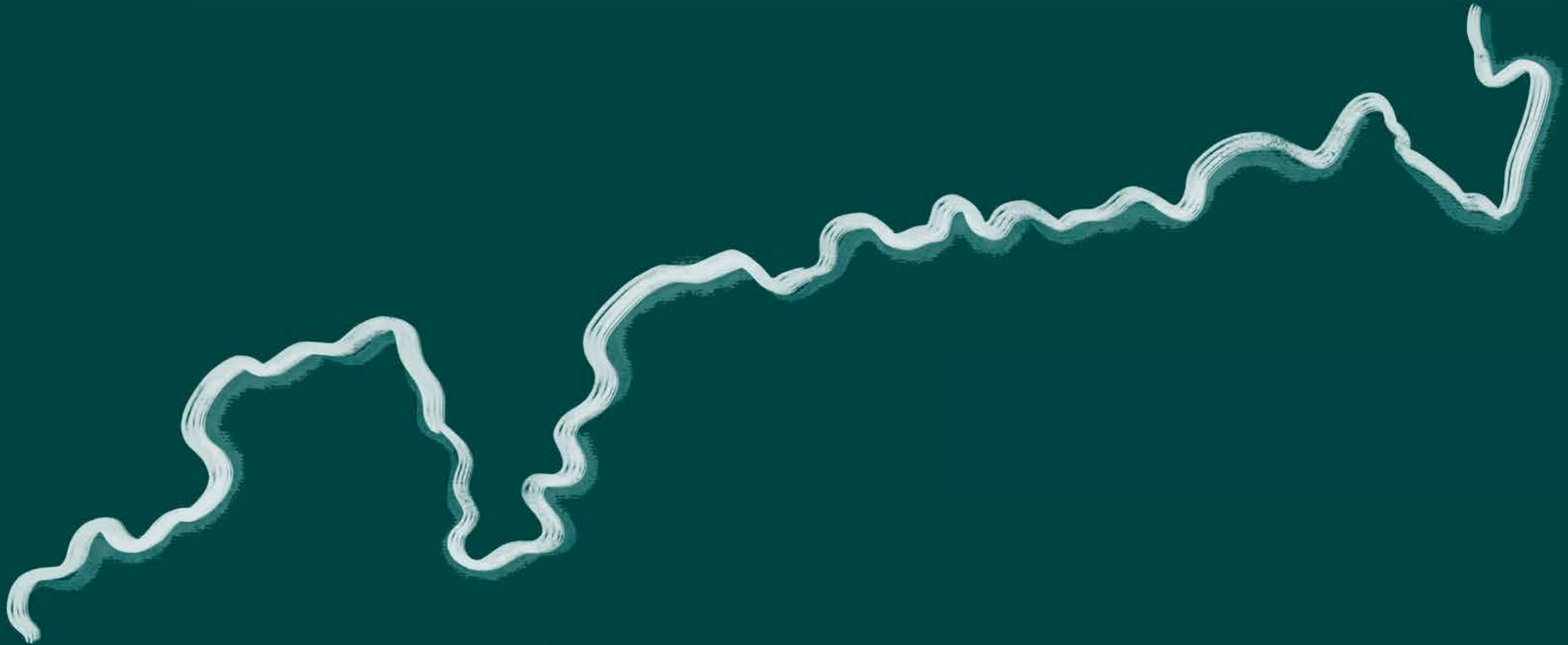


THE SUPER SLOW WAY

LINEAR PARK

Baseline Report

SEPTEMBER 2022



ACKNOWLEDGMENTS

This document has been written, designed and produced by BDP with the assistance of the Super Slow Way, Canal & River Trust, Arts Council England, Stakeholders and Gardiner and Theobald.

Revision	Description	Date	Author	Checked
V1	FINAL ISSUE	05.09.22	DW / ND	JRM
V2	IMAGE UPDATE	07.12.22	ND	JRM

