks;
- Park settings adjacent to the canal, with associated facilities;
- Areas linked closely with town centres

The scale of a canal hub depends largely on the range of uses within any given location. There may be only one point at which a canal visit is made, and the visit may not always be directly waterway related. A canal hub or gateway serves as a point of discovery for many people and as such may be the catalyst for future visits and further exploration.

A Network of Canal Hubs and Park Gateways

The East Lancashire Partnership stresses the creation of major "gateway sites" as a core concept of Regional Park development. In addressing the interests of both the canal network and park strategy, a logical hierarchy of canal hubs and gateways should be pursued. These gateways must be strengthened or encouraged at locations of existing/potential canal activity across urban centres, urban fringe and rural locations.

The study takes a broad assessment of the canal length and identifies locations where potential hubs and gateways to the canal (and in turn to the wider Regional Park) could develop. Many areas are already established as canal and potentially park focus points. Some however are reliant on continued development and/or support in terms of regional park strategy.

Considerations:

- Each settlement on the Leeds & Liverpool Canal should develop at least one canal "hub" or focus of attention;
- "Primary gateways" to the canal and wider park need to be established. These are sites with the most significant potential for tourism and leisure, either because of their proximity to urban centres for or because of their



recreational potential as a canal "event" or gateway to the extensive areas of the Regional Park;

- Blackburn and Burnley are the prime urban focus of the canal length; primary gateway sites are suggested at both centres, along lengths which are accessible from the town centres and which could accommodate a variety of uses in a diverse canal environment;
- Foulridge is a popular existing semi-rural canal hub. It is suggested as a location for the development of a primary park gateway site;
- The urban centres of Accrington and Nelson both adjoin the Leeds & Liverpool Canal; though not as central as Blackburn and Burnley, they nevertheless have concentrated urban populations and key gateway opportunities are identified at both locations;
- Proposed urban/rural park interface areas have the potential to be significant canal and park gateway sites. This is, however, dependant more on the commitment to creation of these recreation-focuses than the singular attraction of the canal
- Not all hubs and gateways can be identified, only those areas which are considered of strategic importance as a sequence of "canal events" throughout the length. There is the potential for any number of supporting hubs to develop in response to development and recreational use.

Access and Connectivity

To work effectively, the suggested open space framework and hierarchy of hubs and gateways need to network, as a part of the AccessNET put forward within the Regional Park proposals. The Leeds & Liverpool Canal is the most significant link between resources, though there is much scope for encouraging and reinforcing a variety of link routes providing for local access and the means to travel beyond the canal towpath. Considerations include:

- Access at regular and logical intervals;
- Connections to nearby and satellite recreational and leisure use sites;

- Local transport network and future plans;
- The current network of footpaths and cycleways;
- Clear signage, reinforcing a sense of location in relation to surroundings;
- Access for All;
- Making the canal more "permeable" to users;
- Reducing the impact of the M65 motorway as a boundary to movement.

"The Leeds & Liverpool Canal: a Trans-Pennine Trail"

There is the scope to promote the canal as a long distance trail thereby providing a wider and more involving experience than merely a single visit. This concept has been used on other canal lengths with varying success.

"An Integrated Access Network"

- **Existing trails** - A strategy for improving canal connectivity should first look to utilising the existing designated path and cycle trail network as the access "net" that links the canal with wider landscapes and surrounding recreation resources. The many footpaths and trails that inter-connect with the canal are an immense resource but are seldom signposted or made known. A "house style" should be adopted for all routes and trails, and these should tie in ideally with canal hubs wherever possible; some trails could possibly extend or divert in order to do this.

Town centre links and discovery trails should be encouraged, working the canal into the framework of an urban location and making it an active and positive aspect of its fabric.

- **Transport** - Public transport links should be used as a means of access to the canal and as a means of extending recreation opportunity. The linearity of a canal often limits its use and can discourage wider exploration of the canal network. Defining ways of encouraging circular trails and extending the zone of discovery will improve more innovative recreational use of the canal.

The potential exists to utilise the rail network for canal access, there being numerous points at which stations are sited close to the canal corridor. The potential for using water borne transport as a means of wider access and experience should not be overlooked. Many miles of the Leeds & Liverpool Canal through East Lancashire are free from lock flights, providing scope for uninterrupted movement of boats. The Forth & Clyde Canal rail link in central Scotland is an example of where this has been achieved.

- **River valley networks** - A concept for connectivity with wider landscapes (and in fuelling the regional park ideology) is to utilise the river network environments that bisect the canal corridor, in conjunction with the River Valley Initiatives for the Darwen and Calder Valleys. Most of the watercourses serving these valleys cross the canal, running from high to low ground and generally from south to north. The canal in marked contrast follows the contours of the landscape, running essentially east-west. As such the streams, watercourses and rivers provide a symbolic link from moorland to canal, from canal to valley. Similarly, the rivers fulfil a similar role in linking moor to town and town with valley.

This concept of a water linked access initiative ties in neatly with a number of the Regional Park NETS, notably AquaNET and AccessNET. It would aid the development of a regional park that links well with the east-west connectivity of the canal environment; a network of pathways that are characterised by the rivers they follow and the features and facilities that are encountered. In any "journey" along these pathways or routes, the canal inevitably will form one feature of the journey. Similarly, in any "journey" along the canal, several potential linking routes of discovery will be crossed, linking to the wider park, either north towards the Calder and Ribble Valleys, or south to the Pennine moorlands. A number of defined trails already exist that broadly follow river courses and provide this mechanism for linkage. Interestingly, Burnley has recently utilised its network of urban natural watercourses as one means of town centre interpretation, although the canal potential remains to be fully realised.

The "Source to Sea" Initiative provides a basis for partnership working between British Waterways, the River Valley Initiatives and with the Environment Agency where the canal and river networks intersect.

Woodland Creation

There are numerous benefits in encouraging the development of woodland throughout the canal corridor. The creation of woodland planting could support:

- Habitat creation;
- Visual context and mitigation of negative impacts;
- Recreation potential linked to woodland;
- Integrating the canal corridor where development has left scars or where land has been fragmented with little alternative use.

An overriding issue is that woodland creation along the canal needs to be considered and logical. There is little value in ill-considered schemes that may ultimately fragment the canal landscape and impact adversely on its inherent landscape character. Ecological consideration should have a key role in the nature and extent of woodland establishment and its long term management in any given location, in accordance with setting and in line with Biodiversity Action Plans. Consideration of sub ground archaeology should also be given in the location of woodland planting and consultation with English Heritage should be undertaken. Mitigational and recreational initiatives may provide opportunities to fund habitat improvements in areas of little wildlife value.

"A Woodland Creation Strategy"

A suggested conceptual zoning plan in conjunction with the objectives of Elwood, to drive and direct woodland creation at appropriate locations. Scope also exists to work in partnership to identify woodland creation sites in the vicinity of the canal, with River Valleys Initiatives, The Environment Agency, The Forestry Commission and other interests. Lancashire County

Council has set a key target of increasing the area of native woodland within the county by 2016.

Broad areas of progression are identified:

- Open rural canal landscapes: restraint and careful consideration;
- River valleys: many canalside wooded areas are associated with the river valleys that cross it. Looking at ways to enhance woodland and habitat creation in these areas would reinforce the character of these junction points and improve canal/river habitat linkage;
- Urban edge and degraded landscapes: degraded urban edge landscapes would lend themselves ideally to woodland creation, serving the community forest objectives of habitat creation, screening of adverse development and in providing a recreational resource close to urban populations. This concept could be another key driver of the regional park initiative linking closely with the canal network; utilising the canal as a major link to these urban edge landscapes would reinforce the canal's role within the wider park as well as providing a distinct identity in what are often poor and neglected canal environments;
- M65 corridor: the development of the M65 runs in close proximity with the canal corridor, with some sections of canal actually having been diverted. Inevitably there are fragmented parcels of land and disturbed ground between the two, together with canal sections that are heavily exposed to the motorway and often within audible range of traffic. The rural and secluded nature of the canal has been impacted upon heavily; pockets of woodland establishment throughout this length may help mitigate these aspects to some degree in the longer term. Elwood have recently completed an assessment of potential woodland development sites in respect of the M65 motorway corridor, on behalf of the National Urban Forestry Unit. (Refer to action plan maps for further details in Action Plan section of the strategy).

Extensive Landscapes

The "local landscape" of the Leeds & Liverpool Canal has been the focus of park strategy thus far, the canal passing through a range of both urban and rural landscapes and providing the "familiar" character of the canal profile.

Separate from the local canal landscape are those areas that are remote; the wider landscapes of the region that comprise the higher ground of the moorlands and the main river valleys (Ribble and Calder). This extensive park environment is linked visually to the canal and provides a constant source of reference and orientation. It is the backdrop to the canal in much the same way as it is the backdrop to the towns and villages along the canal. Opportunities to safeguard and maximise comprehensive views from the canal corridor should be a consideration as part of any development proposal.

Visitor Potential

The region is poorly served with quality hotels and overnight accommodation of all types and at all scales. A core aspect of developing leisure and recreational use of the canal and encouraging further canal visits would be to develop a network of accommodation types with a canal focus. This has merit whether the regional park concept progresses or for simply pursuing the concept of the canal as a more integrated leisure and tourist facility.

A range of facilities and locations will bring benefits for a number of leisure, business and tourism uses. They could be waterway specific, serving canal orientated leisure use or equally for non-waterway related visits to the area (i.e. the canal becomes a setting, or is incidental, but creates an all important "first contact" with the canal environment). Using the canal as a base for wider exploration of the regional park would be an effective means of structuring and promoting both canal and park tourism.

All means of accommodation type should be explored, based on the potential growth/type of visitor market and the nature of stay. There are opportunities to respond to a diversity of visit time-scales ranging from single nights, short breaks through



to longer single or multi-location holidays (such as long distance trekking, be it along the canal or along another defined trail) with the canal acting as a both gateway, setting and focus. Accommodation types could comprise a mix of canalside or nearby developments that might include:

- Hotel;
- Bed & breakfast;
- Bunk barn;
- Camp and Caravan sites;
- Holiday properties.

Development should progress with due regard given to the conservation of canal integrity. There will be many locations where conversion of existing canalside buildings presents an ideal opportunity for accommodation, possibly as a component of a wider business strategy. More urban locations will generate the potential for new-build initiatives on brownfield sites. Neighbouring canal sites in rural locations may often be better placed for informal accommodation types such as camping. The significance of canal proximity needs to be balanced against the wider canal character, which cannot be compromised by inappropriate siting of new development.

A New Canal "Focus" or New "Event"

The concept of a "main park focus" has been identified within the Regional Park proposal. This need not necessarily be canal focussed, but is a suggested new development of regional significance.

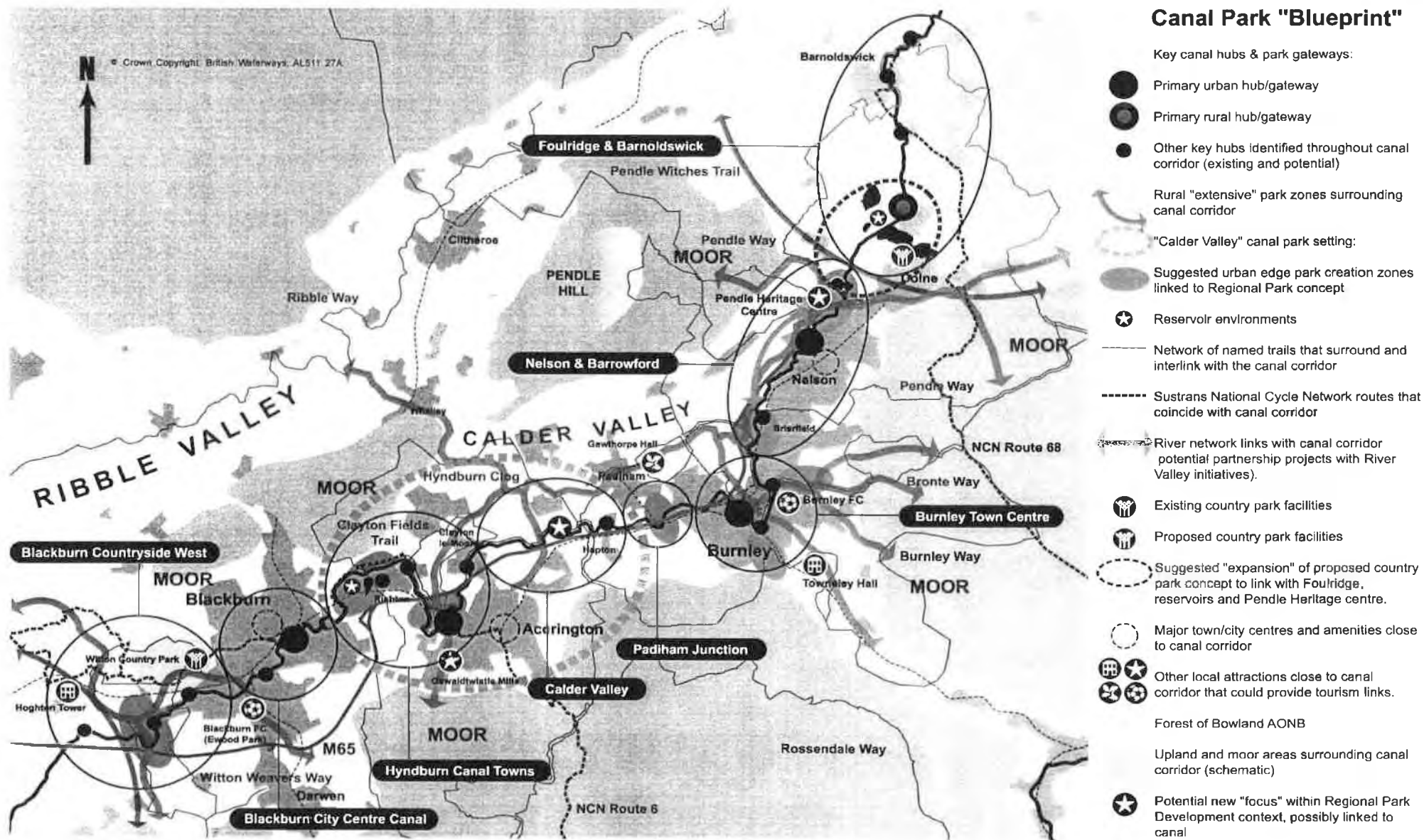
The potential for linking the canal with this focus should be explored. In terms of "putting the canal on the map", a project or scheme of national standing could single out the Leeds & Liverpool Canal as a destination, also as a landmark for the region. The development at Liverpool sets a high profile western terminus development, Leeds sets a developing and vibrant urban waterfront, if not a scheme of national significance; locations such as Bingley hold regional sway as unique canal environments and popular visitor venues. The park would give identity to the area long-term, but the concept for a high profile initiative should also be explored as a further way of enhancing the image of the Leeds & Liverpool Canal.

Examples of regions and cities that have key landmarks and attractors include Gateshead's Angel of the North and Millennium Bridge and the Falkirk Wheel.

Summary

The regional park concept cannot succeed at its current scale without commitment to far reaching objectives and solid concepts. The issue of balance of scales and timescale discussed earlier are both crucial elements. The park concept requires a cultural change and cannot succeed by mere designation. A series of park "scales" are inherently created, of which the canal corridor forms one, a credible and achievable "spoke" of the wheel. Elements of the park need to have individual identities that can then be realised over time to fulfil a combined and integrated regional "whole". Again, the strength of character of the Leeds & Liverpool Canal defines a recreational asset with concepts that can work either at an immediate canal level or that can ultimately combine within the wider setting of a regional park.

The following plan illustrates a strategic approach to canal length in relation to it developing in a regional park context. It is not definitive, but is presented as a basis for further development.





Blackburn Countryside West

Potential Regional Park Network

- Leeds & Liverpool Canal, Riley Green to Cherry Tree Blackburn;
- Witton Country Park;
- Darwen River Valley;
- Feniscowles: paper mill and landfill sites, leisure development potential;
- Hoghton Tower;
- The Witton Weavers Way;
- Sustrans proposed National Cycle Route 6;
- Rural extensive countryside; connectivity with rural farmed landscapes.

Objective to combine the existing framework of resources to the west of Blackburn more effectively, utilising the canal as a core element of Regional Park development.

Park Creation Opportunities (Regional/Canal Link)

This whole area is an important urban edge gateway to the wider countryside setting west of Blackburn. Witton Country Park is an established recreation focus within easy reach of Blackburn town centre via train/bus/car. The Leeds & Liverpool Canal in turn provides a direct link from suburban Blackburn that quickly becomes rural and tranquil towards Riley Green. Its close links with the Witton Weavers Way path network and the wooded River Darwen valleys ensure a strong connectivity with the surrounding landscape and the scope for reinforcing these links should be explored. The remediation of landfill sites at Feniscowles provides a recognised development opportunity for recreation and leisure (Blackburn BC) which could have a positive canal focus and could help generate a wider park framework around the canal corridor. Established attractions such as Hoghton Tower provide for a wider visitor base that could utilise the canal corridor as part of an overall day-visit experience.

Key Canal Hubs and Park Gateways

Cherry Tree

Here the canal runs at its closest to Witton Country Park and much more should be made of the potential for linking the park and waterway more effectively. The local railway station provides immediate access for both the canal and the park. To fuel the wider regional park strategy, Witton Park itself should be better accessed from the station as a secondary park gateway point, making more use of Pleasington Playing Fields, the River Darwen and the Witton Weavers Way as local links to the core park area. The Witton Weavers Way could ideally divert to include the canal junction point at Cherry Tree Bridge, also linking with the station and a better-defined access to the park.

Riley Green

A "rural hub" and informal canal park gateway is identified at Riley Green Bridge (91A), with a public house focusing on the canal and nearby boat moorings at Finnington Bridge (91B). The bridging point is also a key route between the motorway and Hoghton Tower, which raises the profile of the canal gateway to passing traffic.

Feniscowles

StockClough landfill site provides a potential for new recreation and leisure adjacent to the canal. This could form an urban edge park gateway for the canal between its urban and rural lengths and provide a focus for recreation in and around the Darwen Valley and Witton Weavers Way.

Blackburn Town Centre Canal Network

Potential Regional Park Network

- Leeds & Liverpool urban canal corridor, Cherry Tree to Whitebirk;
- Darwen River Valley and pathway network;
- Blackburn town centre and amenities;
- Blackburn FC;
- Sustrans proposed National Cycle Route 6 and local cycle routes;
- Queens Park (indirect);
- Canalside parks and connecting open space.

Objective to identify a series of canal priority lengths which could develop as canal hubs and gateways and provide a more accessible resource within the city.

Key Canal Hubs and Park Gateways

Blackburn Town Centre and Eanam Wharf (Primary hub and gateway length)

This length needs to be a primary focus and city centre/canal interface, a focus of activity and facilities along the urban length of canal that runs closest to the city centre. Eanam Wharf and visitor centre create the current focus for the canal to the east of the town centre, although the gateway needs to expand westwards along the corridor to Higher Audley in order to more effectively fulfil the city centre gateway concept. The proximity of major transport links adds weight to this length of canal developing as a primary gateway site.

A clear link route needs to emerge from Blackburn town centre out to the canal (recognised within the Blackburn LP). The bus terminal and railway station presently severs the canal from the town centre, though there is a real opportunity to integrate these into a town/canal link route. This should also link with the proposed National Cycle Route (Sustrans).

The creation of an urban park focus is also suggested as a significant part of this primary "gateway" setting. This would tie in closely with the suggested town centre/canal link and would create a positive open green space within the urban canal corridor. The vacant land between the canal and the railway presents an ideal opportunity, with a possible bridge link to connect with established open space at Higher Audley on the canal offside.

Blackburn Locks

An urban canal hub is developing around the Blackburn Locks section of the canal corridor. The locks provide a natural focus of activity, with development of canalside amenities and restoration of canalside property helping to raise the canal profile. A number of adjacent sites require targeted canalside development to improve the context of this natural focus point. Several of these form canal corridor development sites (Blackburn BC).

Green Park

A potential urban park enhancement area is identified at Green Park. There is opportunity to enhance the relationship of the canal with the existing park and to maximise the potential of adjacent vacant land on both sides of the canal to make this more of an integrated local canal/park gateway. The Darwen Valley Walk crosses beneath the canal viaduct at Queen's Park and provides a rare connecting opportunity with open space networks on the south side of the city.

Imperial Mill/Blackburn Gateway

The easternmost limit of Blackburn presents an uninspiring introduction to the town via canal, being an area of primarily industrial estate and employment zones. This trend is set to continue with the identification of further development sites and a new link road to junction 6 of the M65. There is however a distinct opportunity to vastly improve canal character along the urban edge in line with Blackburn Borough Council's Environment Improvement Corridors policy ENV6 (the canal corridor) and Greenspace Corridors Policy LNC4 (Borough boundary length through Whitebirk). Imperial Mill could be utilised as a canal activity focus and gateway "landmark", while the canal itself could serve a sustainable transport solution through cycling (or even boating) to work.

Hyndburn Canal Towns

Potential Regional Park Network

- Leeds & Liverpool Canal corridor, Whitebirk via Rishton and Church (Accrington) to Clayton-le-Moors;
- Hyndburn Brook;
- Rishton Reservoir;
- Hyndburn Clog and Canal Clog trails;
- Clayton Fields Trail;
- Sustrans proposed National Cycle Route 6.

Objective to encourage a series of town related canal hubs and gateways that links each of the settlements with a more structured open space network. The creation of a more attractive landscape setting for the Hyndburn Canal Towns in which the canal plays a key role.

Park Creation Opportunities (Regional/Canal Link)

Rishton Reservoir

The potential for a leisure and recreation focus centred on Rishton Reservoir and based around an extension zone for community woodland, extending from the urban edge employment zones of Blackburn through to Rishton (Hyndburn Borough Council identifies the area as an "Area of Special Landscape").

A significant park gateway site could develop at Cut Park adjacent to the reservoir, with the potential for an associated canal focus/gateway at any given point between bridges 107-107A as part of this leisure/recreation focus. Hyndburn Clog and the proposed National Cycle Route 6 converge along this canal length, providing a basis for wider urban/rural links from the defined urban edge park area.

Hyndburn Brook (Church)

Suggested informal enhanced path network and woodland structure to the north of Church, linking with suggested canal hubs and gateways for the length. The semi-rural context of

the area has been eroded over time (and most recently with the M65 construction) leaving a fragmented and open landscape.

Key Canal Hubs and Park Gateways

Church (primary gateway)

Church's proximity with the urban mass of Accrington marks it out as an important gateway to the canal (and potentially into a wider park framework). It is the halfway point of the Leeds & Liverpool Canal with a significant heritage potential, although the location of Blythes Chemical Works creates a number of issues that may restrict development. Several canal hubs could develop along this length which could combine to form a significant canal focus (see Case Study section for more detailed information).

Rishton

Canal hub creation linked to the suggested park creation area, also at Rishton Bridge which provides the closest link with the town centre.

Clayton-le-Moors

Distinctive under-utilised canal buildings at Enfield Wharf have the potential to provide a focus for canal activity that could link well with any developments at Church. Whalley Road Bridge and the Albion Pub provide a second, established canal focus that provides a direct link with the town centre.



Calder Valley

Potential Regional Park Network

- Leeds & Liverpool Canal corridor (Clayton-le-Moors to Hapton);
- Burnley Way, Hyndburn Clog and Canal Clog trails;
- Altham Clough and Woodland;
- Extensive park vantage points.

Objective to develop Hapton's role as a gateway point to a wider, less structured extensive park environment. Integrate the canal with any new development focus that may take place via the Regional Park initiative.

Park Creation Opportunities (Regional/Canal Link)

This length of canal is fairly remote from settlement and sits in a part of the Calder Valley that is considered "intensive" in terms of the Regional Park framework but which relates more with the wider landscapes surrounding it. This "Calder Valley" landscape provides an important semi-rural divide between the major canal settlements, despite the proximity of the motorway. It does not need structuring as a park environment, but its value should be recognised and measures taken to conserve the its exposed character and prospect.

Key Canal Hubs and Park Gateways

Hapton

Hapton provides the only settlement canal focus along this isolated length of the Leeds & Liverpool Canal. Emphasis should be placed on Hapton as gateway point to the Calder Valley and as a more rural length for boating and canal-focused activities. The station point provides good access and the town length could readily connect with nearby trail networks.

Regional Park Focus Development

Progression of the Regional Concept identifies the opportunity for a new development focus within the Calder Valley, possibly in a location that may tie in with the canal corridor. Any development that may proceed needs to be linked closely with the canal network and relate with Hapton in terms of facilities generation.

Padiham Junction

Potential Regional Park Network:

- Leeds & Liverpool Canal corridor (Rose Grove length);
- Padiham Railway cycle route (proposed);
- Defined "Major Open Area" at Green Brook (Burnley Local Plan);
- Gawthorpe Hall (indirect);
- Bronte Way (indirect);
- Burnley Way (indirect).

Objective to encourage a town-edge parkland focus within a deprived urban ward and form a local gateway to the wider regional park framework.

Park Creation Opportunities (Regional/Canal Link)

The Leeds & Liverpool Canal's approach to Burnley via Padiham Junction holds little positive identity, although the "Major Open Space" designation around Green Brook (Burnley Borough Council) provides significant potential for enhancing the canal environment through park creation. The Local Plan intention is for this area to be retained and where possible enhanced for its recreation and amenity value, ultimately to be incorporated into the East Lancashire Regional Park.

The canal is central to this area and will be an important focus for any wider park facility that develops. A local nature reserve provides a level of wildlife interest, while there is significant scope for the fragmented woodland at Padiham Junction to be enhanced via urban edge woodland creation and management. The area also can act as a hub point for the proposed Burnley cycle network, including a key link that utilises the route of the former Padiham Railway that provides connectivity between Padiham and Burnley. Safe pedestrian routes across the canal are limited and a new bridge link across the canal would benefit its amenity usage.

Burnley Town Canal Network

Potential Regional Park Network

- Leeds & Liverpool Canal corridor, M65 aqueduct to Thompson Park (all Conservation Area);
- Burnley embankment (Leeds & Liverpool "Straight Mile");
- Town centre amenities;
- Towneley Hall (indirect);
- Burnley Way;
- Bronte Way;
- Rivers Brun and Calder;
- Thompson Park/Queen's Park ("Major Open Areas");
- Canalside parks and connecting open green space.

Burnley town centre has a strong framework of open space with the potential to link well within an integrated regional park. The canal is a primary resource for the town, its under-utilised length providing a wealth of potential gateway points and canal "hubs", some of which are already emerging through development. The canal essentially encloses the town as a linear urban "park" and could be marketed and developed as a core aspect of Burnley's identity.

Canal Hubs and Park Gateways

Weavers Triangle (primary gateway and canal focus)

A characteristic length of canal with many surviving historic canal buildings and structures, there is immense potential in the redevelopment of this entire length and in providing strong links with the town centre. This is a primary gateway site to the canal and should develop as such. The Inn on the Wharf development has kick-started the process of regeneration. Sandgate represents a prime conservation-led development opportunity and canal focus, with additional potential for a new-build regeneration focus linking town and canal (see Case Study section for more detail).

Finsley Gate and Straight Mile

The vacant property at Finsley Gate provides a natural canal focus as a potential canal hub at the head of the "straight-mile" canal length. Nearby open green space provides an indirect link route to the open moorland south of the town; the area is identified as "Major Open Space" within the Local Plan and the intention is to develop and integrate these areas as a part of the Regional Park.

Thompson Park and Queens Park

Opportunities for urban park expansion could integrate the canal more effectively with the open space framework surrounding the canal. Thompson Park is an established and popular recreation focus, although Queen Park is less structured and more "municipal" in feel and could be significantly improved (again, both are identified as "Major Open Space" within the Borough). Disused canal arms could be restored as a part of this urban park "hub", linking water-based uses with other park activities. The more expansive open space framework provides a clear urban-rural link via the Burnley and Bronte Way.

Nelson and Barrowford Water Park Network*Potential Regional Park Network*

- Leeds & Liverpool Canal corridor, Brierfield to Barrowford Locks;
- Reedley Hallows (greenbelt);
- Pendle Visitor Centre and adjoining park, Barrowford;
- Victoria Park, Barrowford.
- Pendle Water and associated footpath network;
- Pendle Way;
- Pendle Witches Trail (indirect);
- Bronte Way;
- Canalside open space network, Nelson north (playing fields, allotment gardens);
- Barrowford Reservoir;
- Greenbelt zone surrounding motorway terminus.

The development of a park network that reduces the barrier context of the M65 motorway, maximising on the Leeds & Liverpool Canal and Pendle Water as recreation corridors and creating two distinctive canal/park gateway zones at either end. The creation of a distinctive canal gateway within Nelson that would serve as a primary urban canal gateway.

Urban Edge Park Creation

There is a limited framework of open green space directly adjoining the canal corridor through Nelson, where the canal environment tends to be enclosed, urban and restrictive. In contrast, Pendle Water on the opposite side of the motorway has several associated park areas alongside it. Greenbelt areas surrounding the M65 at Brierfield and north of Nelson (at the confluence of Rivers Pendle and Colne) are both highly accessible resources from Nelson, although the motorway corridor is impacting on their character. A strategic approach to park creation could be to link and enhance these two protected areas of open green space via Pendle Water and the Leeds & Liverpool Canal. The canal is central to both zones and could provide an urban route in either direction

from Nelson town centre. Opportunities for woodland creation would help mitigate against the impacts of the motorway and create a more appealing canal environment through these urban edge landscapes.

- Suggested Brierfield Canal Park:

An area of fragmented woodland and unimproved grassland, the entire canal length is classified as a wildlife site. The area separates Burnley and Nelson and this division should be maintained and reinforced. The canal would form a key focus and park gateway, with the potential for creating an access "hub" near Lob Lane bridge. Additional facilities for moorings would help address the general lack of facilities along this length without impacting heavily on its open urban edge character. The river runs east of the motorway at this point and provides the opportunity to strengthen links across the motorway corridor.

- Suggested Pendle/Colne Canal Park:

Significant woodland creation opportunities to enclose the motorway along its terminus towards Colne, together with wildlife enhancement potential centred on the river systems. The Pendle Heritage Centre and Barrowford Locks/Reservoir provide recreation hubs around which the informal park framework could develop. The canal again provides the central link from Nelson town centre, this whole area serving as a transition from the "intensive" regional park environment out towards the more rural Pennine areas.

Nelson Canal Hub and Gateway

Nelson presently lacks a significant gateway point to the canal, despite its proximity to the town centre. Opportunities are limited, but the recently restored Yarnspinners Wharf at Carr Road presents significant potential. This vacant and attractive wharf building provides a visual focus and canal prospect, sited on a main access route and close to nearby public facilities. Its use not only for canal related activities (e.g. visitor centre, boat trip station, canal info point) but possibly also as an exhibition, community or function space could provide a civic focus that would raise the profile of the canal within the town.



Foulridge & Barnoldswick

Potential Regional Park Network

- Leeds & Liverpool Canal corridor, Foulridge northwards;
- Reservoir network (Whitemoor, Slipper Hill, Foulridge Upper and Lower);
- Local defined cycle trails;
- Extensive rural surrounding landscape;
- Proposed country park facility at Foulridge Reservoir, Colne;
- Pendle Heritage Centre;
- Pendle Way;
- Pendle Witches Trail;
- Pennine Way (indirect).

To make optimum use of the canal corridor within a rural "extensive" regional park framework.

Creation of a primary canal/regional park gateway location, encouraging more use of the canal corridor by local populations and increased tourism.

Utilising the Market Town Initiative to explore ways of integrating Barnoldswick more effectively with the Leeds & Liverpool Canal.

The Extensive Park Network

The open Pennine landscapes north of Foulridge provide the wider rural regional park setting for the canal. Foulridge Wharf and reservoirs are a primary draw for recreational use and a country park facility is proposed within the Pendle Local Plan near Foulridge Upper and Lower Reservoirs. This "Area of Special Landscape" encompassing the reservoirs and Foulridge area is from a waterway perspective critical, in terms of its scenic value and as a gateway setting to the extensive regional park. The proposed A56 road corridor scheme would impact severely on the canal landscape and subject a further rural length of waterway to the impacts of nearby road construction. If this were to occur then the first truly "extensive" rural length

would commence at Greenberfield Locks at the limit of the regional park.

Canal Hubs and Park Gateways

The whole area is essentially an "extensive" park framework within the Regional Park proposal, of which the canal corridor plays a central role. Several hub and gateway points provide regular established and potential focus points throughout the rural length:

Foulridge

Potential to develop the wharf area immediately north of the tunnel further as a primary canal focus. Restoration of canal buildings and structures and a rational network of footpaths and trails could link closely with the suggested country park area, reservoirs and more distantly, the Pendle Heritage Centre as a series of "hub" sites. The disused railway line that forms the basis of the A56 proposal would make an ideal linking footpath/cycle route linking Foulridge with Colne and Earby, possibly with a new footbridge provision.

Salterforth

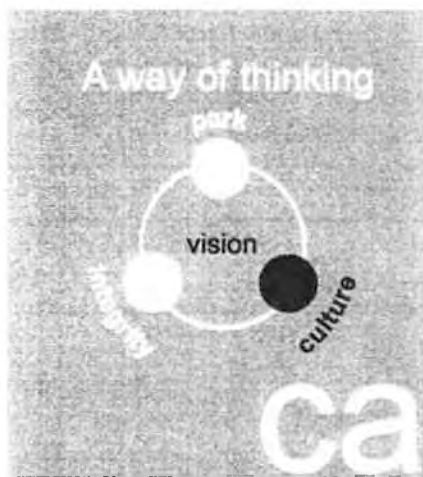
Established rural canal focus at the Anchor pub immediately adjacent to the canal.

Barnoldswick

The town and canal corridor are not particularly well linked and there are currently no real canal hubs. There is, however, an opportunity to encourage some form of development that would link the town more closely and create a genuine destination point at Barnoldswick, linked possibly to moorings provision, a boat trip base or with a wider leisure and tourism focus.

Greenberfield

The well-maintained lock flight at Greenberfield is an established visitor destination and canal hub/gateway. Several path networks converge on the lock area and there are well-integrated facilities such as limited parking and picnic area, which do not impact heavily on the setting. This is a prime example of an informal but significant canal hub contributing to the wider park landscape.



culture

- defining culture
- a cultural strategy for the Leeds & Liverpool
- culture as a business
- a sustainable canal network
- balanced decision making
- cultural marketing, education and awareness

Thought

Planning

Action

Guidance



"The Mainstream"

Establishing what is termed a canal culture is the second of the three ways of thinking behind this Strategy.

There is no absolute definition of culture. It touches the lives of the young and old, multicultural and faith communities and those living in towns, villages and rural areas. Central Government guidance emphasises that culture can enrich society and maintains that the benefits of sustainable growth in East Lancashire's culture and local economy should be available to all who live and work in or visit the area.

The canal is already a strong and positive cultural asset. It provides a continuous physical feature across the study area connecting people and places. This combination holds further potential to support regeneration; grow tourism; stimulate inward investment; enhance the image of the area; raise people's aspirations and bridge social divides.

The concept of canal culture must be made to work alongside this strategy's other ways of thinking, the park principle and canal integrity to secure the widest benefits for all from these opportunities. Getting the idea of canal culture into everyone's way of thinking is the first step. Using canal culture in the mainstream vocabulary of decision-making is the next.

But, culture is complex. It embodies tradition, experience, legend, landscape, language and those qualities that add colour to our lives and communities whilst giving us a sense of belonging to a place and time. Embarking on this path towards a lasting canal culture as part of East Lancashire's future will be a challenging journey. The inclusive definition of culture adopted by the Department of Culture, Media and Sport gives an appreciation of how wide-reaching these challenges and potential benefits could be since; "...culture embraces the arts, sports, libraries, museums, heritage, archaeology, archives, architecture, crafts, reading, parks, tourism and countryside recreation."

This strategy considers that the canal has the potential to connect with the cultural sector of East Lancashire in different locations and in many different ways. The cultural sector can make a vital contribution to all aspects of East Lancashire life which, allied closely to the future vision for the Leeds & Liverpool Canal will help deliver the many different aspects of

this Strategy. The concept of canal culture filters through all of the themes and actions in this strategy. How can the idea of canal culture become part of the mainstream thinking?

"Cascading the Culture"

In many ways, culture in its widest sense is already acknowledged as being central to the regeneration process of East Lancashire. "Culture is already a serious business in the Northwest" wrote Felicity Goodey, chair of the North West Cultural Consortium in the Cultural Strategy for England's Northwest. This notion of culture being a business that generates income as well as improving peoples "quality of life" is a key concept in this Strategy. What is missing currently is a holistic approach to culture along the Leeds & Liverpool Canal.

(A sense of balance is needed to ensure that the competing pressures on cultural resources do not end up compromising those qualities that make them distinctive in the first place - such as heritage and wildlife resources. Guiding and controlling this will be discussed under the third way of thinking - Canal Integrity.)

The canal is such a strong asset and symbol that this strategy consistently promotes the need to recognise this idea of the "bigger picture". It is significant to this study and the idea of establishing a canal culture that the City of Liverpool, marking the western terminus of the Leeds & Liverpool Canal, is currently bidding to become European Capital of Culture, 2008. Similarly, in the east Leeds City Council are preparing a Cultural Strategy for the city under the title "Growing People - Growing Creativity". In between these two "poles" Pendle Borough Council already have a cultural strategy and Blackburn with Darwen and Burnley local authorities are in the process of developing similar strategies. Hyndburn has a leisure strategy. Lancashire County Council has recently issued an initial position paper in advance of the Cultural Strategy for the County.

In Liverpool the Liverpool Culture Company has recently asked people what they see are the top ten cultural qualities that identify their city. The findings apply equally to the Leeds & Liverpool Canal and this Strategy. They also hold the potential to extend throughout the length of the canal corridor. The people of Liverpool included; themselves, the arts, heritage, creativity, city-life, music, learning and sports as cultural building blocks.

Cascading such ideas, approaches, community involvement and projects that originate in both cities outwards along the canal in a co-ordinated way will be one way of establishing a canal culture. Similarly, it is intended that canal focussed cultural initiatives will begin life in East Lancashire and along the canal. Co-ordinated and delivered successfully canal culture could influence and become integral to the cultural strategies of the two cities where the canal terminates. Engaging and inspiring communities along the way using the canal as a unifying feature will ensure an inclusive but "home-grown" and sustained cultural strategy.

A fundamental recommendation is to begin to build on the idea of the canal as a cultural corridor connecting Leeds and Liverpool. This would not be restricted geographically to the immediate canal corridor but would extend and reach out into the surrounding towns, villages and rural areas. Neither would the cultural quality and excellence of the corridor be limited to the few. This would be accessible by everyone in East Lancashire. The potential of this underused, continuous, cultural route is considerable. Being able to move by water, by foot or by bike along what could be viewed as a cultural route re-invented for the twenty first century, straight from home (or one of this Strategy's identified "hubs" - see Park Principle) offers many exciting opportunities.

Whilst the cities of Leeds and Liverpool are currently important cultural destinations it is intended through this approach the cultural profile of the East Lancashire corridor is raised to become a "destination" equal to that of the two cities. In the short term certain "hubs" may become key attractions but the idea behind canal culture is to encourage movement between "hubs" and outlying attractions opening up access to a hierarchy of recreational opportunities. The important aspect here is choice through information and opportunity. Central to the idea is that information will be provided to encourage visits or movement to other places and destinations using the canal corridor.

Canal culture is not intended to be merely a cultural tourism initiative but one that features in local people's daily lives. This will only be achieved through partnership, working across cultural policy makers and deliverers and stimulating cultural development throughout the canal. This need not be in competition with other destinations but in parallel.

One suggested theme along this route expressing Northwest culture, inspired by the extensive legacy of industrial heritage, might be the "Trans-Pennine Route of Industrial Culture". This is explored more fully in the previous Park Principle section. Potentially, there is a whole spectrum of canal-related, cultural and creative themes and projects that could be developed within the parameters suggested by this Strategy's three integrated ways of thinking.

Establishing and cascading canal culture will help to:

- Challenge perceptions of the area;
- Promote the areas' existing historic, social, environmental distinctiveness and diversity;
- Improve the overall quality of peoples lives;
- Secure inward investment;
- Attract and retain skills and talent in the area by supporting creativity, innovation and competitiveness;
- Re-invent the area to be desirable as a destination and as a place to live.

Devising a Cultural Strategy for the Leeds & Liverpool Canal should be a priority. This should be prepared through close reference to the complimentary cultural strategies being prepared by the Local Authorities as required by the Department of Culture, Media and Sport (DCMS)

With this intention of establishing and promoting the broadest concept of canal culture through East (and West) Lancashire there are some fundamental issues that require consideration.

"Navigating towards a Canal Culture"

The following are a mixture of ten key considerations, prompts and issues that would help establish a canal culture built on the vision expressed in this document and the wide ranging cultural assets evident in the East Lancashire corridor surrounding the Leeds & Liverpool canal. They should be seen in context with the recommendations set out in the other ways of thinking.

Re-engagement

Historically, the canal not only physically wove its way through communities it was threaded into daily life by contact and

association. Recently, whilst there have already been many positive wider initiatives such as the C2K project and individual, localised regeneration successes such as Eanam Wharf, Blackburn and the Inn on the Wharf, Burnley the canal is still to a large extent separate from the lives of many living close by. The canal's full potential as a cultural asset has not been fully developed.

To support any Cultural Strategy for the canal one of the key aims should be to re-engage local people and visitors alike with what the canal corridor has to offer. Regeneration of the East Lancashire corridor without including the community in the process is less likely to be unsustainable, will lack wider ownership and not bring about the whole-scale change that is so needed. Reintroducing people to the canal could follow many routes and take place at all levels. In order for any proposed cultural strategy to be successful it would need to be developed in liaison with region- wide agencies, policy makers and deliverers, the local community and in conjunction with the public, voluntary and private sectors. The synergy between these bodies and agencies is exactly what is needed as part of re-engaging people fully with the canal. The Creative Partnerships initiative and the best practice generated could help inform a future cultural strategy for the canal.

Engaging people more widely will secure ownership of the cultural strategy for the canal. An important aspect of developing the canal as a cultural asset in this way would be to promote self-esteem, capitalise on local distinctiveness and foster community pride.

Continuity – Completeness

This might seem an obvious consideration but is seen as a vital message in establishing a canal culture. The canal as a sustainable and distinctive routeway serving the East Lancashire corridor, easily accessible at both local and strategic levels serves as a unique cultural asset. It transcends administrative boundaries, connects two great cities and numerous and diverse rural and urban communities in between. It is a continuum, a common thread and an asset capable of having ownership by people living close by. For this reason it is time, on the back of this Strategy, to begin to consider the canal as "a whole". It should become the starting point for decision making in respect of wider regeneration of the East Lancashire corridor. The impact of redevelopment in one place

on the canal should be considered in the overall context of this Strategy.

A Sustained and Sustainable Vision

Culture and sustainability are closely allied. Development of all forms along the canal corridor should be sustainable. The North West England's Framework for a better Quality of Life, published by the North West Regional Assembly and the Government Office for the North West sets out a provisional vision which states the region should be:

- A healthy, safe and socially responsible region;
- People have access to basic necessities and are enabled to improve their quality of life;
- It is distinctive and tree-rich, safeguards its wildlife, landscapes and habitats;
- It conserves its historic environment and minimises waste;
- It is attractive, uses land efficiently and supports high employment.

These aspirations for sustainable growth should underpin any cultural strategy for the canal. They touch on all the aspects of this Strategy which seek to improve the cultural economy particularly through employment in canal culture industries such as recreation, tourism, the arts and heritage.

The promotion of sustainable practices and ideas throughout the life of the Strategy should be a key goal. This Strategy and any future cultural strategy should incorporate the concept of sustainable development. This will seek to integrate social, economic and environmental issues and to ensure that decisions include a consideration of long-term implications. Sustainable development is already implicit in all three key of the "ways of thinking" described in this Strategy.

The idea of canal culture should also be a long-term goal. For a recognisable culture to emerge will take time, it will also depend on achieving a critical mass of canal - related cultural activity. In the long-term, to secure a true re-invention of the area, any vision will need to be sustained. It will be important to sustain this vision for the Leeds & Liverpool Canal, keeping the idea of canal culture live. Central to this is ensuring this Strategy is made available to the widest audience, at all levels of decision making including the local community.