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1

The Super Slow Way
Linear Park
Introduction

1.0 INTRODUCTION

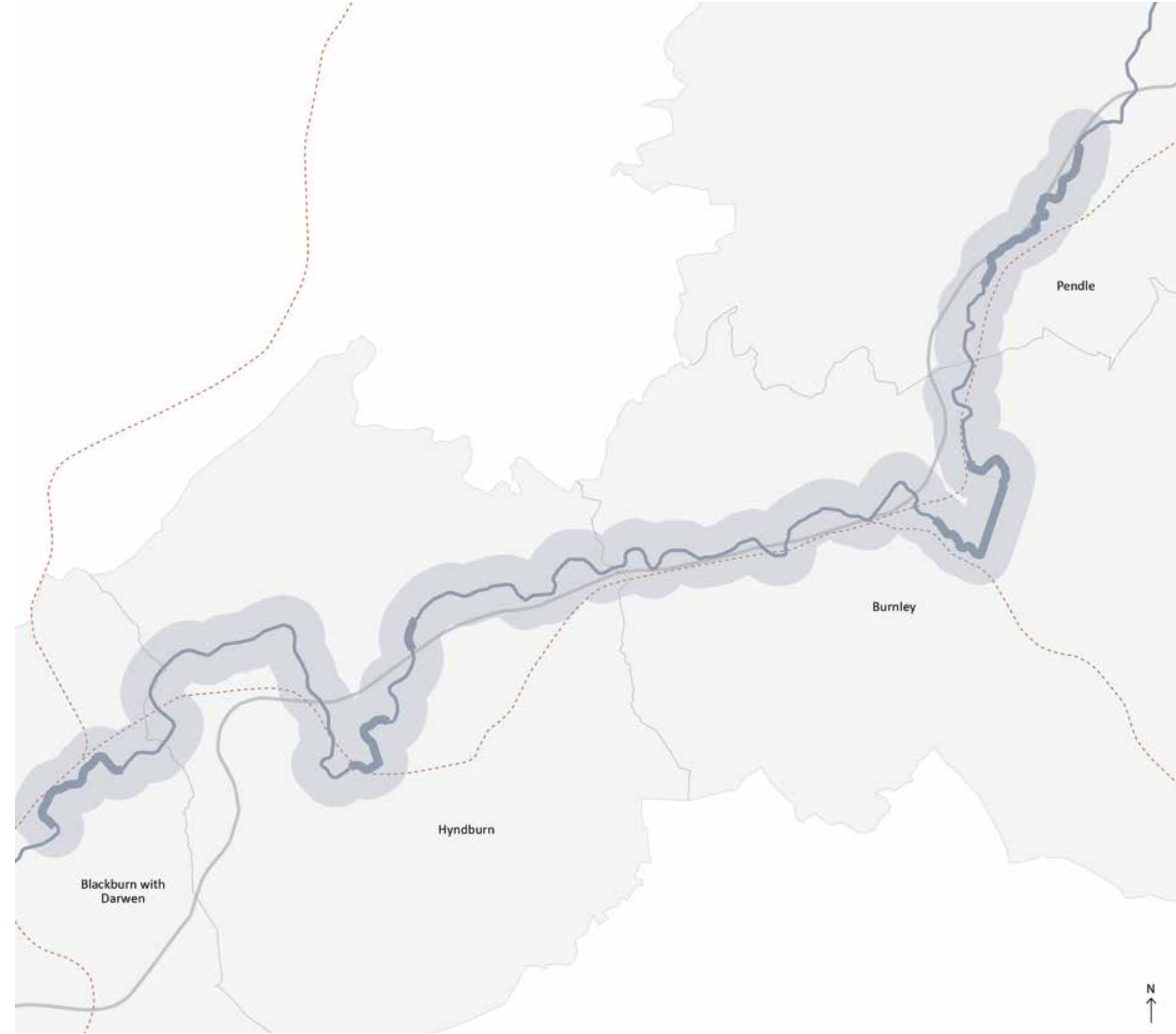
1.1 Study Overview

This document is a concise Stage 01 baseline report for the Leeds & Liverpool Canal corridor scheme within Pennine Lancashire. The project extents are highlighted within the adjacent location plan. The purpose of the report is to develop the initial feasibility items identified within the Publica document, "Pennine Lancashire Linear Park: Unlocking the Potential of the Leeds & Liverpool Canal: The Case for Change" and provide a succinct but comprehensive evidence base to underpin the strategy and concept development.

The document has been written, designed and produced with the assistance of the Super Slow Way, Canal & River Trust, Arts Council England, Stakeholders and Gardiner and Theobald.

Introducing The Super Slow Way

The Super Slow Way are part of Arts Council England's Creative People and Places programme and hosted by the Canal & River Trust. The Super Slow Way is a cultural development programme in Pennine Lancashire that uses the Leeds & Liverpool Canal as a vehicle for bringing people together on a waterway. Their work is shaped and delivered with local residents from Blackburn through to Pendle, working alongside artists, designers, manufacturers and growers.



Study area extent within the Leeds & Liverpool Canal in Pennine Lancashire

1.0 INTRODUCTION



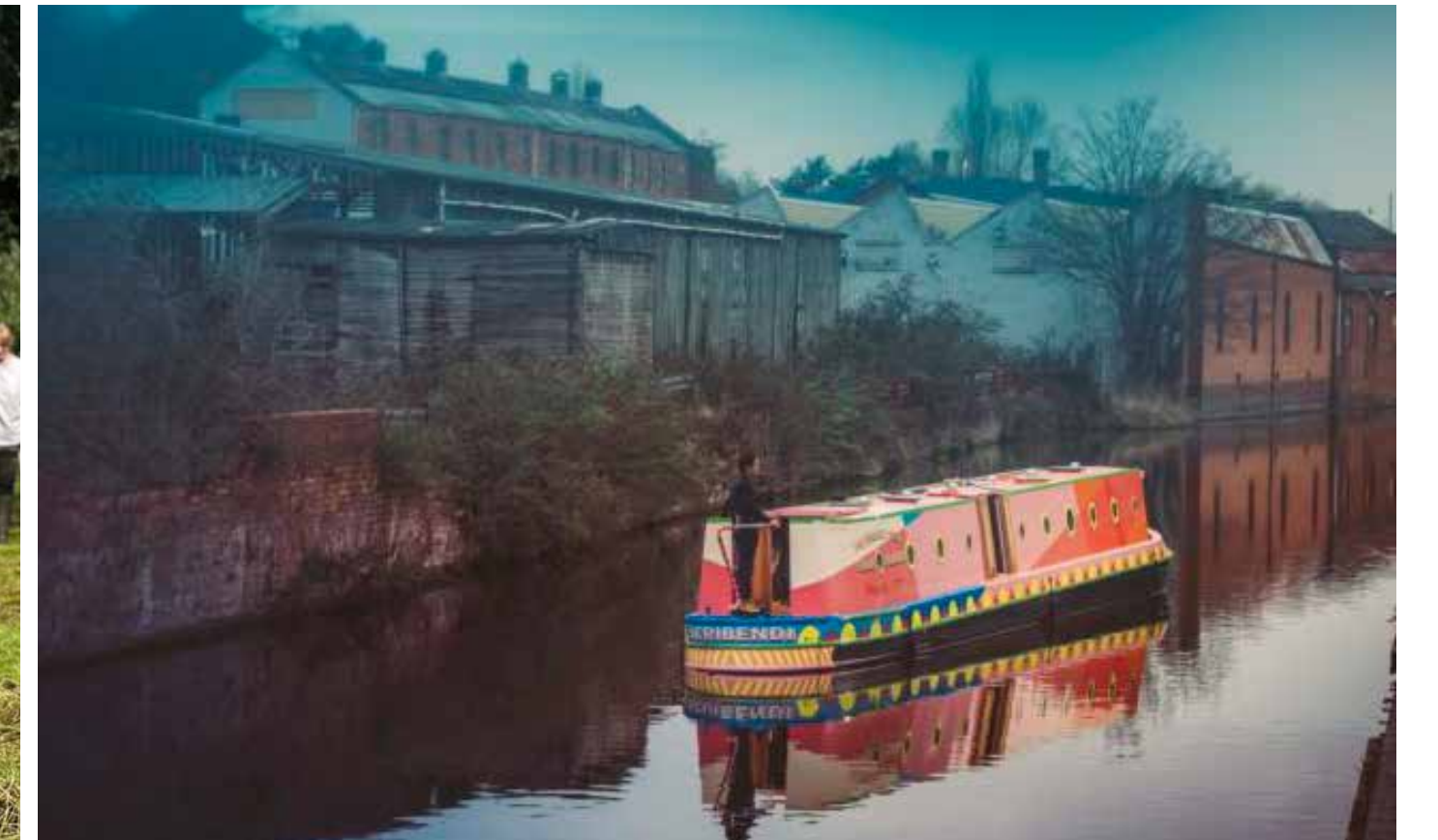
One of the 'Seven Wonders of the British Canal system - 'The straight mile', Burnley



Imperial Mill, an early 20th century cotton spinning mill, Blackburn



Homegrown/Homespun project - growing site for fields of flax and woad to produce linen textiles, Blackburn



'Small Bells Ring' project - floating library, Leeds & Liverpool Canal

2

The Super Slow Way Linear Park Wider Context

2.0 THE SUPER SLOW WAY WIDER CONTEXT

2.1 National Context

The Leeds & Liverpool Canal is located within the North West of the UK, as per the diagram illustrated below. The canal links the cities of Leeds and Liverpool over a distance of 127 miles, which includes 91 locks and crosses the Pennines.

The canal was initially built for its commercial potential in 1816, enabling merchants along the canal to exchange goods, such as lime, coal, food and textiles. The canal is the longest continuous canal in the country and flows through a variety of landscape types, from industrial heritage areas to scenic areas of natural beauty.

The canal thrived for the next 100 years despite growing competition from the rail network. The conflict of the first and second world war brought about a decline in the use of the Leeds & Liverpool Canal. However, despite this the canal offered commercial opportunities up until the 1960's. Today the canal and its adjoining green spaces have the potential to offer a wide variety of activities for leisure and recreation.



Pennine Lancashire location within national context

2.2 Regional Context

This stretch of the Leeds & Liverpool Canal falls across four borough councils within the overall county of Lancashire, as per the diagram illustrated below. The 23 mile stretch of the Leeds & Liverpool Canal corridor flows through East Lancashire from Blackburn with Darwen in the West, through Hyndburn and Burnley, and ending in Pendle in the East.