To measure the success of the social, economic and environmental benefits, investment in the cultural sector, attendance at events and achievement of specific outputs and benefits it is suggested that a benchmarking scheme is initiated. Findings from this will help track trends over time and allow informed decision making. In this way, particularly for the cultural tourism sector, the appeal and performance of different destinations and attractions can be measured and compared. This could be informed by the wider objective of developing and applying indicators in accordance with PPG12 to measure the success of work undertaken in contributing to sustainable development.

Balanced Decision Making

This last point emphasises why there is the need for balanced decision making throughout the canal corridor. There is significant potential for development along the corridor in both regenerative and cultural terms. Balanced decision making will help reinforce the identity of the canal corridor and ensure that interventions occur in the most appropriate location rather than be dictated by administrative or funding boundaries. Equally, imaginative, contemporary cultural projects can if handled successfully be promoted alongside the conservation of heritage and the environment.

Marketing, Education and Awareness

To support this strategy and the concept of canal culture the benefits of culture and creative innovation to businesses and visitors alike should be promoted. This should be delivered in a comprehensive and co-ordinated way. It will need to target different audiences ranging from schools and businesses to tourists and the local community.

The strength of the canal and its environs offer a strong well defined, cultural asset on which to base learning opportunities. This study identifies a range of subject areas relevant to the National Curriculum but also ones that inform learning about North West and East Lancashire culture. Such learning opportunities focussed on the canal could dovetail with complementary programmes to raise awareness of quality of life and framework for sustainability. On the Regent's Canal in London an Education Pack for the canal and community has recently been produced. A similar project for the Leeds & Liverpool Canal could be pursued, in conjunction with local

education authorities and where education and learning should be responsive to culture and respects diverse cultural needs.

The benchmarking scheme would help target awareness of cultural benefits to businesses, investors and decision-makers.

Thinking Outside the Box

The notion of canal culture should not be limited to the traditional perception of the canal as historic, leisure routes. The recommendations in this strategy identify many mutually supportive initiatives far wider than the canal itself. To generate the critical mass mentioned earlier, culture needs to be dynamic embracing sport, heritage, libraries, education, health as well as the arts. There is also the business cultural economy. The hubs and gateways described in the Park Principle could form the basis of business clusters supporting and being allied to canal culture. Conversely, existing clusters of businesses could become cultural quarters.

Cultural heritage could also be more dynamic. The North West Cultural Consortium supports this view. This Strategy promotes the creation of tomorrow's heritage and a new culture. The mixing of old and new, the sensitive introduction of new materials, new ways of living and new technologies should all be priorities. New technology also has an important role to play in thinking much more widely about canal culture, information and access. Since this study extends over such a wide area, many of the projects in this Action Plan and the basis of fostering a canal culture should exploit the potential offered by information technology.

Unique and the Commonplace

Canal culture should embrace what is distinctive and particular to the Leeds & Liverpool Canal as well as the commonplace. Together these define local distinctiveness, more honestly represent local culture and help define a sense of place.

Image

Central to regeneration, conservation and developing the canal and its setting as a cultural asset is image. Image impacts on local pride, social well being in addition to giving out the right message to potential investors and visitors new to the area. It embraces all aspects of the environment but also the real and

perceived quality of life. High design standards in the built and natural environment are essential. The North West Cultural Consortium are promoting the idea of "per cent for culture" which would secure money to assist in establishing canal culture as part of an overall image change.

Signage is an important aspect of image and culture. An important issue here is consistency throughout the length of the canal corridor with one style, one brand.

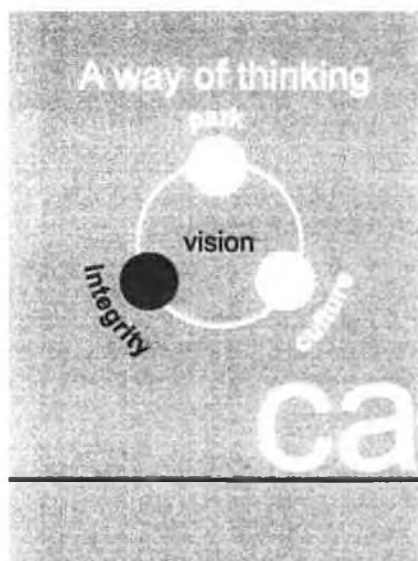
Destination creation is also intimately linked with canal culture and, in turn, image. The selected case studies explore the concept of making places, challenging perceptions and redefining boundaries. Part of guiding image through cultural change will be to extend the actual range of opportunities and to build on existing strengths.

A Unique Selling Proposition

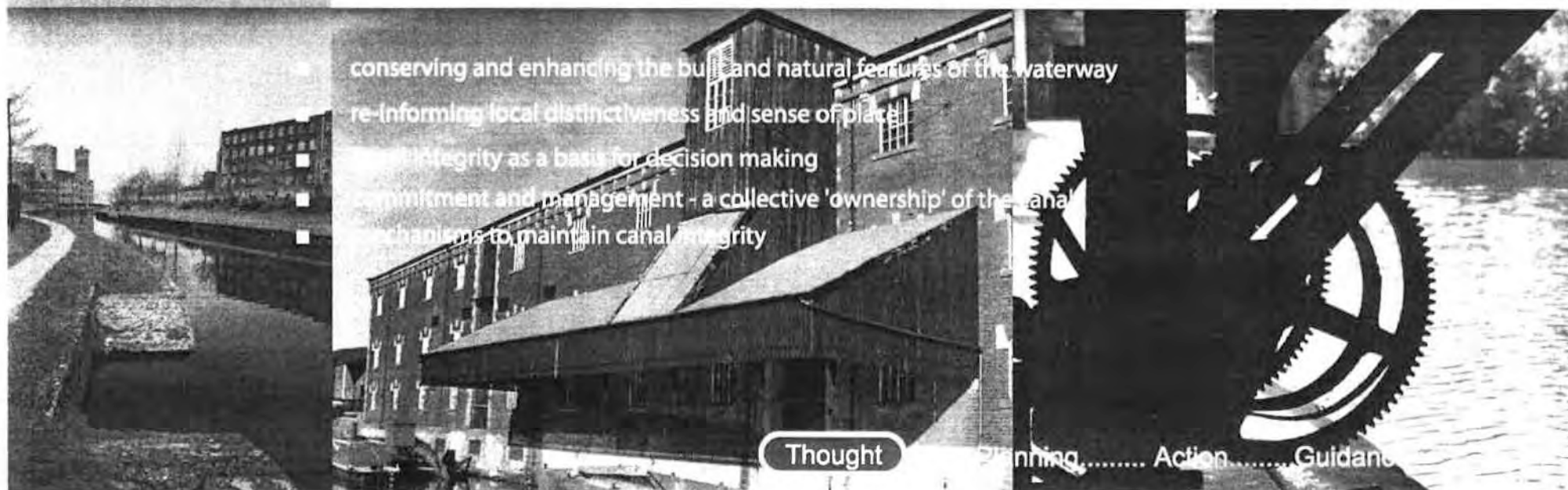
Identifying the essence of the canal corridor helps identify where the Leeds & Liverpool Canal can be marketed uniquely in comparison to other destinations. Getting across the complex nature of culture in a straightforward way will help to identify and secure financial investment and target potential investors. The notion of creating a unique selling proposition for canal culture is also implicit in the two other "ways of thinking".

Mainstream Versus Alternative Culture

Any future Cultural Strategy for the canal should embrace alternative cultures as well as those that are perceived to be mainstream. This is central to the issue of social inclusion and cultural benefits for all. For example Leeds City Council are currently running a project titled "Disability Culture" which looks at ways people with disabilities are left out of mainstream culture. Their findings and those of similar awareness groups should be applied to any future cultural strategy. The idea of alternative culture also extends to faith and ethnic groups. It will also be important to involve the voluntary and amateur sectors in establishing a canal culture.



integrity





Valuable Assets

Canal integrity comprises those built and natural features associated with the Leeds & Liverpool Canal, its unique spaces, places and the entire waterway experience that are so diverse along its course.

A draft Character Guide to the Leeds & Liverpool Canal was produced in 2001, documenting the distinguishing features of the waterway. Features such as the patterns of bridge construction, warehouses, date bricks in lock chambers, iron mile post design, boat decoration called "Brightwork", and wooden floors to the locks are all unique to the Leeds & Liverpool Canal. The waterway was built wide to enable boats to carry coal and raw and processed goods associated with the textile industry between Leeds and Liverpool. "Short boats" worked throughout the waterway and "Long boats" worked in the west between Wigan and Liverpool.

These generic, intrinsic qualities of the canal are its prime assets. Local materials, views, vistas and aspects, local distinctiveness, historical context, wildlife and habitats and canal infrastructure can also individually represent canal integrity. More often it is a combination of these qualities that make up the overall asset. It is the total experience that is at the heart of canal integrity. Being aware of this and maintaining this for the future will be vital in a climate of change if the canal qualities are to endure and the canal and its context are to be preserved as a valuable asset.

With change as an inevitable result of the regeneration of East Lancashire the issue of maintaining canal integrity is also important in realising the idea of the canal park and establishing a canal culture. It also has a bearing on the overall image of the Leeds & Liverpool Canal.

Decision Making

As with the other two ways of thinking developed in this strategy the need to preserve canal integrity should be central to all decision making. Many different people with wide ranging remits and responsibilities will potentially contribute to the realisation of this strategy.

Every decision made in some way affects the canal; a single decision that is made in isolation of the vision and guiding principles has the potential to erode the overriding integrity of the canal.

It is important that canal integrity is part of any wider programme of regeneration but also what might appear to be minor changes such as material selection or maintenance regimes. The message needs to reach all involved, whatever their role.

Wider dissemination and ownership of this document will help achieve this as will adoption of the strategy as supplementary planning guidance.

Sense of Place

Due partly to the fact that the canal is a contour canal it is intimately related to the landscape through which it passes. Despite vast physical, social and economic change around the canal its overall context remains remarkably intact. This contributes to much of the canal's appeal and the overall visitor's experience. This historic sense of place or the relationship between the canal and adjacent land use can be used to ensure the canal continues to "fit" its context.

A strategic and long term recommendation is to ensure that canal character and landscape character are placed as "controls" at the forefront of decision-making in relation to development.

Commitment and Management

An important issue in respect of working with the idea of canal integrity is that much of the delivery of this Strategy will be spread throughout the study area, often in discrete locations, not in contiguous lengths and by various delivery agents over varying time scales. It is easy to see how very quickly without proper co-ordination or overall guidance, the integrity of the canal becomes eroded. For example different signage, different materials intended for the same purpose such as the type of towpath surface material. This does not mean that there should be prescription or inflexibility in the way projects are detailed and delivered.

The five key issues set out at the beginning of this strategy are worthy of mention here as they will affect the success of holding on to those essential qualities that make the Leeds & Liverpool Canal so special. They are; the question of scale, time scale, type of project, project realisation, data management and cross referencing of related data.

Inherent to all these is the need to have skilled professionals, an appropriate management structure and an overview independent of time and geography. Integrity can be controlled partly through the design guidelines contained in this Strategy. These alone may not be enough to ensure canal integrity over time in a climate of change. What is recommended is something that could be considered as a "memorandum of understanding". This could be agreed between all delivery agents and partners to instil an ethic or culture committed to preserving canal integrity. The completion and publication of the Canal Character Guide could provide a useful record of the canal's characteristics for many users.

In the longer term there are several additional mechanisms that will help introduce more specific controls to maintain canal integrity namely:

- Planning control - the main issues here are set out in the key policies following on from this section.
- Development Briefs - Developing these based on further research and feasibility work will be vital to key sites but will also help inform other types of projects
- Continuity in project management - This is essential in carrying forward the Vision and balancing this with the very real issues that arise at implementation stage, maintaining canal integrity throughout.
- Maintenance - It is essential that ongoing maintenance and repair to the canal and its environs considers and maintains canal integrity. All agents, partners and stakeholders should show commitment to satisfactory maintenance, possibly through partnership, so as not to erode canal integrity or compromise character through inappropriate actions. Funding agencies very often only award grants on confirmation that the money is being well invested and the revenue aspect of schemes is shown to be adequately allowed for.

delivery themes

- Living Environment
- Canal Prosperity
- Canal Communities
- Recreation and Destination

Our delivery themes set the context for the action plan. These themes are grouped, canal related themes and priorities that compliment the Strategic Plan. Regional and local initiatives, statutory guidance as well as the findings in this study. These achieve two goals:

- To identify the main themes that will focus effort and guide specific projects and recommendations contained in the Action Plan and;
- To form the framework for establishing specific targets and outputs by which the social, environmental and economic benefits arising from this Strategy can be measured.

Thought..... **Planning** Action..... Guidance



1

Theme 1: Living Environments

The promotion of the canal and its environment through the arts and biodiversity. Actions link particularly to NWDA strategy theme, Investing in Image and Environment and the East Lancashire Partnership's strategy theme, Living Space. Woodland planting is one of the main targets in the successful development of East Lancashire's emerging Regional Park and locations along the canal corridor are identified on the action plan maps indicating where planting might take place. Canal Culture has been highlighted as one of the corridor study's guiding principles. All Local Authorities are required to prepare Cultural Strategies by the end of 2002 and the canal's role is of key significance.

- Biodiversity
- Heritage Action Plans
- Waste by Water
- Arts & Culture

2

Theme 2: Canal Prosperity

The need to establish a hierarchy of commercially active and vibrant waterside environments throughout the canal corridor. Actions relate to the refurbishment of disused canalside buildings of heritage significance, waterside redevelopment opportunities and the regeneration of areas of derelict land including gap sites along the canal corridor. Within the NWDA's strategy under Theme 4 "Investing in Image and Environment", particular mention is given to the need to restore the Northwest's built heritage in urban and rural areas and find new uses for old industrial and commercial buildings.

"Power of Place: the future of our Historic environment", a report led by English Heritage emphasises that the historic environment is an asset representing the investment of centuries of skills and resources. It also stresses that it can strengthen the sense of community and provide a solid basis for neighbourhood renewal. Handled in the right manner, most historic buildings are fully capable of economic use and provide a place with a unique selling advantage. Strong effective partnerships are required when planning for regeneration and renewal. Throughout the canal corridor a co-ordinated cross borough approach to regeneration will ensure that changes are planned for East Lancashire as a whole rather than for each borough in isolation.

- Key Sites and buildings in:*
- Blackburn
 - Hyndburn
 - Burnley
 - Pendle

3

Theme 3: Canalside Communities

The promotion and encouragement of community involvement and community ownership of the canal. The canal passes through many of East Lancashire's towns and, in the past, was central to their rapid development in the 19th and early 20th centuries. Today, in many areas, we are left with a legacy of the industrial past in the form of mills, weaving sheds and significant areas of terraced housing. The canal, once the main artery and key transport corridor is now evolving into a recreational and leisure resource for local people throughout East Lancashire and forms the spine to the emerging Regional Park. This theme links to NWDA's strategy theme "People and Communities" and the East Lancashire Partnership's theme "People, Communities and Future Citizens". Actions are centred on education, safety and policing of the canal corridor and community ownership.

- Community Initiatives

4

Theme 4: Recreation and Destination

The establishment of a comprehensive network of land and water-based recreational opportunities within a framework of cultural tourism.

- Boating Facilities
- Trails and Routes
- Signage and Interpretation
- Angling
- Watersports
- Cycling
- Festivals and Events

Theme 1: Living Environments

Theme 1 and its associated action plan involves the promotion of the canal and its environment through the arts and biodiversity. Actions link particularly to NWDA strategy theme, Investing in Image and Environment and the East Lancashire Partnership's strategy theme, Living Space. Woodland planting is one of the main targets in the successful development of East Lancashire's emerging Regional Park and locations along the canal corridor are identified on the action plan maps indicating where planting might take place. Canal Culture has been highlighted as one of the corridor study's guiding principles. All Local Authorities are required to prepare Cultural Strategies by the end of 2002 and the canal's role is of key significance. Theme 1 Living Environments

Biodiversity

Leeds & Liverpool Canal Biodiversity Action Plan

Produce Waterway Biodiversity Action Plan for Leeds & Liverpool Canal by 2005 in line with British Waterways "Our Plan for the Future" document 2001- 2005

Works Programme Review

Undertake a review of current maintenance and management practices on the waterway banks, towpath verges and hedgerows and produce a waterway management plan to guide general works programme and encourage biodiversity enhancement.

Woodland Creation Strategy

Develop a co-ordinated woodland creation strategy for the Leeds & Liverpool Canal corridor in line with existing Elwood, Remade and Newlands initiatives and ensure that potential woodland creation sites (see maps for further detail) incorporate access to and from the canal towpath wherever possible. (Ties with Regional Park and Lancashire BAP targets.) Mitigation of M65 motorway impacts via woodland creation.

Conservation Volunteer Programme

Develop a Leeds & Liverpool Canal waterway conservation volunteer programme in partnership with Lancashire Wildlife Trust, BTCV and the Leeds & Liverpool Canal Society

River Valley/Canal Initiatives

Strengthen links with Mersey Basin Campaign, associated River Valley Initiatives and Environment Agency to provide enhanced linkage between the canal and other watercourses through trails, planting, environmental enhancement.

Targeted/Detailed actions

- Establish partnership with Lancashire Wildlife Trust to secure funding for five year water vole (BAP priority species) survey programme including the design of survey methodology for use in canal based environment along canal study length.
- Establish partnership of British Waterways, local community, landowners, and English Nature to tackle eradication of Giant Hogweed and Japanese Knotweed invasive plant species along canal study length.
- Work in partnership with canalside landowners bordering offside bank to fence appropriate lengths to avoid further erosion to canal bank.
 - Between bridges 90 and 91A (Riley Green)
 - Between bridges 104B and 107
 - Between bridges 115A and 119
 - Between bridges 143A and 151
- Explore opportunity for installation of solar powered water troughs at trial locations along canal length in partnership with canalside landowners bordering offside bank
 - Between bridges 90 and 91A (Riley Green)
 - Between bridges 104B and 107
 - Between bridges 115A and 119
 - Between bridges 143A and 151
- Undertake a review of maintenance and management practices on waterway banks and towpath verges to

explore opportunities for greater species diversity and accommodate within waterway general works programme

- Some edges of the canal have been piled and currently offer little opportunity for species diversity. Other areas have suffered ground disturbance during the construction of the M65. Enhance sections of waterway bank devoid of emergent fringe vegetation using bioengineering techniques, marginal planting and seeding using local species provenance. Trial sections to be initiated on canal lengths between
 - Bridge 93 and 93B (This length of canal is already highlighted within the current BW works programme for works to improve the canalside edges. It is suggested that scope exists to enhance biodiversity as part of the programmed works)
 - Bridge 104A and 106
 - Bridge 108 and 110
 - Bridge 111 and 111A (already highlighted within British Waterways works programme)
 - Bridge 114C and 125
 - Bridge 141D and 142
- Explore the potential to create new and enlarge existing offline reed beds in with to contribute to Lancashire BAP targets
- Undertake survey to determine species diversity and extent of existing canalside hedgerows within study area and in appropriate locations restock with appropriate native species of local provenance. Ties to Lancashire BAP targets and draft RPG targets
- Undertake hedgerow management techniques highlighted in Waterway Management Plan (see strategic actions) as part of waterway's general works programme.
- Undertake survey to assess condition and extent of existing canalside boundary walls within study area and carry out staged programme of repair works. Ties to Lancashire BAP targets and draft RPG targets



Heritage Action Plan for the Leeds & Liverpool Canal

The future progression of a Heritage Action Plan for the Leeds & Liverpool Canal will be a major priority in terms of Heritage Action.

The following heritage actions have been highlighted by the **case studies** (refer to Section 7 of this report). These actions will involve conservation-based research, investigation and analysis that is considered necessary to the understanding of the historic structures and landscapes in the study area. They are not exhaustive proposals but form part of the process that will lead to repair, alteration and regeneration of the East Lancashire Corridor Study:

Church (Case Study 7.2)

- **Conservation area character appraisal** - a strategic document that establishes what the character and special interest of the conservation area is and why it is a significant place.

Hargreaves Warehouse

- **Conservation statement** - to provide an overview and increase understanding of the significance of the building. To identify conservation opportunities and constraints which need to be engaged with.
- **Heritage impact assessment** - to identify the impact of any development proposals on the "special interest" of the listed building and its adjoining landscape and to propose mitigation.

Aspen Coke Ovens

- **Conservation management plan** - a conservation plan which establishes special archaeological interest of the scheduled coke ovens and disused canal arm which also sets out specific actions for management of the site.

- **Management agreement** - an agreement drawn up with English Heritage (and informed by the Conservation Management plan) to manage the schedule monument effectively.

Enfield Wharf (Case Study 7.3)

- **Conservation statement** - to provide an overview and increase understanding of the site and to identify conservation opportunities and constraints which need to be engaged with.
- **Heritage impact assessment** - to identify the impact of any development proposals on the "special interest" of the listed buildings, and to propose mitigation where necessary.

Weavers Triangle (Case Study 7.4)

- **Conservation Plan** - a major conservation planning document sets out the overall significance of the site as well as the significance of its component buildings, landscape and waterspace. Also sets out policies explaining how the significance will be conserved in future use, alteration, repair, management and development.

Bank Hall (Case Study 7.4)

- **Heritage impact assessment** - to establish the impact of proposals on the archaeology of the basin and its adjoining landscape.

Foullridge (Case Study 7.5)

- **Heritage impact assessment** - to establish the impact of proposals on the historic buildings and landscape of the site. Impacts may be beneficial or adverse; if adverse, then mitigation measures may be recommended.

Barnoldswick (Case Study 7.5)

- **Conservation management statement** - to set out specific proposals or actions (eg. repair of tunnel portal, consolidation of footpaths) for the future management of the site.

Waste Management

Waste by Water

Long sections of the Leeds & Liverpool Canal are lock free through East Lancashire. Opportunities should be explored in partnership with Local Authorities and the Environment Agency to use the canal for the transport of waste to landfill sites adjacent to the canal. British Waterways is committed to fulfil the Government's environmental drive to move more freight on Britain's inland waterways. British Waterways has a target to achieve 6 million tonnes of freight-by-water by 2010.

In order to meet a national required reduction in waste to landfill, Blackburn Borough Council is exploring opportunities of an innovative composting scheme as a means of recycling domestic refuse in order to meet the Government's required reduction in waste to landfill sites. The heated and sterilised composted material would be used as a soil ameliorant for tree planting sites as part of the Elwood initiative. If located at a canalside location as has been suggested by Blackburn Council, the material could potentially be transported by canal to elsewhere within the East Lancashire area. A decision will be reached in Autumn 2002 as to the viability of the scheme.

- Support the development of the potential for a Waste By Water initiative in the Blackburn area.

Dredging Debris Removal and Litter Clearance

Explore opportunity for provision of a purpose-built litter collection vessel as part of a wider partnership litter clean up campaign throughout the canal corridor. The potential exists for a highly distinctive and contemporary boat design; specific for litter clearance, recycling and debris removal. A visionary concept should be devised that embodies a sustainable approach. Boats being used at the recently restored Standedge Tunnel on the Huddersfield canal are electrically powered. The design could be futuristic and attention grabbing so that the boats demand attention wherever seen.

A debris and litter management scheme should be launched in partnership with the local community and private sector to ensure the vessel is used effectively.

Arts and Culture

Leeds & Liverpool Canal Cultural Strategy

Development of a Cultural Strategy for the Leeds & Liverpool Canal in partnership with Mid Pennine Arts and the emerging East Lancashire Arts Network

Establishment of The Trans-Pennine route of industrial culture

Appoint interpretation/marketing consultants to develop the concept of the trans-Pennine route of industrial culture to reinforce the canal's regional status

Hub Points as destinations along the route

Develop a series of hub points throughout the East Lancashire stretch of the canal to provide regular points of interest along the canal. Each settlement along the route should have at least one canal hub as a focus point. Refer to maps and Canal Park text for further detail. The maps provide suggested locations for hub points.

Way Marks Initiative

Develop a "Way Marks" initiative to celebrate the distinctive historic features and structures of the canal corridor. The initiative would help to reinforce the canal corridor's identity, emphasis local distinctiveness and provide a means of orientation for the visitor to the canal through lighting, signage or other means. The initiative could link to the signage and interpretation strategy proposed under Theme 4 Leisure and Destination. "Waymarks" might include distinctive bridges, lock flights, chimneys, lime kilns, textile mills. Production of a video to promote the distinctive features of the canal and the workings of the historic broad boats.

Public art on a monumental scale

The creation of a landmark artwork at a monumental scale could provide a new focus and identity for East Lancashire.

The monument could be sited at a strategic reclamation site and gateway to the East Lancashire regional park and ideally adjacent to the Leeds & Liverpool Canal. A focus area has already been suggested as part of the Regional Park concept. The distinctive form of the "Angel of the North" greets visitors as they reach Gateshead and is now a key landmark for the area. A monument for East Lancashire could hint at the areas existing Hoghton and Jubilee Towers and monumental forms of the mill chimneys, a legacy of the area's industrial past.

"Positive Connections" at key gateway regional park locations

Creation of a positive connections initiative linked to an orientation and signage strategy. Few bridges throughout the canal corridor announce that they cross the Leeds & Liverpool Canal. At key routes and crossing points throughout the corridor it is suggested that a bridge signage strategy could be developed for East Lancashire. Canal bridge numbers are visible from the towpath but a new signage strategy would suggest the naming of the bridges visible along key routes.

In tandem, signature artworks could be created at key gateway locations along the canal towpath and at points where the canal is visible from other transport corridors including rail routes, M65 and other main routes. Throughout the study area the canal and M65 meet at eight locations. The experience of meeting the motorway is often noisy and intrusive. Several of the bridges show signs of graffiti. Artwork in the form of light, sound or sculpture could form a distinctive landmark at these key crossing points.

The eight canal/motorway meeting points are as follows:

- 91AA Brimmicroft Bridge
- Aqueduct near 109 New Barn Bridge near Church
- 114AA Enfield Green Bridge
- 124A Molly Wood Bridge
- 124B Halstead Bridge
- 127C Gannow Green South Bridge
- 129 Whittlefield Aqueduct
- 143 Barrowford Road Bridge

Waterway cultural centre

The creation of a waterway cultural centre to raise the profile of the Leeds & Liverpool Canal and embrace other waterspaces and watercourses throughout east Lancashire area and bring together varied cultures of East Lancashire in a waterside setting. The Leeds & Liverpool Canal was central to the rapid growth of many of the towns throughout the area during the nineteenth century and has shaped their development.

Water festival

The success of the C2K canal arts festival for the millennium should be continued on a regular basis to celebrate the canal's significance as a key trans-Pennine route. It would provide a means of putting the canal and East Lancashire on the map, generate publicity and interest and provide a focus for community activity.

Partnership working with Mid Pennine Arts and emerging East Lancashire Arts Network to create an annual/biannual canal based festival throughout East Lancashire.

Waterborne artist residencies

The introduction of a waterborne artists in residence programme using the canal as a focus. Artists could be given freedom to create innovative artworks within a given brief anywhere along the canal placing canal culture and local distinctiveness at the heart of the initiative. A constant cycle of new temporary artworks could bring vitality to the canal and generate constant interest whilst other artworks created could be of a more permanent nature.

Ideas for other canal based arts and cultural based activities could include:

- Floating and travelling water-based theatre
- Temporary canalside gallery spaces
- Lighting of significant canalside buildings and structures



Theme 2: Canal Prosperity

Theme 2 relates to the need for an establishment of a hierarchy of commercially active and vibrant waterside environments throughout the canal corridor. Actions relate to the refurbishment of disused canalside buildings of heritage significance, waterside redevelopment opportunities and the regeneration of areas of derelict land including gap sites along the canal corridor.

Within the NWDA's strategy under Theme 4, Investing in Image and Environment, particular mention is given to the need to restore the Northwest's built heritage in urban and rural areas and find new uses for old industrial and commercial buildings.

"Power of Place, the future of our Historic environment", a report led by English Heritage, emphasises that the historic environment is an asset representing the investment of centuries of skills and resources. Handled in the right manner, most historic buildings are fully capable of economic use and provide a place with a unique selling advantage. It also stresses that it can strengthen the sense of community and provide a solid basis for neighbourhood renewal.

Strong effective partnerships are required when planning for regeneration and renewal and throughout the canal corridor a co-ordinated cross borough approach to regeneration will be of particular importance to ensure that the changes are planned for East Lancashire as a whole rather than each borough in isolation.

Recommendations

The following sites, grouped under each local authority area, are recommended as offering potential for canalside redevelopment. Their locations are indicated on the action plan maps following this section of the document. The Design and Development guidelines later in the corridor study provide guidance on the creation of active and attractive waterside development. As a guide, all areas identified for brownfield land recycling should generally be located within 800 metres of the canal. Some of the sites have been highlighted as case studies within the document to illustrate opportunities for development.

Blackburn - Key sites and buildings

Feniscowles

Land and reservoir in the ownership of SAPPI Europe. The paper mill at the core of the complex has recently been modernised and access arrangements reviewed. As a result greenfield and brownfield development sites are released abutting the canal close to Junction 3 of the M65 at Riley Green.

Stockclough

Tipped former sand quarries approaching finalisation of landscape reinstatement. Abutting M65 and access to main highway by upgraded haul road. The land neighbours farmland where a change of use to a golf course has been previously approved. The land could lend itself to a variety of leisure and countryside uses.

Albion Mill

Mill refurbished 15 years ago but looking for new occupiers. Close to the M65 with extensive car parking

Mill Hill Flats

Recently demolished flats have realised a residential development in a popular part of Blackburn.

Warwick and Bailey

Canalside engineering works where neighbouring mill premises have been successfully redeveloped for housing. The current users are looking to relocate and release their premises for similar development.

Crosshill Mill

Commercial and residential uses have been approved on these cleared mill sites adjacent to the town centre.

Henry Boot

A large scale town centre fringe retail redevelopment that runs abuts the canal towpath

Higher Audley

A landscaped town centre canalside site immediately above the newly refurbished Blackburn railway station and the current Peel Development multiplex cinema development. The site could be appropriate for community orientated uses with the possibility of incorporating moorings

Prospect Mill

An immediately available site opposite the successful Eanam Wharf redevelopment. The site would be appropriate for office or other employment uses, abutting the new town centre orbital route and the M65 approach. A detailed planning application has recently been submitted for an office development.

Manner Sutton Street

Extensive engineering works on the town centre fringe looking for new uses or redevelopment

Gorse Street Mill

Small canalside site suitable for industrial or employment use

Imperial Mill

Grade II listed mill complex fronting the canal. Sizeable floor space but in poor condition

Whitebirk canalside

Recycled land now available for industrial or office development given the detrunking of the adjacent road

Nearby Lantern Park has been identified as a strategic employment site by NWDA and combined the area will form part of East Lancashire Gateway. The potential exists for a safe, traffic free route to work via an enhanced towpath between Blackburn and Hyndburn's canal towns.

Hyndburn - Key sites and buildings

Church generally

A conservation area appraisal will be required - a strategic document setting out the character and special interest of the conservation area and why the area is of significance.

Commercial Hotel and Hargreaves Warehouse, Church

A Conservation Statement will be required to provide an overview and increase understanding of the significance of the building and identify conservation opportunities and constraints which need to be engaged with.

Also required is a heritage impact assessment to identify the impact of any development proposals on the special interest of the listed building and its adjoining landscape and to propose mitigation measures if required.

Enfield Wharf canalside buildings, Clayton le Moors

A conservation statement will be required. Detail as for Commercial Hotel/Hargreaves Warehouse above.

(Further details on the above sites are highlighted in the case study section of the report.)

Huncoat area

Former Huncoat colliery site. Identified as a key location by the East Lancashire Partnership as part of the emerging Spatial Plan/ East Lancashire Regional Park.

Strategic Employment Site - Lantern Park

Large 80+ acre greenfield site on the east of Blackburn with direct access from junction 6. Owned by Petre Estates, the land is currently on an option to Helical Developments and is directly serviced by a quality bus route as well as road infrastructure. Safe routes to work from Blackburn and Hyndburn canal towns to the area using the towpath.

Burnley - Key sites and buildings

Weavers Triangle

Prior to development and as part of a regeneration strategy for the area, a conservation Plan will be required. This is a major conservation planning document that sets out the overall significance of the site as well as the significance of the component buildings, landscape and waterspace. It also sets out policies explaining how the significance will be conserved in future use, alteration, repair, management and development.

Finsley Gate

A Conservation Plan will be required to provide an overview and increase understanding of the significance of the buildings and identify conservation opportunities and constraints which need to be engaged with, before consideration of redevelopment of the site.

Bankhall

Incorporates disused arm of the canal which formerly served Bankhall Colliery. The site is located at the northern end of the 'Burnley Mile' and is surrounded by Thompson Park, Bankhall Park and Queens Park, major areas of green space in Burnley.

A heritage impact assessment will be required to establish the impact of the proposals on the archaeology of the basin and its surrounding landscape.

(Further details on the above sites are highlighted in the case study section of the report.)

Pendle - Key sites and buildings

Lob Lane Mill complex, Brierfield, Nelson

- Substantial former textile mill dated built between 1844 and 1879;
- Not currently allocated for any use within Pendle Local Plan;
- Not listed;
- 1.02 hectare site on eastern bank of canal;
- Currently on market. Offered as potential residential development site.

*Whitefield area- public enquiry area**Yarnspinners Wharf, Nelson*

- Substantial 3 storey wharf building adjacent to canal with car parking and yard area. Adjacent to Morrisons Supermarket near Nelson town centre
- Owned by British Waterways
- Grade II listed building. Has undergone refurbishment
- Currently on market

Foulridge Wharf

Collection of canalside buildings in attractive rural location including:

- Canal warehouse currently partially used by canal trip boat operator. Grade II listed building;
- Café;
- Stone barn in poor repair is used by Pendle Paddlers Canoe Club.

(Further detail is highlighted in the Case Study section of the report)

A heritage impact assessment will be required to establish the impact of any proposals on the historic buildings and landscape surrounding the site. If any impacts are thought to be adverse then mitigation measures may be recommended.



Theme 3: Canalside Communities

Theme 3 is involved with the promotion and encouragement of community involvement and community ownership of the canal. The canal passes through many of East Lancashire's towns and, in the past, was central to their rapid development in the 19th and early 20th centuries. Today, in many areas, we are left with a legacy of the industrial past in the form of mills, weaving sheds and significant areas of terraced housing. The canal, once the main artery and key transport corridor supporting past industry is now evolving into a recreational and leisure corridor for local people throughout East Lancashire and forms the spine to the emerging Regional Park. This theme links to NWDA's strategy theme "People and Communities" and the East Lancashire Partnership's theme, "People, Communities and Future Citizens". Actions are centred on education, safety and policing of the canal corridor and community ownership. Social inclusion will need to be considered throughout the development of all projects within the strategy and is of particular relevance to theme 3. It is expected that theme 3 is likely to develop further after further consultation on the Corridor study.

Canal Forum

The development of a Canal Forum held twice annually to encourage community engagement in the regeneration of the canal corridor across all sectors and provide an opportunity to voice local needs and aspirations.

Floating Classroom

Purpose built, electric, informative and interactive dedicated canal education base. The boat would provide an additional resource for the waterway and could focus on canal safety, history, canal biodiversity. The facility could be used by local schools but equally could be used for adult education and be adapted for disabled user groups. Moorings should also be provided at points along the canal easily accessible from community centres and schools.

Refurbishment of existing floating classroom facility 'The Kennef' and adaption of 'Tortoise' for events and display usage.

Water Wardens

Provision of "water wardens" for the Leeds & Liverpool Canal to cover particularly the urban stretches of the Leeds and Liverpool Canal. The wardens would provide a face to face contact with local communities, canal and towpath users and have a visible presence on the waterway. The role of the water wardens would be to promote the waterway, advise users on water safety and provide information on heritage, natural heritage and points of interest along the route. To aid efficient coverage of the canal, the water wardens could cover the area by bicycle.

Water Watch Campaign

Step up partnership working with the Mersey Basin Campaign and other partners to further develop the Waterwatch campaign and funding opportunities on the Leeds & Liverpool Canal through East Lancashire. The campaign's aim is to bring about a sustainable reduction of litter and debris in the canals and rivers of the Mersey Basin. It is supported by the Environment Agency and EnCams.

Water Mark Award

Step up partnership with the Mersey Basin Campaign and other partners to further encourage local canalside businesses to protect and improve the waterside. The watermark award scheme gives recognition to businesses that protect and improve the waterside and take action to improve the quality of canals, rivers and ponds in the north west region.

Canal Treasure Chest

Development of an educational and awareness raising resource for use by local schools and community groups. The chest would provide information on the Leeds & Liverpool Canal and would provide books, videos and other materials including information on water safety and built and natural heritage. The treasure chest could also be available on CD rom or part of an interactive website providing virtual canal discovery trails and if required could be made available in various languages to reach the widest section of the community.

Adopt a Length of Canal

Initiate scheme to encourage canalside businesses to adopt a length of canal towpath. The feasibility of large canalside businesses adjacent to urban sections of towpath should be explored. Sponsors might include Morrisons, B and Q, Tesco, Kwik Save, Rolls Royce and Silentnight, all large companies next to the canal. The scheme could potentially assist with litter clean ups or supporting the introduction of new methods of towpath maintenance to encourage greater species diversity and habitat enhancement.

Canalside Activities Programme

Encourage the development of a canalside activities programme within East Lancashire to provide a diversionary programme of activities targeted at young people who are perceived to be a problem by canalside residents and other users along the canal system. A successful programme operates in the Wigan area during the summer months and is operated by the Council's Youth Services team. Working in partnership with the Police, Local Authorities, British Waterways and schools the project would aim to:

- Involve young people aged 13+ in a range of diversionary and stimulating canalside activities
- Deliver canalside safety awareness sessions to young people
- Offer young people the opportunity to gain qualifications
- Encourage young people who may otherwise be marginalised in socially constructive activity
- Compliment Local Authority Community Safety Strategies

Activities could include canoeing, kayaking, rowing, raft and dragon boat racing. The programme in Wigan offers a wider range of activities including climbing, sailing and orienteering drawing on the services of the Local Authority Leisure Services Department.

The programme should be prioritised to known problem areas and to the particularly deprived wards along the canal corridor.

Theme 4: Recreation and Destination

Theme 4 and the associated action plan involves the establishment a comprehensive network of land and water-based recreational opportunities within a framework of cultural tourism.

Boating Facilities

There is an anticipated increase in boat traffic and users of the canal generally due to the current high profile regeneration projects such as the Ribble Link and a developing interest in the North West following the success of the Commonwealth Games in Manchester. Once the Ribble Link opens in Summer 2002 it will join the Lancaster Canal to the network via the Rufford Branch of the Leeds & Liverpool Canal. Annual boat numbers are currently lower than other waterways in the area and users are demanding improved facilities.

The activity, colour and animation that a busy canal provides is an essential part of any canal experience and is a particular draw for land based users. People will respond to a visibly active and stimulating environment, and will want to be a part of it. The following boating facilities section provides suggested areas for improvement within the study area.

Moorings

The map in the Leisure and Recreation Resource Review section of the study highlighted the position of existing moorings on the study length. It also indicates priority lengths where it is felt further facilities are required. On urban lengths, lack of secure moorings is a particular issue as is the lack of pump out facilities.

Moorings need to be located where there is customer demand and impact on the environment and heritage can be minimised. The location, type and design of facilities need to be in keeping with the local landscape character and level of use. High quality design and attention to detail should be used to reinforce the waterway character. Moorings should be restricted at

environmentally sensitive sections of the canal and either restrict moorings or kept to a minimum.

Site Specific/Detailed Actions

New moorings and improvements to facilities are suggested at the following locations:

- **Finnington Bridge 91B.** This appears to be a popular length of moorings. Scope could exist to improve facilities as part of the proposed redevelopment of the Finnington Hatchery site. The site is at detailed planning application stage and is proposed as design studios and associated car parking. The site is located near to the Witton Weavers Way with footpath access to Witton Country Park
- **Eanam Wharf.** Canalside site opposite Eanam Wharf has been highlighted for redevelopment for a number of years by Blackburn with Darwen Borough Council. The vacant land is the site of the former Prospect Mill (now demolished). A recent detailed planning application has been submitted for office development. A new stretch of secure offside moorings and boater facilities should be encouraged as part of the new development.
- **Hargreaves Mill, Church.** Redevelopment of the site could incorporate moorings at the disused wharf, boating and visitor facilities subject to recommendations made by the Health and Safety Executive in relation to proximity to Blythes Chemicals (notifiable installation).
- **Enfield Wharf.** Boats already moor at Enfield Wharf, Clayton-le-Moors although there are no canalside facilities on offer. The grade II listed buildings need to find a new use and subject to the necessary approvals and consents may be a suitable location to house new boater facilities including pump out, showers and refreshments. The buildings could also offer the potential as camping barn accommodation for visitors to the area and particularly if the canal is marketed as a key Trans-Pennine walking route.
- **Offside moorings at Queen Victoria public house, Burnley** as part of potential redevelopment of the nearby Bankhall site. (See case study for further information).
- **Restoration of Dry Dock at Bankhall, Burnley** (see case study for further information)
- **Offside moorings at the Weavers Triangle in Burnley** as part of potential redevelopment and regeneration of the area. (See case study for further information).
- **Offside moorings at Finsley Gate in Burnley** as part of the potential redevelopment of the area. (See case study for further information).
- **Yarn Spinners Wharf adjacent to Morrisons, Nelson** - Potential for the creation of secure offside moorings with access to the waterside via Morrisons supermarket. Morrisons should be approached for possible funding support.
- **Barrowford.** Moorings already exist at Barrowford. Scope exists for a camping site along this stretch of the canal and facilities could be developed for joint usage between a campsite and boaters.
- **Foulridge.** Moorings already exist at Foulridge. However the potential exists as part of suggested redevelopment and restoration of the wharf building to incorporate a sanitary station and bike hire facilities. The possible development of part of the building as a camping barn should also be explored particularly in view of the site's proximity to the Yorkshire Dales National Park and its location on a particularly attractive rural stretch of canal. (See case study for further information).
- **Barnoldswick.** The only moorings currently near Barnoldswick are at Lower Park Marina and at Salterforth. The provision of moorings with easy access to the town and its wide range of facilities is suggested.

British Waterways "Make a Difference" customer enhancement programme funding has been allocated to the Leeds and Liverpool canal and improvements are proposed at the following locations:

- **Greenberfield** - New pump out facilities and upgrade to shower facilities;
- **Barrowford** - full refit to sanitary station facilities;
- **Blackburn Locks** - New pump out facilities;
- **Burnley, Rosegrove** - Construction of new sanitary station and installation of CCTV;
- **Barnoldswick** - Mooring enhancements.



Boat Yards and Mooring Basins

The resource review section of the report provides information on current provision within the study stretch. Facilities are limited and dispersed along the length.

Opportunities should be explored regarding the potential for boat yard facilities, marinas and mooring basins at the following locations:

- **Lower Park Marina, Barnoldswick.** The site is privately owned and managed. The owner has plans for the expansion of the marina;
- **Barden Mill, near Burnley.** The site is privately owned and managed. Boat trips are operated from the Mill to sites within Burnley and Pendle. The mill offers discount shopping. The owner is interested in the development of a marina adjacent to the mill site;
- **Bankhall, north Burnley.** (See case study for further information). The site is located near to Thompson Park. The site is earmarked within Burnley Borough Council's local plan as a potential canalside development site and a development brief was prepared in 1988. The disused dry dock and disused canal arm both offer the potential for offline mooring and boat maintenance facilities. The site is currently owned by Burnley Borough Council;
- **Enfield Wharf, Clayton-le-Moors.** Level site adjacent to the canal and to front of partially disused Grade II former stable block offers the opportunity for a mooring basin in conjunction with redevelopment of nearby derelict canalside site. (See Case Study for further information);
- Offline moorings/marina opportunity at **Church** on former tip site adjacent to Bridge 113 Church Swing Bridge. The site has been mooted as a potential marina development site in the past by Hyndburn Borough Council. As a derelict land site, opportunities may exist for woodland planting through the Elwood or Remade initiatives. The site also has the potential to incorporate boater facilities and offers scope for a camping site.

Canal Trip Boats, Water Buses and Boat Hire

In combination with wider regeneration of the East Lancashire canal corridor, the following locations for trip boats should be explored. All opportunities will require fuller research in terms of visitor forecasts and demand and would rely on the commitment and support of a number of organisations. An interactive and vibrant waterway would be a desirable aspect of new canalside developments and act as a catalyst for continued waterside development. Access for All should be considered as part of the development of any new facilities.