The aerial view on the adjacent page highlights the Leeds & Liverpool Canal within its local context. It is apparent from this image that the Leeds & Liverpool Canal is surrounded by an abundance of green spaces, woodlands, rivers and reservoirs. However, despite these assets the canal has many challenges and constraints including:

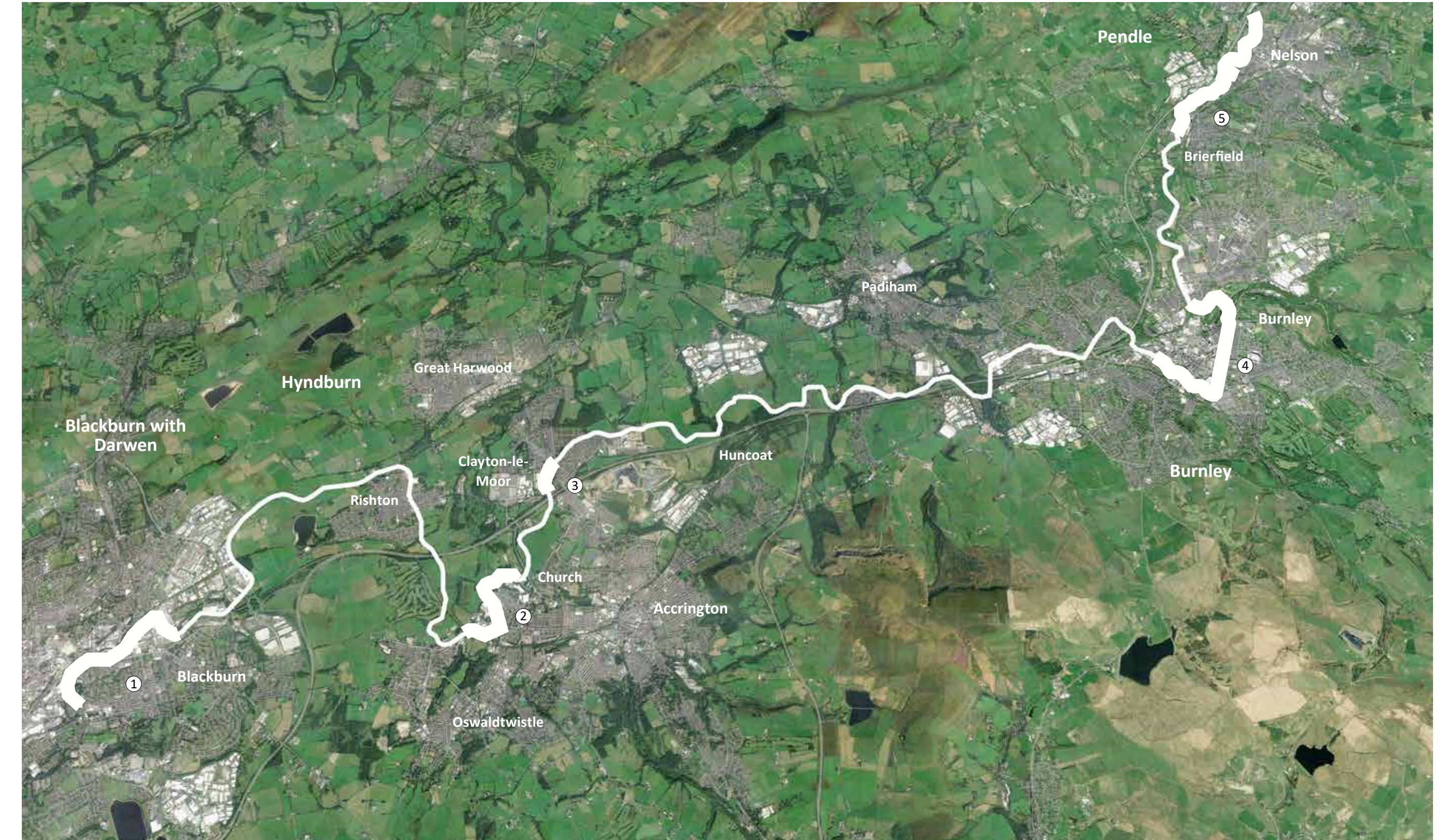
- Under utilised rich industrial heritage and limited access points.
- Specific locations along the canal are viewed as unsafe and unpleasant places to be.
- The lack of seating, wayfinding signs and facilities deters users from visiting the canal.
- Lack of unity and ownership - some local residents are unaware that they have a canal on their doorstep.



Study area within the regional context

Within this report the baseline information will be presented, addressing both the macro and micro scale of the Leeds & Liverpool Canal. This enables a more inclusive and integrated approach to addressing a range of priorities which are linked to the canal, such as revitalising neighbourhoods, improving access and safety, enhancing green infrastructure and biodiversity, increasing levels of walking and cycling, delivering wider integrated transport systems, and enabling economic growth.

2.0 THE SUPER SLOW WAY WIDER CONTEXT



Leeds & Liverpool Canal study area with the five focus study areas highlighted. Map Data: Google Earth

2.0 THE SUPER SLOW WAY WIDER CONTEXT

2.3 Local Context

The study area naturally divides into five distinct urban character areas and a more detailed review has been undertaken for each of these. Below summarises each of these areas in the context of the wider setting.

Study Area 1 - Blackburn with Darwen

The Canal passes immediately to the south of Blackburn Town Centre, and approaches close to Blackburn Railway Station, the Bus Interchange and the proposed Blackburn East Development. It is roughly bounded by Eanam and Higher Eanam Road to the north and Higher Audley Street to the south. Smaller streets and lanes approach closer to the canal but are generally distanced by private land that fronts the canal. The canal is crossed at five locations, Cicely Lane, Higher Eanam Road, Eden Street, Harwood Street and Gorse Street.

In proximity to the town centre, the canal is positioned on higher ground making it hidden from within the town centre and despite the closeness, difficult to access due to the steep incline. When on the elevated aspect of the canal certain 'moments' afford dramatic panoramic views to the north across the town centre which help to position the canal in the town context and should be capitalised on.

As the canal continues to meander north westward through Blackburn's suburban sprawl, the surrounding topography slowly rises back to the level of the canal before reaching the Imperial Mill. Old mills, warehouses, commercial buildings and residential neighbourhoods enclose the canal which foreshortens the view toward brick and stone walls and facades and generally restricts the number of access points on and off the canal. A single towpath continues along the north bank. Blackburn Cathedral, Eanam Wharf, Daisyfield Mill, and Imperial Mill are the key landmarks along this stretch of canal.



Study area 1 location within overall Leeds & Liverpool Canal. Map Data: Google Earth



Study area 1 - Blackburn with Darwen

2.0 THE SUPER SLOW WAY WIDER CONTEXT

2.3 Local Context

Study Area 2 - Hyndburn (Aspen Colliery to Peel Bank)

Notably located at the halfway point along the Leeds & Liverpool Canal, the canal takes the shape of the letter 'S' as it skirts between open semi-rural landscape and an urban fringe of industrial estates, old warehouses, mills and housing.

As the canal moves west from the remains of the mid-19th century Aspen Colliery and Coke Ovens (The Fairy Caves) to The Grade II listed Hargreaves Warehouse, it is closely and in parts openly bounded to the south by Blackburn Road, and the William Blythe chemical works to the north.

The canal performs a right-angle turn at Hargreaves Warehouse and continues 500m through 'run down' industrial development and the occasional pocket greenspace. Backing onto the canal and enclosing the view, much of the boundaries are visually unsightly. Before the canal reaches the Church Kirk Bridge the view from the towpath opens up to the north across the semi-rural parkland across the Dunkenhalgh Estate and former Park Colliery towards M65 Motorway and Pendle Hill beyond.

As the canal turns to the west, the single towpath crosses to the inside of the bend (south bank) and interfaces closely with new housing development fronting the canal and takes advantage of the right angle views of the parkland.

Notable landmarks include the Coke Ovens, Hargreaves Warehouse, the historic area linking St James Church with Church Kirk Bridge and the open panoramic views across the countryside, and Peel Bank Works Nature Reserve.



Study area 2 location within overall Leeds & Liverpool Canal. Map Data: Google Earth



Study area 2 - Hyndburn (Aspen Colliery to Peel Bank)

2.0 THE SUPER SLOW WAY WIDER CONTEXT

2.3 Local Context

Study Area 3 - Clayton-le-Moors (Enfield Wharf to Victoria Street)

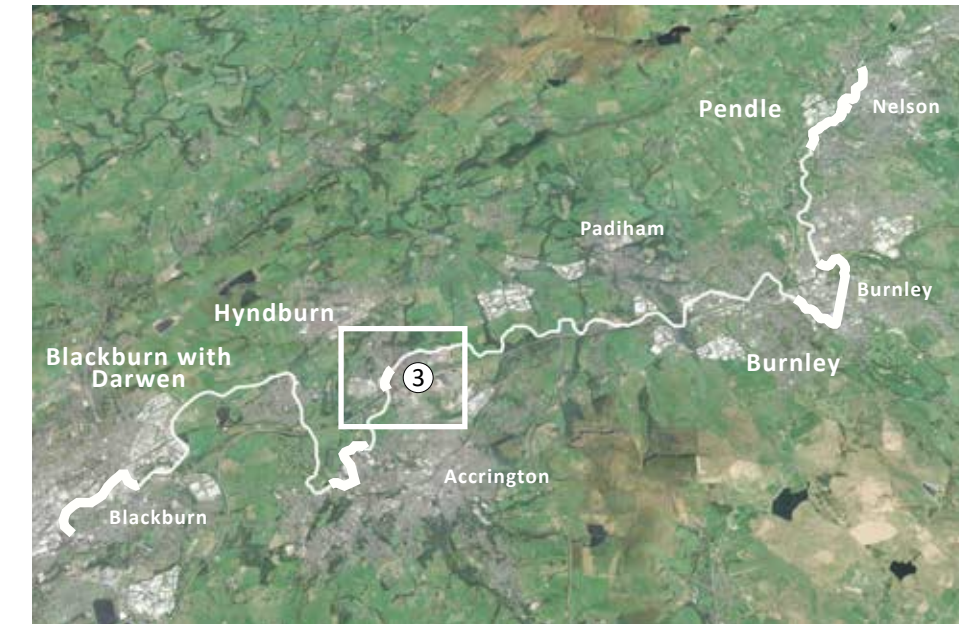
This short length of canal stretches 500m between Enfield Wharf where it is bounded to the south by Blackburn Road and the M65 motorway bridge, and at the northern end, The Albion Public House next to the canal bridge on Whalley Road.