A significant stretch of the study length is lock-free therefore allowing unrestricted boat movement.

The potential exists for a highly distinctive and contemporary trip boat/water bus design; specific for trip boat and information/educational use (ie glass canopied for viewing, specific facilities internally, etc), as opposed to converted narrowboats. A visionary concept should be devised that embodies a sustainable approach. Trip boats at the recently opened Standedge Tunnel visitor facilities offer a sustainable means of transport and are electrically powered. Design could be futuristic and attention grabbing so that the boats demand attention wherever seen.

Potential routes are listed below:

Length 1

- Suggested route between Riley Green and Blackburn Locks: potential stopping points at Riley Green (rural pub & canal gateway, Hoghton Tower link), Cherry Tree (access links from station and to Witton Country Park), Green Park (if urban park area develops further), Blackburn Locks (pub at entrance point to lock staircase, wider waterspace at this point). Possible further route through Withnell Fold to Johnson's Hillock and lock flight.
- The potential for a Football Trip Boat should be explored for Blackburn. Whilst the locks may cause an obstruction and time issue in terms of trip boat operation, opportunities may exist to run a boat from the west with the potential for a terminus at Albion Mill as part of the site's redevelopment.

Albion Mill has been identified by Blackburn Council as a development site. A successful trip boat operates on this basis in Manchester on match days carrying supporters from a pub in Castlefield to Trafford Park, Manchester United's ground.

Length 2

- Suggested route between Blackburn town centre (Eanam Wharf) and Hyndburn canal towns: potential stopping points at Eanam Wharf (direct town centre link), Imperial Mill (if site developed with a canal focus), Rishton, Aspen Coke Ovens (restored basin), either Hargreaves Mill (long term objective) or St James Church (short term) both at Church, Enfield Wharf Clayton-le-Moors.
- Waterbus potential from Blackburn town centre to Whitebirk and Lantern Park as a route to work from communities of Blackburn and Hyndburn.
- Short canal towns discovery route, based on restoration and regeneration of area: stopping points at Aspen Coke Ovens (restored basin), Hargreave's Mill, St James Church, Enfield Wharf.

Length 3

- Church to Hapton linkage with potential to link to any major canal focus or "event" that may generate close to Hapton, identified as part of the emerging Regional Park with possible future extension to Padiham junction should the park area expand and become more defined.

Length 4

- Burnley Town Centre Tour incorporating stops at Weavers Triangle, Finsley Gate, Thompson Park with the potential for a terminus at the disused canal arm at Bankhall
- The potential for a Football Trip Boat should be explored for Burnley to link supporters to Turf Moor football stadium. A successful trip boat operates on this basis in Manchester on match days carrying supporters from a pub in Castlefield to Trafford Park, Manchester United's ground.

Length 5

- Burnley to Nelson link from Bankhall to Yarnspinners Wharf

Length 6

- Pendle Water Walks and Canal Cruises: tying in closely to Pendle Canal/River park creation concept, using the potential for an enhanced wider park focus area at Brierfield to south and enhanced park focus between Nelson and Barrowford to north, Pendle Heritage Centre, Barrowford Locks and Victoria Park, Barrowford. Stops could include Barden Mill, Lob Lane Mill and Yarnspinners Wharf (subject to redevelopment) with a terminus at Barrowford Locks.

Length 7

- Further development of length 7 is not envisaged as a priority as a well established boat trip facilities (Marton Emperor) operates between Foulridge, Salterforth and Greenberfield and tunnel trips are offered on a monthly basis. However if in the future a town centre mooring is developed at Barnoldswick a potential canal hub/ gateway could be developed at the town.

Boat Hire

- Undertake feasibility study/market research for boat hire and progress as appropriate at the following suggested locations:
 - Bankhall canal arm, Burnley to Enfield Wharf, Clayton le Moors (as part of redevelopment)
 - Greenberfield to Barrowford Locks with base at Foulridge
 - Chorley to Blackburn with base at Riley Green
- Explore the potential for timeshare boats on the canal to capture market for shorter break holidays.

Trails and Routes

The Leeds & Liverpool Canal offers great potential to be developed as a transpennine long distance route for many users. Opportunities also exist to develop shorter routes using the towpath to link to existing points of interest and improve links within urban stretches of the canal corridor.

Access Strategy

Develop a co-ordinated access strategy for the Leeds & Liverpool Canal in partnership with Local Authorities' access officers.

Access for All

Access for All should be a consideration for all access improvement proposals along the canal. The principle of providing a safe, well defined access for all users is supported by Government legislation (Disability Discrimination Act 1995) and through recognised design standards contained within the Fieldfare Trust, "BT. Countryside for All, Standards and Guidelines" and British Waterways "Access for All" documents. Access for All should be viewed in a strategic context as part of the overall management of the canal environment. The generally level towpath surface and number of access points make the waterway an attractive resource although the nature of the canal environment means that some sections of the towpath will never be entirely accessible to all users.

Undertake detailed access audits along the study length to help to determine opportunities and priorities to create easier access for all and carry out improvement schemes. Priority should be given to existing mooring locations, honey-pot sites at Foulridge and Greenberfield, throughout urban canal stretches, at key canal/local and regional trail crossing points, access to reservoirs and at areas where other facilities are offered to the canal user eg boatyards, marinas, businesses where public access to the waterside is promoted.

Site Specific/Detailed Actions

Suggested new access initiatives:

Promotion and branding of the Leeds & Liverpool Canal as a Trans-Pennine long distance leisure route.

"Four Lakes Trail"

The four reservoirs surrounding Foulridge form distinctive features near the summit level of the canal in the Pendle area. They act as feeder reservoirs for the canal but also provide an attractive leisure resource for East Lancashire. The creation of a Four Lakes Trail starting and ending at Foulridge would promote this area further and offer a circular route taking in some of the most attractive scenery in East Lancashire.

The Cotswold Water Park in Gloucestershire is a good example of a park incorporating a wide range of uses including walking and cycling routes, bridleways, bird reserves, camping and caravanning and received a Queens Award for Sustainable Development in July 2001. It also incorporates a Millennium Centre constructed in green oak. Its aim is to showcase sustainability in the area and uses unique lake loop heat pumps to heat and cool the building. www.earthenergy.co.uk/cotswold.html

"Water Walks"

On a number of occasions the canal interacts with various watercourses. Potential exists to strengthen the working partnership with the Mersey Basin Campaign and its River Valley Initiatives covering East Lancashire (REEL and Darwen RVI's) and also the Environment Agency. New routes should be developed that promote and reinforce linkages from moorland to canal and from canal to valley. Rivers and streams link moor to town and town to valley. A number of streams throughout the study length act as feeders to the canal.

The Strategy Action Plan maps later in the document illustrate how the Rivers Darwen and Calder and their tributaries interact with the canal. The intersections provide opportunities for links to the wider countryside and to areas of greenspace within the urban lengths of the canal corridor.



"Ride and Glide"

Explore the development of a "Ride and Glide" initiative. This would promote the use of both bicycle hire and canal trip boat facilities. Visitors would be able to explore bicycle routes in the area combined with a return journey by canal boat.

"Stride and Glide"

Explore the development of a "Stride and Glide" initiative. This would promote the use of the towpath as a healthy walking route linked to existing routes and trails and potential new path networks throughout the East Lancashire area and combine a return journey by canal boat. The towpath provides an accessible route for the area's communities and the initiative could contribute towards the promotion of healthier lifestyles, highlighted as a strategic objective of East Lancashire's Regional Park. It is suggested that the initiative would be promoted within areas of highest deprivation along the canal corridor.

"Off the Rails"

Explore the development of an "Off the Rails" initiative. At a number of locations throughout the canal corridor, rail stations pass close to the canal. The potential exists to develop an enhanced linkage between the canal and the existing rail network through East Lancashire for pedestrians and cycle users particularly at locations where the canal crosses or forms part of the proposed National Cycle Network routes 6 and 68. The initiative would promote the use existing and new cycle routes and footpath routes including the towpath as a means of encouraging local people and visitors to explore East Lancashire. The potential for bicycle hire and bicycle storage should also be explored at these locations and partnership working could be developed between Network Rail, Local Authorities, Sustrans and British Waterways. The canal passes close to stations at the following locations:

- Cherry Tree, Blackburn at 95 Cherry Tree Bridge
- Blackburn Central at 103 Ciceley Bridge
- Oswaldtwistle/Church at 111D Simpsons Bridge

- Hapton at 121 Hapton Bridge
- Rosegrove, Burnley at 126 Liverpool Road Bridge
- Burnley at 129B Mitre Bridge
- Burnley at 130B Manchester Road Bridge
- Burnley at Colne Road Bridge 131
- Brierfield at 137 Lob Lane Bridge

The following "Off the Rails" routes are suggested but will require further more detailed feasibility work as part of the initiative's development:

- 1 Cherry Tree Station/Witton Park/Hoghton Tower/Witton Weavers Way: canal length between bridges 91A and 95.
Witton Park walks
Short Witton Weavers Way/canal circuit between station and Darwen Valley
Long Witton Weavers Way/canal circuit encompassing country park, Hoghton Tower and Riley Green plus canal length.
- 2 Rail link between Blackburn Station and Cherry Tree; canal walk from bridge 95 (Cherry Tree) through to suggested town centre/canal link at Higher Audley, or via Eanam Wharf.
- 3 Hapton:
Hyndburn Canal Clog, Hapton to Church
Station point for Hyndburn Clog and Burnley Way longer distance trails (off-canal)
- 4 Burnley town centre loop: using Burnley Central Station, around canal to Burnley Barracks Station
- 5 Burnley and Brierfield canal walk

Nelson and Colne Stations appear a little too far from the canal corridor to provide ready access, but some routes could possibly be created.

- Explore the development of a new linkage from the towpath between bridges 93B and 94 to Witton County Park via disused railway line.

- Develop enhanced public access including provision for cycling on the towpath from Blackburn and Hyndburn's canal towns to and from the Whitebirk/Lantern Park area as part of the development of the area (refer to Theme 2 Canal Prosperity) as a safe traffic free route to and from work.
- Support the reworking of the existing Clayton Fields Trail incorporating a section of the towpath at Church. Works will include new signage and interpretative materials and is being undertaken by the Prospects Foundation and Groundwork.
- Explore the potential for cycling routes between Hapton and Clayton-le-Moors in partnership with Groundwork, British Waterways, Sustrans, Hyndburn and Burnley Borough Councils. This area is poorly represented in terms of current cycling provision.

Signage and Interpretation

Signage is a necessity of today's waterside environment to ensure the safe, responsible and informed use of the canal by a wide range of visitors. The use of signage however requires careful handling to ensure that it does not become too intrusive or seek to urbanise, standardise or sanitise the historic environment or compromise the landscape character. Effective signage can instill a sense of reassurance and familiarity. However, levels of information need to be carefully considered to ensure that the appropriate balance of information is being presented.

A Co-ordinated Signage Strategy

A review of existing signage on the Leeds & Liverpool Canal and throughout the study length to devise a clear and co-ordinated signage strategy for the Leeds and Liverpool Canal in partnership with the local authorities. The strategy should aim to rationalise signage and develop a house style for all trails and routes throughout the study area.

Types of Signage and Interpretation to consider:

- Directional/orientation signage - Waymarker signage indicating designated routes and trails that cross or form part of the towpath. This can work at canal, road and bridge levels. Orientation signage can also include historic canal mileposts and the naming of bridges at road level with either locally known or formal bridge names.
- Interpretative signage - tactile signage, seating incorporating signage
- Informative signage - providing recommendations to all towpath users on safety and consideration of others users. This is particularly important at narrow stretches of the canal where conflicts may arise.
- Leaflets and publications - providing information that works at number of levels

Targeted/Detailed Actions

Improved Signage to Link to Existing Local Trails and Cycle Routes

Provision of signage is required at key node locations along the towpath where the canal meets or crosses local, regional and national trails. This takes place at a number of locations throughout the canal corridor and partnership will be required with the relevant local authorities. Improved signage would provide better linkages to the outlying areas and better inform visitors of other available routes. Further details of the trails are highlighted within the Resource Review section of the study. Improvements could be made incorporating Access for All requirements at the following locations:

- Witton Weavers Trail
 - 93 Stanworth Bridge
 - 94 Livesey Hall Bridge
- Burnley Way
 - 119 Shuttleworth Hall Bridge
 - 129 Whittlefield Bridge
 - Aqueduct at Bankhall, Burnley near Thompsons Park
- Bronte Way

- Aqueduct at Bankhall, Burnley near Thompsons Park
- 135 Oliver Ings Bridge
- Pendle Way
 - 136 Hawks House Bridge
 - 152 Cockshott Bridge
 - 158 Greenberfield Changeline Bridge
- Hyndburn Canal Clog
 - 107 A Norden Bridge
 - 119 Shuttleworth Hall Bridge
- Clayton Fields Trail
 - 108 Tottleworth Bridge
 - 112 Church Kirk Changeline Bridge

Improved Signage and Access Improvements at Tunnel Locations

There are two tunnels within the study length namely Foulridge Tunnel and Gannow Tunnel near Burnley. Neither tunnels have towpaths and alternative routes must be found. Some signage has been installed at Foulridge but more is required particularly near to the main wharf buildings.

At Gannow, orientation is particularly difficult as the canal enters the tunnel near junction 10 of the M65. There is no current signage provision to indicate an alternative route for towpath users on foot. As the canal interacts with the motorway, signage and access improvements could be incorporated within the potential for a public arts project indicated within Theme 1 Living Environments.

In both instances, careful consideration should be given to the location of signage with regard to the historic canalside setting and the tunnels as key features of historic significance on the Leeds & Liverpool Canal.

Cycle Trail Signage

Two Sustrans cycle routes are planned for the area and due to be completed in 2005. Signage will be required at locations where the route crosses or uses the canal towpath along part of its route.

National Cycle Network Route 6

The route may still be subject to change but at this stage of the proposal it is anticipated that signage and access improvements will be required at:

- 103 Cicely Bridge and 103B Paradise Bridge where the route crosses the canal
- 107 Cut Bridge
- 108 Tottleworth Bridge
- 109 New Barn Bridge
- 112 Church Kirk Changeline Bridge

National Cycle Network Route 68

This route is still in development and further partnership working will be required between Sustrans, British Waterways and Pendle Borough Council, local land owners and the local community to determine an appropriate route. The current line of the proposed route will not use the towpath but will cross over the canal at a number of routes within the Pendle area.

Informative signage is required where cyclists use the towpath and should provide clear information on the following requirements:

- The need for a British Waterways cycle permit when using the towpath
- Requirements in terms of behaviour on the towpath and consideration regarding other towpath users
- Requirements regarding safety on the towpath including ensuring a bell is fitted and the need to dismount at bridges and at narrow stretches of towpath.

Waterways Trust Interpretation Initiative

Develop "virtual" and improved onsite interpretation between Greenberfield and Barnoldswick as part of Waterways Trust initiative and in line with Signage Strategy. (See Strategic Actions)



Angling

Leeds & Liverpool Canal Angling Centre

Explore the potential for a Canal Angling Centre development based either on the canal or located adjacent to one of the reservoirs. Anglers in common with other canal users are demanding improved facilities. In line with facilities provided by private fisheries, the centre could provide safe parking areas, toilets, picnic areas, disabled facilities, café, shop etc and offer space for teaching and angling forums, national competitions and lectures.

Carry out a feasibility study and market research to assess the demand for such a facility and a possible location.

"Get Hooked on Fishing" Initiative

Based on an initiative currently underway on the Aire and Calder in Leeds, the programme would aim to encourage younger members of the community to take an interest in angling, thereby instilling a positive use of the canal. The initiative should target deprived areas along the canal corridor. Subsidised fishing equipment, taster days, coaching and competitions are suggested. Links to Canalside Activities Programme highlighted under Theme 3 Canalside Communities.

Site Specific/Detailed Actions

Enhance facilities and introduce angling platforms ideally adapted for people with disabilities and for children. Suggested locations for angling platforms are as follows:

- Blackburn suggested location for urban park between Blackburn Station and the canal. This site is highlighted on plans following this text;
- Bankhall, Burnley;
- Church (already highlighted by Hyndburn Prospects group);
- Rishton area;

- Rishton, Lower and Upper Foulridge, and Winterburn Reservoirs all offer significant potential as sites for increased facilities to appeal to the angler.
- Enhance facilities for fishing at Barrowford Reservoir.

Develop partnership working with British Waterways, Sustrans, Local Authorities, Lancashire County Council Cycle Officer and angling clubs should be encouraged to look at alternative cycling routes on busy fishing stretches to avoid canal user conflicts. The proposed route of the National cycle Network no 6 will pass to the north of the canal at Rishton following the line of a disused railway line. This will allow for a potentially bicycle free section of towpath that could potentially be treated as a priority angling canal length.

Watersports

Undertake recreational water quality reports at areas of existing and proposed water sport activity

Targeted/Detailed Actions

Develop increased canal based watersports activity at the following locations:

- **Bankhall** - See case study for further details. The Burnley Kayak Club already use the site as a storage area for boats. Development opportunity exists at the site and the area is highlighted in Burnley's Local Plan as an area for canal related leisure use. The disused canal arm would offer the potential as a safe teaching area. Canoe training is currently held indoors at the Council run Thompson Leisure Centre
- **Foulridge** - Redevelopment of the existing semi-derelict canalside buildings at Foulridge Wharf would create a revived location for the Pendle Paddlers Canoe Club
- **Blackburn** - Partnership working with Blackburn Council should be encouraged to encourage canoeing and other watersports activity along the canal within the Blackburn area. Canoeing events are currently held at Queens Water Recreation Centre.

Cycling

A more user friendly and informative cycle permit system should be encouraged where possible if the cycle policy must be maintained as part of British Waterways corporate policy. The cycle policy on the Leeds & Liverpool Canal should be reviewed to broadly encourage cyclists to the use the towpath as a means of recreation. Urban and urban edge canal lengths should be reviewed to find new routes that may be suitable for cycling. However it is suggested that the more natural character of rural canal lengths should be retained and alternative routes sought that make use of rural roads network. Careful consideration would need to be given to widening the towpath along the rural stretches as this could result in the loss of canal integrity.

A Revised Cycling Policy

Work with Local Authorities and other organisations to update cycle policy for the Leeds & Liverpool Canal to tie in with existing and proposed networks and rationalise current usage along towpath.

Undertake cycle strategy for the Leeds & Liverpool Canal. Potentially this could be undertaken by the Lancashire County Council Cycling Officer with guidance from the Waterway.

Targeted/Detailed Actions

- Encourage partnership working with bike hire operators and cycle shops within East Lancashire. British Waterways' licence issued at bike hire operations
- Install clear signage at key cycle entry points to canal towpath informing cyclists of required code of conduct. This would not reduce the need for a cycle permit but would reinforce the behaviour required. The maps following the text highlight where the towpath links to wider cycling networks
- Review the emerging National Cycle Network routes 6 and 68 to ensure suitability of proposed routes where sections of routes are proposed to follow the towpath

The Trails and Routes section of Theme 4 highlights further opportunities for bicycle and walking activity along the corridor.

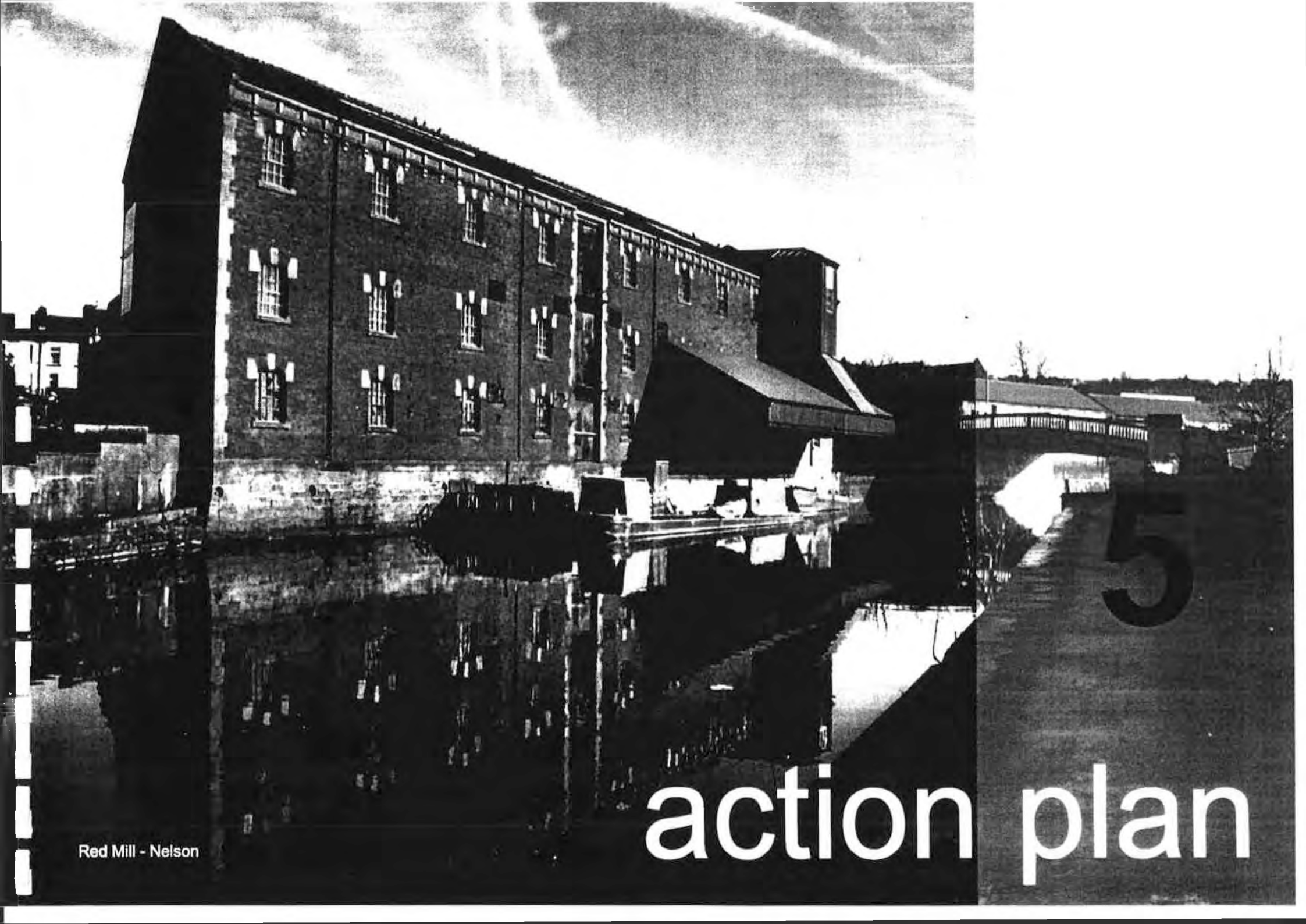
Facilities and Events

A number of hub/gateway points have been identified along the canal throughout the study stretch. Their locations are highlighted on the plans following the text. The sites could form key information points and also settings for canalside events and festivals. Sites are as follows:

- Foulridge Wharf;
- Yarnspinners Wharf, Nelson as part of its redevelopment and new use;
- Weavers Triangle as part of its redevelopment;
- Enfield Wharf. This site could provide an events focus in the short term with the location potentially moving to Hargreaves Warehouse area subject to its redevelopment;
- Blackburn Canalside near Town Centre.

Suggested events could include:

- Adventure Race in partnership with other organisations incorporating various different sports and also utilising the surrounding countryside eg canoeing, sponsored walks, orienteering, running;
- C2K follow on events staged and planned for every three years;
- Galleries, exhibitions, theatre.



Red Mill - Nelson

5
action plan

action plan

Specific projects are guided by the Delivery Themes, comprising a range of project outputs and targets

Summary map showing the corridor at 1:25000

Thought..... Planning **Action** Guidance



Theme 1: Living Environments

Delivery Theme Page Ref	Core Activity: BIODIVERSITY	Action Description/Recommendations	Potential Partners/Funders	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
104	Strategic Actions				B	P	In	E
	Waterway Biodiversity Action Plan	Produce Waterway Biodiversity Action Plan by 2005 in line with British Waterways' corporate targets.	BW; LWT; EN					●
	Waterway Management Plan	Undertake a review of current maintenance and management practices on waterway banks, towpath verges and hedgerows. Produce a Waterway Management Plan to guide general works programme and encourage biodiversity enhancement.	BW					●
	Waterway Conservation Volunteer Programme	Develop Leeds & Liverpool Canal Waterway Conservation Volunteer Programme in partnership with BTCV and LWT.	BTCV; LWT; BW			●		●
	Woodland Creation Strategy	Develop partnership with Elwood, Newlands and Remade programmes to ensure potential woodland creation sites are incorporated into access from the canal towpath.	Elwood; EA; RVIs; BW; ELP; FC; NWDA; LAs; LCC; Landowners					●
	River Valley Networks	Strengthen links with Mersey Basin Campaign, RVIs and Environment Agency to enhance linkages between canal and other watercourses.	MBC; RVIs; BW; EA					●
104	Site Specific/Detailed Actions							
	Watervole Survey	Undertake water vole survey of Leeds & Liverpool Canal over five year period in partnership with Lancashire Wildlife Trust.	LWT; BW; EN					●
	Invasive Plant Species	Establish partnership and programme for eradication of invasive plant species including Giant Hogweed and Himalayan Balsam along study length.	BW; EN; Canalside Landowners					●
	Bankside Protection/ Enhancement Measure One	Develop partnership working with canalside landowners to fence canal offside to avoid poaching and erosion of canal banks by stock at the following suggested locations between canal bridges and carry out reinstatement works: <ul style="list-style-type: none"> 104C and 107 (Whitebirk to Norden) 115A and 119 (Clayton-le-Moors to Hapton) 143A to 151 (Barrowford to Salterforth) 	BW; Canalside Landowners					●
	Bankside Protection/ Enhancement Measure Two	Explore opportunity of installation of solar powered water troughs at trial locations in partnership with canalside landowners to be installed between bridges: <ul style="list-style-type: none"> 104C and 107 (Whitebirk to Norden) 115A and 119 (Clayton-le-Moors to Hapton) 143A to 151 (Barrowford to Salterforth) 	BW; Renewables Northwest/NWDA; Canalside Landowners	S				●

Key to NWDA Strategy themes: **[B]** Business and Ideas; **[P]** People and Communities; **[In]** Investing in Infrastructure; **[E]** Investing in Image and Environment

Delivery Theme Page Ref	Core Activity: BIODIVERSITY	Action Description/Recommendations	Potential Partners/Funders	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
104	Site Specific/Detailed Actions <i>continued</i>				B	P	In	E
	Bankside Protection/Enhancement Measure Three	Undertake bank stabilisation and reconstruction using bioengineering techniques, marginal planting, seeding using local provenance. Five trial sections between bridges: <ul style="list-style-type: none"> 93 and 93B (amendment to current British Waterways work programme suggested to incorporate trial section) 104C and 106 (east of Blackburn) 108 and 110 (Rishton to Church) 114C and 125 (east of Clayton-le-Moors to West Rosegrove) 141D and 142 (Barrowford area) 	BW					●
	Reed Bed Establishment	Explore the potential to create new and enlarge existing offline reed beds to meet Lancashire BAP targets in appropriate locations:	BW; LAs; LCC; EN					●
	Hedgerow Management	Undertake a survey to determine species diversity of existing canalside hedgerows within study area. In appropriate locations restock and replace with appropriate native species of local provenance. Undertake hedgerow management technique guidelines highlighted in Waterway Management Plan (see Strategic Actions). Priority areas include: <ul style="list-style-type: none"> Blackburn, Cherry Tree area. 	BW; LWT; LCC					●
	Canalside boundary walls	Undertake a survey to assess condition of canalside boundary walls within study area and undertake programme of repair works	BW;					●

Delivery Theme Page Ref	Core Activity: WASTE MANAGEMENT	Action Description/Recommendations	Potential Partners/Funders	Priority Status	Link to NWDA Strategy Themes			
105	Strategic Actions				B	P	In	E
	Waste by Water	Support the development of a 'Waste by Water' initiative in Blackburn area	BW; LA; NWDA; Elwood; Remade		●		●	
	Dredging, Debris Removal and Litter Clearance	Provide a purpose-built litter collection and debris removal and recycling vessel as part of wider canal corridor clean up campaign with local communities. Implement debris and litter management scheme to use vessel effectively.	BW; EA; Las; EnCams			●	●	

Key to NWDA Strategy themes: [B] Business and Ideas; [P] People and Communities; [In] Investing in Infrastructure; [E] Investing in Image and Environment



Delivery Theme Page Ref	Core Activity: ARTS AND CULTURE	Action Description/Recommendations	Potential Partners/Funders	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
106	Strategic Actions				B	P	In	E
	Leeds and Liverpool Canal Cultural Strategy	Undertake Leeds & Liverpool Cultural Strategy	Mid Pennine Arts; BW; East Lancs Arts Network; LCC			●		
	Trans-Pennine Route of Industrial Culture	Appoint interpretation/marketing consultant to explore feasibility of a Trans-Pennine Route of Industrial Culture	BW; Consultant; NWDA; LCC; LAs			●		●
	Hubs/Gateway sites	Develop hubs/gateway sites along canal corridor as destination points. Suggested locations: <ul style="list-style-type: none"> • Foulridge Wharf • Yarnspinners Wharf • Weavers Triangle • Enfield Wharf • Blackburn canalside near Town Centre (see also Theme 4 Recreation and Destination)	BW;					
	Public Art Monument	Creation of landmark artwork at East Lancashire gateway location	ELP; BW; NWDA; East Lancs Arts Network; Arts Council			●		
	'Waymarks' Initiative	Develop 'Waymarks' initiative to reinforce canal's identity and heritage value	BW; EH; East Lancs Arts Network;			●		●
	'Positive Connections' Initiative	Creation of 'Positive Connections' initiative linked to orientation and signage strategy (see Theme 4 Recreation and Destination). Suggested signature artworks at the following locations: <ul style="list-style-type: none"> • 91AA Brimmicroft Bridge • 114AA Enfield Green Bridge • 124 Molly Wood Bridge • 124B Halstead Bridge • 127C Gannow Green South Bridge • 129 Whittlefield Bridge • 143 Barrowford Road Bridge 	BW; LCC Highways; East Lancs Arts Network;			●		
	Waterway Cultural Centre	Carry out feasibility study and market research to assess demand for facility and suitable location	NWDA; BW; EH; Private Sector; Consultant		●	●		
	Waterway Festival	Partnership working with Mid Pennine Arts and others to create annual/biannual canal based festival through East (and West) Lancashire	BW; Mid Pennine Arts;			●		●
	Waterborne Artists In Residence	Introduce waterborne Artists in Residence programme	BW; Mid Pennine Arts;			●		

Key to NWDA Strategy themes: [B] Business and Ideas; [P] People and Communities; [In] Investing in Infrastructure; [E] Investing in Image and Environment

Theme 2: Canal Prosperity

Delivery Theme Page Ref	Core Activity: DEVELOPMENT SITES	Action Description/Recommendations	Potential Partners/Funders	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
106	Site Specific/Detailed Actions				B	P	In	E
	Canalside Development Opportunities	Development at the following locations. Sites of heritage interest offering significant development potential.						
	Pendle	<ul style="list-style-type: none"> Lob Lane Mill, Brierfield Whitefield Area, Nelson Yarnspinners Wharf, Nelson Foulridge Wharf, Foulridge: <p>Undertake heritage impact assessment to establish impact of any proposals on historic buildings and landscape of site at Foulridge (also refer to case study)</p>	EH; NWDA; BW; Private Sector; Heritage Trust for the North West			●		●
	Burnley	<ul style="list-style-type: none"> Weavers Triangle: <p>Undertake a Conservation Plan for the area</p> <ul style="list-style-type: none"> Finsley Gate Bankhall: <p>Undertake heritage impact assessment to establish impact of proposals on archaeology of the basin at Bankhall and its surrounding landscape (also refer to case studies)</p>	EH; NWDA; LA; BW; Private Sector; Heritage Trust for the North West			●		●
	Hyndburn	<ul style="list-style-type: none"> Church, generally: <p>Undertake conservation area appraisal</p> <ul style="list-style-type: none"> Hargreaves Warehouse and Commercial Hotel, Church: <p>Undertake conservation statement to provide an overview and increase understanding of the significance of the building</p> <p>Undertake Heritage Impact Assessment to identify impact of any development proposals on the special interest of the building and its surrounds and propose mitigation</p> <ul style="list-style-type: none"> Enfield Wharf, Clayton le Moors: <p>Undertake conservation statement to provide overview and increase understanding of the site and identify conservation opportunities and constraints. (refer to case study)</p> <p>Undertake heritage impact assessment to identify impact of development proposals and propose mitigation measures where necessary</p> <ul style="list-style-type: none"> Strategic Employment Site, Hyndburn/Blackburn boundary 	EH; NWDA; LA; BW; Private Sector; Heritage Trust for the North West		●	●	●	●

Key to NWDA Strategy themes: [B] Business and Ideas; [P] People and Communities; [In] Investing in Infrastructure; [E] Investing in Image and Environment



Delivery Theme Page Ref	Core Activity: DEVELOPMENT SITES	Action Description/Recommendations	Potential Partners/Funders	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
	Site Specific/Detailed Actions <i>continued</i>				B	P	In	E
	Blackburn	<ul style="list-style-type: none"> Feniscowles Stockclough Albion Mill Mill Hill Flats Warwick and Bailey Crosshill Mill Henry Boot Higher Audley Prospect Mill Manner Sutton Street Gorse Street Mill Imperial Mill Whitebirk Canalside 	EH; NWDA; LA; BW; Private Sector; Heritage Trust for the North West		●	●	●	●

Delivery Theme Page Ref	Core Activity: ENVIRONMENTAL IMPROVEMENTS	Action Description/Recommendations	Potential Partners/Funders	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
	Site Specific/Detailed Actions				B	P	In	E
	Pendle	<ul style="list-style-type: none"> Bridge 135 to 136 – towpath resurfacing Bridge 139 to 141D – boundary improvements to canalside incorporating new development, towpath resurfacing and lighting. Bridge 141D to 142 – bank stabilisation using bioengineering techniques. Bridge 143 to Foulridge Tunnel (southern entrance) – lockside enhancement. Bankside protection. Foulridge Tunnel (northern entrance) to Bridge 151 – bank stabilisation and fencing where required. Bridge 152 to 154A – boundary improvements to canalside businesses on towpath side. Dry stone walling repairs. Towpath resurfacing. Lighting at access points. 	BW; LAs; canalside landowner; NWDA					●

Key to NWDA Strategy themes: **B** Business and Ideas; **P** People and Communities; **In** Investing in Infrastructure; **E** Investing in Image and Environment

Delivery Theme Page Ref	Core Activity: ENVIRONMENTAL IMPROVEMENTS	Action Description/Recommendations	Potential Partners/Funders	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
	Site Specific/Detailed Actions <i>continued</i>				B	P	In	E
		Undertake improvements at the following locations:						●
	Blackburn	<ul style="list-style-type: none">Bridge 90 to 91A - offside canal bank stabilisation and fencing where required.Bridge 93 to 93B - bank stabilisation and boundary improvements.Bridge 96A – improvements to fishing platforms to incorporate disabled accessBridge 99 to bridge 101- boundary improvements. Graffiti removal. Lockside enhancement in association with canalside development sites.Bridge 103AA to 103A – boundary improvements. Repairs to canal wash walls.Bridge 104A to 104B – offside boundary improvements to canalside businessBridge 104B to 104C – bank stabilisation.	BW; LAs; canalside landowner; NWDA					
	Hyndburn	<ul style="list-style-type: none">Bridge 104C to 106 – towpath improvements including resurfacing, boundary improvements, bank stabilisation.Bridge 108 to 108A – boundary improvements to canalside businesses.Bridge 108 to 110 – bank stabilisation and reconstruction.Bridge 110 to 113 – improve access to towpath. Offside and towpath boundary improvements, dry stone wall repairs, lighting.Bridge 116 – reinstate swing bridge using traditional building techniques.Bridge 121 – boundary improvements to canalside businesses.	BW; LAs; canalside landowner; NWDA					
	Burnley	<ul style="list-style-type: none">Bridge 126 to 127B – boundary improvements in association with canalside redevelopment, towpath resurfacing. Pedestrian access to avoid Gannow Tunnel entrance. Improvements to include new signage, surfacing, lighting.Bridge 128 to 129A – towpath resurfacing to meet Gannow Tunnel entranceBridge 103E to 130H – access improvements to Burnley Mile.Bridge 131 to 132A – offside boundary enhancement. Towpath resurfacing. Litter and graffiti removal.	BW; LAs; canalside landowner; NWDA					

Key to NWDA Strategy themes: **B** Business and Ideas; **P** People and Communities; **In** Investing in Infrastructure; **E** Investing in Image and Environment



Theme 3: Canalside Communities

Delivery Theme Page Ref	Core Activity: COMMUNITY INITIATIVES	Action Description/Recommendations	Potential Partners/Funders	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
103	Site Specific/Detailed Actions				B	P	In	E
	Floating Classroom	Provide a floating classroom/canal education base for school and adult use.	BW; LAs; Private Sector;			●		
	Water Wardens	Introduce Water Wardens to the East Lancashire stretch of the Leeds & Liverpool Canal, in partnership with the probation service.	BW; Probation Service, LAs			●		
	Water Watch Campaign	Step up partnership with Mersey Basin Campaign and other partners to further develop Water Watch Campaign to reduce litter and debris.	EnCams; EA; MBC; BW					●
	Water Mark Award	Step up partnership with Mersey Basin Campaign to deliver Water Mark Award Scheme	BW; EA; MBC; Private Sector		●			●
	Canal Treasure Chest	Develop educational and awareness raising resource for schools and community groups.	LAs; BW; LSPs			●		
	Adopt a Length of Canal	Initiate scheme to encourage canalside businesses to adopt lengths of canal to assist with environmental enhancement.	Private Sector; BW		●			
	Canalside Activities Programme	Initiate canalside activities programme for all local authority areas targeted at deprived canalside wards.	LAs; BW; Police			●		
	Floating Clean-up Boat	Refer to more detailed action listed under Theme 1 Living Environments	BW; LAs; EA; Private Sector				●	●

Key to NWDA Strategy themes: **[B]** Business and Ideas; **[P]** People and Communities; **[In]** Investing in Infrastructure; **[E]** Investing in Image and Environment

Theme 4: Recreation and Destination

Delivery Theme Page Ref	Core Activity : BOATING FACILITIES	Action Description/Recommendations	Potential Partners	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
110	Site Specific/Detailed Actions				B	P	In	E
	Marinas/Boatyards/ Mooring Basins	Explore potential for development and progress as appropriate at: <ul style="list-style-type: none"> Lower Park Marina (expansion of existing facilities) Barden Mill, Burnley Bankhall disused canal arm, Burnley Restoration of dry dock, Bankhall Burnley Enfield Wharf, Clayton-le-Moors Church Canalside – derelict land adjacent to Dunkenhall Way 	BW; LAs; Private Sector; ELP		●	●	●	●
	Moorings: Improvements to Existing Sites	Improvements to moorings including additional boater facilities at: <ul style="list-style-type: none"> Greenberfield Locks Foulridge Wharf Barrowford Locks – incorporate camp site and shared facilities Burnley, Rosegrove Yard Enfield Wharf – linked to potential site development (offside) Blackburn Locks Finnington Bridge (as part of proposed canalside office development) 	BW; LAs; Private Sector; ELP					●
	Moorings: Suggested New Locations	<ul style="list-style-type: none"> Barnoldswick – mooring to access town centre Yarnspinners Wharf/Morrisons, Nelson (offside) Finsley Gate, Burnley (as part of restoration) Additional Mooring at Weavers Triangle, Burnley (offside) Albion Pub, Clayton-le-Moors (offside) Hargreaves Mill, Church (as part of restoration) Former Prospect Mill site opposite Eanam Wharf as part of proposed development (offside) 	BW; LAs; ELP; Private Sector; Prospects					●

Key to NWDA Strategy themes: **B** Business and Ideas; **P** People and Communities; **In** Investing in Infrastructure; **E** Investing in Image and Environment



Delivery Theme Page Ref	Core Activity : BOATING FACILITIES	Action Description/Recommendations	Potential Partners	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
Site Specific/Detailed Actions <i>continued</i>					B	P	In	E
	Trip Boat Routes(TB)/Water Bus Facility (WB)	<p>Undertake feasibility study for trip boat/water bus at:</p> <p>Length 1:</p> <ul style="list-style-type: none"> Riley Green to Blackburn Locks (TB) Football Trip Boat, Blackburn Terminus Albion Mill (potential development site). Link to Ewood Park on match days (TB) <p>Length 2:</p> <ul style="list-style-type: none"> Blackburn Town Centre to Hyndburn canal towns – Terminus Enfield Wharf (incorporates stop at Whitebirk/Lantern Park). (TB/WB) Canal Towns Discovery Route Enfield Wharf to Aspen. (TB) <p>Length 3:</p> <ul style="list-style-type: none"> Church to Hapton (potential canalside focus or event linked to Regional Park) (TB) <p>Length 4:</p> <ul style="list-style-type: none"> Burnley Town Centre Tour Weavers Triangle · Finsley Gate · Thompson Park Terminus Bank Hall. (TB/WB) Football Trip Boat Pub link to Burnley FC at Turf Moor. (TB) <p>Length 5:</p> <ul style="list-style-type: none"> Burnley Nelson link from Bank Hall to Yarnspinners Wharf. (TB/WB) <p>Length 6:</p> <ul style="list-style-type: none"> Pendle "Water Walks" and canal cruise link. Incorporating walk along Pendle Water. Barden Mill, Lob Lane Mill (subject to redevelopment) Yarn Spinners. Terminus Barrowford Locks. (TB) <p>Length 7:</p> <ul style="list-style-type: none"> Foulridge to Barrowford incorporating boat trip through Foulridge Tunnel and return walk 	ELP; BFC; BW; Private Sector; LA				●	●
	Boat Hire	<p>Undertake feasibility study for boat hire and progress as appropriate</p> <ul style="list-style-type: none"> Bankhall disused canal arm, Burnley, Enfield Wharf · Clayton-le-Moors (as part of redevelopment) Greenberfield to Barrowford Locks with base at Foulridge Chorley to Blackburn with base at Riley Green 	BW; Private Sector		●			●
	Timeshare Boats	Explore the potential and market for timeshare boats on the Leeds & Liverpool Canal.	BW; Private Sector					●

Key to NWDA Strategy themes: [B] Business and Ideas; [P] People and Communities; [In] Investing in Infrastructure; [E] Investing in Image and Environment

Delivery Theme Page Ref	Core Activity: TRAILS AND ROUTES	Action Description/Recommendations	Potential Partners	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
112	Strategic Actions				B	P	In	E
	Access Strategy	In partnership with local authority access officers, develop access strategy for Leeds & Liverpool Canal.	BW; LAs			●		●
	Access Audit	Undertake access audits along the study length to establish the potential for disabled access and carry out improvement schemes wherever possible. Priority at existing honeypot locations of: <ul style="list-style-type: none"> Greenberfield Foulridge Local and regional trail/canal crossing points Boatyards, marinas, moorings Businesses promoting canalside access Reservoirs where access is promoted 	BW; Fieldfare Trust; LAs			●		
	Trans-Pennine Canal Trail	• Employ marketing/tourism consultant to explore potential for promotion and branding of canal as a Trans-Pennine long distance leisure route.	BW; LAs; Consultancy			●		●
112	Site Specific/Detailed Actions							
	Access Initiative 1: "Water Walks"	Develop "Water Walks" Initiative linking the canal to other watercourses and existing trails in Ribble and Calder Valleys and to Pennine Moorlands.	RVIs; BW; EA; LAs; ELP			●		
	Access Initiative 2: "Ride and Glide"	Explore feasibility of cycling/trip boat initiative	Sustrans; BW; LAs				●	●
	Access Initiative 3: "Stride and Glide"	Develop Stride and Glide health walk initiative utilising the canal towpath linked to potential water bus/trip boat locations. (Refer to trip boat/water bus actions for suggested locations.)	Primary Care Trusts; LAs; BW; Private Sector; LSPs			●		
	Access Initiative 4: "Off the Rails"	Develop initiative promoting enhanced access for walking and cycling from/to railway stations to the canal incorporating walking/cycling routes in Blackburn, Hapton, Burnley and Brierfield	BW; LAs; Railtrack			●	●	
	Clayton Fields Trail, Hyndburn	Rework existing trail incorporating new signage, interpretative material and towpath and other footpath improvements.	Prospects; Groundwork; BW; LA					●
	New/Improved Routes	Enhance towpath between <ul style="list-style-type: none"> Blackburn/Hyndburn boundary and Clayton-le-Moors with links to Whitebirk and Lantern Park. Clayton-le-Moors and Hapton – explore potential for cycle route. New linkage from towpath between canal bridges 93B and 94 to Witton Country Park via disused railway line. 	Private Sector; LAs; BW; Section 106 Agreements; Groundwork; Sustrans				●	●
	"Four Lakes Trail"	Introduce the "Four Lakes Trail" proposed countryside access network to promote enhanced access to the four reservoirs of Slipper Hill, Lower Foulridge, Upper Foulridge and Whitemoor.	BW; LA; ELP					●