The single towpath rises towards Blackburn Road where it crosses back from the south side to the north side of the canal. The open space surrounding the warehouses on Enfield Wharf provides opportunity for canal related activities and a visible entry point and hub onto the canal.

The established vegetation creates an attractive and welcoming atmosphere as the canal gently curves towards the Albion pub. On the south side of the canal (western bank) the ground is raised above the canal and stone walling retains hard up against the edge of the canal giving it a distinctive character. Here once stood the Appleby Family's 1841 Enfield Corn Mill, which in 1922 became home to the East Lancashire Soap Company.

The demolition of the Corn Mill left a derelict piece of land on the western bank of the canal, which is now well vegetated. New housing development is planned which will have to be sensitive to the canal's overall setting.

In close proximity to the canal existing features of note include Mercer Park, community growing areas and a large suburban residential population.



Study area 3 location within overall Leeds & Liverpool Canal. Map Data: Google Earth



Study Area 3 - Clayton-le-Moors (Enfield Wharf to Victoria Street)

2.0 THE SUPER SLOW WAY WIDER CONTEXT

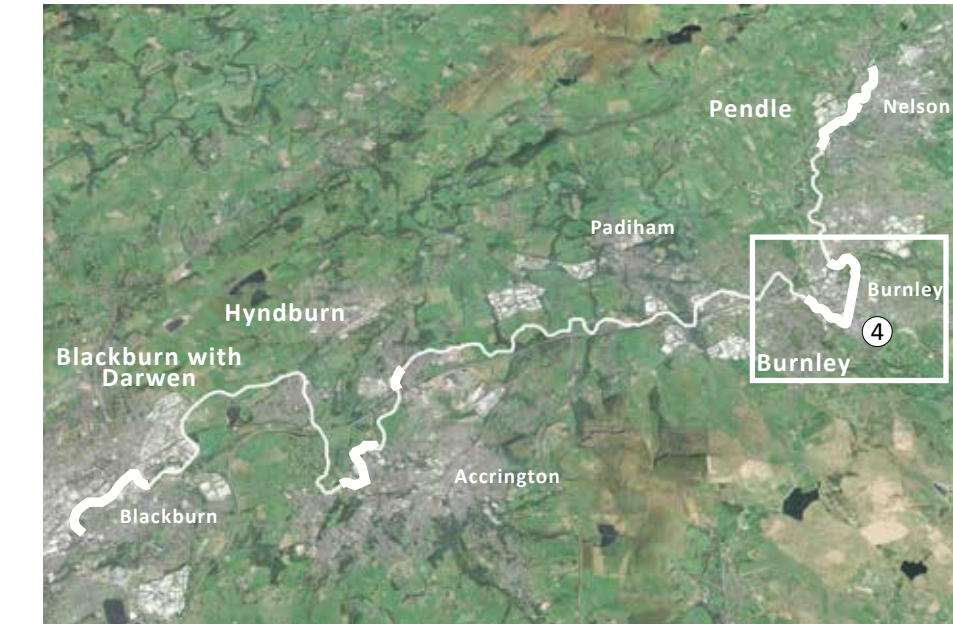
2.3 Local Context

Study Area 4 - Burnley

Well positioned through the heart of Burnley, the canal in this area boasts one of the 'Seven Wonders of the British Canal system' - 'The Straight Mile', an impressive embankment that carries the canal 18 metres above the roofscape of Burnley; and the Weavers' Triangle, an area rich in heritage with a high number of 19th century industrial buildings and canal related structures clustered around the canal.

Recent developments have opened the canal to more users with Finsley Gate Wharf and Sandygate Square with new footbridge recently completed. At the northern end of the straight mile the canal meanders through Thompson Park and Gardens and Queens Park which provide further touch points with nature, leisure and recreation and additional entry points onto the canal.

The canal passes close to Burnley Railway Station, a short 5-10 minute walk away, and would benefit from improved signage and wayfinding to help highlight the proximity to each other. Reacquainting the canal with the wider functionality of the town centre's network of streets, squares and green areas, will further strengthen the position of the canal within the town and improve the richness of the experience of navigating through the town spaces. The significance of this area is placed on the expansive elevated views across the roofscapes of Burnley beyond to the wider countryside, the industrial mills and warehouses that enclose the Weavers' Triangle area and the natural beauty of the parks and gardens as the canal heads further north.



Study area 4 location within overall Leeds & Liverpool Canal. Map Data: Google Earth



Study Area 4 - Burnley

2.0 THE SUPER SLOW WAY WIDER CONTEXT

2.3 Local Context

Study Area 5 - Pendle

This section of canal stretches 2,750m between the Northlight where it is adjacent to Brierfield train station to the south, the M65 to the West, and at the northern end the Hodge House allotments near Reedyford road.

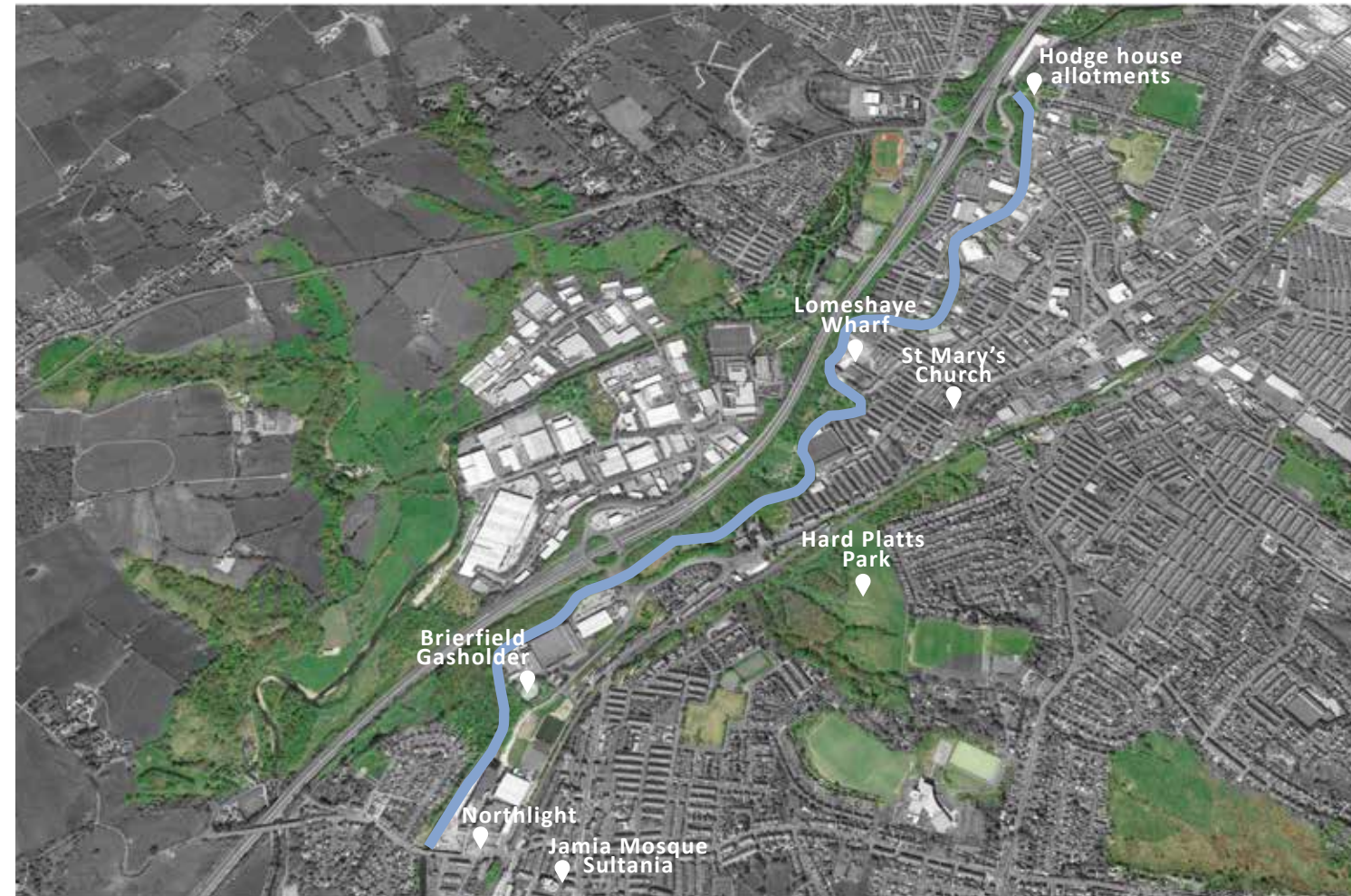
The single towpath follows the western edge of the canal and includes a series of access points from the canal to connecting open spaces, streetscapes and bridges. The open space surrounding the Northlight and the Brierfield Gasholder provides opportunity for canal related activities and a visible entry point and hub onto the canal.

The canal meanders and curves quite significantly in this stretch which adds drama and interest and opens up views towards the surrounding hills. The western edge of the canal is highly vegetated with mature trees and vegetation which provides a calming outlook. From Brierfield Station, the Northlight and Brierfield Gasholder add points of interest to the skyline. As you continue along the canal towards Nelson it becomes more urbanised with industrial buildings, re-purposed industrial buildings for residential and commercial use and housing pockets. The sound from the M65 is quite noticeable along this route, which detracts from the overall enjoyment of the canal and adjoining spaces.