Key to NWDA Strategy themes: **[B]** Business and Ideas; **[P]** People and Communities; **[In]** Investing in Infrastructure; **[E]** Investing in Image and Environment



Delivery Theme Page Ref	Core Activity: SIGNAGE AND INTERPRETATION	Action Description/Recommendations	Potential Partners	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
					B	P	In	E
113	Strategic Actions							
	Signage/Strategy and Interpretation	<p>Develop a co-ordinated signage strategy for Leeds & Liverpool Canal to rationalise signage.</p> <p>Types of signage provision to include:</p> <ul style="list-style-type: none"> • Interpretative • Directional/orientation • Informative 	BW					●
114	Site Specific/Detailed Actions							
	Cycle Trail Signage	<p>Carry out installation of informative and directional signage at National Cycle Network Route 6 canal crossing points:</p> <ul style="list-style-type: none"> • 103 Cicely Bridge • 103B Paradise Bridge • 107 Cut Bridge • 108 Tottleworth Bridge • 109 New Barn Bridge • 112 Church Kirk Bridge <p>Carry out installation of informative and directional signage at National Cycle Network Route 68 canal crossing points. (Route to be confirmed and verified with British Waterways.)</p>	<p>Sustrans; BW; LAs; LCC</p> <p>Sustrans; BW; LAs; LCC</p>			●		●
	Waterways Trust Interpretation Initiative	<ul style="list-style-type: none"> • Develop "virtual" improved on-site interpretation between Greenberfield and Barnoldswick as part of Waterways Trust initiative and in line with signage strategy (see strategic actions). 	BW; WT; LA					●

Key to NWDA Strategy themes: [B] Business and Ideas; [P] People and Communities; [In] Investing in Infrastructure; [E] Investing in Image and Environment

Delivery Theme Page Ref	Core Activity: SIGNAGE AND INTERPRETATION	Action Description/Recommendations	Potential Partners	Priority/Timescale	Link to NWDA Strategy Themes			
	Site Specific/Detailed Actions <i>continued</i>				B	P	In	E
	Signage of Local Routes and Trails	Carry out improvements/installation of signage where the canal links to local routes and trails at the following bridges: <ul style="list-style-type: none">Witton Weavers Trail:<ul style="list-style-type: none">93 Stanworth Bridge94 Livesey Hall BridgeBurnley Way:<ul style="list-style-type: none">119 Shuttleworth Hall Bridge129 Whittlefield BridgeAqueduct at Bankhall, BurnleyBronte Way:<ul style="list-style-type: none">Aqueduct at Bankhall, Burnley135 Oliver Ings BridgePendle Way:<ul style="list-style-type: none">136 Hawks House Bridge152 Cockshott Bridge158 Greenberfield Changeline BridgeHyndburn Canal Clog:<ul style="list-style-type: none">107A Norden Bridge119 Shuttleworth Hall BridgeClayton Fields Trail:<ul style="list-style-type: none">108 Tottleworth Bridge112 Church Kirk Changeline Bridge	BW; LAs					●
	Tunnel Signage	Carry out installation of signage to indicate clear route for towpath users at each end of tunnel at: <ul style="list-style-type: none">Gannow Tunnel, Rosegrove – as part of access improvementsFoulridge Tunnel – signage at wharf buildings	BW; LAs; Mid Pennine Arts					●

Key to NWDA Strategy themes: [B] Business and Ideas; [P] People and Communities; [In] Investing in Infrastructure; [E] Investing in Image and Environment



Delivery Theme Page Ref	Core Activity: ANGLING	Action Description/Recommendations	Potential Partners	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
115	Strategic Actions				B	P	In	E
	Aqua Chalet Development	Carry out feasibility study and market research to assess the demand for facility and suitable location.	BW; ELP; EA; Private Sector; Consultant			●		●
	Leeds & Liverpool Canal Angling Centre	Carry out feasibility study and market research to assess the demand for facility and suitable location.	BW; ELP; EA; Private Sector; Consultant			●		●
	"Get Hooked on Fishing" Initiative	Develop "Get Hooked on Fishing" initiative to encourage youth angling in deprived areas.	BW;EA			●		●
	Resolving Canal User Conflicts	Develop partnership working to avoid canal user conflict.	Sustrans, BW; LAs; LCC; Angling			●		●
	Site Specific/Detailed Actions							
	Angling Platforms	Introduce angling platforms adapted for disabled and children at following suggested locations: <ul style="list-style-type: none"> Blackburn proposed urban park between station and canal Church Rishton area Rishton, Lower and Upper Foulridge, and Winterburn reservoirs, including enhanced facilities Enhance facilities for fishing at: <ul style="list-style-type: none"> Barrowford Reservoir 		S/M		●		●

Delivery Theme Page Ref	Core Activity: WATERSPORTS	Action Description/Recommendations	Potential Partners	Priority/Timescale	Link to NWDA Strategy Themes			
115	Strategic Actions				B	P	In	E
	Recreational Water Quality Reports	Undertake recreational water quality reports at areas of existing, proposed watersport activity.	BW; EA			●		●
	Site Specific/Detailed Actions							
	Watersports Activities	<ul style="list-style-type: none"> Develop increased watersport activity at: Bankhall, Burnley (as part of site redevelopment) Foulridge (as part of redevelopment of semi-derelict buildings) Blackburn – partnership working with Blackburn BC and British Waterways to encourage watersports activity on canal in Blackburn area. 				●		●

Key to NWDA Strategy themes: [B] Business and Ideas; [P] People and Communities; [In] Investing in Infrastructure; [E] Investing in Image and Environment

5 Action Plan

Delivery Theme Page Ref	Core Activity: CYCLING	Action Description/Recommendations	Potential Partners	Priority/Timescale	Link to NWDA Strategy Themes			
115	Strategic Actions				B	P	In	E
	Cycle Strategy	Undertake cycle strategy in partnership with LCC.	BW; LCC				●	●
	Site Specific/Detailed Actions				B	P	In	E
	Bike Hire/Cycle Shops	Encourage partnership working with cycle hire and bike shops to issue British Waterways' cycle licences and promote licence usage.	Private Sector; BW; Sustrans			●	●	●
	Towpath Cycle Signage	Install informative cycle signage at towpath/trail intersections.	BW; LCC; LAs; Sustrans				●	●
	National Cycle Network	Review and verify sustainability of proposed National Cycle Routes 6 and 68 where towpath usage is proposed.	BW; LCC; LAs; Sustrans				●	●

Delivery Theme Page Ref	Core Activity: FESTIVALS AND EVENTS	Action Description/Recommendations	Potential Partners	Priority Status High/Medium/Low	Link to NWDA Strategy Themes			
116	Strategic Actions				B	P	In	E
	Adventure Race	Develop adventure race for the Leeds & Liverpool Canal in partnership with others.	BW; LAs; Elwood					●
	Canal Festival	Develop annual/biannual canalside event within East Lancashire to promote the canal.	BW; Canal Society; LAs; Mid Pennine Arts					●
	Site Specific/Detailed Actions							
	Activities at Hubs/Gateway Sites	Develop activity at following suggested hub/gateway locations: <ul style="list-style-type: none"> Foulridge Wharf Yarn Spinners Wharf Weavers Triangle Enfield Wharf Blackburn Canalside near Town Centre 	BW;					●






Key to NWDA Strategy themes: **B** Business and Ideas; **P** People and Communities; **In** Investing in Infrastructure; **E** Investing in Image and Environment



Action Plan Mapping

The following 1:25000 reference maps supplement the Action Plan and provide a more detailed overview of the canal network between Blackburn, Burnley and Barnoldswick. Initiatives and opportunities are mapped wherever a site or length-specific reference can be made. Key designations, canalside features, local strategies and potential development sites are also illustrated

Canal hubs and park gateways (linking with the Regional Park concepts discussed in Section 4.2 "A Way of Thinking: Canal Park") are identified and illustrated as follows:

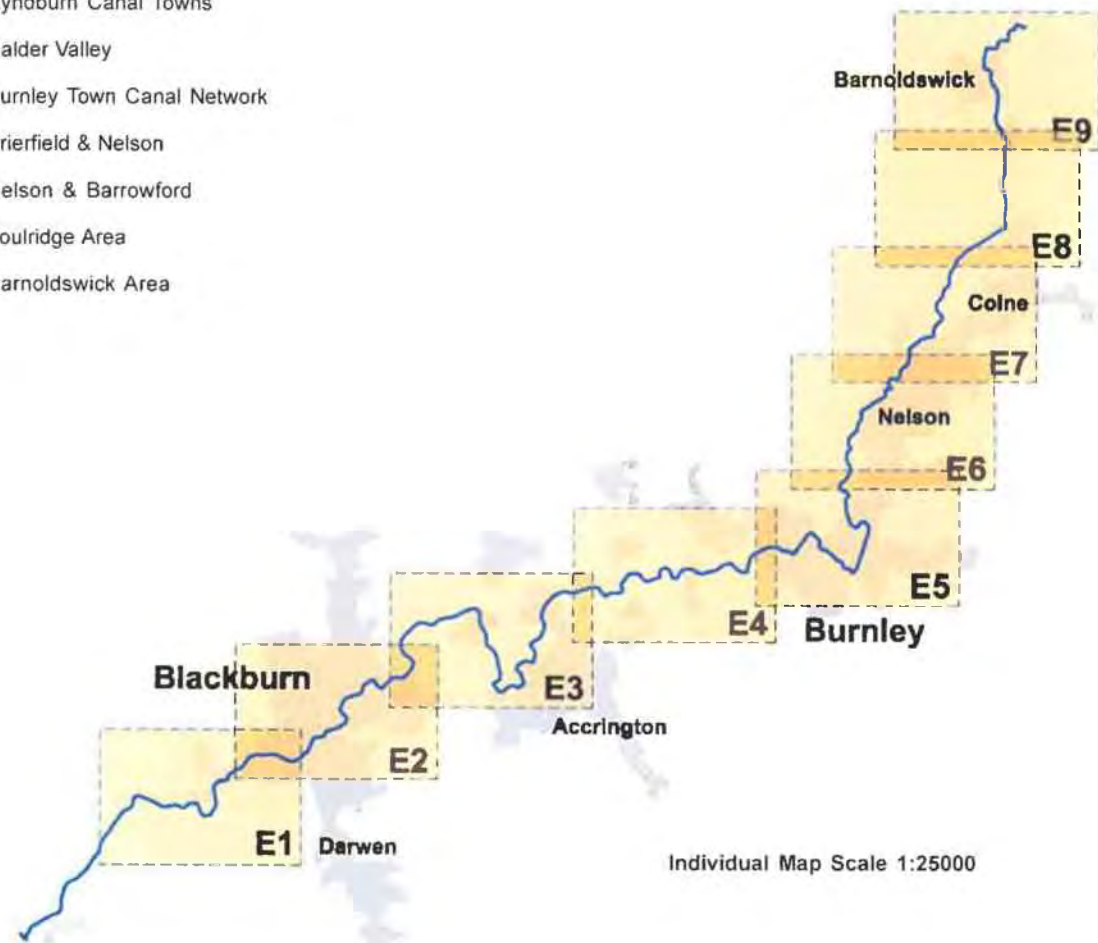
-  Primary canal hub/gateway site; strategically important areas of proposed or enhanced canal orientated activity and development
-  Other identified key canal hubs/gateway locations along canal corridor (either current, suggested or enhanced)
-  Potential canal focus linked with a new development opportunity
-  Urban park canal hubs with an emphasis on enhanced open green space
-  Suggested urban edge park creation opportunities, linked to Regional Park concepts of integrated spatial frameworks

Current facilities and suggested opportunities are listed and commented on at each hub/gateway location

Length specific environmental improvements identified within the Action Plan are also illustrated

Map References:

- E1 Blackburn West
- E2 Blackburn Town Centre
- E3 Hyndburn Canal Towns
- E4 Calder Valley
- E5 Burnley Town Canal Network
- E6 Brierfield & Nelson
- E7 Nelson & Barrowford
- E8 Foulridge Area
- E9 Barnoldswick Area



Map E1: Blackburn West

Park Creation Opportunities (Regional Park/Canal Link)

Feniscowles & Darwen Valley

This whole area is an important urban edge gateway to the wider countryside setting west of Blackburn. Wilton Country Park is an established recreation focus within easy reach of Blackburn town centre via train/bus/car. The Leeds & Liverpool Canal in turn provides a direct link from suburban Blackburn that quickly becomes rural and tranquil towards Riley Green. The remediation of landfill sites at Feniscowles provides a recognised development opportunity for recreation and leisure (Blackburn BC) which could have a positive canal focus and could help generate a wider park framework around the canal corridor. Established attractions such as Hoghton Tower provide for a wider visitor base that could utilise the canal corridor as part of an overall day-visit experience.

Key Canal Hubs and Park Gateways

Cherry Tree & Fenisccliffe

Here the canal runs at its closest to Wilton Country Park and much more should be made of the potential for linking the park and waterway more effectively. The local railway station provides immediate access for both the canal and the park. To fuel the wider regional park strategy, Wilton Park itself should be better accessed from the station as a secondary park gateway point, making more use of Pleasington Playing Fields, the River Darwen and the Wilton Weavers Way as local links to the core park area. The Wilton Weavers Way could ideally divert to include the canal junction point at Cherry Tree Bridge, also linking with the station and a better-defined access to the park.

Riley Green

A "rural hub" and informal canal park gateway is identified at Riley Green Bridge (91A), with a public house focusing on the canal and nearby boat moorings at Finnington Bridge (91B). The bridging point is also a key route between the motorway and Hoghton Tower, which raises the profile of the canal gateway to passing traffic.

Feniscowles

StockClough landfill site provides a potential for new recreation and leisure adjacent to the canal. This could form an urban edge park gateway for the canal between its urban and rural lengths and provide a focus for recreation in and around the Darwen Valley and Wilton Weavers Way. A new bridge link may provide more connectivity should facilities develop.

Map Key:

- Key development sites (BL=Blackburn H=Hyndburn BU=Burnley P=Pendle)**
 BL1 Feniscowles
 BL2 Stockclough
- Greenbelt**
- Public Open Space near canal (refer to Local Plans)**
- Darwen Valley**
 River valley network surrounding canal corridor and potential for access/wildlife initiatives at river canal crossing points (refer to "Way of Thinking-Canal Park" & Theme 1 Living Environments- Woodland Creation Strategy)
- Wildlife Sites**
- Ancient Woodland**
- Woodland creation sites identified by the National Urban Forestry Unit (M65/A56 Corridor Study)**
- Suggested urban fringe woodland creation zones linked with canal corridor (refer to "Way of Thinking- Canal park")**
- Canal/motorway interface lengths: sections of the M65 motorway that have a significant impact on the canal corridor. Mitigation strategy linked to woodland creation.**
- Current cycle routes linking with canal**
- Other proposed cycle routes linking with canal**
- Proposed National Cycle Route 6 (Sustrans) and junction points with canal: priority canal lengths to be assessed where route utilises towing path.**
- Opportunities to encourage links with National Cycle Route**
- Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)**
- Canal lengths utilised by formal path and trail network**
- Reinforced canal link to nearby footpath/trail network**
- Suggested "Off the Rails" access link opportunities**
- Potential strategic bridging point**
- Locks/suggested lock enhancement schemes linked with adjacent development**
- Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)**
- Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities**
- Existing and suggested/enhanced mooring basins**
- Existing boat yard services**

- Suggested trip boat routes and stopping points (black icon identifies established trip boat base)**
 Route 1: Riley-Green- Blackburn Locks
- Angling facilities (existing/suggested or enhanced)**
 North-West Angling Club, Bridge 91A-99A
- Key link to country park**
- Urban park enhancement/creation**
- Canalside pub/restaurant facility (existing/suggested)**
- Local attraction link**
- Existing information points/potential key information points for canal**
- Primary visitor focus potential**
- Canal 'Way marks' (see Delivery Theme 1: Living Environments, Arts & Culture)**
- "Positive Connections" strategy (refer to Delivery Theme 1: Living Environments)**
- Canal character lengths (refer to section 3.1)**

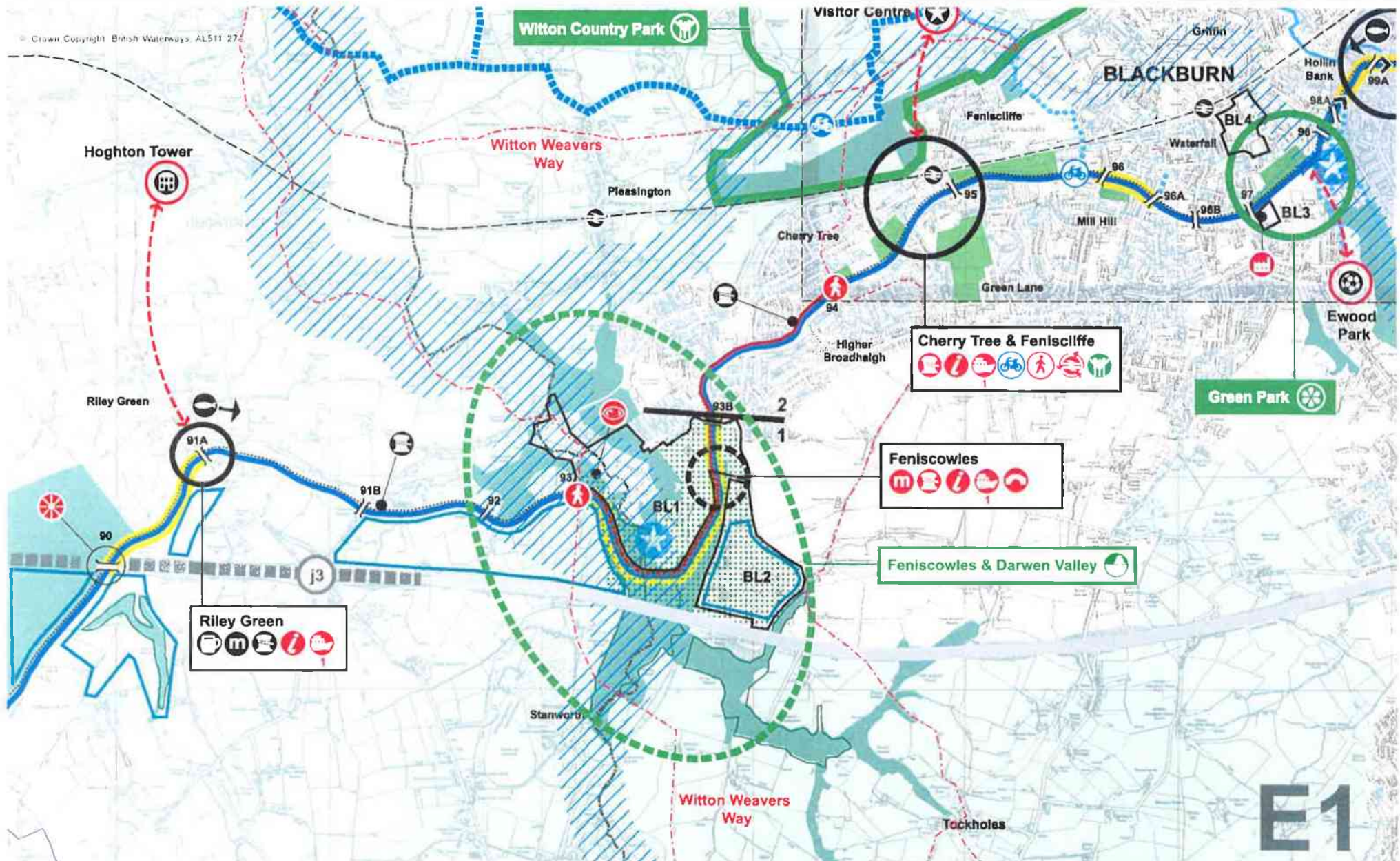
Environmental Improvements Identified:

Bridge 90-91A
 Offside canal bank stabilisation and fencing where required

Bridge 93-93B
 Bank stabilisation and boundary improvements

Bridge 96-96A
 Improvements to fishing platforms to incorporate disabled access





E1

Blackburn Town Centre

Key Canal Hubs and Park Gateways

Blackburn Town Centre and Eanam Wharf



This length needs to be a primary focus and city centre/canal interface, a focus of activity and facilities along the urban length of canal that runs closest to the city centre. Eanam Wharf and visitor centre create the current focus for the canal to the east of the town centre. The proximity of major transport links adds weight to this length of canal developing as a primary gateway site.

A clear link route needs to emerge from Blackburn town centre out to the canal (recognised within the Blackburn LP). The bus terminal and railway station presently severs the canal from the town centre, though there is a real opportunity to integrate these into a town/canal link route. This should also link with the proposed National Cycle Route (Sustrans).

Lower/Higher Audley



The creation of an urban park focus is also suggested as a significant part of this primary "gateway" setting. This would tie in closely with the suggested town centre/canal link and would create a positive open green space within the urban canal corridor. The vacant land between the canal and the railway presents an ideal opportunity, with a possible bridge link to connect with established open space at Higher Audley on the canal offside. Advantage would be taken in maximising the clear vantage point that the canal enjoys at this location.

Blackburn Locks



An urban canal hub is developing around the Blackburn Locks section of the canal corridor. The locks provide a natural focus of activity, with development of canalside amenities and restoration of canalside property helping to raise the canal profile. A number of adjacent sites require targeted canalside development to improve the context of this natural focus point. Several of these form canal corridor development sites (Blackburn BC).

Green Park



A potential urban park enhancement area is identified at Green Park. There is opportunity to enhance the relationship of the canal with the existing park and to maximise the potential of adjacent vacant land on both sides of the canal to make this more of an integrated local canal/park gateway. The Darwen Valley Walk crosses beneath the canal viaduct at Queen's Park and provides a rare connecting opportunity with open space networks on the south side of the town.

Imperial Mill/ Blackburn Gateway



There is an opportunity to vastly improve canal character along the urban edge in line with Blackburn Borough Council's Environment Improvement Corridors policy ENV6 (the canal corridor) and Greenspace Corridors Policy LNC4 (Borough boundary length through Whitebirk). Imperial Mill could be utilised as a canal activity focus and gateway "landmark", while the canal could serve a sustainable transport solution for cycling (or even boating) to work.

Map Key:

- BL4** Key development sites (BL=Blackburn H=Hyndburn BU=Burnley P=Pendle)
 - BL3 Albion Mill
 - BL4 Mill Hill Flats
 - BL5 Blackburn Infirmary
 - BL6 Warwick & Bailey
 - BL7 Henry Boot
 - BL8 Crosshill Mill
 - BL9 Higher Audley
 - BL10 Prospect Mill
 - B11 Manner Sutton Street
 - B12 Gorse Street Mill
 - B13 Imperial Mill
- Greenbelt
- Public Open Space near canal (refer to Local Plans for specific designations)
- SRB 5 Blackburn
- Darwen River Valley: River valley network surrounding canal corridor and potential for access/wildlife initiatives at river canal crossing points
- Wildlife Sites
- Ancient Woodland
- Woodland creation sites identified by the National Urban Forestry Unit (M65/A56 Corridor Study)
- Suggested urban fringe woodland creation zones linked with canal corridor (refer to "Way of Thinking- Canal park")
- Canal/motorway interface lengths: sections of the M65 motorway that have a significant impact on the canal corridor. Mitigation strategy linked to woodland creation.
- Current cycle routes linking with canal
- Other proposed cycle routes linking with canal
- Proposed National Cycle Route 6 (Sustrans) and junction points with canal: priority canal lengths to be assessed where route utilises towing path
- Opportunities to encourage links with National Cycle Route
- Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)
- Canal lengths utilised by formal path and trail network
- Reinforced canal link to nearby footpath/trail network
- Primary canal/town centre links
- Suggested "Off the Rails" access link opportunities

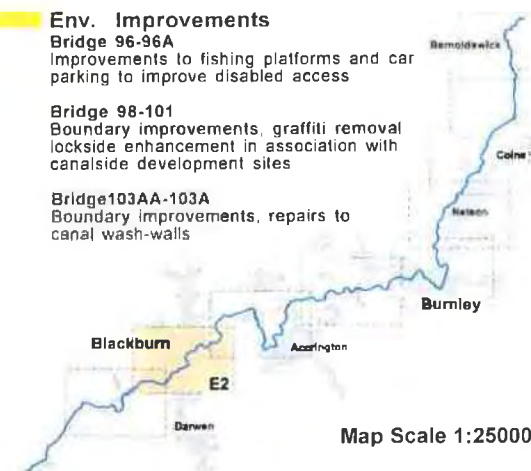
- Potential strategic bridging point
- Town centre locations and amenities
- Conservation Areas
- Locks/suggested lock enhancement schemes linked with adjacent development.
- Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)
- Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities
- Suggested trip boat routes and stopping points (black icon identifies established trip boat base):
 - Route 1: Riley Green-Blackburn Locks
 - Route 2: Blackburn city centre- Hyndburn canal towns
- Angling facilities (existing/suggested or enhanced)
 - North-West Angling Club, Bridge 91A-99A
- Key link to country park
- Canalside pub/restaurant facility (existing/suggested)
- Local attraction link
- Existing information points/potential key information points for canal
- Primary visitor focus potential
- Canal 'Way marks' (Blackburn Locks, Eanam Wharf, Daisybank Mill, Imperial Mill)
- "Positive Connections strategy (refer to Delivery Theme 1: Living Environments)
- Canal character lengths (refer to section 3.1)

Env. Improvements

Bridge 96-96A
Improvements to fishing platforms and car parking to improve disabled access

Bridge 98-101
Boundary improvements, graffiti removal, lockside enhancement in association with canalside development sites

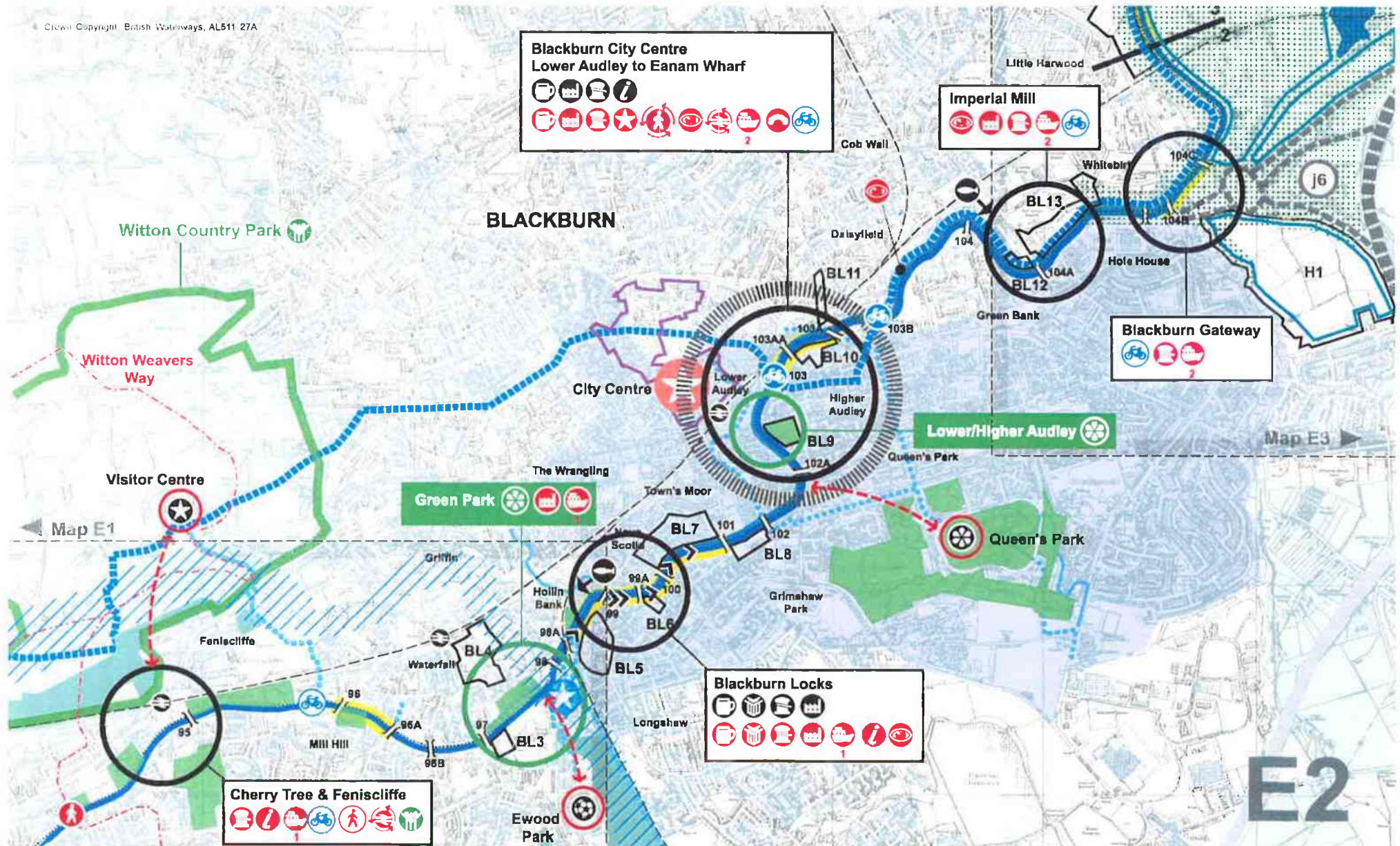
Bridge 103AA-103A
Boundary improvements, repairs to canal wash-walls



Map Scale 1:25000



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Hyndburn Canal Towns

Park Creation Opportunities (Regional Park/Canal Link)



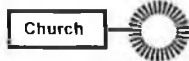
The potential for a leisure and recreation focus centred on Rishton Reservoir and based around an extension zone for community woodland, extending from the urban edge employment zones of Blackburn through to Rishton (Hyndburn Borough Council identifies the area as an "Area of Special Landscape").

A significant park gateway site could develop at Cut Park adjacent to the reservoir, with the potential for an associated canal focus/gateway at any given point between bridges 107-107A as part of this leisure/recreation focus. Hyndburn Clog and the proposed National Cycle Route 6 converge along this canal length, providing a basis for wider urban/rural links from the defined urban edge park area.



Suggested informal enhanced path network and woodland structure to the north of Church, linking with suggested canal hubs and gateways for the length. The semi-rural context of the area has been eroded over time (and most recently with the M65 construction) leaving a fragmented and open landscape.

Key Canal Hubs and Park Gateways



Church's proximity with the urban mass of Accrington marks it out as an important gateway to the canal (and potentially into a wider park framework). It is the halfway point of the Leeds & Liverpool canal with a significant heritage potential, although the location of Blythes Chemical Works creates a number of issues that may restrict development. Several canal hubs could develop along this length which could combine to form a significant canal focus (see Case Study section for more detailed information).



Canal hub creation linked to the suggested park creation area, also at Rishton Bridge which provides the closest link with the town centre.



Distinctive under-utilised canal buildings at Enfield Wharf have the potential to provide a focus for canal activity that could link well with any developments at Church. Whalley Road Bridge and the Albion Pub provide a second, established canal focus that provides a direct link with the town centre.

Map Key

Key development sites (BL=Blackburn H=Hyndburn)
 BU=Burnley P=Pendle
 BL13 Imperial Mill H2 Hargeaves Mill
 BL14 Whitebirk canalside H3 Enfield Wharf
 H1 Lantern Park

Greenbelt

Public Open Space near canal (refer to Local Plans for specific designations)

SRB 6 Accrington

Hyndburn Brook:
 River valley network surrounding canal corridor and potential for access/wildlife initiatives at river canal crossing points (

Wildlife Sites

Ancient Woodland

Woodland creation sites identified by the National Urban Forestry Unit (M65/A56 Corridor Study)

Suggested urban fringe woodland creation zones linked with canal corridor (refer to "Way of Thinking- Canal park")

Canal/motorway interface lengths: sections of the M65 motorway that have a significant impact on the canal corridor. Mitigation strategy linked to woodland creation.

Current cycle routes linking with canal

Other proposed cycle routes linking with canal

Proposed National Cycle Route 6 (Sustrans) and junction points with canal: priority canal lengths to be assessed where route utilises towing path

Opportunities to encourage links with National Cycle Route

Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)

Canal lengths utilised by formal path and trail network

Primary canal/town centre links

Suggested "Off the Rails" access link opportunities

Town centre locations and amenities

Conservation Areas

Aspen Coke Ovens Scheduled Ancient Monument (works required)

Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)

Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities

Existing and suggested/enhanced mooring basins

Blythes Chemicals: Notifiable site

Suggested trip boat routes and stopping points (black icon identifies established trip boat base)
 Route 2: Blackburn town centre-Hyndburn canal towns
 Route 3: Church-Hapton

Sailing facilities (existing/suggested)

Angling facilities (existing/suggested or enhanced)
 Bridge 104-112 Hyndburn & Blackburn Angling Association

Canalside pub/restaurant facility (existing/suggested)

Local attraction link

Existing information points/potential key information points for canal

Canal 'Way marks' - M65 aqueduct, Aspen coke ovens, Hargeaves Mill, St James Church

"Positive Connections" strategy (refer to Delivery Theme 1: Living Environments)

Canal character lengths (refer to section 3.1)

Environmental Improvements Identified:

Bridge 104A-104B Offside boundary improvements to canal businesses

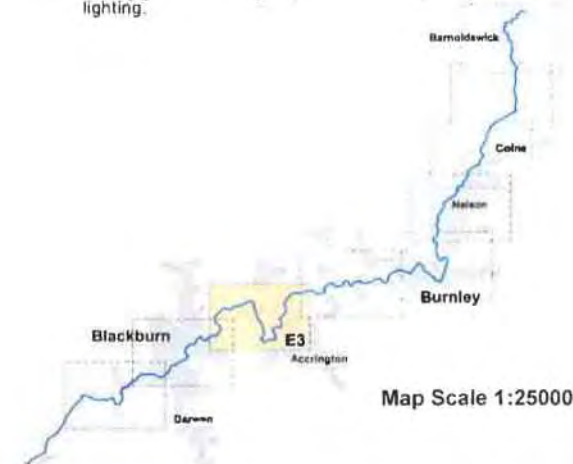
Bridge 104B-104C Bank stabilisation

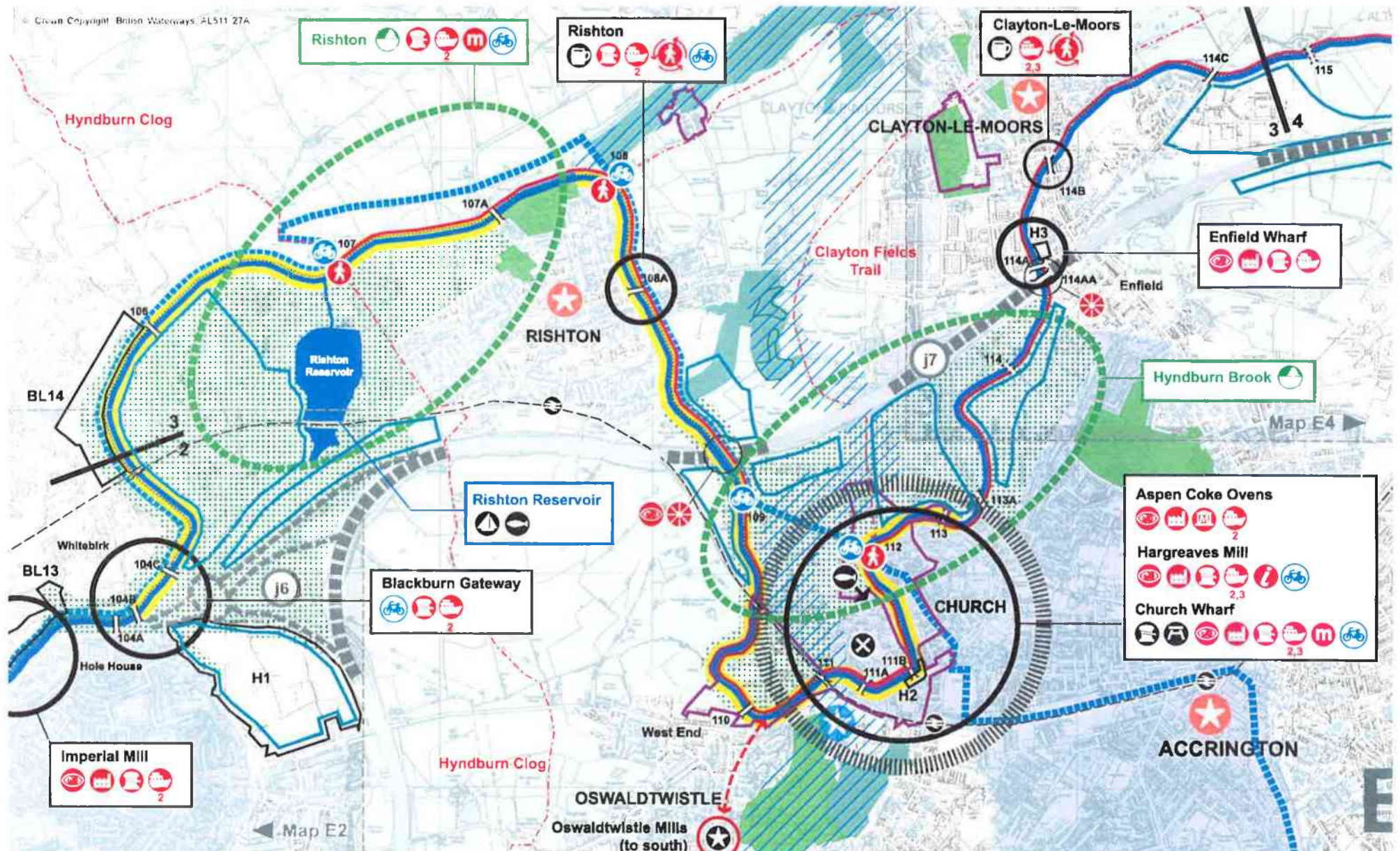
Bridge 104C-106 Towing path improvements including resurfacing, boundary improvements, bank stabilisation.

Bridge 108-108A Boundary improvements to canalside businesses

Bridge 108-110 Bank stabilisation and reconstruction

Bridge 110-113 Improve access to towing path, offside and towing path boundary improvements, dry stone wall repairs, lighting.





Calder Valley

Park Creation Opportunities (Regional Park/Canal Link)

Calder Valley



This length of canal is fairly remote from settlement and sits in a part of the Calder Valley that is considered "intensive" in terms of the Regional Park framework but which relates more with the wider landscapes surrounding it. This "Calder Valley" landscape provides an important semi-rural divide between the major canal settlements, despite the proximity of the motorway. It does not need structuring as a park environment, but its value should be recognised and measures taken to conserve the its exposed character and prospect.

Key Canal Hubs and Park Gateways:

Hapton



Hapton provides the only settlement canal focus along this isolated length of the Leeds & Liverpool canal. Emphasis should be placed on Hapton as gateway point to the Calder Valley and as a more rural length for boating and canal-focused activities. The station point provides good access and the town length could readily connect with nearby trail networks.

Progression of the Regional Concept identifies the opportunity for a new development focus within the Calder Valley, possibly in a location that may tie in with the canal corridor. Any development that may proceed needs to be linked closely with the canal network and relate with Hapton in terms of facilities generation.

Map Key

- Key development sites (BL=Blackburn H=Hyndburn BU=Burnley P=Pendle)
H3 Enfield Wharf
- Greenbelt
- Public Open Space near canal (refer to Local Plans)
- SRB 6 Accrington, SRB 6 Burnley
- Clough Brook, Shorten Brook:
River valley network surrounding canal corridor and potential for access/wildlife initiatives at river canal crossing points
- Wildlife Sites
- Ancient Woodland
- Woodland creation sites identified by the National Urban Forestry Unit (M65/A56 Corridor Study)
- Suggested urban fringe woodland creation zones linked with canal corridor (refer to "Way of Thinking- Canal park)
- Canal/motorway interface lengths: sections of the M65 motorway that have a significant impact on the canal corridor. Mitigation strategy linked to woodland creation.
- Current cycle routes linking with canal
- Other proposed cycle routes linking with canal
- Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)
- Canal lengths utilised by formal path and trail network
- Reinforced canal link to nearby footpath/trail network
- Primary canal/town centre links
- Suggested "Off the Rails" access link opportunities
- Town centre locations and amenities
- Conservation Areas
- Scheduled Ancient Monument
- Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)
- Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities
- Existing and suggested/enhanced mooring basins
- Existing boat yard services
- Suggested trip boat routes and stopping points (black icon identifies established trip boat base)
Route 2: Blackburn town centre- Hyndburn canal towns
Route 3: Church- Hapton
- Canalside pub/restaurant facility (existing/suggested)

- Local attraction link
- Existing information points/potential key information points for canal
- Primary visitor focus potential
- Canal 'Way marks' - Enfield Wharf
- "Positive Connections" strategy (refer to Delivery Theme 1: Living Environments)
- Canal character lengths (refer to section 3.1)

Environmental Improvements Identified:

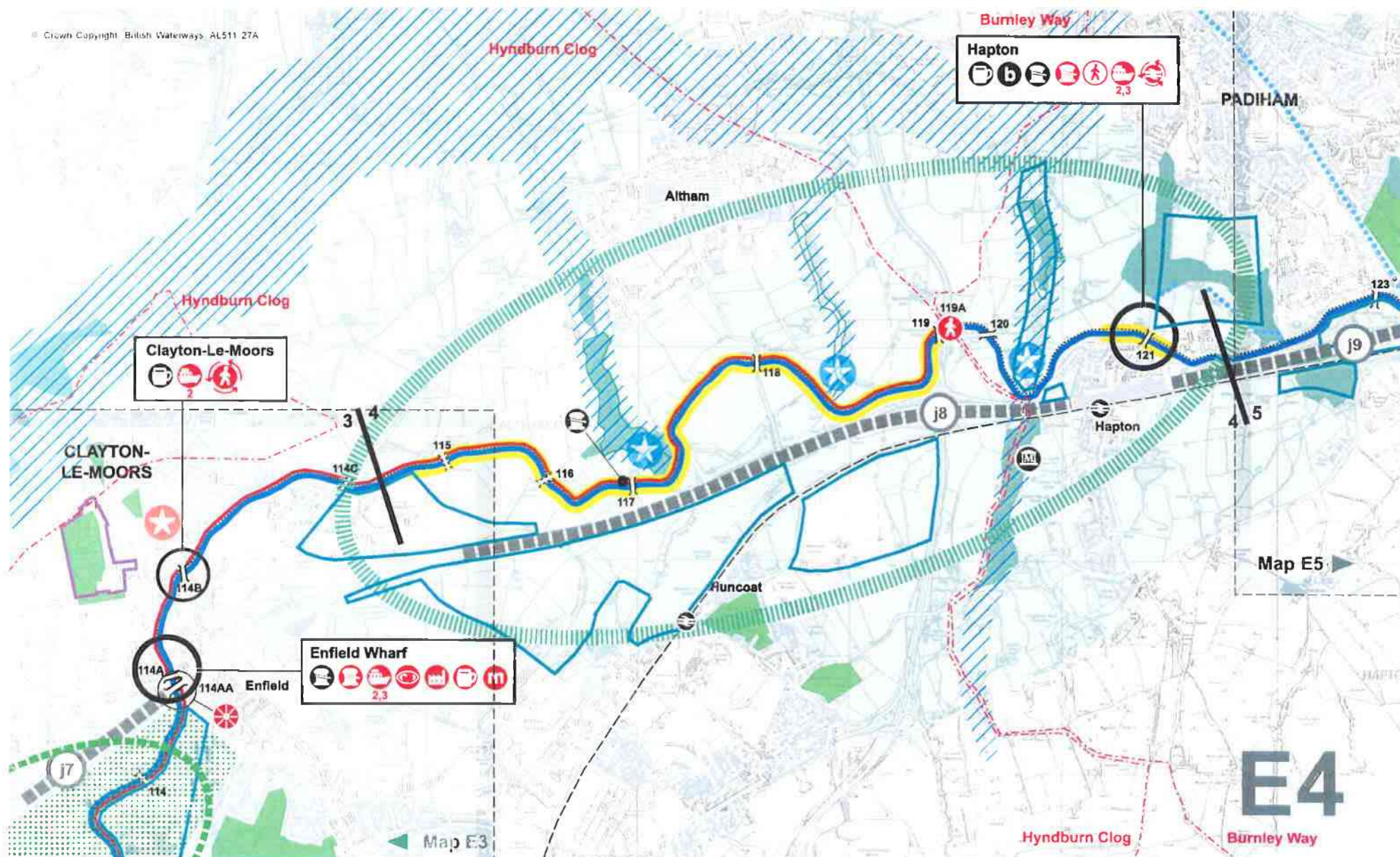
- Bridge 116**
Re-instate swing bridge using traditional building techniques
- Bridge 115-119**
Bankside protection measures
- Bridge 121**
Boundary improvements to canalside businesses



Map Scale 1:25000



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Burnley Town Canal Network

Park Creation Opportunities (Regional Park/Canal Link)



The Leeds & Liverpool Canal's approach to Burnley via Padham junction holds little positive identity, although the "Major Open Space" designation around Green Brook (Burnley Borough Council) provides significant potential for enhancing the canal environment through park creation. The Local Plan intention is for this area to be retained and where possible enhanced for its recreation and amenity value, ultimately to be incorporated into the East Lancashire Regional Park.



Potential wider park linkages from canal corridor and Thompson Park area

Key Canal Hubs and Park Gateways:



A characteristic length of canal with many surviving historic canal buildings and structures, there is immense potential in the re-development of this entire length and in providing strong links with the town centre. This is a primary gateway site to the canal and should develop as such. The Inn on the Wharf development has kick-started the process of regeneration. Sandygate represents a prime conservation-led development opportunity and canal focus, with additional potential for a new-build regeneration focus linking town and canal (see Case Study section for more detail).



The vacant property at Finsley Gate provides a natural canal focus as a potential canal hub at the head of the "straight-mile" canal length. Nearby open green space provides an indirect link route to the open moorland south of the town; the area is identified as "Major Open Space" within the Local Plan and the intention is to develop and integrate these areas as a part of the Regional Park.



Opportunities for urban park expansion could integrate the canal more effectively with the open space framework surrounding the canal. Thompson Park is an established and popular recreation focus, although Queen Park is less structured and more "municipal" in feel and could be significantly improved (again, both are identified as "Major Open Space" within the Borough). Disused canal arms could be restored as a part of this urban park "hub", linking water-based uses with other park activities.

Map Key:

- Key development sites (BL=Blackburn H=Hyndburn BU=Burnley P=Pendle)
BU1 Weavers Triangle
BU2 Finsley Gate
BU3 Bank Hall (Thompson Park)
- Greenbelt
- Public Open Space near canal (refer to Local Plans for specific designations)
- SRB 6 Burnley
- River Brun (Burnley), Habergham Clough (Padham Junction); River valley network surrounding canal corridor and potential for access/wildlife initiatives at river canal crossing points
- Wildlife Sites
- Ancient Woodland
- Woodland creation sites identified by the National Urban Forestry Unit (M65/A56 Corridor Study)
- Suggested urban fringe woodland creation zones linked with canal corridor (refer to "Way of Thinking- Canal park")
- Canal/motorway interface lengths: sections of the M65 motorway that have a significant impact on the canal corridor. Mitigation strategy linked to woodland creation.
- Current cycle routes linking with canal
- Other proposed cycle routes linking with canal
- Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)
- Canal lengths utilised by formal path and trail network
- Reinforced canal link to nearby footpath/trail network
- Primary canal/town centre links
- Suggested "Off the Rails" access link opportunities
- Canal access restricted; access improvements necessary
- Potential strategic bridging point
- Town centre locations and amenities
- Conservation Areas
- Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)
- Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities
- Existing and suggested/enhanced mooring basins
- Suggested trip boat routes and stopping points (black icon identifies established trip boat base)
Route 3: Church-Hapton

Route 4: Burnley centre
Route 5: Burnley-Nelson (linked with existing routes operated by trip boat Barden Bromsick)

- Canoe clubs and facilities (existing/suggested): Burnley Canoe & Kayak Club
- Canalside pub/restaurant facility (existing/suggested)
- Local attraction link
- Existing information points/potential key information points for canal
- Primary visitor focus potential
- Canal 'Way marks' - Weavers Triangle length, Finsley Gate, Straight Mile
- "Positive Connections" strategy (refer to Delivery Theme 1: Living Environments)
- Canal character lengths

Environmental Improvements Identified:

Bridge 126-127C
Boundary improvements in association with canalside redevelopment, towing path resurfacing, pedestrian access to avoid Gannow Tunnel (new signage, surfacing, lighting)

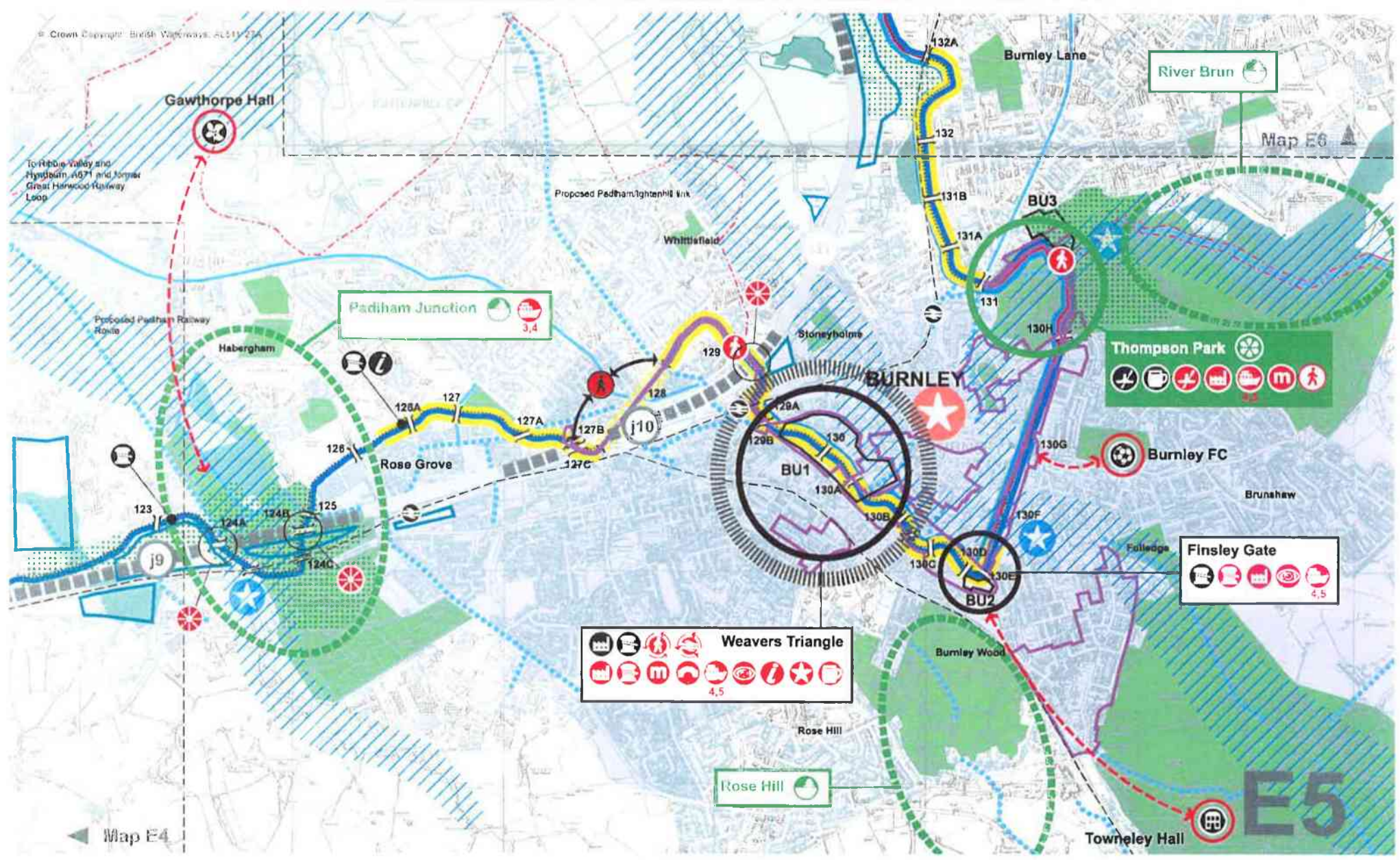
Bridge 128-129A
Towing path resurfacing to meet Gannow Tunnel entrance

Bridge 130E to 130H
Access improvements to Burnley straight mile

Bridge 131-132A
Offside boundary enhancement, towing path resurfacing, litter and graffiti removal



Map Scale 1:25000



Nelson and Barrowford

Park Creation Opportunities (Regional Park/Canal Link)

Continuation of the strategic approach to park creation through Nelson, enhancing existing protected areas of open green space via Pendle Water and the Leeds & Liverpool Canal. As stated, the canal is central to both zones and could provide an urban route in either direction from Nelson town centre. Opportunities for woodland creation would help mitigate against the impacts of the motorway and create a more appealing canal environment through these urban edge landscapes.



Significant woodland creation opportunities to enclose the motorway along its terminus towards Colne, together with wildlife enhancement potential centred on the river systems. The Pendle Heritage Centre and Barrowford Locks/Reservoir provide recreation hubs around which the informal park framework could develop. The canal again provides the central link from Nelson town centre, this whole area serving as a transition from the "intensive" regional park environment out towards the more rural Pennine areas.

Key Canal Hubs and Park Gateways

Yarn Spinners Wharf



Nelson presently lacks a significant gateway point to the canal, despite its proximity to the town centre. Opportunities are limited, but the recently restored Yarnspinners Wharf at Carr Road presents significant potential. This vacant and attractive wharf building provides a visual focus and canal prospect, sited on a main access route and close to nearby public facilities. Its use not only for canal related activities (eg. visitor centre, boat trip station, canal info point) but possibly also as an exhibition, community or function space could provide a civic focus that would raise the profile of the canal within the town.

Barrowford Locks & Reservoir



Enhancement of facilities and upgrading of the lock environment, potentially to match the improved Greenberfield lock environment further north along the canal.

Map Key

BL4 Key development sites (BL=Blackburn H=Hyndburn
BU=Burnley P=Pendle)
P1 Lob Lane Mills
P2 Whitefield (potential)
P3 Yarn Spinners Wharf

Greenbelt

Public Open Space near canal (refer to Local Plans for specific designations)

SRB 6 Nelson

Pendle Water:
River valley network surrounding canal corridor and potential for access/wildlife initiatives at river canal crossing points

Wildlife Sites

Ancient Woodland

Woodland creation sites identified by the National Urban Forestry Unit (M65/A56 Corridor Study)

Suggested urban fringe woodland creation zones linked with canal corridor (refer to "Way of Thinking- Canal park")

Woodland Trust sites in vicinity of canal corridor

Canal/motorway interface lengths: sections of the M65 motorway that have a significant impact on the canal corridor. Mitigation strategy linked to woodland creation.

Current cycle routes linking with canal

Other proposed cycle routes linking with canal

Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)

Canal lengths utilised by formal path and trail network

Reinforced canal link to nearby footpath/trail network

Primary canal/town centre links

Suggested "Off the Rails" access link opportunities

Town centre locations and amenities

Conservation Areas

Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)

Locks/suggested lock enhancement schemes linked with adjacent development.

Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities

Existing and suggested/enhanced mooring basins

Existing boat yard services

Suggested trip boat routes and stopping points (black icon identifies established trip boat base)
Route 5 Burnley-Nelson
Route 6 Pendle Water walks and canal cruises
Trip boat Barden Broomstick operates from Barden Mill currently

Sailing facilities (existing/suggested)

Canoe clubs and facilities (existing/suggested)

Angling facilities (existing/suggested or enhanced)

Canalside pub/restaurant facility (existing/suggested)

Local attraction link

Existing information points/potential key information points for canal

Primary visitor focus potential

Canal 'Way marks' - Yarn Spinners Wharf, Barrowford Locks

"Positive Connections" strategy (refer to Delivery Theme 1: Living Environments)

Canal character lengths (refer to section 3.1)

Line of proposed A56 road corridor scheme

Environmental Improvements Identified:

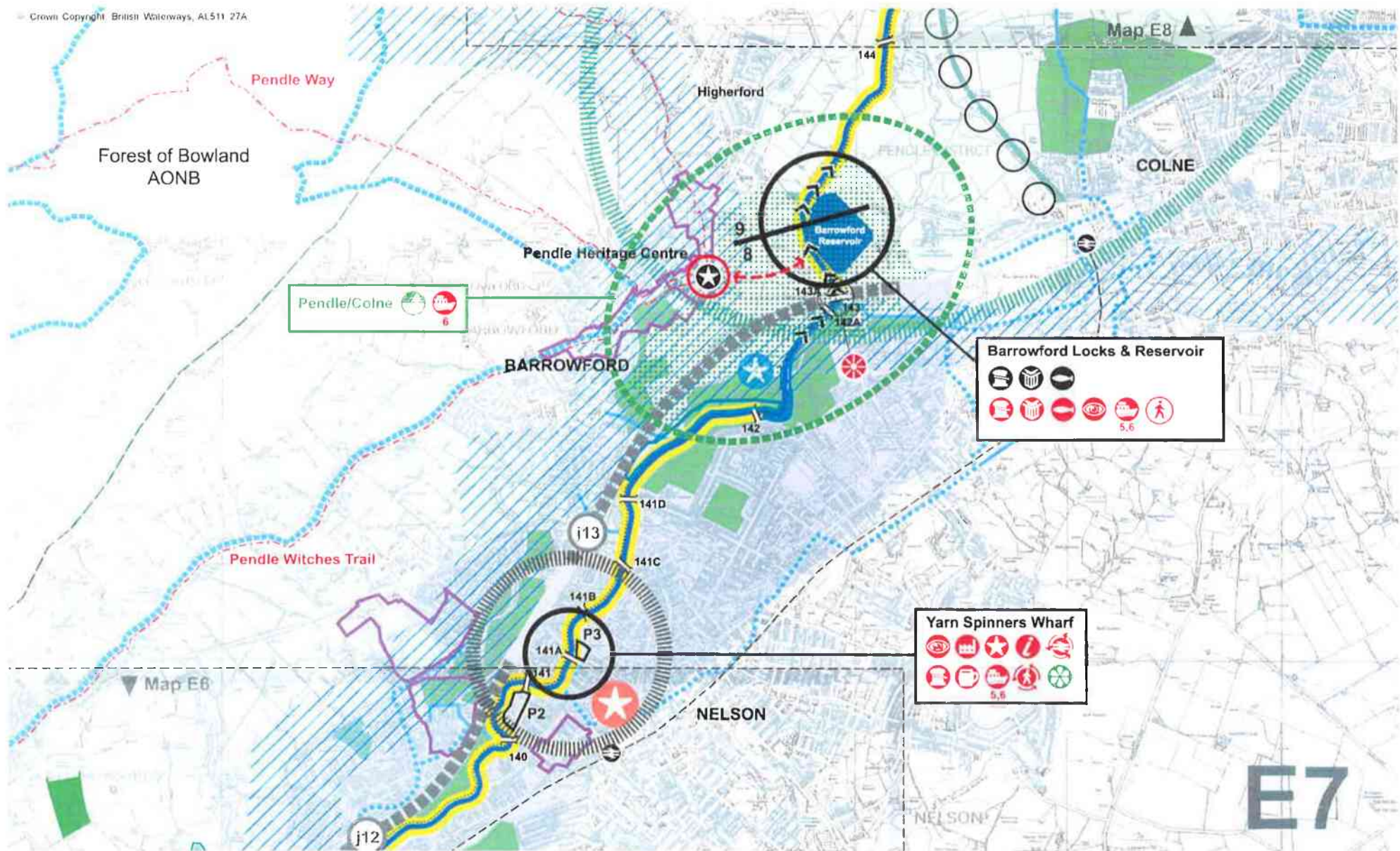
Bridge 141D-142

Bank stabilisation using bio-engineering techniques

143A to Foulridge Tunnel



Map Scale 1:25000



5 Action Plan

Foulridge Area

Extensive Park Network (Regional Park/Canal Link)



The open Pennine landscapes north of Foulridge provide the wider rural regional park setting for the canal. Foulridge Wharf and reservoirs are a primary draw for recreational use and a country park facility is proposed within the Pendle Local Plan near Foulridge Upper and Lower Reservoirs. This "Area of Special Landscape" encompassing the reservoirs and Foulridge area is significant from a waterway perspective, in terms of its scenic value and as a gateway setting to the extensive regional park. The proposed A56 road corridor scheme would impact severely on the canal landscape and subject a further rural length of waterway to the impacts of nearby road construction. Should this occur then the first truly "extensive" rural length would commence at Greenberfield Locks at the limits of the proposed regional park area.

Key Canal Hubs and Park Gateways:



Potential to further develop the wharf area immediately north of the tunnel as a primary canal focus. Restoration of canal buildings and structures and a rational network of footpaths and trails could link closely with the suggested country park area, reservoirs and more distantly, the Pendle Heritage Centre as a series of "hub" sites. This would essentially create an informal, more extensive country park setting forming a valuable transition between the suggested (and more intensive) Pendle/Colne park area and the "extensive" rural landscape to the north. The disused railway line that forms the basis of the A56 proposal would make an ideal linking footpath/cycle route linking Foulridge with Colne and Earby, possibly with a new footbridge provision.

Map Key:

- Key development sites (BL=Blackburn H=Hyndburn BU=Burnley P=Pendle) P4 Foulridge Wharf
- Greenbelt
- Public Open Space near canal (refer to Local Plans for specific designations)
- Wildlife Sites
- Current cycle routes linking with canal
- Other proposed cycle routes linking with canal
- Proposed National Cycle Route (Sustrans) and junction points with canal; priority canal lengths to be assessed where route utilises towing path
- Opportunities to encourage links with National Cycle Route
- Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)
- Reinforced canal link to nearby footpath/trail network
- Town centre locations and amenities
- Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)
- Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities
- Suggested trip boat routes and stopping points (black icon identifies established trip boat base)
Route 7: Foulridge to Greenberfield
Trip Boat Marlon Emperor operates currently from Foulridge
- Sailing facilities (existing/suggested)
- Canoe clubs and facilities (existing/suggested)
- Angling facilities (existing/suggested or enhanced)
- Canalside pub/restaurant facility (existing/suggested)
- Existing information points/potential key information points for canal
- Primary visitor focus potential
- Canal Way marks - landmark buildings and structures along the Leeds & Liverpool Canal (see Delivery Theme 1: Living Environments, Arts & Culture)
- Foulridge Tunnel
- Foulridge Wharf
- Canal character lengths (refer to section 3.1)
- Line of proposed A56 road corridor scheme

Environmental Improvements Identified:

- 143A to Foulridge Tunnel
Lockside enhancement, bankside protection
- Foulridge Tunnel to Bridge 151
Bank stabilisation and fencing where required



Map Scale 1:25000



Barnoldswick Area

The Extensive Park Network:

The whole area spanning plans E8 and E9 is essentially an "extensive" park framework within the Regional Park proposal, of which the canal corridor plays a central role. Several hub and gateway points provide regular established and potential focus points throughout the rural length:

Key Canal Hubs and Park Gateways:

Salterforth

Established rural canal focus at the Anchor pub immediately adjacent to the canal.

Lower Park Marina

Opportunities to potentially improve moorings provision and to create a moorings basin. Improved "gateway" point to Barnoldswick along the Leeds & Liverpool Canal.
























Barnoldswick

The town and canal corridor are not particularly well linked and there are currently no real canal hubs. There is however opportunity to encourage some form of development that would link the town more closely and create a genuine destination point at Barnoldswick, linked possibly to moorings provision, a boat trip base or with a wider leisure and tourism focus. The potential for a signed route to the disused Rainhill branch of the canal could be developed as part of a "round town" trail.

Greenberfield Locks

The well-maintained lock flight at Greenberfield is an established visitor destination and canal hub/gateway. Several path networks converge on the lock area and there are well-integrated facilities such as limited parking, picnic area and camp site, which do not impact heavily on the setting. This is a prime example of an informal but significant canal hub contributing to the wider park landscape.

Map Key:

-  Public Open Space near canal (refer to Local Plans for specific designations)
-  Wildlife Sites
-  Current cycle routes linking with canal
-  Other proposed cycle routes linking with canal
-  Proposed National Cycle Route (Sustrans) and junction points with canal; priority canal lengths to be assessed where route utilises towing path
-  Opportunities to encourage links with National Cycle Route
-  Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)
-  Canal lengths utilised by formal path and trail network
-  Reinforced canal link to nearby footpath/trail network
-  Primary canal/town centre links
-  Town centre locations and amenities
-  Locks/suggested lock enhancement schemes linked with adjacent development.
-  Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)
-  Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities
-  Existing and suggested/enhanced mooring basins
-  Existing boat yard services
-  Suggested trip boat routes and stopping points (black icon identifies established trip boat base)
Route 7: Foulridge to Greenberfield
Trip boat Marlon Emperor currently operates from Foulridge
-  Urban park enhancement/creation
-  Canalside pub/restaurant facility (existing/suggested)
-  Camp sites adjacent to canal
-  Existing information points/potential key information points for canal
-  Canal 'Way marks' - landmark buildings and structures along the Leeds & Liverpool Canal (see Delivery Theme 1: Living Environments, Arts & Culture)
- Public house, Salterforth
- Greenberfield Locks
-  1/2 Canal character lengths

Environmental Improvements Identified:

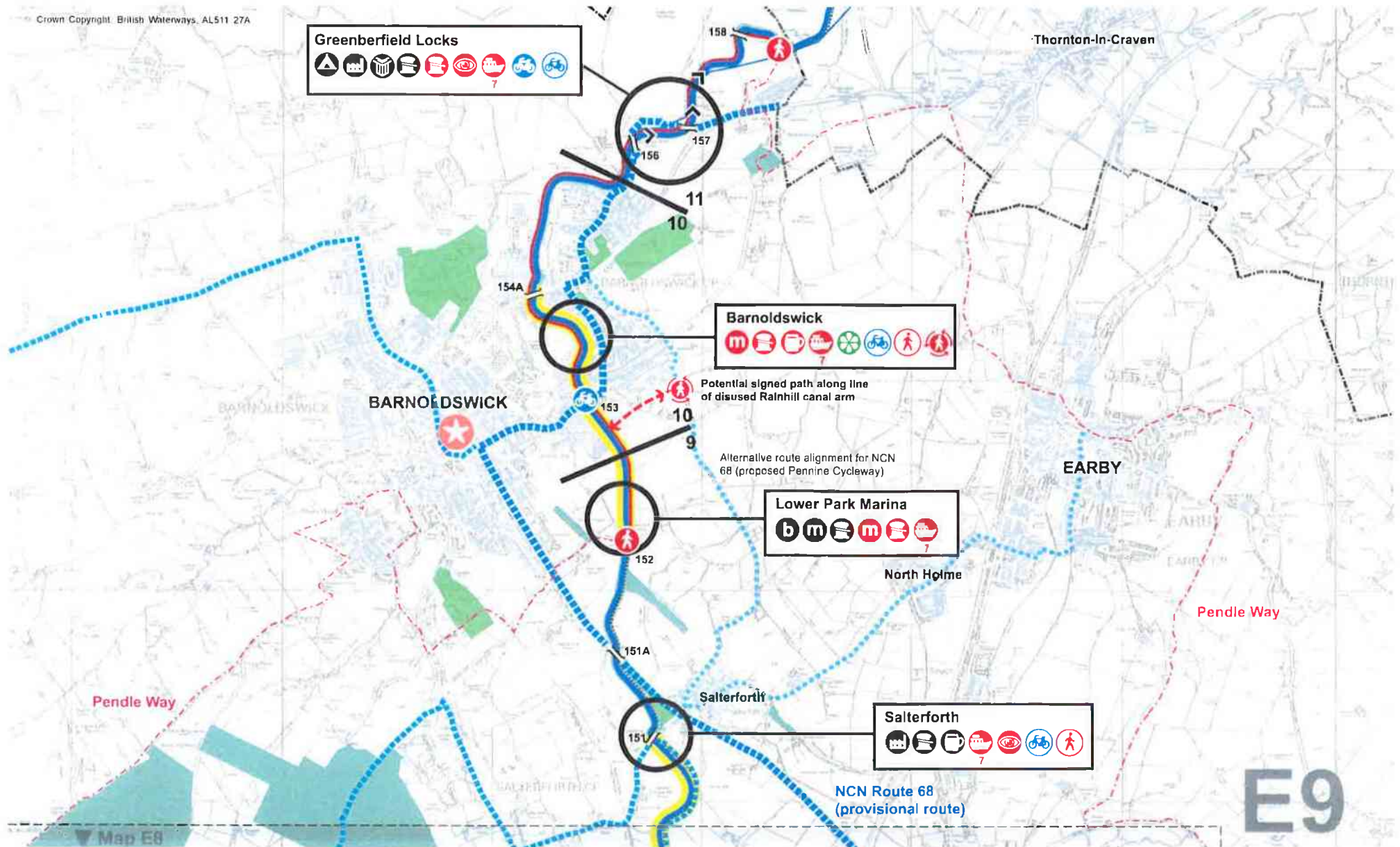
Foulridge Tunnel to Bridge 151
Bank stabilisation and fencing where required

Bridge 152 to 154A
Boundary improvements to canalside businesses (towing path side), dry stone wall repairs, towing path improvements, possible lighting provision at access points





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Brierfield and Nelson

Park Creation Opportunities (Regional Park/Canal Link)

There is a limited framework of open green space directly adjoining the canal corridor through Nelson, where the canal environment tends to be enclosed, urban and restrictive. In contrast, Pendle Water on the opposite side of the motorway has several associated park areas alongside it. Greenbelt areas surrounding the M65 at Brierfield and north of Nelson (at the confluence of Rivers Pendle and Colne) are both highly accessible resources from Nelson, although the motorway corridor is impacting on their character. A strategic approach to park creation could be to link and enhance these two protected areas of open green space via Pendle Water and the Leeds & Liverpool Canal. The canal is central to both zones and could provide an urban route in either direction from Nelson town centre. Opportunities for woodland creation would help mitigate against the impacts of the motorway and create a more appealing canal environment through these urban edge landscapes.



An area of fragmented woodland and unimproved grassland, the entire canal length is classified as a wildlife site. The area separates Burnley and Nelson and this division should be maintained and reinforced. The canal would form a key focus and park gateway, with the potential for creating an access "hub" near Lob Lane bridge. Additional facilities for moorings would help address the general lack of facilities along this length without impacting heavily on its open urban edge character. The river runs east of the motorway at this point and provides the opportunity to strengthen links across the motorway corridor.

Key Canal Hubs and Park Gateways

Lob Lane Mills

Potential for Brierfield "park gateway" to develop around the Lob Lane area, using the landmark qualities of the mill structures as a focus. Station links and ready access to the canal and river environments, plus direct links with the Pendle Way.

Barden Mill

Established retail facility that has a canal focus, with boat trips operated from the location. Potential to develop further as a southern "gateway" to the suggested park development area, with interest shown by the operator of the Mill for the development of a marina facility nearby.

Map Key

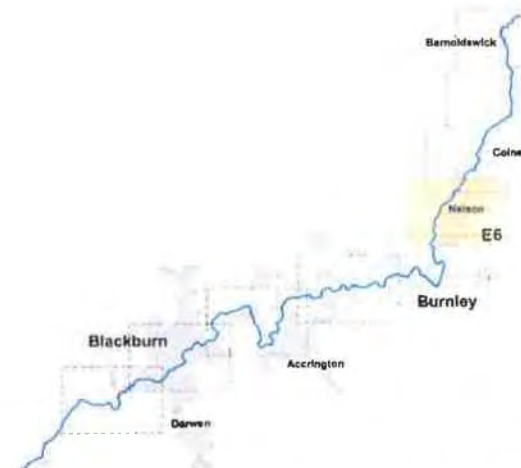
- Key development sites (BL=Blackburn H=Hyndburn BU=Burnley P=Pendle)
P1 Lob Lane Mills
P2 Whitefield (potential)
BU4 Barden Mill
- Greenbelt
- Public Open Space near canal (refer to Local Plans for specific designations)
- SRB 6 Nelson
- Pendle Water; river valley network surrounding canal corridor and potential for access/wildlife initiatives at river canal crossing points
- Wildlife Sites
- Ancient Woodland
- Woodland creation sites identified by the National Urban Forestry Unit (M65/A56 Corridor Study)
- Suggested urban fringe woodland creation zones linked with canal corridor (refer to "Way of Thinking- Canal park")
- Woodland Trust sites in vicinity of canal corridor
- Canal/motorway interface lengths: sections of the M65 motorway that have a significant impact on the canal corridor. Mitigation strategy linked to woodland creation.
- Current cycle routes linking with canal
- Other proposed cycle routes linking with canal
- Existing formal footpath and trail network (canal junction points highlighted as priority signage/interpretation points)
- Canal lengths utilised by formal path and trail network
- Reinforced canal link to nearby footpath/trail network
- Primary canal/town centre links
- Suggested "Off the Rails" access link opportunities
- Town centre locations and amenities
- Conservation Areas
- Significant canal-related buildings/structures with a canal focus (restored & utilised/potential to use)
- Existing mooring points (refer to section 3.3 for details) & potential new or enhanced mooring facilities
- Existing and suggested/enhanced mooring basins
- Suggested trip boat routes and stopping points (black icon identifies established trip boat base)
Route 5: Burnley-Nelson
Route 6: Pendle water walks and canal cruises
Trip boat Martin Emperor based at Barden Mill

- Angling facilities (existing/suggested or enhanced)
- Canalside pub/restaurant facility (existing/suggested)
- Local attraction link
- Existing information points/potential key information points for canal
- Primary visitor focus potential
- Canal "Way marks" - Barden Mill, Lob Lane Mills
- "Positive Connections" strategy (refer to Delivery Theme 1: Living Environments)
- Canal character lengths (refer to section 3.1)

Environmental Improvements Identified:

Bridge 135-136
Towing path resurfacing

Bridge 139-141D
Boundary improvements to canalside incorporating new development, towing path improvements and lighting.



Map Scale 1:25000



Weavers Triangle - Burnley

6

design & development guidelines

Design & development guidelines





Overview

The Leeds & Liverpool Canal is the key linking element throughout East Lancashire and beyond. It brings together open spaces, settlements and industry area along its route.

In the nineteenth century many industries located next to the canal and were often positioned with rear access to the canal for ease of unloading and loading materials. However, when it ceased being used as a trading route in the 1970s, many new developments started to turn their backs on the canal and it soon became regarded as a barrier or a boundary rather than a key feature that could enhance development

Over the past ten years in order to exploit waterways as spaces and the benefits that can be derived from a waterway environment, British Waterways has nationally adopted a corridor wide approach to their improvement and regeneration. This looks not at the waterway as an edge that divorces development but as an important functional space for transport, recreational and commercial uses that can be linked to the wider area.

The following design and development guidelines establish a set of principles to provide a clear framework for landowners, developers and planners to ensure a consistent approach to design and development along the Leeds & Liverpool Canal corridor.

Based on experience, successful and vibrant waterside areas incorporating mixed use development are bringing life and vitality back to waterspaces. A number of key design principles need to be adopted to create an attractive, safe and accessible waterside environment.

In order to promote full use of the corridor, the environment needs to be attractive and in the development of land adjacent to the canal, a number of key design principles need to be considered to ensure that developments integrate holistically with the waterside environment.

Many of the principles are standard to both general urban and rural locations. However there is often a tendency to use

canals as a backdrop or pleasant landscape feature rather than making them a focus for the layout of a development and to guide the overall character of the area.

It is hoped that these design and development guidelines will provide a framework for landowners, developers, planners and stakeholders and act as a reminder that the development should respond positively to the canal. The guidelines are intended to illustrate that the canal can provide a significant contribution to the regeneration of East Lancashire and it is hoped that they can be adopted as Supplementary Planning Guidance for use by each of the Local Authorities in a comprehensive way.

The topics addressed within the Design & Development Guidance section comprise:

- New Waterfront Development
- Waterway Character
- Built Heritage and Historic Structures
- New Waterside Buildings
- New Residential Development
- New Industrial Development
- Waterside Spaces
- Boundary Treatments
- Waterside Furniture and Surfacing
- Planting
- Waterway Walls and Bank Protection
- Creating Access
- Bridges
- Public Art
- Water Safety
- Crime Prevention



New Waterfront Development

Distinctive places have their own sense of community and atmosphere and can enrich a feeling of identity. The relationship between waterside open space and buildings has a major influence on levels of use around the site. The degree of enclosure between the waters edge and adjacent developments, building entrances, window openings, building use and activities affect the perception of the waterway and character of the waterway as a safe and attractive environment.

The most successful, safe and sustainable urban waterside areas are mixed use developments, which provide a balanced mix of uses including 18/24 hour use. In urban areas it is important to treat the waterway as a "pedestrianised street" with buildings and linked public spaces accessed from the towpath.

New buildings must be sympathetic in scale and character to existing historic waterside structures. Proposals should seek to determine and understand local distinctiveness.

It is important to remember that new development is shaping the waterway heritage for tomorrow. A number of documents provide statutory and non-statutory guidance including PPGs 15 and 16 and other reports including "Building in Context" by English Heritage and CABE, "Better Places to Live", companion to PPG 3, Better by Design, DTLR and CABE and "The Urban Design Compendium", English Partnerships and The Housing Association. New development should also exhibit best practice and high standards of design in line with advice in "England's Northwest Renaissance by Design" by the NWDA.

Principles for New Development

- Designs should have regard to the historic waterway, rural/urban setting, and context of the area;
- Encourage inclusion of public and private use and access to the waterway environment as part of mixed use developments;

- Encourage boaters to use the waterfront - this will greatly add to the sense of place, character and activity along the waterside, together with provision or improvements to boating facilities, moorings, etc;
- Creation of developments that are of an appropriate scale and are well designed, considering the siting, orientation, massing and form of buildings, whilst creating appropriate circulation patterns and public/private open space;
- Built developments should positively address the waterfront, by fronting the water and providing an attractive façade. Only where this is not practicable or feasible should a more robust approach be taken. Where this is the case appropriate screening should be incorporated;
- Arrangement of built form and spaces on waterside sites should ensure that the layout of public and private spaces is logical and apparent, using natural orientation and ease of use;
- Promote existing visitor facilities, pubs and restaurants, and introduce new facilities, incorporating pedestrian access for all, where appropriate;
- High quality well detailed landscape treatment, using simple and robust details, consistent with the character, function and scale of the waterway;
- Boundary treatments significantly affect the appearance and visual impression of the development. Where it offers an attractive façade it should seek to be as open as possible within the operational and security requirements of a development;
- The creation of empty or unmanaged areas alongside the waterway should be discouraged. There needs to be a cohesive approach to the design of boundaries both on offside and towpath sides and an assessment of the existing forms and levels of provision needs to be undertaken at the early stages of the scheme;
- Encourage residents and visitors to explore the waterway on foot and by water, linked to promotional activities;
- Waterside events and festivals at distinctive locations - to draw people to an area, as well as providing interest activity;
- Making the waterway safer and easily accessible to all, using lighting in urban locations where appropriate.



Waterway Character

The character of the waterway often extends beyond the immediate boundary to create a distinctive visual envelope that varies significantly in scope and extent from one area to another. It includes parks, open countryside and woodlands, Victorian and contemporary residential, commercial developments, industrial zones and Victorian mills and remnant wharf areas. The boundary with the waterway can form the public and private interface and has a major influence on the perception of the environment.

Principles for Conserving Waterway Character

- Preservation of the waterway character extends beyond the immediate waterway boundary, infrastructure, buildings and heritage components to include the distinctive visual envelope that surrounds the waterway. It is within this visual envelope that waterside planning and design should adopt a corridor wide character approach, to help to accommodate necessary change without destroying or damaging local character;
- It is important that the waterway infrastructure, in all its forms, should be recorded and the quality of the waterway not being reduced by the cumulative effect of adjacent demolition, development as well as minor alterations;
- New development should respect or enhance the distinctive character of the waterway environment and not turn its back on the canal;
- Promotion of the retention, refurbishment and re-use of historic buildings. These buildings and wider urban landscapes are important elements and features of the waterway;
- The careful conservation and integration of existing historic features into new development schemes;
- The use of traditional materials and reuse of original site materials where appropriate;

- Attention to the scale of retained buildings and structures, in the design of new developments;
- Appreciation of traditional architectural solutions to help overcome issues such as security and access;
- Preservation of the sense of enclosure of the waterway corridor within the urban landscape;
- Preservation of the sense of openness of the waterway corridor within the rural landscape;
- British Waterways recognises the importance of "supporting statements" as a tool to protect and enhance the waterway character and encourages the local planning authority to insist that planning applications be accompanied by such a document. These supporting statements will help the local planning authority to effectively evaluate and assess the likely impacts of a proposal on the waterway corridor;
- British Waterways encourage the use of landscape characterisation (evolving at a regional level from the Countryside Agency's Character Map of England) as an important and useful tool in evolving policies, development criteria and management guidelines as well as providing a clear basis for development control decisions. This will aid an understanding and appreciation of the historic/unique waterway character to enable informed judgements to be made where development is proposed within the waterway corridor.
- English Heritage emphasises that detailed information should be submitted by applicants to local authorities for listed building consent to allow a local authority to assess the likely impact of the proposals on the special architectural or historic interest of a building and its setting. Applications should also address issues set out in PPG 15 Annex C - Planning and the Historic Environment.





Built Heritage and Historic Structures

Proposals for reuse and redevelopment of redundant waterside buildings for commercial or residential use should be encouraged to retain the historic waterway character.

Principles for the Reuse and Redevelopment of Waterside Built Heritage and Historic Structures

- The retention or reinstatement of important characteristics of the buildings and their waterside setting;
- The group value of historic buildings should not be destroyed;
- The historic skyline or boundary should be retained and protected;
- New buildings and related infrastructure/furniture should make a positive contribution to the waterside's historic integrity;
- All repairs to waterway structures should be carried out to match the original work as closely as possible and most work to a listed building or structure requires consent from the local planning authority. Listed building consent is also required for any new development that would affect the setting of a listed building or structure. Responding to immediate maintenance and repair needs without an overall restoration and management plan will result in incremental loss of the waterway fabric and character. Consultation with the local planning authority should be undertaken prior to any works commencing on a listed building or structure to check if consent is required. As part of the planning/ Listed Building Consent process, English Heritage should be consulted at an early stage as set out in Circular 1/01.

Methods of repair and restoration should always follow best conservation practice, including:

- *Minimum intervention* to secure and stabilise structures - and unnecessary replacement of historic waterway fabric must always be avoided;

- *Maximum retention of historic waterway fabric* - recognising that earlier alteration may be important to the cumulative history of a building. A uniform appearance at the expense of historic integrity is not always desirable, and a balance must be struck. Replacement of non-structural waterway elements should only be considered where evidence for the replacement exists, where the replacement can be a close copy of authentic appearance, or when it is certain that no loss of historic fabric will occur. Bogus reconstruction (eg "rope marked" handrails) should be avoided;
- *Competent personnel* should always be used to manage, survey, record, specify and implement works to the waterways historic buildings and features. A proper understanding of a building and its historic development and setting is necessary before repairs take place;
- *Matching and compatible materials* - repairs should match or be compatible with existing materials in terms of dimensions, colour, texture and weathering and salvaged on site materials should be reused wherever possible.



New Waterside Buildings

New buildings should be innovative and sensitive to their particular location and respect the height, mass and detailing of the existing neighbouring buildings. They should be well designed, have interesting facades to the waterside (including relief, patterns, colour or texture) and avoid bland or blank elevations.

Built development should positively address the waterfront, by fronting the water. Detailing and materials (particularly affecting their external appearance) should reflect and/or complement local vernacular architecture and elements within the landscape. New buildings must be sympathetic in scale and character to existing historic waterside structures. A number of new and exciting solutions have been created recently in historic areas integrating Listed Buildings with modern high quality design and innovation. Proposals should seek to reflect the local distinctiveness of the locality, in particular the waterway. This character should be used as a basis for further creation of a local distinctiveness, particularly where there is little within the locality of the site.

General Design Principles for Waterside Development

- *Siting and orientation* - new buildings should be sited and orientated to respect the setting of any historic waterside buildings and should positively address the waterway. They should respect historic building lines and retain any sense of enclosure;
- *Massing* - relates to the height, bulk and silhouette of a building. The height of a new building should respect the height of existing waterside buildings and its bulk should not greatly exceed that of any adjoining historic buildings. New-build elements should complement rather than dominate existing structures;
- *Scale* - A building should be of a relative human scale from the towpath and respect the scale of waterside buildings and structures;

- *Proportion* - relates to the ratio of solid to void in the facade of a building and the way window openings are arranged in relation to solid wall elements. Facades of waterside buildings tend to have a high ratio solid to void and a balanced proportion should be sought, appropriate to the nature of the building and the historical character of the waterway;
- *Rhythm* - the arrangement and size of the constituent parts of a facade, eg the window arrangement and roof form the narrower the bay, the quicker the rhythm, and vice-versa. A balanced approach should be sought, appropriate to the nature of the building and character of the waterway;
- *Materials* - the choice and detailing of materials for external walls, paving, fenestration and roofs should be sympathetic with the historic urban and waterway fabric, and should be chosen to provide visual interest. Development should generally avoid a multiplicity of styles and materials.





New Residential Development

All waterside development should recognise the presence and value of the canal as a feature within its site planning and layout. Rear and side elevations should generally be avoided and amenity space should only be provided where dwellings will front the waterway so providing a level of natural surveillance. The location of the development in relation to the towing path, ie whether it is on the nearside or offside, is important and will affect the level of natural surveillance.

Principles for New Residential Development

- Buildings and open spaces should positively address the waterway, create an attractive waterside setting and take account of waterside views;
- Buildings and landscape should be designed to a high architectural standard;
- Relate the building height to the set-back from waters edge to ensure pedestrian comfort - the use of arcading, lighting or windows at path level should be considered when refurbishing and redeveloping existing buildings. Strong enclosure should be avoided as it becomes oppressive and is perceived as unsafe;
- Establish good pedestrian circulation, maintaining where possible public access to the waterway and provide strong and direct linkages and connections to places beyond;
- Consider lighting to create ambience and illuminate any waterside paths, access points and undercrofts of bridges in relation to residential development;
- Where particular uses or development located on the offside - nearside prevents public access from the waterside, construct new bridges to maintain pedestrian circulation and strategic links;
- Upgrade or even widen the towpath to ensure that increased numbers can be accommodated safely. New or improved access points should be included;
- Promote pedestrian generating activities since the visual and physical presence of people in waterside buildings and spaces creates natural surveillance and policing;
- Consider the siting, orientation, form, scale, density and design of properties and open spaces so that they are appropriate to the setting and context of the waterway environment, and suitable materials should be used;
- Create an attractive view of the new development from the waterside and from boat level. Rear garden privacy should be retained by imaginative landscape treatment, level changes and hedging, eg the creation of waterside terraces with the option of private moorings to achieve an attractive water frontage. High walling or fencing is generally not suitable along the waterway edge;
- Avoid siting car parks or roadways adjacent to the waterway unless very limited and where they must exist, they should be well screened with appropriate vegetation and fencing;
- Site family units and formal play areas away from the water for safety.



New Industrial Development

Industrial buildings, warehouses and former historic wharves were often built rising sheer out of the water following the lines of the canal and resulting in very strong sense of enclosure. A balance now needs to be achieved between the character of the waterway and modern day activity.

New industrial development should aim to create interesting and attractive buildings that create an open and active waterfront. They should strike a balance between historical integrity and commercial viability.

Principles for New Industrial Development

- Many existing industrial uses adjacent to the waterway present unattractive waterside facades. New industrial development should be sited and orientated to positively address the waterway. For example, locating staff canteen and recreation areas facing the waterway would make excellent use of a normally neglected area;
- Where site configurations are restrictive, service yards, external storage and car parking areas need to be screened in order to improve their visual appearance and to provide site security. In principle, however, such uses should not be deemed appropriate adjacent to the waterside;
- The use of attractive screening barriers can help reduce the profile of an existing development, though the effectiveness of such boundaries will depend on their location and dimensions in relation to the building or development. It may not always be necessary to fully screen industrial development or views, particularly if it is large scale. It may be sufficient to provide a feature to detract from the view. The scale of some industrial developments is such that installation of a full height screen could itself be more detrimental to the waterway corridor;
- The key principle of successful screening is to have the screen hedge or fence as close to the viewer as possible and not close to the object to be screened;

- A sculptured wall or security fencing could be constructed which would present a coherent frontage to the waterside. Low level waterside planting can be used to soften the edge of the wall. Proposals for waterside development must always be accompanied by a detailed planting scheme together with an appropriate management plan.



Waterside Spaces

All waterside spaces contribute to and impact on the waterway and careful site planning and landscape design and the development of a waterway "house style" should be encouraged.

Principles for Waterside Spaces

- Opportunities may exist to create pocket parks, lunchtime space for employees or waterside promenades in association with leisure and retail developments;
- It is important to provide a variety of open spaces, kickabout areas, and areas for wildlife to establish and thrive;
- High quality traditional materials should be used whether the area is accessible to the public or not;
- The location of open space should be chosen to make good use of positive waterside features within the site and its surroundings;
- Consideration should be given to the creation and management of small scale public spaces, through realignment of boundaries and via the improvement of pockets of publicly owned land. Whenever possible, these should be linked with the waterside path to form a network of urban green spaces and connecting footpaths;
- Spaces around buildings should be distinctive and allow visual and physical access to the waterside. Views over and along the waterway should be given due consideration when designing external spaces and frontages;
- Open spaces should reflect the character of the waterside and surrounding development;
- Where security is required, it should be both effective and provide a positive feature;
- Good maintenance and management is vital to the long term success and a well designed, and correctly managed scheme will have a positive effect on the waterway and its surroundings.





Boundary Treatments

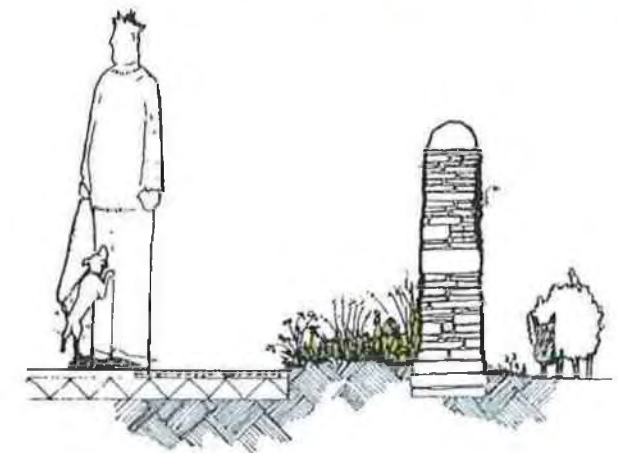
Waterway boundaries frequently form the public/private interface and have a major influence not just on the waterway, but also on the way it is perceived when viewed from the water, from the towpath and neighbouring land. Design solutions should be given careful consideration, as they will significantly affect the appearance and visual impression of the development.

The creation of unmanaged 'left-over' areas alongside the waterway should be discouraged. A cohesive approach to the design of the boundary and an assessment of the existing forms and levels of provision needs to be undertaken at the early stages of the scheme.

Principles for Boundary Treatments

- Boundary treatments are needed for a number of quite different functions - they can warn, delineate, define changes in level, protect, screen and reassure, as well as guide or steer access. All these situations can lead to different design solutions and need to be carefully considered prior to any decisions being made;
- The use of unique "public art" solutions to boundary treatments can add an element of creativity to an essentially functional site element;
- Screens do not need to be impenetrable structures such as walls or close-boarded fencing, the waterway itself can be used as a moat and fencing may not be required at all. Land modelling and deterrent planting can provide additional protection;
- The appearance of the boundary treatment should suit the location eg whether urban or rural, and should tie in and be complementary with other structures, and reflect the character of the waterway;
- Dry stone walls are part of the original historical fabric of the waterway environment, and should be restored, provided they still have a function;

- Check whether the fence/wall is part of or in the setting of a listed structure or in a conservation area;
- Functions and settings determine design choice;
- Planting is often used as a more effective and attractive way of screening, but fencing may be more appropriate where space is tight or to provide screening during plant establishment;
- If security fencing is required it should be set well back from the adjacent towpath and softened and integrated using well designed planting. High level planting should be located on the "secure" side of the barrier to prevent its use as a foothold.



Waterside Furniture and Surfacing

The public realm is frequently characterised by clutter, bins, benches, bollards and signposts and the pedestrian can be marginalised or ignored. A more appropriate solution can be achieved through a co-ordinated design, implementation, and maintenance strategy. The design of furniture should carefully reflect waterway character, there are various styles in place in line with waterway distinctiveness. Furniture should be robust and securely installed, preferably using below ground fixing. Fire resistant materials should also be considered.

Designs should be bold, robust and simple to reflect the scale and character of the Leeds & Liverpool Canal corridor in urban and rural settings.



Principles for Furniture and Surfacing

- *Seating* - is desirable in many waterside locations particularly near attractive views or popular meeting places. An inappropriate location or design can lead to loitering, or general misuse, careful design details should always be considered. The position of seating should consider obstruction hazards particularly for disabled people;
- *Lighting* - light fittings may well be appropriate in urban areas where associated with restaurants and pubs, or alongside urban moorings as a safety measure. Lighting should meet a clearly identified need whilst avoiding intrusion from glare, vandalism and maintenance problems;

Light fittings are seen mostly in the daylight, so should be of an appropriate scale and style. Simple, robust designs are preferred and over ornate, replica lamps should be avoided. Where possible, lighting should be attached to existing buildings or walls rather than columns.

Light pollution is an important consideration, but situations where lighting might be used near to the waterway include:

- Busy public waterfronts, quaysides and waterside path routes which require an after dark use;
- Commercial locks and wharves;
- Permanent moorings and marinas;

- Bridges on urban routes - under and over;
- Security aspects;
- Highlighting urban landmark buildings and features;
- Light as art;
- Festivals, events and celebrations;
- *Signs* - should be kept to a minimum and where possible signs should not be free standing if there is already a nearby structure on which they can be attached and still be easily viewed. It is important that where signs are used they are designed in a style that is appropriate to the character of the waterway. Advice should be sought for specific guidance on the design, location and use of signage;
- *Vehicle and motorcycle barriers* - may be introduced at key access points. Although bollards, gates, or s-shaped barriers allow free flow of pedestrian traffic, they deter access for some user groups. Where possible barriers should be attached to adjacent structures to prevent bikers driving/cycling around the side;
- *Detailing and materials* - should reflect and/or complement the local vernacular architecture and elements within the landscape, using simple and robust details consistent with the character, function and scale of the area. Local materials should be used for the majority of elements to promote consistency of colour and local distinctiveness;
- *Surfacing* - intricate paving patterns should be avoided if concrete block paving is to be used in urban areas. Surfacing is a key element of any new scheme and should relate to its use and location. Traditional materials are encouraged to help conserve the waterway character and heritage, particularly in conservation areas and near listed buildings and structures;
- *Litter Bins* - these should only be provided where there is a definite need and where frequent emptying is possible. Provision of bins tends to generate more problems than solutions. The provision of dog litter bins should be part of an overall strategy and should be located particularly at key entry points and honey pot locations along the corridor;
- *Bollards* - the use of bollards can be as boat moorings, seating or to draw attention to a hazard, restrict access or indicate a boundary. They are often an overused element in waterside locations and should only be located where they have a definite use.



Planting

The waterway network is ecologically very valuable and forms a corridor of biodiversity, which brings wildlife into the heart of urban areas. New development should seek to contribute to this unique waterway environment and new planting should compliment existing landscapes and create viable areas for habitat development. Planting creates a natural ambience whilst also providing a level of natural security, but must be appropriate to its location. Woodland planting can enhance urban edges and provide an attractive setting for future development.

Principles for Planting

- In the specification of planting, the choice of species and siting should be considered as major design criteria;
- Species should be robust and in keeping with the local character;
- Planting schemes should be bold and simple and designed for future low maintenance and management;
- On-going maintenance is vital to the success of a landscape scheme and a maintenance agreement should be in place prior to planting works commencing on site. Lack of maintenance will quickly result in a lack of respect and accelerated deterioration of a scheme;
- Planting should help to maintain or enhance waterway views and vistas;
- Planting should not be considered where it will damage the existing waterway;
- Careful consideration must be given to the eventual mature size of trees, especially in proximity to built structures and the waters edge (significant harm can be caused by root damage);
- Planting should take account of underground and overhead services;
- Whenever possible poorly designed industrial sites and depots should be screened with substantial tree or tall shrub planting;

- Planting is an essential feature of the waterside environment in contributing to safety and protecting boundaries eg prickly plants can discourage illegal access into buildings and over fences. Used in association with buildings, plants can deter access, mask boundaries, seating areas and access points;
- Locate planting in front of or around security fences to minimise their impact;
- Existing vegetation should be retained and incorporated into new waterside schemes. Certain existing trees may be protected by a TPO or lie within a Conservation Area and will therefore require consultation with the local planning authority prior to any works being undertaken.





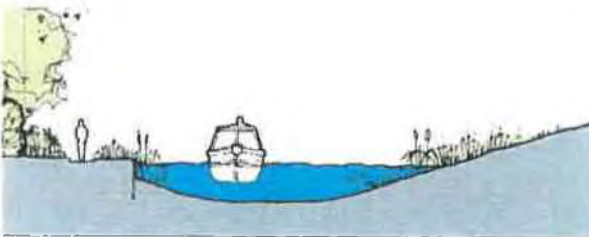
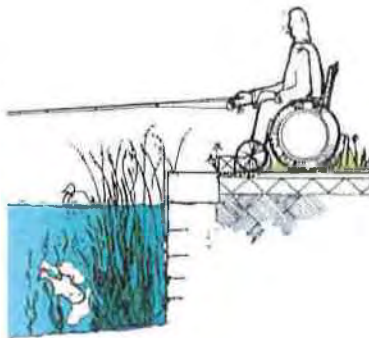
Waterway Walls and Bank Protection

Waterway wall construction and bank protection can help to retain alignment, create fully functional wharves and mooring points, and protect embankments and their associated habitats from erosion from boat wash. Hard edges reduce wildlife opportunity but may be required for structural integrity on occasion.

Principles for Waterway Walls and Bank Protection

The choice of edge treatment may be determined by structural and safety requirements, but the following issues should also be considered:

- Urban or rural location;
- Location in relation to function - moorings, lock approaches, bridges etc;
- Historical precedence;
- Visual impact;
- Ecological impact;
- Opportunities for enhancement;
- Health and safety requirements;
- Mooring requirements;
- Mooring craft prefer a hard edge against which to moor, set at a suitable height above the waterline to facilitate access on and off the boats;
- Steel piling can be employed where there is an engineering requirement eg unstable soils or where a vertical edge is preferable to maximise the width of the towpath. Within the study area, piling is evident at a number of locations, eg west of Blackburn and Rishton area. It does give a harsh visual appearance and stone or brick cladding, timber fenders or copings should be used above the waterline to help soften its impact. Floating vegetation boxes and coir rolls should also be used where appropriate;
- The use of concrete for waterway wall construction allows for wide flexibility in the specification of texture, colour and form. It is possible to replicate the design of original



waterway wall features and provide integrated niches for plant colonisation and escape routes for animals. Concrete can have a hard-engineered appearance and careful design consideration is therefore required;

- Native vegetation can be effectively used for bank protection, and reinforcing substrates are appropriate solutions to bank erosion, particularly on the offside in places where boat moorings will not be required. The roots of waterside trees can provide effective forms of stabilisation where they are unlikely to create damage to neighbouring structures. Reeds, if well established, are tolerant to boat wash and act as a deflector, dissipating energy before damage can be done to the bank. As well as their habitat value, reeds can act as a nitrate "sink" to help prevent algal blooms. They can also provide an attractive semi-permeable screen, softening the visual impact of existing industrial development.

Various forms of bioengineering can be used to stabilise banks and enable re-establishment of native emergent vegetation and these include:

- Geotextiles to retain dredged material or prevent erosion;
- Biodegradable mats and coir rolls incorporating appropriate marginal aquatics;
- Hurdles - hazel wattle hurdles held in place by posts or stakes;
- Timber crib walls formed from an interlocking lattice of wood, with vegetation planted in between;
- Timber edging can also provide a traditional, aesthetically pleasing, in appropriate circumstances and relatively economical edge treatment;
- Rigid unit materials are more easily dismantled and pose the problem of theft. In areas of higher vandalism yet where traditional materials must be used, the bonding specification should be altered to give extra strength and cohesion.



Creating Access

Access to the waterside brings benefits in terms of interest, vitality and security. The principles of 'Access for All' should be promoted and considered. Waterside developers are to be encouraged to provide or improve access through mutual planning agreement, planning conditions or a section 106 agreement.

Along urban lengths, careful thought is needed on balancing safety and vandalism issues with the wish to create some quiet 'secluded' areas.

Principles for Creating Access include

- **Connections** - does the pedestrian route connect to where people actually want to go (note existing desire lines) and relate to bus stops, railway stations and other public transport services?
- **Convenience** - are routes direct and easy to use?
- **Convivial** - are routes attractive and safe. They should be encouraged where they will generate positive use of the waterway or waterside and incorporate vehicle/cycle barriers where appropriate?
- **Comfortable** - what is the width and surface treatment of the route and are there any obstructions?
- **Conspicuous** - is it easy to find and easy to follow ie should they be sign posted on and off the waterway?

The following should be considered when planning new or improved 'Access for All':

- If the access links to the towpath, can it be used by wheelchair users, ambulant disabled, partially sighted or blind people? If not, it may be appropriate to construct a new or improved access;
- What are the most suitable locations for safe disabled access? Is there a another suitable exit further along the path?
- What activities and opportunities are there for the disabled near the access point?

- Is it possible to achieve 'Access for All' without compromising waterway structures or environment?
- Will a ramp be used? Long ramps can be intrusive and are likely to be used only by healthy and fit users;
- Points to consider when designing ramps are changes of direction, projection or pitch, gradient, surfacing, drainage and the need for a handrail;
- In areas of historic interest, the involvement of the local conservation officer is recommended as part of the design process.





Public Art

Public art can contribute to the visual enhancement of the waterway and environment, creating a sense of place as well as a unique identity. The siting, scale, form, design and materials of waterside art should enhance both the built and landscape character of the waterway. It can also make a major contribution to the character of a place, draw people into and through a space, and can add an extra layer of quality for a relatively small percentage of the overall development budget.

- Landmark features can be used to identify and celebrate specific locations, events or views to and from the waterway;
- Temporary artwork can be used to support festivals or events.

Principles for Public Art

- A comprehensive and planned, partnership approach should be adopted towards public art along the canal corridor to guide appropriate locations for installations;
- In an historic context, it is recommended that early liaison with the local conservation officer is undertaken. Best practice is often demonstrated where the artist is engaged throughout the design process in a team based approach.
- Ongoing maintenance of artworks is vital to their success. Maintenance agreements should be in place prior to installation. Lack of maintenance will result in a lack of respect and accelerated deterioration;
- Issues to be considered in the siting and design of waterside public art are durability, ease of removal in an emergency, maintenance, and location in relation to waterside paths, wharf areas and other operational/functional elements;
- Incorporate interest and character into conventional, functional and directional signs and interpretation panels;
- Waterside furniture can be designed in a distinctive manner;
- Fencing and boundaries can benefit from creative inputs;
- Gateways, entrances create a sense of arrival and welcome;
- Artwork should be incorporated where appropriate into functional places and spaces, including building entrances, forecourts, wharf areas etc;



Water Safety

Water provides a distinctive feature and attraction but brings with it inherent safety issues. Preventing access to the waterway is impracticable and unreasonable and key objectives are to therefore make users aware of any risks while designing out or minimising hazards. Safety issues should be considered at the outset of any project and be fully incorporated at the design stage.

In historic areas, the involvement of the local conservation officer is recommended as part of the design process.

Principles for Water Safety

- The use of the waterside by the general public must be carefully assessed in terms of the numbers, the activity and the level of responsibility/supervision of those who may be reasonably anticipated to use the area;
 - Waterside barriers should only be used where there is a high risk of falling into the water or where there is restricted space along the waterside and they should be designed to avoid visual intrusion or clutter. Few barriers need to be higher than 1.2 m and should ensure views across the water are not restricted. Some removable railings and posts should be incorporated to allow maintenance of the waterway wall or mooring equipment as required.
- Level changes, which present a safety hazard, should have railings or bollards and chain to a consistent approved design;
- Safety signs should be simple but give sufficient information to be of benefit to the users and be aimed at the appropriate user. Life saving equipment should only be considered as a last resort when risk and hazards cannot be reduced to an acceptable level.

To ensure that there is a safe environment for both waterway users and the general public, a two-stage risk assessment

process, in liaison with relevant agencies, should be undertaken, comprising:

- An assessment of any outline proposals;
- A more comprehensive assessment of detailed design proposals.

The User Safety Assessment will consider the following:

- The likely risks and hazards that may be encountered by users and how they can be eliminated or minimised through planning and design;
- Preventative measures to reduce risks and hazards;
- Means of summoning assistance from and access for the emergency services;
- Immediate rescue facilities for those in the water;
- Appropriate design details and signage to satisfy regulations and requirements.





Crime Prevention

The unique qualities of the built and natural heritage of the waterway corridor means that measures to improve site security and safety should be tailored to meet the specific requirements of each individual site. It should never be assumed that a successful solution can be universally applied and the involvement of the local conservation officer can assist with the design process.

It is generally recognised that the best form of crime prevention is to eliminate or reduce the potential for crime in the planning and design stage of development.

Principles for Crime Prevention

- Crime prevention should be addressed at the outset of all waterside development and improvement schemes to enable full consideration to be given to safety and security. The measures implemented should be both non-intrusive and fully integrated;
- Most successful and safe waterside areas incorporate mixed-use developments with buildings and spaces overlooking the waterway and are accessed from the waterside path providing natural surveillance and policing;
- The scale of the proposed built form is an important factor in creating a 'comfortable' waterside environment that does not overpower the site user or make them feel in any way unsafe;
- User friendly spaces - visitors should feel confident and comfortable;
- Full visual awareness - reducing blind spots such as poorly designed bridge abutments and tunnels or the poor siting of planting which can mask or hide people;
- High levels of visual surveillance - if potential offenders feel they are being watched they are less likely to commit crime. Locals, visitors and boaters should feel more confident if they know there are other people around - informal surveillance can have a very positive effect;
- Organised and formal surveillance - through schemes such as Neighbourhood Watch, Boat Watch and CCTV. This is usually employed on sites with high rates of criminal activity, but is increasingly being considered in relation to waterside sites where safety is a known problem;

- Lighting - where a site is used for legitimate purposes eg commuting after dark, as a route to school.

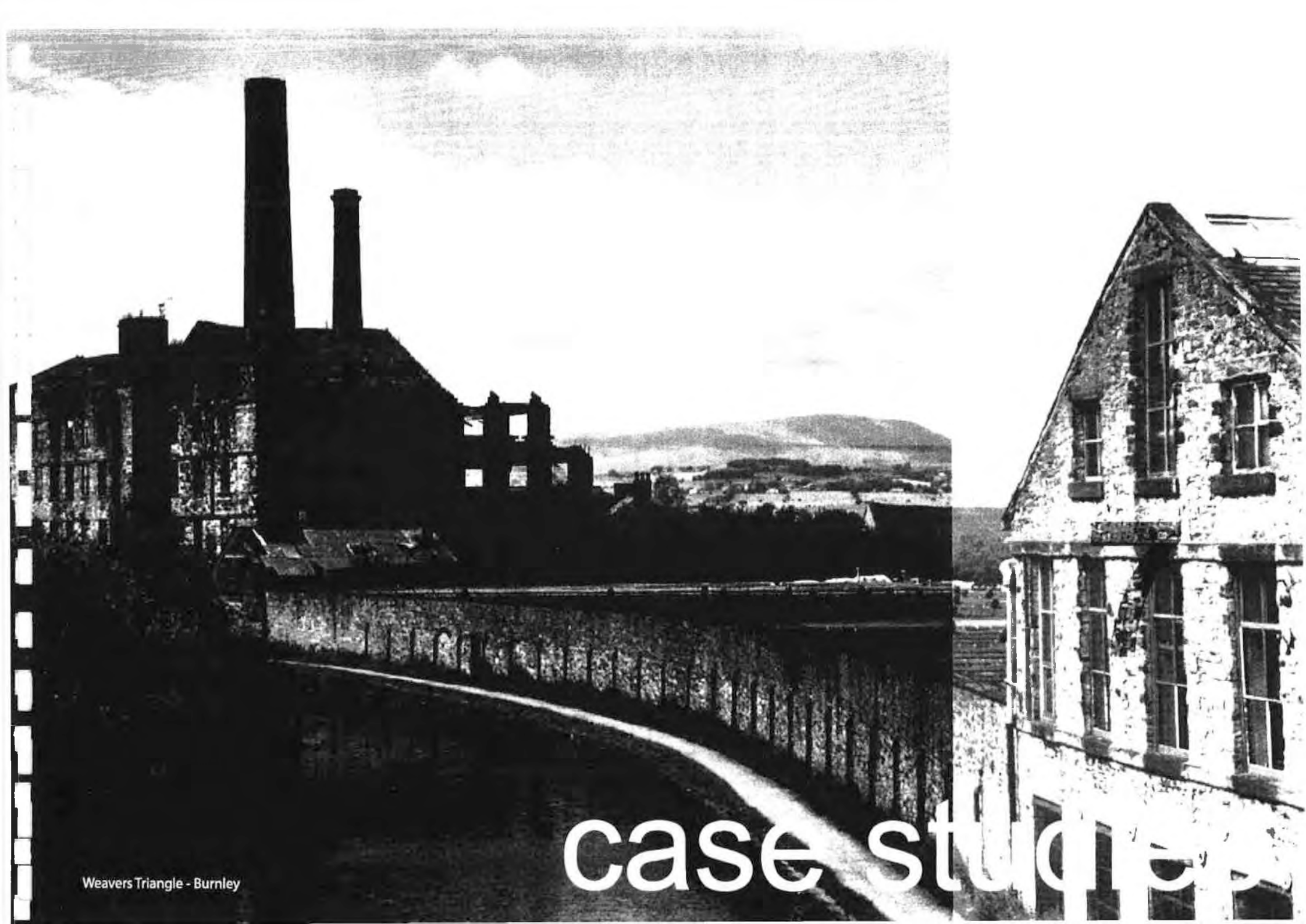
Design considerations - all development proposals should consider the following design issues:

- Increase visual surveillance by encouraging pedestrian generating activity along the waterfront;
- Ensure external works are detailed to be secure and vandal-proof particularly from the waterside path side;
- Locate buildings and open space to overlook the waterway and provide natural surveillance;
- Barriers and boundary treatments may deter unlawful entry into a waterside building or property;
- Establish good pedestrian circulation with plenty of illuminated access points;
- Encourage greater visual access - introduce ways of opening up views of the waterfront ie lower or replace bridge parapets.

Choice of materials - careful selection of site furniture and materials and good maintenance can help to reduce crime and vandalism. The following points should be considered for the urban lengths of the study area:

- Avoid easily dismantled materials and use below ground fixtures for benches, bollards and lighting;
- Use fire resistant materials where possible and appropriate;
- Use backless seating with intermediate arm rests to avoid loitering and inappropriate use;
- Use graffiti resistant surfaces such as textured walls or graffiti resistant paint;
- Install wall mounted lighting to the offside of the navigation out of reach of potential offenders;
- Maintenance and management - poor site management can exacerbate problems of vandalism and graffiti. Management regimes should include such operations as graffiti clearance, litter removal and replacement and repair of damaged structures.
- Community involvement - an understanding and interest in waterway history and ecology can promote greater respect for the waterway environment. Public awareness can increase through information boards, communication, workshops, lectures and activity days.





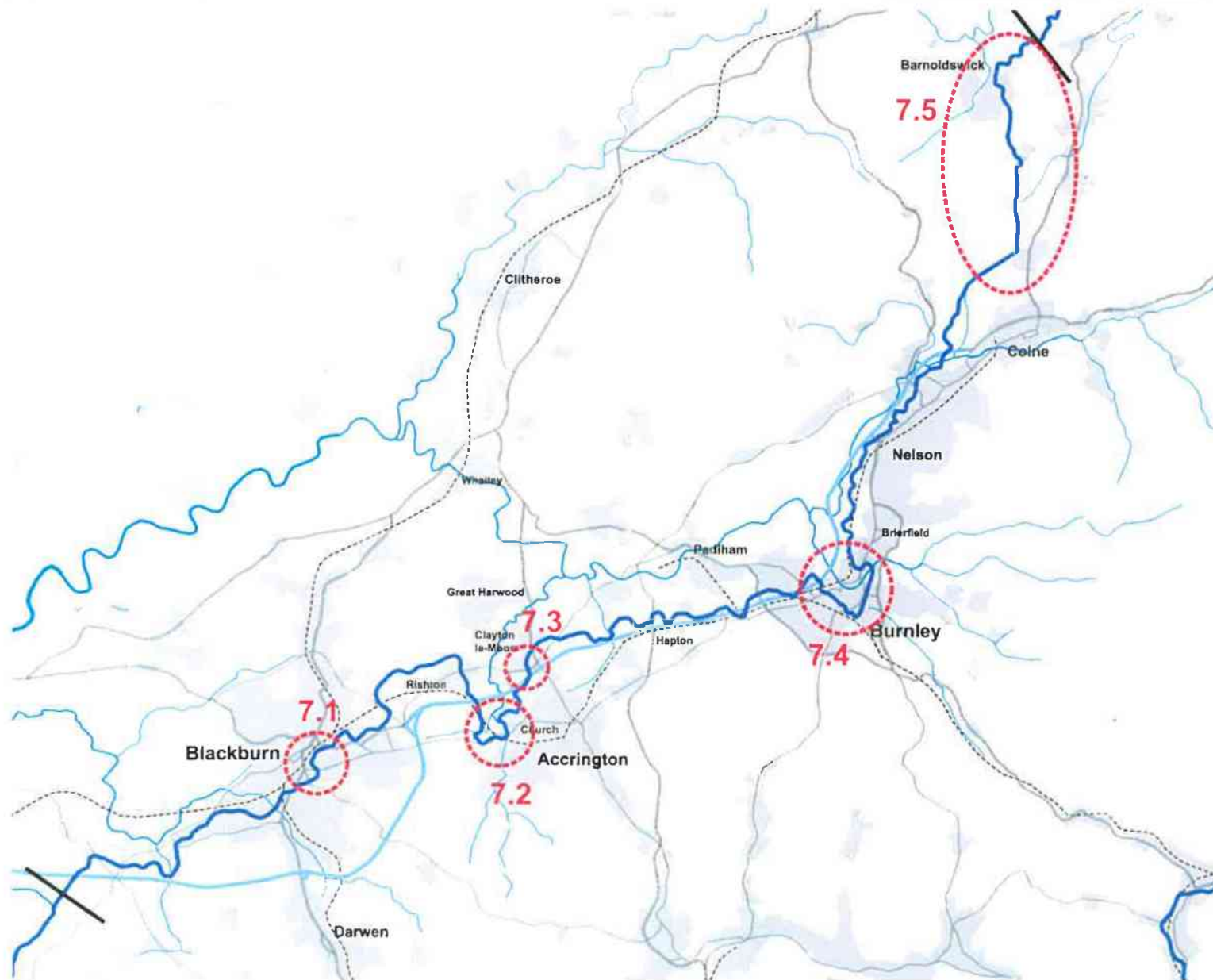
Weavers Triangle - Burnley

case studies



Case Study Sites

- 7.1** Blackburn Town Centre
- 7.2** Church Wharf Area
- 7.3** Enfield Wharf, Clayton-le-Moors
- 7.4** Burnley Historic Core
(Weavers Triangle, Finsley Gate, Bank Hall).
- 7.5** Foulridge & Barnoldswick:
rural canal gateways



Background

Blackburn is undergoing a period of change and over the last five years a number of key projects have been developed as part of a multi million pound action plan to improve the town centre. Recent work has included pedestrianisation of Church Street and the refurbishment of the railway station.

Within the canal corridor study and in discussion with Blackburn with Darwen Borough Council, a number of development sites along the canal have been identified. This case study explores an area centred on historic Eanam Wharf and incorporates two of these sites, namely Prospect Mill and Higher Audley. A further area is identified as offering opportunities to provide a new canal quarter for Blackburn with enhanced access to and from the town via suggested redevelopment at Cicely Lane.

Further south at Higher Audley, the opportunity to create a better town centre link via an existing area of open space and a suggested bridge link over the canal is also explored.



Key Facts

Current Local Plan Allocations covering the case study area:

- EC6/1 Mixed Use Area. Land each side of the canal between Eanam Wharf and Cicely Street is zoned for mixed use development. This area extends south on the towpath side from Cicely Street to Lower Audley Street and covers an area between the canal and the railway
- BTC3 Blackburn Town Centre. July 2001 proposed modifications to Local Plan includes Eanam/Cicely Lane as being zoned for retail, leisure and commercial uses
- H2 Primary Residential Area. Includes a recent canalside housing development
- ENV 6 Environmental Improvement Corridors. Canal identified as an environmental improvement corridor
- TRL1 Protection of Open Space and Playing Fields. Policy covers an area of canalside open space at Higher Audley
- T8 Highway Improvement Scheme – Proposed Orbital Route.

Ward Area: Audley

Ownerships

Various

Context

- Audley scored in Index of Deprivation 2000 as 2nd most deprived ward in Lancashire and ranked 61st most deprived out of 8,414 wards in England
- Third highest percentage of ethnic population of any ward in Blackburn with Darwen Borough Council area with just under half residents belonging to an ethnic minority community
- 6 out of 10 households have no access to a car (1991 census)
- Higher than borough average population of under 20 year olds living in Audley ward at 36% compared to 30% throughout Council area (1991 census)
- Highest number of newly built dwellings in Council area since 1991 census





Concept/ Vision

- A new canal focus for Blackburn building onto and adding value to historic Eanam Wharf
- A lively mixed use "canal quarter" within Blackburn, fully integrated into town centre regeneration
- An enhanced linkage between canal and town centre, also via new rail terminus and bus station

Positive aspects to be enhanced

- The canal sits in an elevated position on an embankment allowing extensive views across Blackburn
- Eanam Wharf and the adjacent Thwaites and Eanam Mews buildings have a strong urban form and are of heritage interest
- Redevelopment of Eanam Wharf in the early 1990's has improved the canal profile locally, although the area is now in need of a renewed refurbishment impetus
- The canal's proximity to the town centre should be reinforced with the creation of better linkages. The road network and changes in level make the canal currently seem isolated and cut off from the town

Negative aspects requiring attention

- Inconsistency in boundary treatment, particularly on the towing path side
- No access to the canal from any of the existing road bridges
- The railway, embankment and the canal itself are all currently barriers to direct access to Blackburn town centre
- Vacancy and dereliction next to the canal at Cicely Lane and site of former Prospect Mill opposite Eanam Wharf
- Vandalism and graffiti to seating and canalside artworks
- Fly tipping, litter and lack of management and maintenance of green open space next to canal

Cicely Lane Canalside Development Site and Link

This prominent, slightly elevated site stretches back towards Cicely Lane and the canal and includes older premises that have in the recent past been used as a nightclub together with extensive areas of car parking. The site is currently under-used and offers considerable redevelopment potential for a range of uses. Demolition of the existing derelict buildings could provide a new focus area for investment and an ideal location for an enhanced pedestrian linkage between Blackburn town centre and the canal. The nearby Eanam Mews has a strong urban form, although surrounding land is in need of redesign, ongoing maintenance and management.

Eanam Wharf

Built in 1816 and restored in the early 1990's, the wharf buildings now house a restaurant, The Wharf Inn, a small canal museum and Blackburn Business Development Centre. Canalside stables at Thwaites Mews are home to Thwaites Brewery's dray horses. Eanam is already an established canal focus in Blackburn, however continued renovation of nearby vacant land and buildings could bring greater vibrancy to the area.

Prospect Mill Development Site

This key site opposite Eanam Wharf lies within an area zoned for mixed used development. A planning application has been submitted to the Council for office development. Blackburn is in need of secure moorings and this offside canalside site offers potential.

Higher Audley Canal/ Park Link

The canalside park at Higher Audley is zoned as protected open space in the Council's Local Plan. The area currently suffers from fly tipping and lack of maintenance and management. The site offers the potential to provide enhanced access both to the canal and to Blackburn town centre via a suggested pedestrian bridge link. (none of the road bridges crossing the canal in this area provide direct access to the canal). Improvements could include surfaced and lit paths



Eanam Wharf & pedestrian footbridge link to Higher Audley

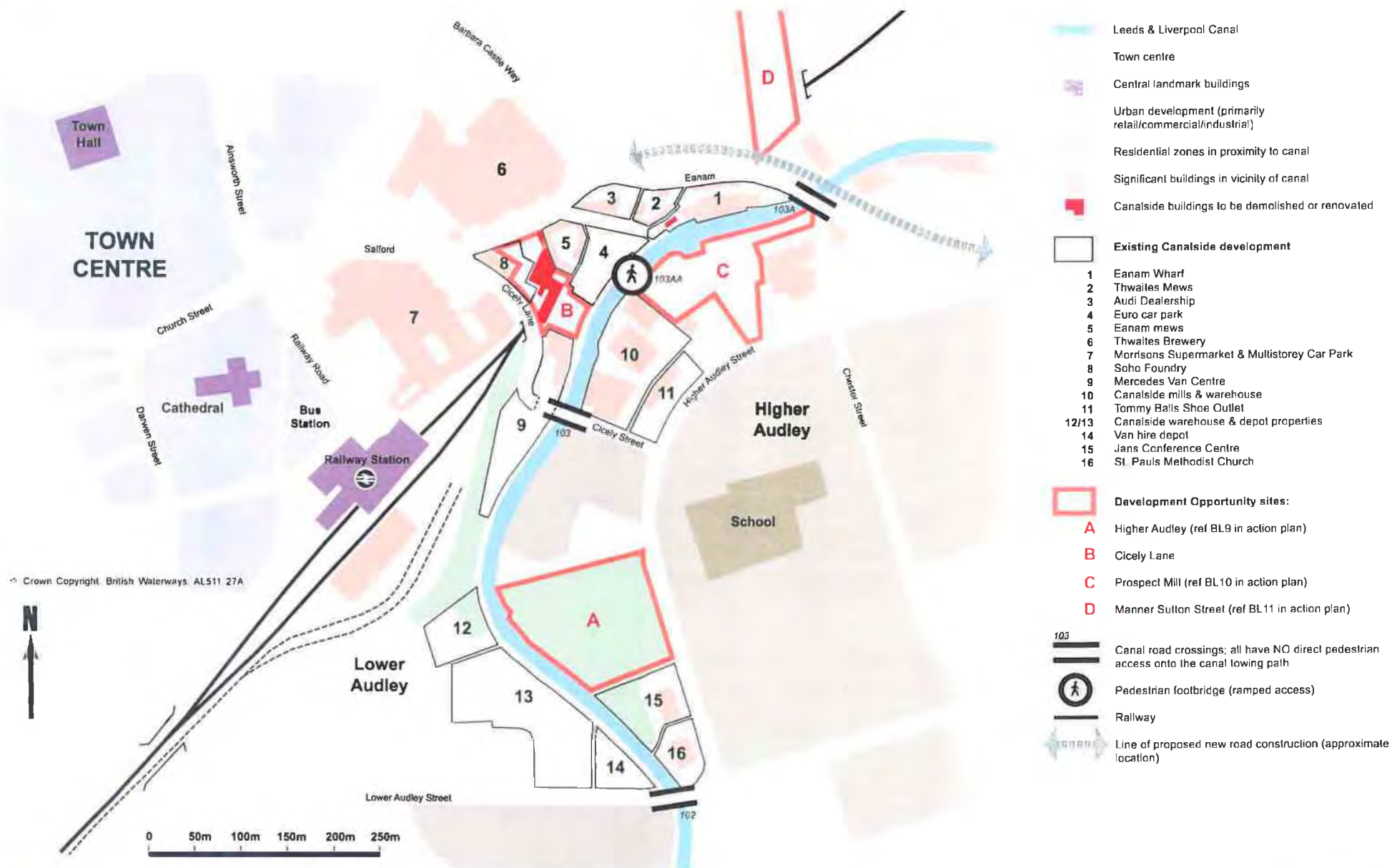


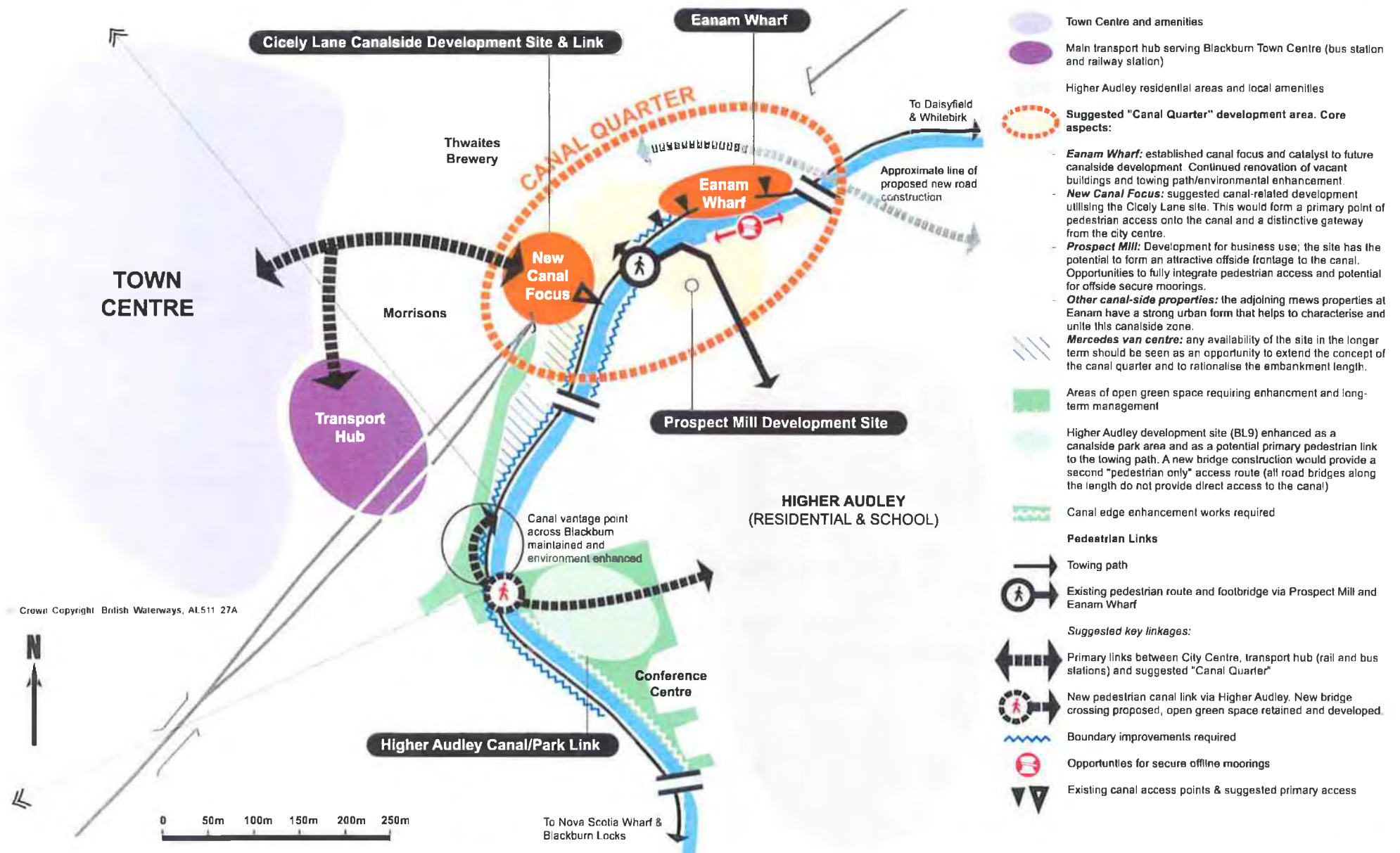
Prospect Mill development site opposite Eanam Wharf

Cicely Lane:

A development site offering the potential to create a primary canal-orientated focus. This is a major canal link opportunity along a town centre length that is currently restricted in terms of access. The prominence of the site and its proximity to the town centre make this an ideal opportunity to extend and enhance a "canal quarter" concept for Blackburn







Crown Copyright British Waterways, AL511 27A



Higher Audley: existing open green space and development site provides an opportunity for bridging the canal and for enhancing public open space adjacent to the canal



Existing boundary treatments alongside the towing path are often imposing and deter from the canal environment

Poor offside boundaries, canal margins & wash walls detract from the overall character of the canal. Redevelopment should ensure positive canalside treatments that face onto the waterspace



through the park and a suggested pedestrian crossing at Higher Audley Street to link to the Higher Audley residential areas.

Environmental Improvements

The Council has identified the canal as an environmental improvement corridor in its Local Plan. The plan on the following page broadly indicates lengths where boundary improvements are required

Bridge 103a to Bridge 103aa (footbridge)

Towpath side

- Paving uneven at Eanam Wharf canalside
- Litter, graffiti and vandalism to seating and fencing
- Low stone boundary walling with no coping
- Boundary vegetation in need of maintenance or replacement

Offside

- Wash wall in need of refurbishment as part of redevelopment of Prospect Mill site
- Creation of offside secure mooring as part of redevelopment of Prospect Mill site. Pedestrian access should be fully integrated into proposals to provide link to Eanam Wharf and town centre

Bridge 103aa to Bridge 103

Towpath side

- Derelict buildings at Cicely Lane offer the potential for clearance to provide new key link to the canal from Blackburn town centre and a landmark waterside development to build on and spread the town centre regeneration outwards towards the canal

Offside

- A series of mill buildings and warehouses line the canal on the offside. Land between the buildings requires maintenance and currently provides a poor outlook from the towpath

Bridge 103 to 102a

Towpath side

- A variation in canalside boundaries provides an untidy edge to the canal
- Boundary improvements should seek to rationalise the materials used. Current material include dry stone walling, concrete panels, concrete post and mesh and steel.
- Canalside artworks and adjacent stone walling in need of refurbishment
- Grassed embankment overlooking Blackburn in need of maintenance and management

Offside

- Wash wall requires attention at Higher Audley park
- Jan's Conference Centre would benefit from enhanced grounds to maximise its canal outlook

Suggested Way Forward

The redevelopment of Eanam Wharf in the early 1990's started a wave of regeneration along the canal within Blackburn. The ongoing regeneration of Blackburn town centre could potentially extend eastwards towards the canal, focussing on Eanam as an existing hub. The new canal focus identified within this case study would offer a significant canal gateway and the expansion of a vibrant "canal quarter" location that Blackburn deserves.



Background

Church lies at the midpoint of the Leeds & Liverpool Canal. It evolved from a thirteenth century farming community to become an area of thriving industry during the nineteenth century and played a key role in the early progress of the textile revolution. The character of Church changed dramatically during the nineteenth century and its population grew from 323 in 1801 to 6462 by 1901.

Church's conservation area is centred on the canal and remaining mill and warehouse structures, providing important examples of past activity. Today several of the structures are in a derelict condition. The canal passing through the northern and western edges of Church forms a distinct edge and marks a character change from the industrial and residential areas to attractive long distance views towards Blackburn across open countryside.

The nearby disused Peel Arm already has existing biodiversity interest. Derelict land adjacent to the canal provides the opportunity for the development of a community woodland.



Key Facts

Current Local Plan Allocation

- Canalside Conservation Area designated in 2001
- Biological Heritage Site - Foxhill Bank Nature Reserve
- Scheduled Ancient Monument – Aspen Coke Ovens and canal basin
- Green belt – Canal forms boundary between greenbelt and urban limit
- William Blythes hazardous installation consultation zone precludes certain types of development
- Canal, railway and watercourses highlighted as wildlife links

Ownerships

Various.

Hargreaves Warehouse is owned by British Waterways and held on a long lease to a Dr Henderson. Current planning application in place (will run until April 2003) for refurbishment of building and for office development. The building is in a derelict condition.

Context

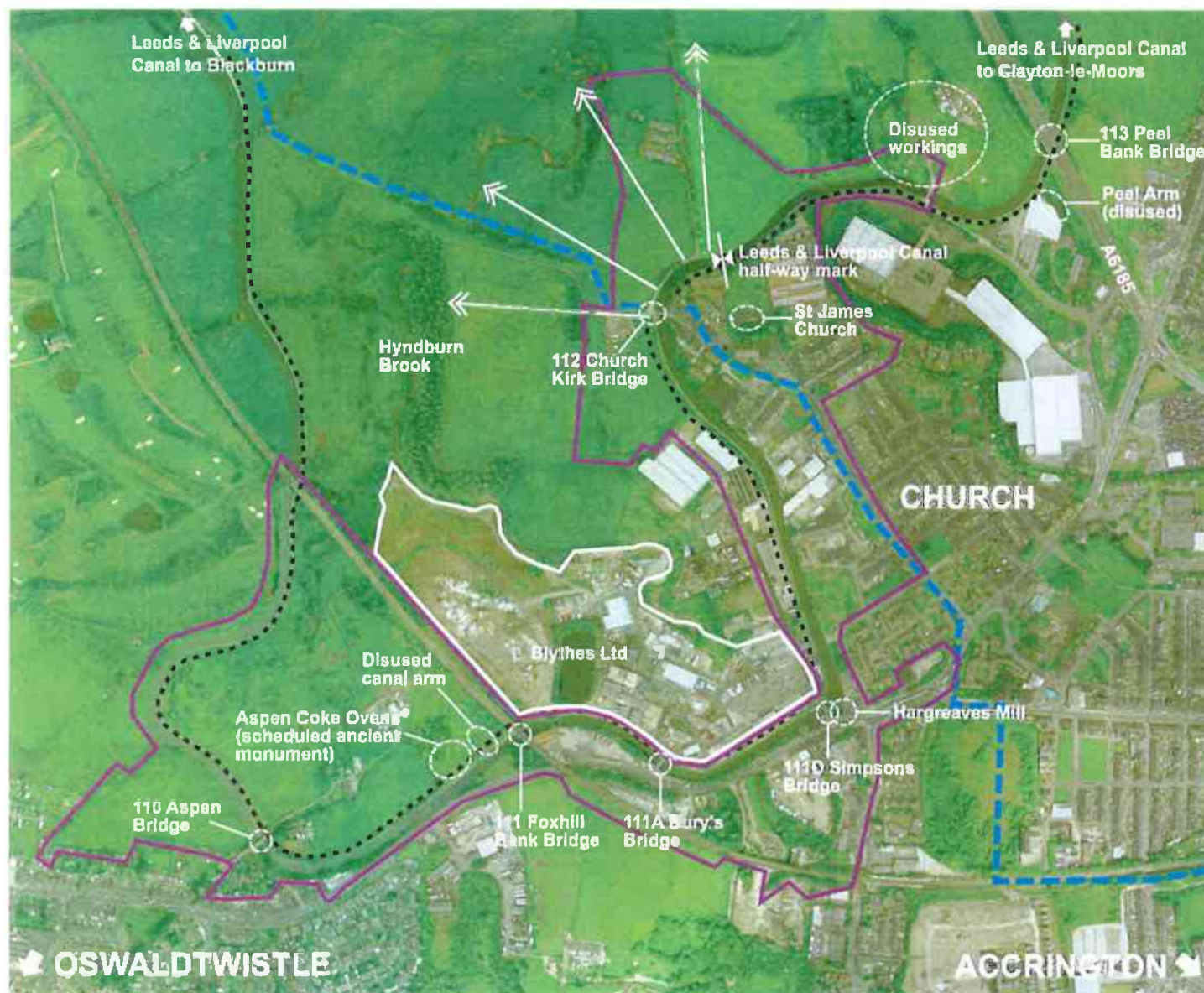
- Half way point of Leeds & Liverpool Canal
- Proposed crossing point of Sustrans National Cycle network route 6 at Church

Prospects Hyndburn have already highlighted a number of works that could be undertaken at Church canalside including:





- Rebuilding dry stone wall near changeline bridge
- Creation of disabled fishing platform near picnic site adjacent to canal
- Additional seating along the towpath
- Creation of 48 hour mooring at picnic site
- Feasibility study underway exploring the potential of a Green Business Park adjacent to Foxhill Bank Nature Reserve

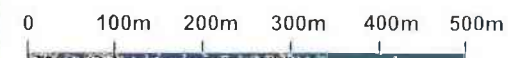
Prospects are currently sourcing funding for the works and the community has also raised the concept of a new canal bridge link to the coke ovens





Context

-  Conservation area boundary
-  Canal towing path
-  Route of National Cycle Trail 6
-  Key Views



Current Funding Schemes

Heritage Economic Regeneration Scheme (HERS)
HERS scheme awarded to Hyndburn Borough Council of £94k for first year of a three year programme of conservation led regeneration in the conservation area

SRB 6 funding approved as match funding (£282k)

Funds will be targeted towards repair and refurbishment and reuse of historic landmark buildings, improvements to the canalside environment, repair and retention of architectural features and details, improvements of Blackburn road corridor as gateway to Accrington.

Potential works

The potential that Church holds as a gateway to the canal and to wider regional park setting is significant. It is one of four primary gateway sites identified, each providing a local focus for the main urban centres alongside the canal, in this instance Accrington.

Unlike the other gateway sites, the notifiable zone presents particular issues that will influence the potential development of the area. Should Blythe's chemicals ever relocate, then this would present a completely new scenario with significantly more scope than at present for a radical regeneration programme to be implemented. As this scenario is speculative and at present unlikely, then the suggestions are based on progressing canalside improvement within the current context and focusing on partnership working with Blythe's and local business.

Potential works and suggested heritage actions are outlined as follows:

Area based:

Conservation Area Heritage Action: production of a detailed conservation area appraisal, a strategic document setting out the character and special interest of the conservation area and why the area is of significance, if not undertaken as part of HERS bid (see previous text)

Trails & Routes: Emphasis on improved recreation links and "health walks" to the wider area between Church, Rishton and Clayton-le-Moors, focusing on:

- the development of a wider signposted network of circular routes and trail links to local countryside, along watercourses and to surrounding settlements.
- A reworking programme for the Clayton Fields Trail, improved signage as a part of the suggested canal-wide access strategy and hierarchy, plus interpretation leaflet integrated with wider network.
- A conservation area discovery trail, to highlight Church as a newly designated conservation area and to raise the profile of the canal locally.
- Signage and facilities provision for the National Cycle Trail Route 6, focusing on Church as a major orientation point for the route.
- The progression of a co-ordinated access and signage programme, in line with the wider canal-wide signage and information strategies covered as strategic actions within the Action Plan.

Woodland Creation Opportunities: Potential for new woodland creation on derelict land adjacent to the canal. Two main sites are identified:

1. Land west of Blythes: an area of land owned by Blythes Chemicals which, if progressed as a woodland establishment zone could ultimately improve the landscape context of the works and potentially allow the creation of local footpaths and recreational use of land. Increasing woodland cover along the Hyndburn Brook would add structure to the fragmented woodland framework locally and help reinforce and "Wildlife Corridor" designation highlighted within the Local Plan. Detailed consultation and feasibility appraisals would be required with Blythe's.
2. Former works are north of the canal opposite Church Bridge Works: this area has been also highlighted within the Elwood M65 woodland sites scheme as a potential site. Woodland creation here would help mitigate the visual influence of the M65 from the canal, contribute to habitat creation and add significantly to the woodland structure within the Hyndburn Brook Valley

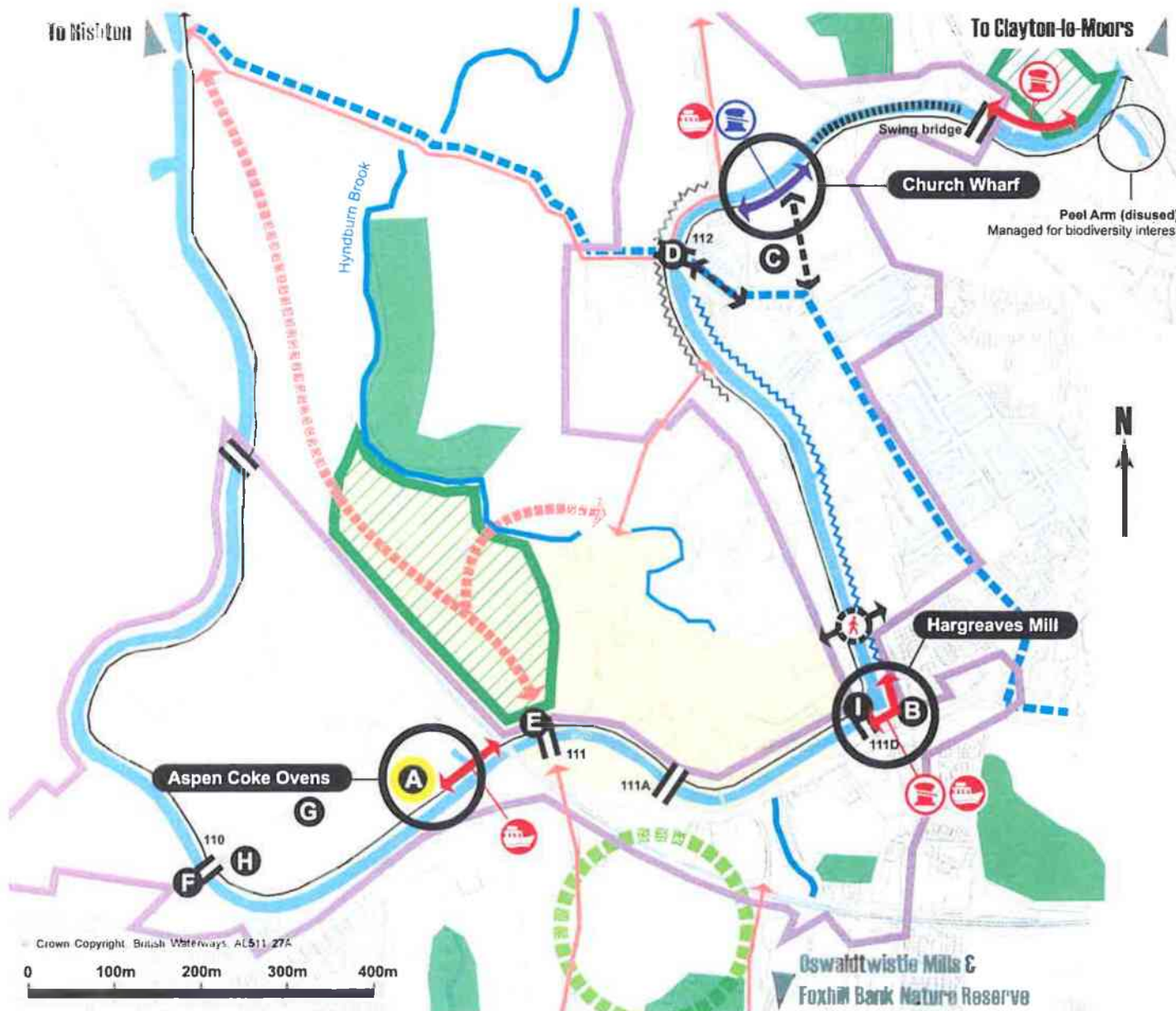
Environmental improvements: boundary improvements strategy including restoration of dry stone walls, fencing & boundaries improvements to local businesses that currently back onto the canal.

Site Development based:

Hargreaves Warehouse

The key to any future use of Hargreaves Warehouse lies with obtaining HSE approval. The warehouse is located adjacent to William Blyths. Blyths stores and handles chlorine, a notifiable substance. Hargreaves Warehouse falls within the consultation zone therefore local planning authority required to advise the Health and Safety Executive of any proposals for development of a particular type and beyond a certain size within the zone. The consultation zone will preclude certain types of development including housing, hostel and holiday accommodation and educational establishments, institutional accommodation or a hospital. However a factory, warehouse or office development would be permitted.

Short term objectives:



KEY

- Conservation Area boundary
- Key points of visitor interest (existing/potential); see text.
- William Blythe Ltd premises (approx)
- A *Scheduled Ancient Monument*
Aspen Coke Ovens
- B *Grade II Listed Structures*
Hargreaves Mill
Church of St James
Church Kirk Bridge
Canal Bridge to Blythes
Aspen Land Canal Bridge
Lower Aspen Farm
Aspen Lane Cottages
Canal Bridge, Bridge Street
- Leeds & Liverpool Canal corridor (route of Hyndburn Clog and Clayton Fields Trail)
- Key pedestrian links to enhance.
- Existing footpaths
- Potential new footpath networks linked with landscape enhancement and woodland creation opportunities
- Suggested bridging point across canal, linked to any future development at Hargreaves Mill and the adjacent wharf
- Suggested provision of angling platforms & facilities, linked with wash wall improvements along towing path (subject to agreement on location)
- National Cycle Route No. 6
- Existing mooring provision
- Suggested mooring provision (linked to future developments)
- Potential boat trip stop off points (linked to future developments)
- Prospects Foundation potential "green business park" site. Feasibility study underway.
- Woodland areas locally
- Suggested opportunity sites for new woodland creation
- Key boundary improvement lengths (see text)
- Improvements to dry stone walling length

Opportunities

- Make safe to avoid further immediate damage to the structure and to reduce potential safety hazard
- Appointment of consultant to liaise with Blythes Chemicals and Health and Safety Executive to determine suitable end use
- Production of a Conservation Statement to provide an overview and increased understanding of the significance of the building and to identify conservation opportunities and constraints which need to be engaged with.
- Production of a heritage impact assessment to identify the impact of any development proposals on the special interest of the listed building and its adjoining landscape and to propose mitigation measures if required.

Longer term

- As part of a Section 106 agreement, the building might serve as an information centre and boat trip alighting point in conjunction with an office development or other new use. With successful redevelopment the building could form a 'canal destination point' at Church. In the shorter term this could be achieved at Church Kirk.
- Boat stop and development of mooring facilities subject to Health and Safety Executive approval

Aspen Coke Ovens Area

The coke ovens are a distinctive feature of canal heritage but their condition needs attention. The structure is a Scheduled Ancient Monument and is also on English Heritage's 'Buildings atRisk' register. The adjoining canal basin is intact but disused and has filled in naturally. The scope for the site as a visitor attraction would lend itself as a component of a wider "package" of points of interest highlighted by any trails or possibly boat trip routes. The attraction of the coke ovens to mis-use is obvious; with this in mind it is considered that the concept of a direct bridge link should be approached with caution.

Short term Heritage Actions

- A holding strategy for making safe to avoid further immediate damage to the structure and to minimise any potential safety hazards
- Production of a "conservation management plan" for the site which establishes the special archaeological interest of the scheduled coke ovens and disused canal arm. This document should set out specific actions for management of the site, related to any future development proposal.
- Production of management agreement – an agreement drawn up with English Heritage (and informed by the Conservation Management Plan) to manage the scheduled monument effectively.

Long term Actions

- Incorporation of the ovens into a more defined visitor attraction, with interpretation provision and safe viewing platforms.
- The restoration of the canal basin, utilised as a trip boat stopping point for organised canal tours of the area.

Moorings Provision

Potential for off-line moorings provision to further enhance the canal length through Church and to encourage water-based activity and canal use. Off-line moorings are in demand along the Leeds & Liverpool Canal and the proximity to an urban centre and to the transport network would make this area a strong candidate.

A potential site is suggested utilising derelict land (former works) adjacent to the Dunkenhagh Way, which could progress in conjunction with suggested woodland creation on the site.



Background

This cluster of attractive former canal buildings dated 1801 is Grade II listed and was formerly canal warehouses, house and stables on both sides of the Leeds and Liverpool Canal. The buildings are currently under utilised and in a poor state of repair but offer considerable potential for redevelopment. The former stables block is used by the Sea Scouts. In 1801 the canal acted as a terminus to the canal and it was not until 1810 that the construction of the canal continued towards Church.

Previous attempts to secure investment and encourage end use development have been unsuccessful resulting in a continuing poor perception and lack of investor confidence in the area. Today the buildings lie in an area where restoration and return to use would significantly benefit the surrounding area.

Vehicular access to the site is via the A680. Access to the site is difficult when approaching from the west. Pedestrian access is possible via two points along Enfield Canal Bridge.



Theme Linkage

- Canal Prosperity
- Recreation and Destination
- Canalside Communities

Key Facts:

- Current Local Plan allocation
- No reference within Local Plan for the site.
- Site immediately east identified for housing development. (now developed)

Ownership

Various:

British Waterways. Leased to various tenants including

- Cottage – restored 2001. Occupied by assured shorthold residential tenant
- Stables – occupied by Sea Scouts under a business lease
- Garage- tenant holding over on business lease
- Main warehouse – Vacant. In poor condition

Hyndburn Council - derelict land adjacent to canal north of stables

Context

- Clayton le Moors ward is in most deprived 20% in England (Indices of Deprivation 2000)
- Near to M65 Junction 7
- Access to the wharf is currently via a steep and unmade track. Acquisition of the adjacent area of derelict land to the north of the site could provide improved access to the wharfside via the housing development at St Marys Court and offer the potential for an enhanced canalside greenspace and room for car parking.
- Traffic noise from nearby Blackburn Road and M65





- A** Grade II listed former stable block. In current partial use by Sea Scouts but in poor condition. Sides on to canal
- B** Grade II former canal warehouse and canal office. Unoccupied. Faces canal
- C** Garage
- D** Cottage. Restored. Leased by BW

Proposed Land use

- Business start up units
- Mixed use development
- Housing
- Community Uses
- Boater facilities

Positive aspects to be enhanced

- Locally distinct canalside architecture
- Canal and buildings have close relationship that should be maintained and enhanced as part of redevelopment of the site
- Potential for enhanced linkage to neighbouring communities of Church and Rishton via the canal

Negative aspects to be addressed

- Grade II listed canalside buildings are vacant and in a poor condition
- The site is located in the 20% most deprived wards in England
- Poor site access

Key buildings

- Grade II listed former stable block on east side of Leeds and Liverpool Canal
- Grade II former Leeds and Liverpool Canal company warehouses and offices and attached house on west side of canal

Suggested uses

- Housing
- Relocation of Sea Cadets to allow for redevelopment of stable block
- Business start up incubator units
- Incorporate new boating facilities including sanitary station, offline moorings etc
- Acquisition of land behind Stable Block for improved site access, car parking and landscaped area

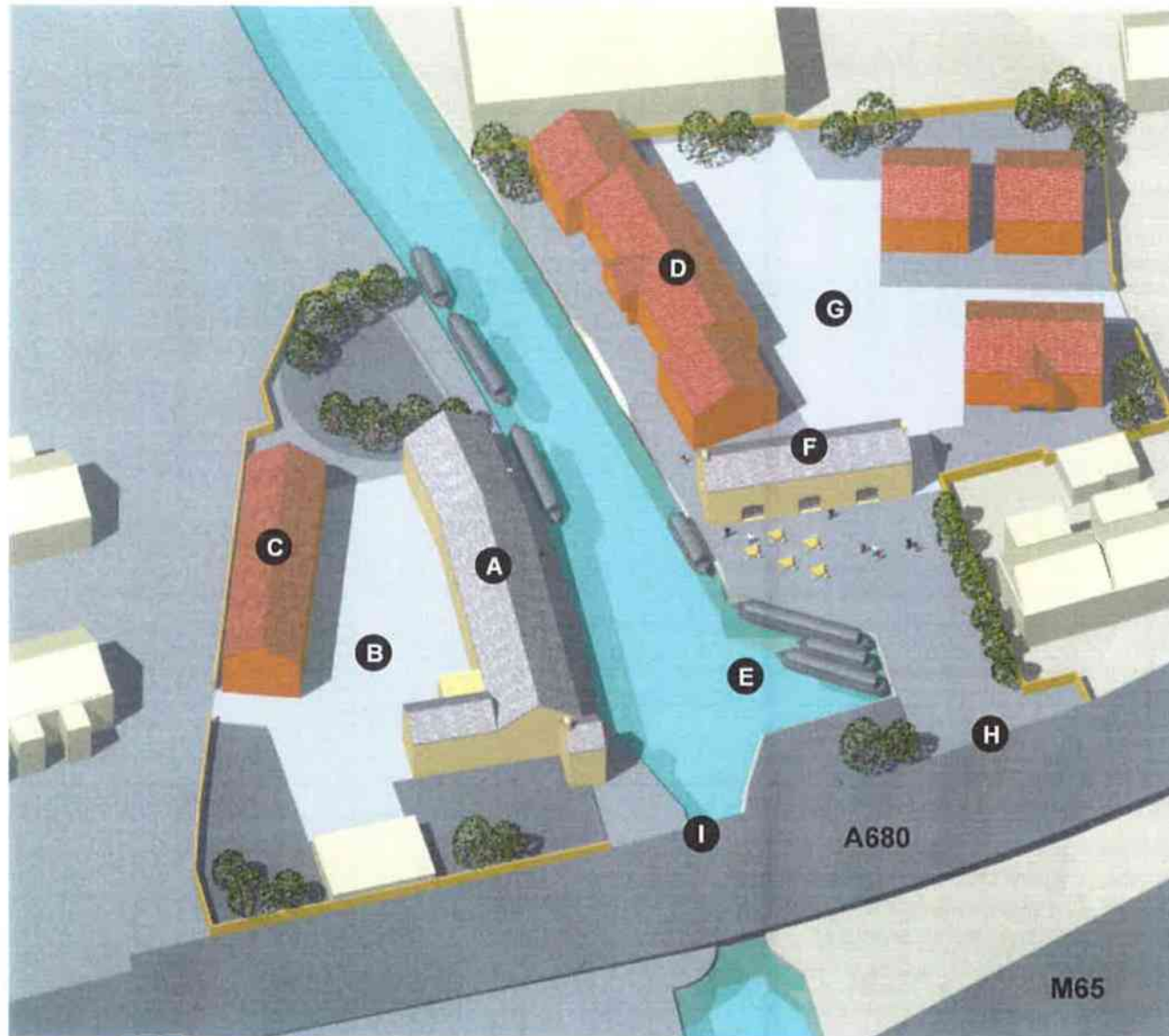
Suggested Way Forward

This case study represents an area of major opportunity along the canal corridor and provides an illustration of the type of development that could take place. Drawings are for illustrative purposes only and do not constitute any formally agreed development proposals.

An appropriate delivery vehicle would need to be put in place to allow a scheme such as this to be implemented. This could be through a public/ public or public/ private joint venture agreement. Significant third party funding would also be required.

Suggested Development Overview

- A** Existing part-used warehouse restored and converted to business start-up / "incubator" units/training centre/ residential development.
- B** New Vehicular site access created via Oak Street. Existing access closed up and parking space redefined to serve new warehouse restoration and development.
- C** Potential new-build housing with access via Oak Street
- D** Housing fronting canal with shared parking to rear, utilising adjacent development site to Enfield Wharf. Canal-side properties to be sympathetic with surrounding wharf area and listed building restorations.
- E** Suggested off-line mooring basin within wharf site. Potential terminus for trip boat and as waterborne venue for Sea Scouts.
- F** Stable block restored and converted to create a range of leisure opportunities
- G** Shared access/parking for residential development and as new access for Enfield Wharf development, via St Mary's Court.
- H** Steep existing site access resurfaced and retained for pedestrian and emergency access only
- I** Enhanced A680 boundary & interface with canal; bridge parapet repairs and restoration, improved access route at crossing point of canal towing path across canal



View to rear of warehouse and proposed housing fronting canal

View from main road towards basin and stable block



Background

The Weavers Triangle lies alongside the Leeds & Liverpool Canal on the south western side of Burnley town centre. It contains all the elements of a 19th century canal side industrial settlement and is partly located within the canalside conservation area. It contains a number of listed buildings of architectural and historic significance such as Clocktower Mill and Slaters Terrace. The area is easily accessible from Burnley town centre and to the town's link road network. The area suffers from a mix of commercial and long term vacancy and dereliction.

Weavers Triangle offers the opportunity to use the heritage interest and canalside setting to bring about regeneration.



Key Facts

- Current Local Plan Allocation
 - Leisure, tourism, industrial, commercial, residential. Mixed use development particularly encouraged.
 - Planning Brief for the Sandygate area within the Weavers Triangle was prepared by Burnley Borough Council in 2001.
- Ward area - Trinity
- Grade II Listed Buildings:
 - Slater Terrace and adjoining warehouse
 - Clocktower Mill
 - Sandygate Bridge
 - Victoria Mill
- Locally Listed Buildings
 - Sandygate Mill
 - Neptune House

Ownership

- Private
- British Waterways - Inn at the Wharf and Weavers Triangle Visitor Centre
- Millview Developments - Lords Printers, Clocktower Mill, Slater Terrace.

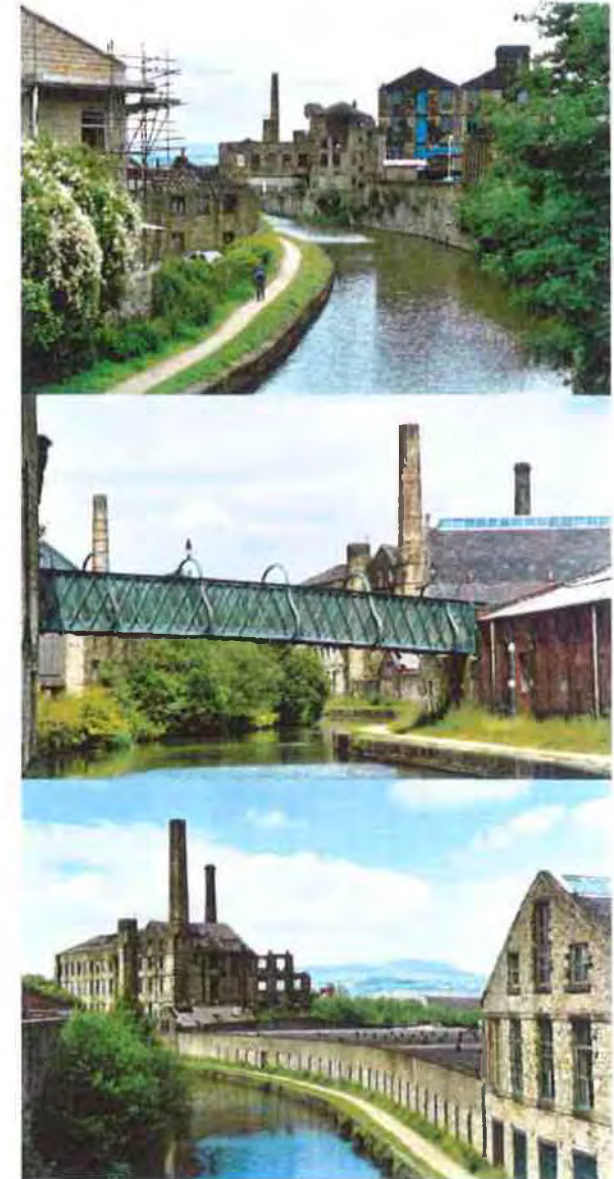
Context

- Canal is dominant feature in the landscape and is elevated above the town.
- 19th century industrial district designated as a Conservation Area.
- Many buildings of historic and architectural interest but now in vacant and derelict condition.
- Mill buildings built of local stone line the canal and follow its shape
- Important part of Burnley's heritage – by the end of the 19 century Burnley was the cotton weaving capital of the world
- Mill chimneys form important landmarks
- Single storey weaving sheds with distinctive northlight roofs
- Sandygate area forms heart of Weavers Triangle

Concept/Vision

- Lively mixed use quarter of Burnley that realises the area's true heritage value.
- The potential of the canal is integrated fully into any proposals.
- A high quality public realm strategy for the area.

A strategy and masterplan will be required for the area, similar to work recently completed for the Wigan Pier Quarter. The aim would be to set out a framework for the development of the area over the next five to ten years.





Significant Views

- 1 Sandygate Bridge - along the canal
- 2 Walker Hey Footbridge - across town to Pendle Hill and along canal
- 3 North West of 'Inn on the Wharf' - uphill and across Burnley
- 4 Canalside at Wiseman Street towards Holy Trinity Church
- 5 Westgate Road Bridge - south east across Weavers Triangle
- 6 Whittam Street across town to viaduct and Pendle Hill
- 7 Manchester Road Bridge - along the canal
- 8 Southern limit of Triangle on towpath across town to Burnley Mile

Key Buildings

- 1 Burnley Wharf
- 2 Hope Shed
- 3 Waterloo Shed
- 4 Trafalgar Mill
- 5 Walken Hey Footbridge
- 6 Garage
- 7 George Street Weaving Shed
- 8 Clocktower Mill
- 9 Sandygate Bridge
- 10 Slater Terrace
- 11 Neptune House
- 12 The Malthouse
- 13 Burnley Ironworks
- 14 Westgate Weaving Shed
- 15 The Plane Tree Inn
- 16 Oakmount Mill
- 17 Bellevue Terrace
- 18 Victoria Mill
- 19 Sandygate Mill

Context

Positive Aspects to be enhanced

- Elevated aspect with extensive views across Burnley and to Pendle Hill from bridges.
- Chimneys as landmark features.
- Close relationship between buildings and canal. Many buildings face the canal and some follow the lines of the canal.
- Locally distinct canalside architecture.
- Inn at the Wharf accessed from Manchester Road - successful regeneration of canalside buildings.
- Cycleway access through area along towpath.
- Nearby Hammerton Street regeneration centred on Proctors Mill shows good re-use of historic building.

Negative Aspects requiring attention

- Vacancy and dereliction and cleared sites.
- Limited access on and off towpath.
- An island site surrounded by the inner and outer link roads through near to the city centre.
- Marked change in level through area. Steep approach from town centre via Sandygate makes for difficult pedestrian access.
- Barriers to access between Weavers Triangle, town centre and residential areas formed by Trafalgar Street, Westgate, railway and the canal itself.
- Intrusive modern developments including warehouse and car wash on Trafalgar Street back onto canal.
- No access to canalside edge on offside bank.
- Weavers Triangle Visitor Centre situated on edge of area.

Industrial development took place rapidly in Burnley as soon as the canal was built and it has shaped the townscape. The canal was used both as a transport facility and for condensing water to serve the growing number of mill steam engines. The canal at the time gave the competitive edge over the railways and it therefore played a significant role in the location of the industry. Many of the buildings still standing today follow the shape of the canal. Access to the area is limited on the offside

bank of the canal. Many narrow routes linked to canal wharves are now blocked to access.

The key to the successful regeneration of the Weavers will include addressing the current barriers to access of the area and the successful stitching of the area back into the main fabric of Burnley town centre.

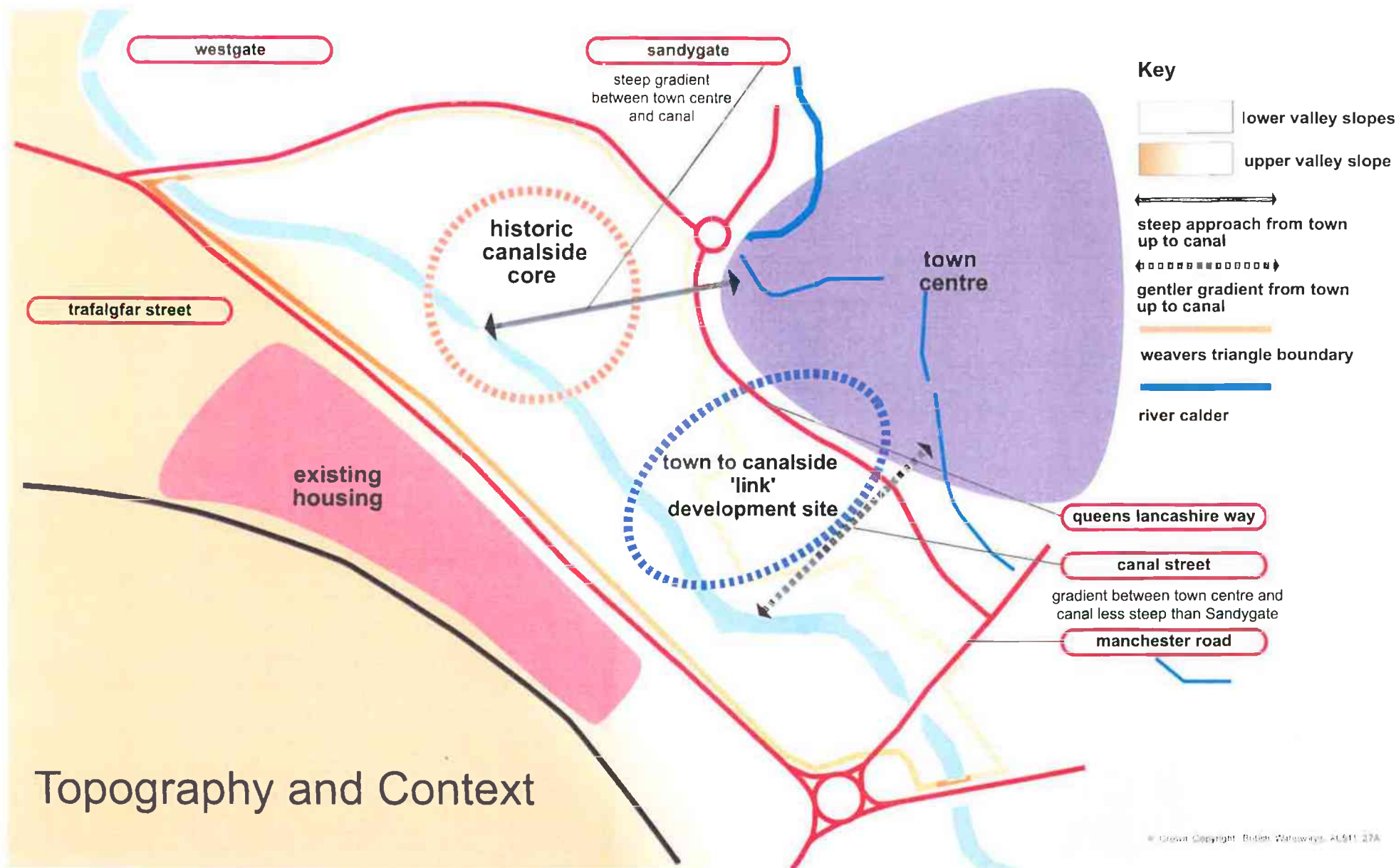
The area sits in a prominent location at the key north western gateway to Burnley. The town's topography means the Weavers Triangle sits high above the town and its buildings are visible from a number of locations. However Queens Lancashire Way Westgate and Trafalgar Street, main through routes to the town centre serve to sever the area from the rest of the town. Pedestrian movement will need to be addressed to maximise the area's potential and provide further access to the canal. The Preston to Burnley railway line and Trafalgar Street form barriers between the town and housing around Burnham Gate.

Successful recent regeneration of the Hammerton Street area and improvements to Lower St James Street should be rolled out towards the Weavers Triangle, continuing the use of natural materials. Land bordering Queen's Lancashire Way and Lower St James Street has been identified in Burnley's local plan for redevelopment and is considered suitable for leisure uses. Redevelopment of this area could form a key new link into the Weavers Triangle and to the River Calder to the north.

Another key link to the canal could be made from Hammerton Street via Whittam Street. Land opposite the County Court building whilst currently used for car parking could be partly freed up to incorporate a new civic space for Burnley and provide a green axial route linking town to canal.

Regeneration of the Weavers Triangle itself should offer opportunities for further use of the canal and any new development should seek to provide access to the waterside wherever possible. Canalside land at Victoria Mill, Hope and Waterloo Sheds and near Slaters Terrace could provide points for new moorings.







Weaver's Triangle
development area



Canal "Events" (five in number)

Westgate Road Bridge

This area marks the north - western tip of the Weavers Triangle. From Westgate there is a prominent and rare glimpse of the Leeds & Liverpool canal and the busy road junction offers access to this corner of the Weaver's Triangle. The historic photograph on page 188 gives an impression of the significance of this gateway with the distinct mill architecture and mill chimney - filled skyline.

Because of this it is suggested that the Westgate Road Bridge and road junction becomes the focus for not merely a "gateway" improvement but a concerted effort to:

- Preserve, enhance and find new uses for the existing group of buildings around the junction including the former Public House;
- Introduce appropriate small scale contemporary buildings;
- Enhance Westgate Bridge itself;
- Improve crossing for pedestrians
- Establish a "gateway" feel to this historic junction using lighting, public art and contextual environmental improvements.

Sandygate 'Historic Core'

This area has long been the focus for regeneration efforts in the Weavers Triangle due primarily to the heritage significance and status of Sandygate Mill, Slaters Terrace and Clock Tower Mill. This case study again singles out the area as an important "canal event" and is indicated on the proposals map as one of the two main regeneration foci. It is one of only three points where a road crosses the canal and offers important visual and physical contact with the canal in the heart of the Weavers Triangle. It is suggested that previous effort has focussed closely on this area where there are considerable and costly constraints to successful and comprehensive regeneration. This area is still important, however, to introduce a 'multiplier effect' to the wider Weavers Triangle it is felt that any future approach to redeveloping the Sandygate 'Historic Core' needs

to be in conjunction with the 'New Canalside Core' described below.

A key regeneration principle throughout the Triangle and equally relevant to Sandygate is to ensure the buildings and spaces either side of the canal work together. Access onto the towpath is severely restricted, as are canal crossing points for pedestrians. Vehicular access to the canalside is constrained (which may be a positive feature) and few through routes across the Triangle exist for pedestrians. Key actions suggested for the Sandygate Historic Core are:

Heritage

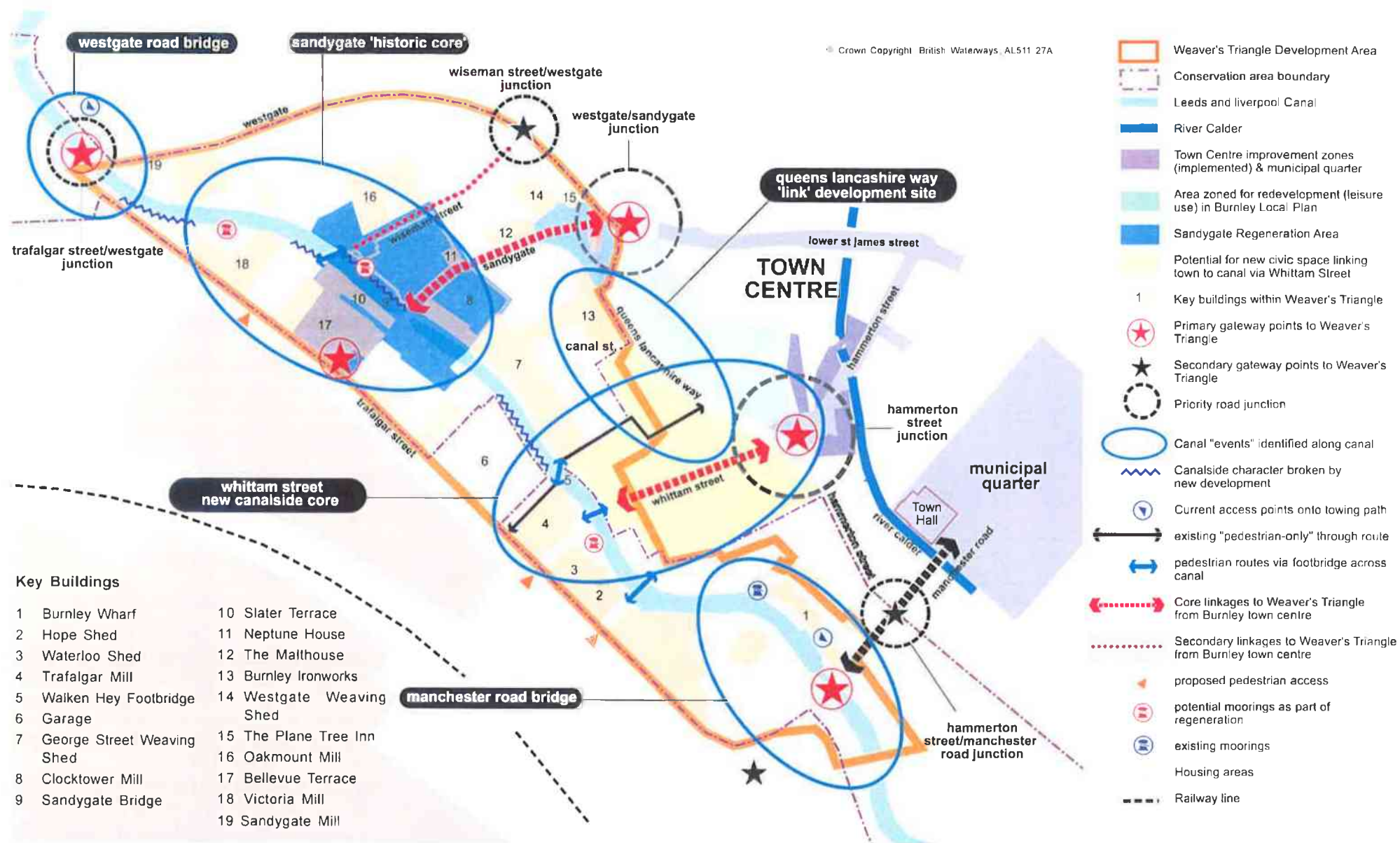
- Conservation Plan – a major conservation planning document sets out the overall significance of the site as well as the significance of its component buildings, landscape and waterspace. Also sets out policies explaining how the significance will be conserved in future use, alteration, repair, management and development.
- Prepare a Conservation Area Statement for the Weavers Triangle
- Detailed Conservation Appraisals based on predicted new uses for listed and priority buildings;
- Implement priority works to prevent further deterioration and decay of buildings and structures.

Planning and development

- Explore use CPO powers established by possible Joint Venture Company to assist in land assembly;
- Acknowledge the Sandygate and Weavers Triangle as priority regeneration sites in East Lancashire corridor and establish wider recognition of the areas heritage significance in a similar way to Saltair, near Bradford and Castlefields, Manchester
- Review certain planning conditions such as lowering the required parking ratio in key areas

Marketing/Funding

- Marketing programme for Sandygate and the entire Weavers Triangle development area;





Examples of contemporary restoration in Manchester, London and Burnley town centre



Existing bridging point across the canal, development opportunity site linking to town centre, potential access and bridging opportunity

- Assembly of appropriate funding packages and delivery vehicles

Design and feasibility

- Consider installation of telecommunications and IT infrastructure – network for broad band facility, tele-village approach;
- Assess condition and provision of service supply to area, eg sewers, drainage, lighting, telephones and other statutory undertakers;
- Undertake community led public art programme – in advance and in-line with regeneration programme;
- Undertake Access for All strategy for Weavers Triangle seeking to improve connectivity between sites and buildings. Introduce new pedestrian canal crossings linking buildings
- Review public transport connections with town centre in partnership with travel operators

Whittam Street – New Canalside Core

The second of two main regeneration focii for the Weavers Triangle is what has been called the New Canalside Core. This area holds considerable potential to be instrumental in kick starting the regeneration of the Triangle. This should not be at the expense of the Sandygate area but in conjunction with it. The constraints around Whittam Street are viewed as being less onerous than Sandygate but significant in being located in what can be described as being the missing link between the extremely successful Hammerton Street revitalisation and the Leeds & Liverpool canal. Several aspects define this priority "canal event" for this case study:

- Short and direct east – west links between canal, town centre and Hammerton Street regeneration area;
- Most of area falls outside the designated Weavers Triangle Conservation Area;
- More gentle gradient between canal and town centre that would benefit overall access strategy;
- Predominantly car parking, devoid of built form and lacking heritage structures concentrated to the south and north;

- Unique elevated views from canal and street to Pendle Hill and to railway viaduct.

The New Canalside Core could provide canalside development in a modern but style respectful of the heritage setting. This "core" appears to allow greater flexibility, in development terms, compared to Sandygate. Key principles suggested include:

- Introduce exciting new green/civic space as 'link route' between Hammerton Street area and Leeds & Liverpool canal as focus for new development;
- Introduce contemporary mixed use development lining 'link route' and fronting canal to extend influence and land use of Hammerton Street uphill
- Conserve and promote extensive views across town and towards Pennines;
- Create pedestrian bridge links across canal to western side of canal
- Promote cycle route as per designation in Local Plan
- Relocate existing car parking. Existing topography offers potential to introduce new undercroft car parking at highest point of site (close to canal) concealed below new buildings;
- New moorings area and lay by moorings – easy access to town
- Re-use existing Canal Street name to replace Whittam Street or foster idea of 'Burnley Canalside' to distinguish it from the Sandygate site as part of a development and marketing strategy for the site.
- Queens Lancashire Way Development Site Link

Queens Lancashire Way 'Canal Link' Development Site

This area, immediately east of the inner ring road and part of the town centre is currently earmarked for re-development. This case study sees this site as being important to the canals regeneration for the following reasons:

- Helping to re-connect the canal side with the town centre



- It would allow improved pedestrian movements between canalside and town
- It would extend and capitalise on the planning ethos and design quality displayed by the Hammerton Street regeneration.
- An opportunity to create a new frontage to the eastern edge of the Weavers Triangle development area.

A scale of suggested approaches or interventions to consider in the regeneration of this site include :

Option 1 - Lowering of Queens Lancashire Way to enable improved connectivity between town and canalside. This would be costly and disruptive in the short term but would help 'stitch' back together Weaver's Triangle with it's town centre. This was central to Birmingham City's approach in reconnecting its Convention Centre and canalside to the city centre.

Option 2 - A pedestrian bridge link – integral to any new development proposed for either side of Queens Lancashire Way. Public access could be designed and permitted within the buildings

Option 3 - Introduction of at least two at-grade controlled pedestrian crossing points as part of wider review of traffic circulation for Weavers Triangle coupled with significant boundary improvements along Queens Lancashire Way.

Manchester Road Bridge

Southern road crossing and south east extreme of Weavers Triangle. This area has its own character and is arguably the most successful part of the Weavers Triangle regeneration to date containing the Inn on the Wharf. In a similar way to the Westgate canal event area the Manchester Road Bridge is envisaged as requiring more than just a "gateway" site approach. Priority proposals include:

- Scope for new canalside development immediately north of the Inn on the Wharf, possibly associated with the New Canalside Core;
- New craft moorings;

- New pedestrian canal crossings – linking new and old buildings either integrally or stand alone;
- Maintain and promote elevated views that are publicly accessible.

Gateways and Road junctions

Westgate Road Bridge – important access point to the Weavers Triangle from the M65 Motorway. Considered need for improved pedestrian and cycle priority and gateway appearance

Westgate and Wiseman Street Junction – Improved gateway appearance

Sandygate/Westgate Junction – Feasibility to upgrade pedestrian crossings to/from town and re-visit highway design around prominent building on 'island' site at foot of Sandygate. Opportunity for important gateway treatment to both town centre and Weavers Triangle. Rationalisation and inclusion of existing public open space with treatment is also suggested.

Hammerton Street Junction – Following suggested options for treatment of Queens Lancashire Way Canal Link Development Site this junction is seen as a key link between town and canal. Greater pedestrian priority, re-alignment of footpaths, new signage and landmark public art intervention as part of adjacent Queens Lancashire Way Canal Link Development site are all recommendations.

Manchester Road/Hammerton Street Junction – Improvements to identity for canal and proximity of Weavers Triangle development area using public art and signage.

Other Principles and Generic Recommendations

Moorings – There is considerable potential for the introduction of additional safe moorings phased in as part of regeneration. It is recommended that renewal and refurbishment of offside properties include secure moorings. Exciting opportunities exist for encouraging floating extensions to building uses such as galleries, shops, educational facilities and business units as well as floating accommodation. Trip boat moorings should be

part of a wider moorings strategy to enable visitors to move around the immediate Weavers Triangle area as well as to experience the Burnley Mile and other destinations close by.

Access for All and Bridge links – This is a general principle as part of any regeneration strategy. The example images shown opposite demonstrate how freedom of movement around the Triangle will assist in the regeneration process and the sustained vitality and appeal of the area. Currently the canal is a barrier to movement. Opportunities exist to connect and extend building uses across the water, even using the bridges as buildings in themselves. Physical access is problematic in places. Improvements could be addressed and funded as part of phased redevelopment using statutes, best practice and section 106 monies.

Offside canal frontage – It is important to treat the offside with as much consideration as the towpath side. Certain stretches could be opened up for access although it is recommended that the towpath is the main public access. A feature of the canal edge are buildings with foundations resting on the canal wall. Many lend themselves to the introduction of fenestration to allow surveillance of the canal, distant views and to add dynamism to the canal corridor.

Views and vistas – A strategy for significant views and vistas as part of any masterplan is recommended. These are seen as fundamental to the appeal and marketability of the area. The main ones are indicated on the aerial photograph of the Weavers Triangle but there are more which should be guided and controlled as part of the development process. They also help with peoples orientation and the legibility of the area. Currently the canal corridor limits this. Particular attention should be made of the elevated views over town in this respect.

Finsley Gate:

The site is located about 0.75 miles from the centre of Burnley and lies at the southern end of the Burnley Straight Mile. It is bounded to the north by the canal, to the east by Hollingreave Road and to the south and west by rows of terraced housing and Lambert Howarth and Sons.

Mile Wharf or Finsley Wharf is one of the Leeds & Liverpool Canal's original wharves. The site includes a carpenter's shop, early 19 century canal warehouse (used as British Waterways offices until 2000). To the east of the site is located Canal House which dates from 1796. It was built to house the Engineer responsible for operating the Finsley Gate Turn Bridge which was replaced by the current road bridge in 1885. In the past the site was used for the repair of timber boats. The yard was subsequently used by British Waterways as a canal maintenance depot and until recent years the construction of lock gates and fabrication of associated ironwork. Vehicular access to the site is via Parliament Street to the north east.

Finsley Gate is located next to the deprived ward of Rosehill with Burnley Wood. Previous attempts to secure investment and encourage end use development have been unsuccessful as a result of poor perception and lack of investor confidence in the area.

**Theme linkage****Key Facts****Current Local Plan Allocation**

- Mixed use development incorporating business, canal related leisure and tourism uses
- Situated within canalside conservation area
- Situated directly adjacent to Burnley Wood housing area, identified in the Local Plan as focus area for comprehensive area based action and regeneration programme to improve this deprived neighbourhood.
- Identified as a gateway to Burnley town centre therefore any proposals assessed against following criteria:
 - Ensure use of traditional and local materials
 - High quality design to form landmark buildings
 - Suitable and appropriate landscaping
 - Siting, scale and quality of signage and advertising
 - Priority to pedestrians, cyclists and public transport in design and traffic management
 - Where appropriate the inclusion of public art in line with Burnley Arts Strategy

A Development Brief for the site was prepared by Burnley Borough Council in September 1994.

A further Development Brief for the site was produced by British Waterways in 1999.

Ownership

British Waterways

Area

0.81ha

Proposed Land use

Canal based leisure and office space.

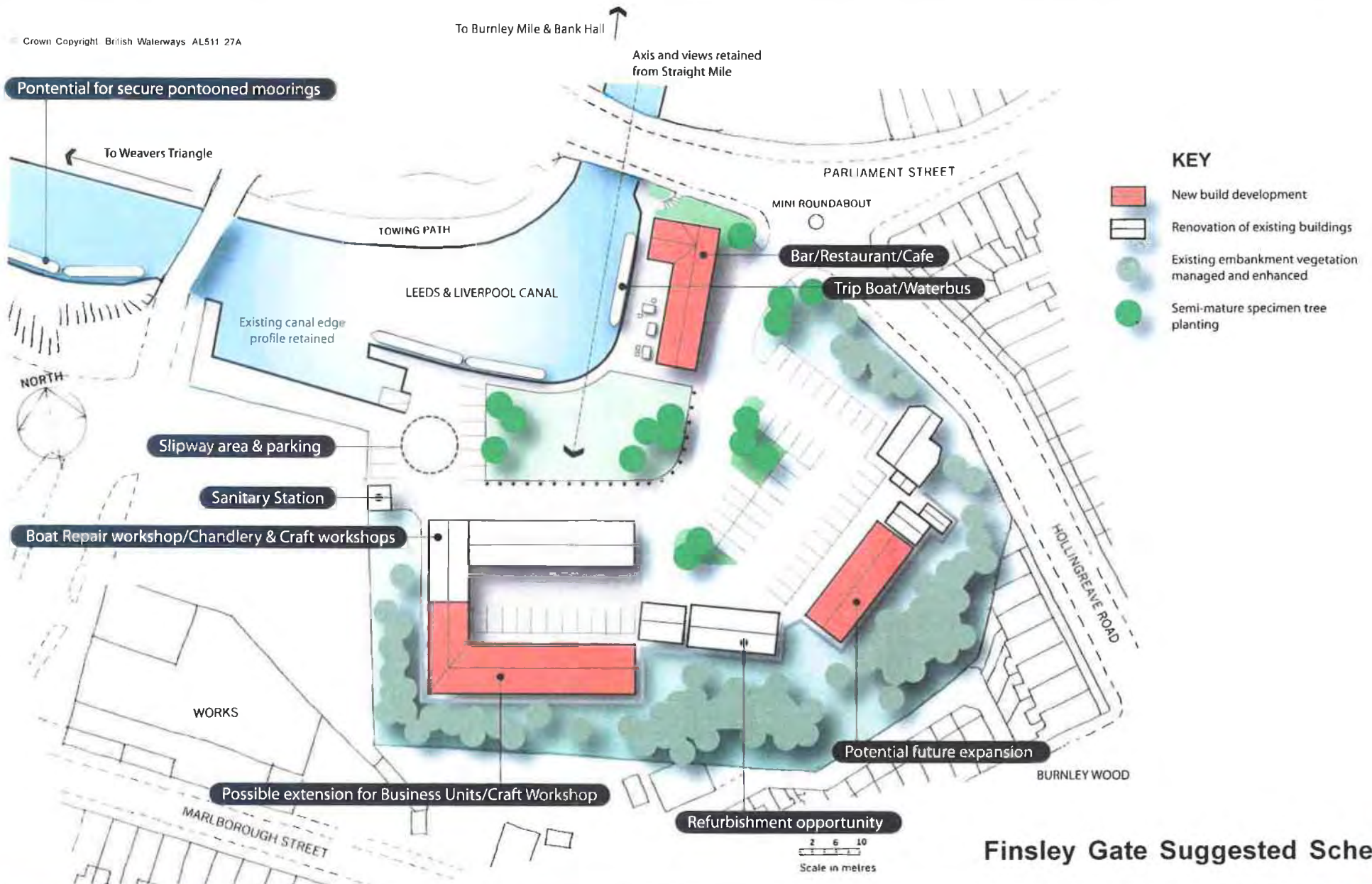
Concept/Vision

Mixed used development incorporating a community focus tied to regeneration of the surrounding area





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Finsley Gate Suggested Scheme

Proposal Checklist

- Secure moorings in urban environment
- Bar/Restaurant/Cafe
- Lighting
- Waterbus/tripboat operation linked to other areas of canalside interest at Bankhall and Weavers Triangle
- Craft workshops
- Community Space
- Repair workshop/chandlery

Positive aspects to be enhanced

- Prominent location at foot of Burnley Mile
- Locally distinct canalside architecture
- Cycleway passes through the area along the towpath
- Secure site due to topography. Land rises steeply to southern part of site. Access is not possible from the towpath.
- The canal and the buildings have close relationship that should be maintained and enhanced
- Potential to link to Burnley's wider canalside resource at Bankhall and at the Weavers Triangle

Negative aspects to be addressed

- Grade II listed canalside buildings in poor condition and vacant
- Located in Burnley Wood ward, one of the most deprived wards in the borough and East Lancashire with all the characteristics of multiple deprivation.

Key buildings

- Carpenters Shop – Grade II listed
- Canal House – Grade II listed
- Mess room
- Old Smithy
- A prominent single storey asbestos clad building was demolished in 2000 and would now make a suitable location for a landmark canalside building.

Pedestrian access to the town centre is possible from the southern end of the Burnley Mile near Tesco. The site is also near to a series of existing tourist attractions within Burnley including Towneley Hall, Gawthorpe Hall and Burnley Mechanics.

Opportunities for New Uses

Situated in the deprived ward of Rosehill with Burnley Wood, British Waterways is keen to ensure that the end use of the site will support the local area. The site is also located within Burnley's SRB6 area. Any redevelopment of the existing buildings and/or new development will need to address the surrounding issues including measures to combat deprivation and social exclusion.

The proposals, whilst for illustrative purposes only, show the potential that the site offers for water-based development incorporating a trip boat facility and opportunities for secure moorings within Burnley's urban environment. There may also be scope to explore the idea of a waterbus for Burnley with the potential for other stops located at Bankhall and the Weavers Triangle as part of regeneration of the area. Any development proposals would need to be fully market tested before proceeding.

Burnley Borough Council's first stage deposit Local Plan has been produced recently and the deprived ward of Rosehill with Burnley Wood has been identified as a focus for comprehensive regeneration programme. It will be important that any redevelopment of Burnley Wood is tied to redevelopment of Finsley Gate.

Finsley Gate should not be viewed in isolation in the context of Burnley's wider canalside resource as it has the potential to link to regeneration opportunities at Bankhall and the Weavers Triangle.

Suggested Way Forward

This case study represents an area of major opportunity along the canal corridor and provides an illustration of the type of development that could take place. Drawings are for illustrative purposes only and do not constitute any formally agreed development proposals.

An appropriate delivery vehicle would need to be put in place to allow a scheme such as this to be implemented. This could be through a public/ public or public/ private joint venture agreement. Significant third party funding would also be required.



Background

Bankhall canal side site is located in a strategic location in terms of potential recreation and leisure use. It is directly adjacent to Thompson Park, a sports ground and Queens Park and Bank Hall Park. The canal is carried on Sandy Holme aqueduct for a short distance as it crosses the River Brun. The site contains a former colliery wharf and a former dry dock. The towpath in this stretch of Burnley has been designated a cycleway. The site is close to a local bus route. The Burnley Way runs to the south of the site and offers access to rural areas on the east side of Burnley via bike or on foot. The colliery wharf served Bankhall colliery, now the site of Bankhall Park. Existing vehicular access to the site is via the A682 to the north west.

Theme linkage

Aspects of all theme areas

Key Facts

Current Local Plan Allocation

- Canal related leisure uses
- Situated within canalside conservation area
- A key site with recreational potential within the context of the emerging East Lancashire Regional Park
- Canal and River Brun identified as wildlife corridors
- A Development Brief was prepared by Burnley Borough Council in October 1988, to guide future development of the site and provide information to potential developers.

Ownership

- Bankhall Park incorporating the canalside site - Burnley Borough Council.
- Queens Park and Thompson Park – Burnley Borough Council

Area

- 1.95 hectares
- 0.15 hectares in water

Context

- Greenspace location
- Warehousing currently used by haulage operator and garage

Proposed Land use, Designations





- Canal related leisure use
- Possible site for waterbus terminal for Burnley
- Potential for hotel, conference facilities within park setting

Concept/Vision

- Creation of lively mixed use waterspace with leisure focus. Any new development to positively address the canal. Enhanced recreational facilities for Burnley and potential for landmark canalside development.





-  Development Site, allocated in Burnley Local Plan for leisure and tourism related uses
-  Opportunities for development linked waterspace facilities
-  Route of Burnley Way, provides link to surrounding countryside and along the canal length that surrounds Burnley town centre
-  Route of Bronte Way, provides link to surrounding countryside

Proposal Checklist

- Restoration of dry dock for boat repair
- Encourage further development of existing canoe facilities in form of water based leisure facility incorporating other uses
- Bridging point across the canal providing link between Thompson Park, towpath and proposed development site
- Potential for disused arm as terminus for waterbus facility and/ or boat hire facility
- Enhance linkages between housing, countryside and Bankhall site through improved signage and interpretation
- Potential for moorings at Queen Victoria pub with link to existing park recreation and sporting facilities
- Market testing should be carried out to determine commercially viable development options.

Positive aspects to be enhanced

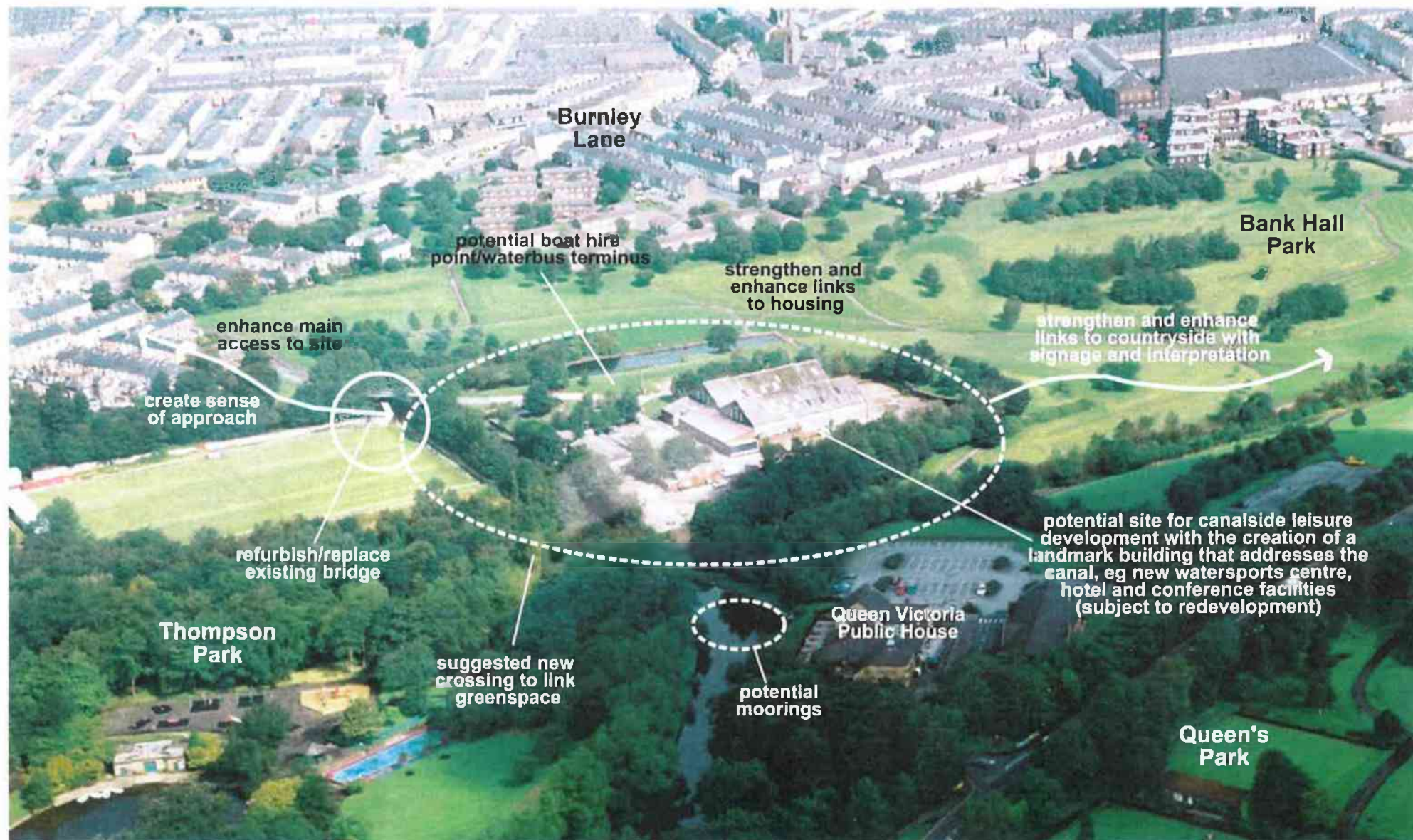
- Potential for increased biodiversity interest due to proximity to extensive areas of Burnley's greenspace and the network of waterspace adjacent to the site
- Access from the site to the Burnley Way and Burnley's surrounding countryside.
- Surfaced paths provide access to the park from the surrounding nearby housing area of Burnley Lane
- Disused canal arm and dry dock

Negative aspects requiring attention

- Semi derelict industrial development site adjacent to the canal. Whilst this is well screened from the towpath it is visible from the car park near the canal.
- No access to the site from the towpath
- Entrance to the site from Colne Road. No sense of approach or indication of arrival at Bank Hall park
- Road bridge crossing the canal requires refurbishment
- Graffiti
- Litter in disused canal arm
- Limited usage by Burnley Kayak club for storage of boats next to canal. The club does not currently use this stretch of the canal
- No interpretation explaining the former colliery site and how the canal played a part in the site's history

Suggested Way Forward

- Joint venture opportunity between Burnley Borough Council, British Waterways and private sector
- Active joint venture marketing of development opportunity to attract private sector and update of 1988 development brief
- Market research and liaison with Burnley Borough Council to determine sustainable use for site



Background

This case study covers an approximate six mile length of canal between Foulridge and Barnoldswick within the Pendle Borough Council area. It is a particularly attractive length of canal, mainly rural in character, with expansive views over the southern Pennines. The case study concentrates mainly on the key settlements of Foulridge, Salterforth and Barnoldswick along the stretch and will suggest ways in which they can be used as hubs for exploring the local area.

In terms of the emerging east Lancashire Regional Park framework and Spatial Plan, the area between Foulridge as far as the northern limit of the Canal Corridor study at Greenberfield has been identified as an area of extensive park with Foulridge acting as a gateway/transition point between the suggested intensively urban Pendle/Colne park area and the extensive rural landscape to the north.

The open Pennine landscapes north of Foulridge provide the wider rural regional park setting for the canal. Foulridge wharf and the surrounding reservoirs are a primary draw for recreational use and Pendle's Local Plan of 1999 proposed the development of a Country Park facility at Langroyd Park near Colne.



Key Facts

- Pendle Local Plan 1999 identifies the canal as a Biological Heritage Site and the wider rural setting, an Area of Special Landscape
- Significant local employment centre at Barnoldswick. Rolls Royce and Silentnight, both canalside businesses. Two thirds of the town is employed locally in manufacturing industry
- Local trails and routes – Pennine Way, Pendle Way, Pendle Witches Way, proposed National Cycle Network route 68
- Barnoldswick identified as a Market Town under the Countryside Agency's Market Towns Initiative
- A56 Village By Pass road scheme identified in Lancashire Local Transport Plan (2001-2006 as a priority road scheme to be delivered by 2006 to provide an improved road link to Yorkshire).

Key Features

- Summit level of canal
- Foulridge Tunnel, wharf and associated historic canalside buildings and structures including limekilns
- Disused arm of the canal at Rainhill, Barnoldswick
- Lower and Upper Foulridge, Whitemoor, Slipper Hill Reservoirs
- Lower Park Marina south of Barnoldswick
- Tranquil scenic length of canal in mainly rural setting with potential for enhanced leisure, recreation and tourism provision with opportunity to provide alternative visitor experience to nearby Yorkshire Dales National Park
- Canalside buildings at Salterforth including seventeenth century Anchor Inn, an already popular mooring location
- Lock free canal between Barrowford and Greenberfield could offer opportunities for waterbuses, day boat hire and trip boat development





- Core Aspects**
- Attractive lock setting
 - Established visitor focus with good facilities
 - Pendle Way utilises canal towing path through Greenberfield

- Opportunities**
- Conserve lock setting from encroaching development
 - Potential crossing point of National Cycle Route 68
 - Enhance profile of Pendle Way along canal
 - Improve profile as walk destination point from Barnoldswick

- Core Aspects**
- Attractive rural setting
 - Established canalside public house
 - Historic interest of canalside structures/buildings
 - Canal moorings
 - Nearby camp site

- Opportunities**
- Possible crossing point of National Cycle Route 68
 - Potential stop off point for trip boat activity
 - Profile improved as walk destination from Foulridge and

Key



Rural canal focus points between Barrowford and Barnoldswick
Areas that either comprise, or have the potential for, a range of linked leisure and recreational uses. The sequence of focus points work together as a combined rural recreation resource

Rural canal zone within the "extensive" park framework of the proposed East Lancashire Regional Park



Country Park proposal (Pendle Local Plan 1999: currently under review)



Possible expansion of the country park proposal to include Foulridge Wharf and the Pendle Heritage Centre as additional gateways to a wider "park" setting (at a Regional Park strategy scale)



Canal trails & paths
Pendle Way and Pendle Witches Trail (labelled)
Potential route of National Cycle Route 68

Suggested Routes:

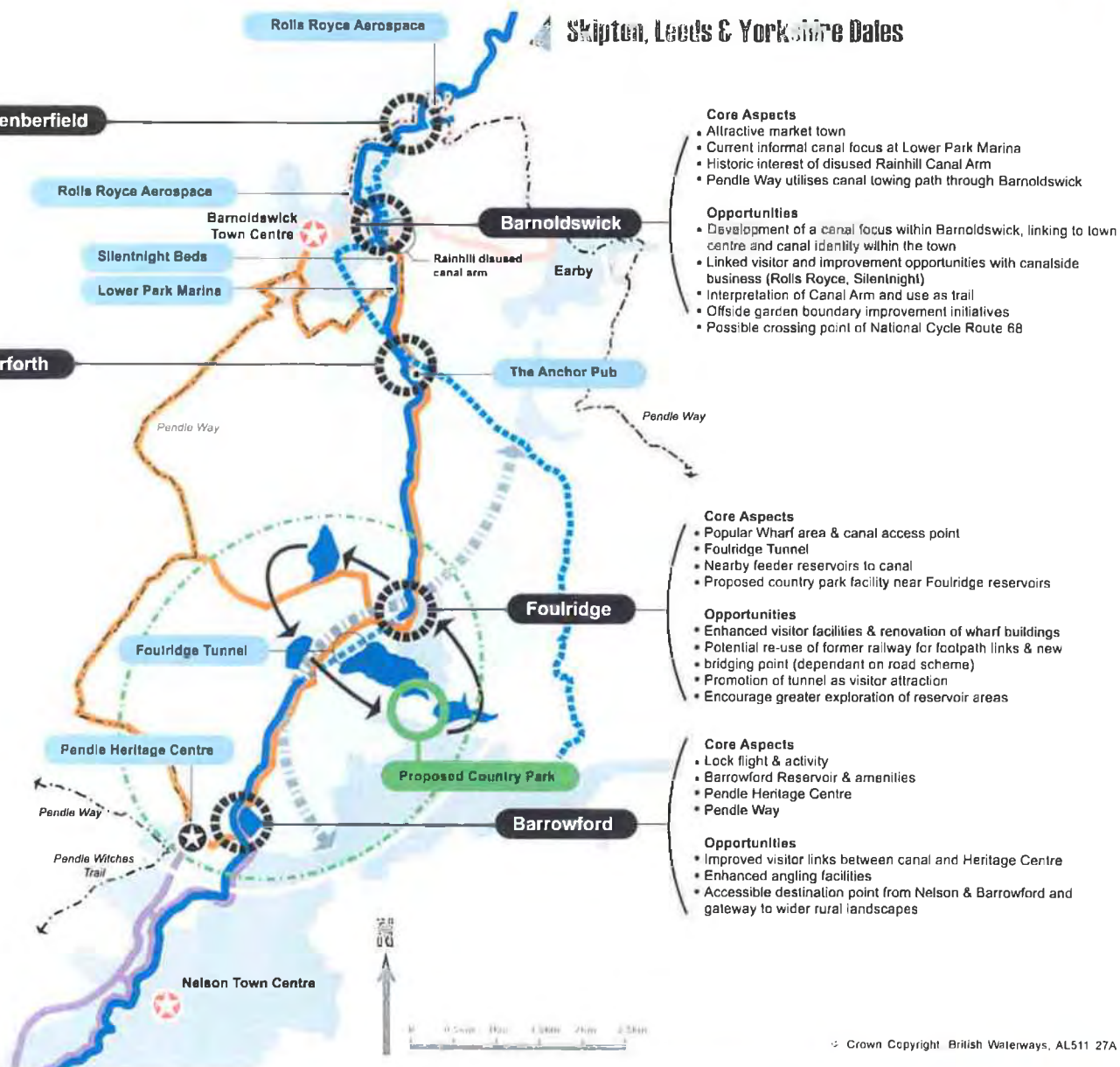
Pendle Water & Canal walks: circular routes linking the rural edge landscapes of the canal at Barrowford Locks and Pendle Heritage Centre with the more urban areas of Nelson & Barrowford (refer also to "Canal Park" concept Section 4.2)

Circular walks utilising canal and Pendle Way between Barrowford and Barnoldswick: a range of options encouraging wider exploration of the areas surrounding the canal corridor, also encouraging Foulridge and Salterforth as key walk stages and/or start/finish points

Four Lakes Walk: a formal route that would provide access to all four reservoirs, linking Foulridge and Country Park as proposed by Pendle BC

Barnoldswick, Greenberfield & Earby: circular route providing more emphasis on the Pendle Way through Barnoldswick and incorporating the Rainhill disused canal arm

A56 Village Bypass Proposal (Lancs CC)



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Barnoldswick is an attractive market town that currently lacks any real canal focus



Private gardens border the canal offside throughout the town length, often creating a haphazard and disparate character



Rainhill disused canal arm could be integrated with town/canal walks, with path links and interpretation



Greenbarfield provides an established canal focus that could be effectively linked with initiatives to improve the profile of the canal locally.



Barnoldswick

Barnoldswick with a population of 10,038 is the principal town in the rural area of West Craven. It developed as a mill town in the early twentieth century. Following the decline of the textile industry many of the mill buildings are now used by the engineering and manufacturing sectors. Almost two thirds of Barnoldswick's inhabitants are employed in the manufacturing industry, dominated by Rolls Royce Aerospace and Silentnight Beds, both located in the town.

In 2001, Barnoldswick was identified to take part in the Countryside Agency's Market Towns Initiative. The town commenced its health check process in 2001 through West Craven Together (formerly The Barnoldswick Partnership).

West Craven Together's mission is as follows:

'West Craven Together' will provide a focus for the development and implementation of sustainable and inclusive community led regeneration initiatives. It will bring together local residents and organisations with key agencies to plan and co-ordinate activities to improve and enhance the social, economic and environmental well being of the communities of Barnoldswick and the surrounding areas'.

Though centred on the town, the initiative also encompasses the nearby villages of Bracewell, Earby, Foulridge, Kelbrook, Salterforth and Thornton in Craven. The health check process is divided into a number of categories, namely:

- Social/community
- Transport
- Environment
- Economic

Part of the health check's environment section aims to look at current and potential linkages between town and country and areas where there might be room for improvement. The Leeds & Liverpool Canal can play a key role in enhancing these linkages as it runs within 5 to 10 minutes walk from the town centre

An action plan has now been produced, its aim being to act as a stimulus for future community development and regeneration in the West Craven Area. The action plan has highlighted the canal as playing a key role in the development of local tourism.

'West Craven Together' Market Towns Initiative Action Plan	Suggested initiatives within Canal Corridor Study and further suggested actions
Canal towpath improvements	<ul style="list-style-type: none"> Also include dry stone boundary wall and canal wash wall repairs, boundary enhancements particularly to canalside businesses, towpath surfacing to accommodate proposed National Cycle Network Route 68 where needed
Improved access and signage to and from Barnoldswick and the canal	<ul style="list-style-type: none"> Signage of all existing routes and trails where there is a link to the canal Link the canal into a round town heritage trail Incorporate the disused Rainhill arm of the canal into a round town heritage trail Undertake an access audit and implement 'Access for All' improvements to accommodate disabled access to towpath from Barnoldswick New surfacing to accommodate proposed National Cycle Network route 68 Install interpretative signage
Improved facilities along towpath at prominent locations	<ul style="list-style-type: none"> Lower Park Marina (privately operated have plans to improve and increase facilities) Create a town mooring at suitable location Create a mooring point for a trip boat Install seating at suitable locations along towpath
Development of the canal as an 'Exercise on Prescription' facility	<ul style="list-style-type: none"> Links to idea of 'Stride and Glide' initiative highlighted in Leeds & Liverpool Canal Corridor Study (see Corridor Study Theme 4 - Recreation and Destination)
Gardens competition for gardens backing on to the canal to encourage enhancement to canal/garden boundaries	<ul style="list-style-type: none"> Links to need for canal wash wall enhancement through Barnoldswick stretch



Other projects have been suggested within the Health Check Action Plan. A number of these offer further opportunities for the canal to play a key role in the wider regeneration of the Barnoldswick as follows:

Tourism development incorporating a tourism strategy	<ul style="list-style-type: none"> Canal needs to be included in any tourism strategy development
Factory Tours Development	<ul style="list-style-type: none"> Could incorporate boat trip between Rolls Royce, Barnoldswick and Silenight Beds
Development of increased availability of overnight accommodation	<ul style="list-style-type: none"> Moorings provision suggested at Barnoldswick. Overnight accommodation could include canalside campsites and /or use of any disused buildings of historic interest renovated to provide overnight accommodation
Festivals co-ordinator	<ul style="list-style-type: none"> Canal should be included in any festivals developed within area, furthering the C2k festival and raising profile of the canal – (see Corridor Study Theme 1- Living Environments)
'Walking Buses' to primary schools	<ul style="list-style-type: none"> The canal could be promoted as a traffic free route to and from school. Coates Lane Primary School, Barnoldswick is located within walking distance of the canal
Parks Development. Litter, dog fouling issues. Audit of community parks is suggested with Barnoldswick as a pilot study area	<ul style="list-style-type: none"> Canal could be included as it suffers from similar issues and should be seen as a key area of open recreational space
Community Woodland Development	<ul style="list-style-type: none"> Derelict canalside land eg along line of former Rainhill Arm. Potential links to 'Remade', 'Elwood' and 'Newlands' initiatives (See Corridor Study Theme 1 Living Environments)
Development of Youth led facility	<ul style="list-style-type: none"> Canal based diversionary activities could be a possibility, volunteering, training (See Corridor Study Theme 3- Canalside Communities)

Foulridge

Foulridge Wharf is already a popular mooring location; the historic Foulridge Tunnel is a distinctive feature of this section of the canal and provides a focus for informal recreation. The village is surrounded by five reservoirs and great potential exists to widen the appeal of the area using the canal as a key route for accessing the attractive outlying countryside from the nearby urban centres of Nelson, Colne and Barrowford.

The area offers great potential to widen the appeal of Foulridge tunnel as a tourist attraction and for increased recreation provision. In utilising the existing canalside buildings, Foulridge could act as a hub point offering information on links to the surrounding area and as a centre for water based activities. Part of the canal warehouse is currently used by the trip boat operator for exhibition space.

Land ownership

Foulridge Wharf – British Waterways

- Canal warehouse subject to an agreement between British Waterways and Foulridge Canal Cruises
- Foulridge Tea Rooms subject to a lease. Buildings to be refurbished and redeveloped
- Pendle Paddlers Canoe Club building – An agreement is being negotiated between British Waterways and Canoe Club. Building requiring refurbishment
- Leggers hut at southern end of Foulridge Tunnel – currently used for storage of British Waterways materials

Concept/Vision

- Creation of canal based holiday pursuit centre with links to the surrounding reservoirs and attractive tranquil countryside location



Sallerforth: The Anchor Inn provides an established and popular canal focus between Foulridge and Barnoldswick



Foulridge Wharf: popular focus for canal visits and mooring point for tunnel access



The wharf area comprises lime kilns that have been relatively recently enhanced for interpretation purposes. A small tea shop and cottage properties are present, although there is scope for further development of vacant buildings adjacent to the canal



Foulridge Tunnel access

the tunnel, allowing visitor/boater waiting time who would benefit from enhanced canalside facilities

- Disused railway line forming basis of A56 Village bypasses proposal would equally make an ideal linking footpath/cycle route linking Foulridge with Colne and Earby and would involve rebridging the canal
- Pendle Borough Council has identified land at Langroyd Farm near Colne as an area for development of a Country Park in its 1999 Local Plan. The Local Plan is currently under review and opportunities should be explored to expand the suggested Country Park area to provide a more extensive Park incorporating the existing surrounding reservoirs, Pendle Heritage Centre at Barrowford, Foulridge and the canal

- Heritage Impact Assessment should be undertaken to establish impact of any proposals which might affect the historic buildings and landscape of the site at Foulridge Wharf
- Foulridge represents an area of major opportunity along the canal corridor and suggests types of development that could take place. Significant third party funding will be required to allow a scheme to be developed further and partnership with organisations such as The Heritage Trust for the North West, North West Development Agency, English Heritage, Pendle Borough Council and Foulridge Parish Council.



The network of reservoirs surrounding the canal at Foulridge Tunnel provide an attractive setting for a variety of leisure pursuits



Foulridge Tunnel access

Proposal Checklist

- Centre and focus for varied leisure use
- Bicycle hire
- Tunnel boat trips marketed as a tourist attraction
- Refurbished canoe club buildings and canoe storage
- Potential for boat hire
- Market testing should be carried out to determine commercially viable development options
- Limited related residential development
- A3 end use development

Positive aspects to be enhanced

- Leeds & Liverpool canal distinct wharf building only partially in use
- Historic Foulridge 'Mile' Tunnel and associated Leggers Hut. Traffic light system controls flow of traffic through the tunnel, allowing visitor/boater waiting time who would benefit from enhanced canalside facilities
- Disused railway line forming basis of A56 Village bypasses proposal would equally make an ideal linking footpath/cycle route linking Foulridge with Colne and Earby and would involve rebridging the canal
- Pendle Borough Council has identified land at Langroyd Farm near Colne as an area for development of a Country Park in its 1999 Local Plan. The Local Plan is currently under review and opportunities should be explored to expand the suggested Country Park area to provide a more extensive Park incorporating the existing surrounding reservoirs, Pendle Heritage Centre at Barrowford, Foulridge and the canal

Negative aspects requiring attention

- Litter in historic Lime Kiln
- Historic canalside buildings in poor condition
- Towpath at wharf requires attention. The area would benefit from an Access Audit to ensure improvements address 'Access for All' targets
- Some long term moored boats in poor condition provide negative appearance to moorings
- Further orientation signage required at Foulridge Wharf end of tunnel
- Lack of visitor facilities for all canal users

Suggested Way Forward

Determine sustainable and viable end uses in consultation with Pendle Borough Council and Lancashire County Council and identify strategies for sustainable management of site

- Heritage Impact Assessment should be undertaken to establish impact of any proposals which might affect the historic buildings and landscape of the site at Foulridge Wharf
- Foulridge represents an area of major opportunity along the canal corridor and suggests types of development that could take place. Significant third party funding will be required to allow a scheme to be developed further and partnership with organisations such as The Heritage Trust for the North West, North West Development Agency, English Heritage, Pendle Borough Council and Foulridge Parish Council.



Weavers Triangle - Burnley

next

step

8

Several important next steps need to be taken before any of the strategy actions and recommendations can move towards realisation. Appropriate delivery mechanisms, wide agreement to the delivery approach and well structured projects need to be in place in order to:

- Determine the parameters for future action and responsibility for different aspects of the strategy
- Create the necessary momentum to realise this comprehensive vision for the Leeds & Liverpool Canal
- Engage the right partners, agencies, groups and individuals
- Engender a positive and dynamic 'outlook' in all involved in progressing the strategy

The recommended six key steps and approaches comprise:

1. Fostering a partnership approach
2. Using the Planning process
3. Establishing effective project management
4. Promoting sustainable practices throughout the life of the Strategy
5. Promoting the Leeds & Liverpool Canal (Image Making, Marketing and Branding)
6. Funding

More detail of each of these steps and approaches is described below together with key policies that will need to be embraced by those responsible for delivery

1. Fostering a Partnership Approach

Cross borough and cross sector partnership will be fundamental to the successful delivery of the strategy to achieve comprehensive regeneration and affect positive change along the canal corridor

A suggested partnership may be established that includes the North West Development Agency, English Heritage, British Waterways, Local Authorities, private enterprises together with other public and private sector bodies that have a specific

interest in the canal corridor, with each partner signing up to the Vision and Strategy.

The benefits of a partnership would be the on - going, co-ordinated delivery of this Strategy and vision to ensure the sustained and long – term regeneration of the canal corridor.

This consistency in vision would be maintained across a wide range of projects through overall co-ordination by the suggested name of the Leeds & Liverpool Canal Partnership.

The structure of the partnership may include the following:

- Delivery agents for particular types of project may be wide ranging. It is important to note that a project manager and possible project delivery team would be important to organising, guiding, seeking funding and delivering the main packages of work arising from the action plan or subsequent feasibility work. It is anticipated that community groups would also play a key role in taking forward local projects in their area.
- A clear project management process, method of reporting and marketing projects would also be required.
- To assist in implementing the action plan, a straight-forward structure would need to be put in place to co-ordinate the identification and assembly of project packages. This may take the form of working groups, which would guide the work being carried out. Four working groups corresponding to each of the four delivery themes could be established.

Policy: Formalise a Leeds & Liverpool Canal Partnership. Each organisation and body would sign up to the strategy and to taking forward the recommendations. Establishing a project steering group would also help guide implementation of the Strategy providing strategic guidance and agreeing project prioritisation.

Policy: Many of the larger redevelopment initiatives may require joint venture initiatives that may be public/public or public/private. The identification and creation of appropriate joint venture partnerships should be pursued as a priority under the guidance of this strategy. The relationship between joint venture business entities and any suggested Partnership will

need to be considered and may be indicated on the flow diagram in the final draft.

2. The Planning Process

Important to the way forward for this Strategy is using the planning process for all future decision making and at all levels of delivery. Five key policies are relevant in this respect:

Policy: Adoption of this document as Supplementary Planning Guidance (SPG) for the Leeds & Liverpool Canal (at County, Unitary and Local Plan level). This may include the strategy in its entirety or specific sections such as the Design and Development Guidelines

Policy: Further development of Area Specific Supplementary Planning Guidance via specific planning delivery tools such as Site Specific SPG (Planning/Development Briefs) and masterplans.

Policy: Assimilation of topic based SPG such as planning for Bio - diversity, Access for All and Crime Prevention

Policy: Pooling of potential 106 or tariff monies generated by the enhanced development values created by waterside locations that can be targeted at improving the canal infrastructure and environment

Policy: Placing the canal central to the statutory and non-statutory decision making processes e.g community strategies/plans

3. Establishing Effective Project Management

Exactly how project delivery will be managed is yet to be decided but based on previous experience on projects of this scale effective project management is vital.

Policy: Match projects from the Action Plan to funding sources to be submitted as bids. This could be assisted by any steering group and/or full time project manager or team formed under the partnership in association with partner organisations, stakeholders and the local community.

- Volunteer Action Grants
- Local Biodiversity Grants
- Reserves Enhancement Scheme
- Countryside Agency – Local Heritage Initiative
- Forestry Commission
 - Woodland Grant Scheme
 - Farm Woodland Premium Scheme
- Waterways Trust
- Private Sector
 - Potential funding and sponsorship from local businesses and canalside landowners
 - Smaller Scale Project Funding Opportunities
- Lancashire Small Sites Reclamation Programme – Lancashire County Council
- Lancashire Environmental Action Fund (LEAF)
- Green Partnership Awards
- Shell Better Britain Campaign – Community Projects Fund
- Transco – Community Involvement Fund and Transco Green Futures
- Fieldfare Trust
- Barclays Site Savers
- British Ecological Society – Small Ecological Projects Grants
- Black Environment Network – Ethnic Minorities Award Scheme
- BTCV – The Chestnut Fund Support Grants

The Future

The issue of this Strategy is timely. The East Lancashire area is about to embark on a period of, some say, long awaited change to an extent not seen since the Industrial Revolution. A significant opportunity exists to improve the lives of everyone living and working in this distinct area. The Leeds & Liverpool Canal will undoubtedly be instrumental to achieving this. Along this 'common thread' are thirty five miles of opportunity. This Strategy sets out how this range of opportunities will help secure the widest benefits for local people, businesses and visitors alike.

In its heyday the canal defined communities, created wealth and influenced the physical appearance of the countryside, towns and villages. The scope of this Strategy demonstrates how the canal can again be both a catalyst and a focus for regeneration in its widest sense. This time around the canal has a primary role to play in re-inventing East Lancashire. A more inclusive, sustainable canal corridor influencing and interacting with it's surroundings bringing demonstrable quality of life improvements to all.

Reading this document is not the end of the story. It is where future action begins. It offers a robust framework on which to plan and make decisions. It is not intended to be prescriptive. It will ideally prompt further ideas from a wide audience that includes; policy and decision makers, the community, businesses and other stakeholders.

The useful life of this document is intended to be over many years. It is also flexible in its outlook. The Vision and the three overarching 'ways of thinking' about the Leeds & Liverpool Canal; Canal Park, Canal Integrity and Canal Culture are intended to be ideas independent of change over time. In addition it offers short - term 'easy wins' and pragmatic solutions to current issues. Some of the bigger and more strategic ideas will though require longer term commitment and a real desire to effect and embrace change.

This is just the beginning of change for the Leeds & Liverpool Canal. A positive change that values what is unique, looks forward and dares to be different. Only in this way will this study help bring new life and vigour to East Lancashire.