In close proximity to the canal, existing features of note include Jamia Mosque Sultania, Northlight, Brierfield Gasholder, Hard Platts park, St Mary's church, Lomeshaye Wharf and Hodge House allotments.



Study area 5 location within overall Leeds & Liverpool Canal. Map Data: Google Earth



Study Area 5 - Pendle

2.0 THE SUPER SLOW WAY WIDER CONTEXT

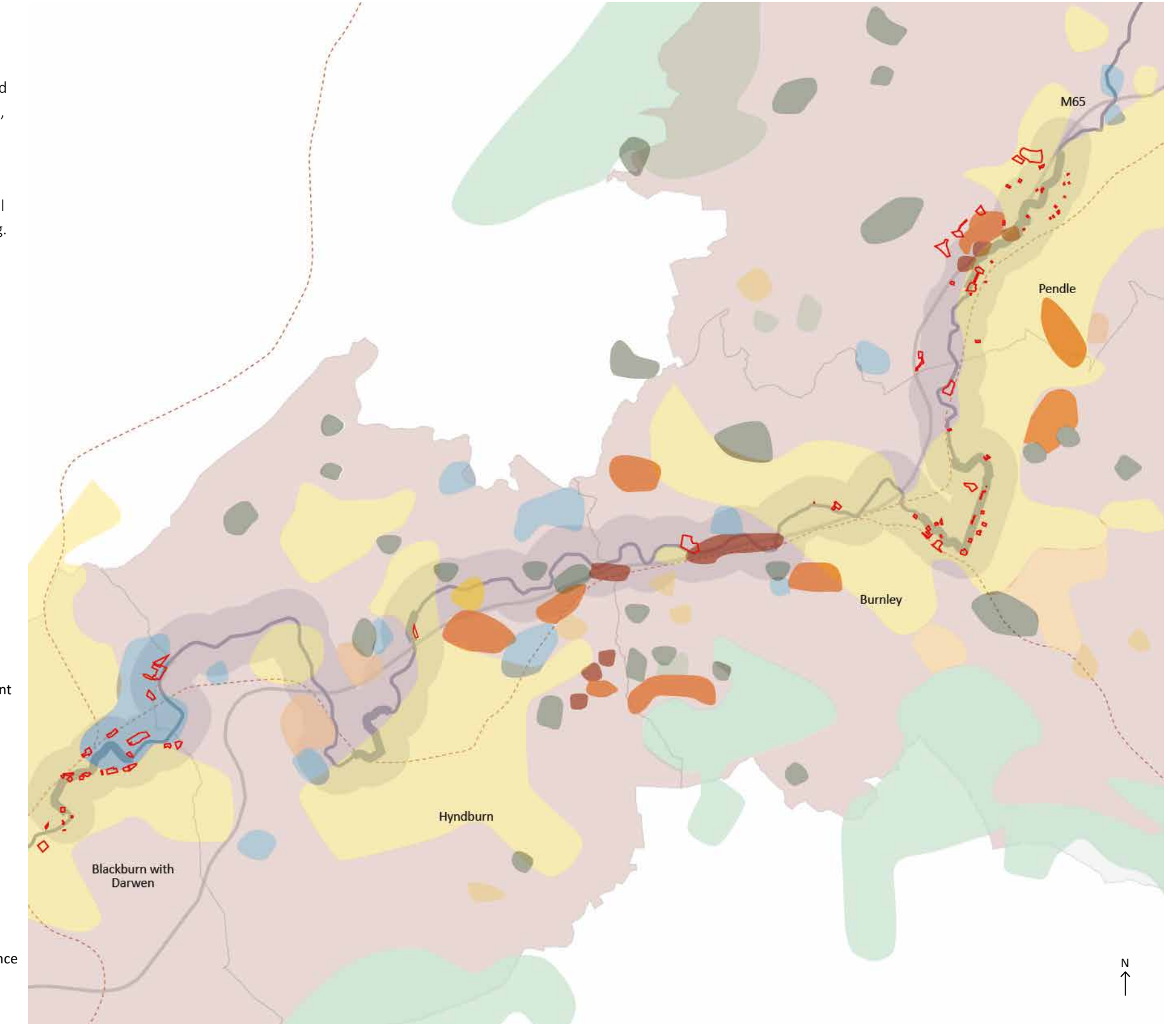
2.3 Local Context

Land Use, Development and Priority Sites

The Leeds & Liverpool Canal meanders through a contrast of scenic landscape and urban settlements in the Pendle district, through Burnley, Accrington and Rishton, and into the suburban sprawl of the Blackburn conurbation.

For the Super Slow Way to both meet stakeholder requirements and integrate with the wider area, understanding the direct and indirect impact of any potential project interfaces for the canal environment will help with future decision making.

The plan opposite sets out a summary of the major land uses, planned developments and priority sites located on or adjacent to the Leeds & Liverpool Canal. These developments are a mix of reuse and intensification of historic fabric as well as entire new build developments.



Land Use, Development and Priority Sites plan

2.0 THE SUPER SLOW WAY WIDER CONTEXT

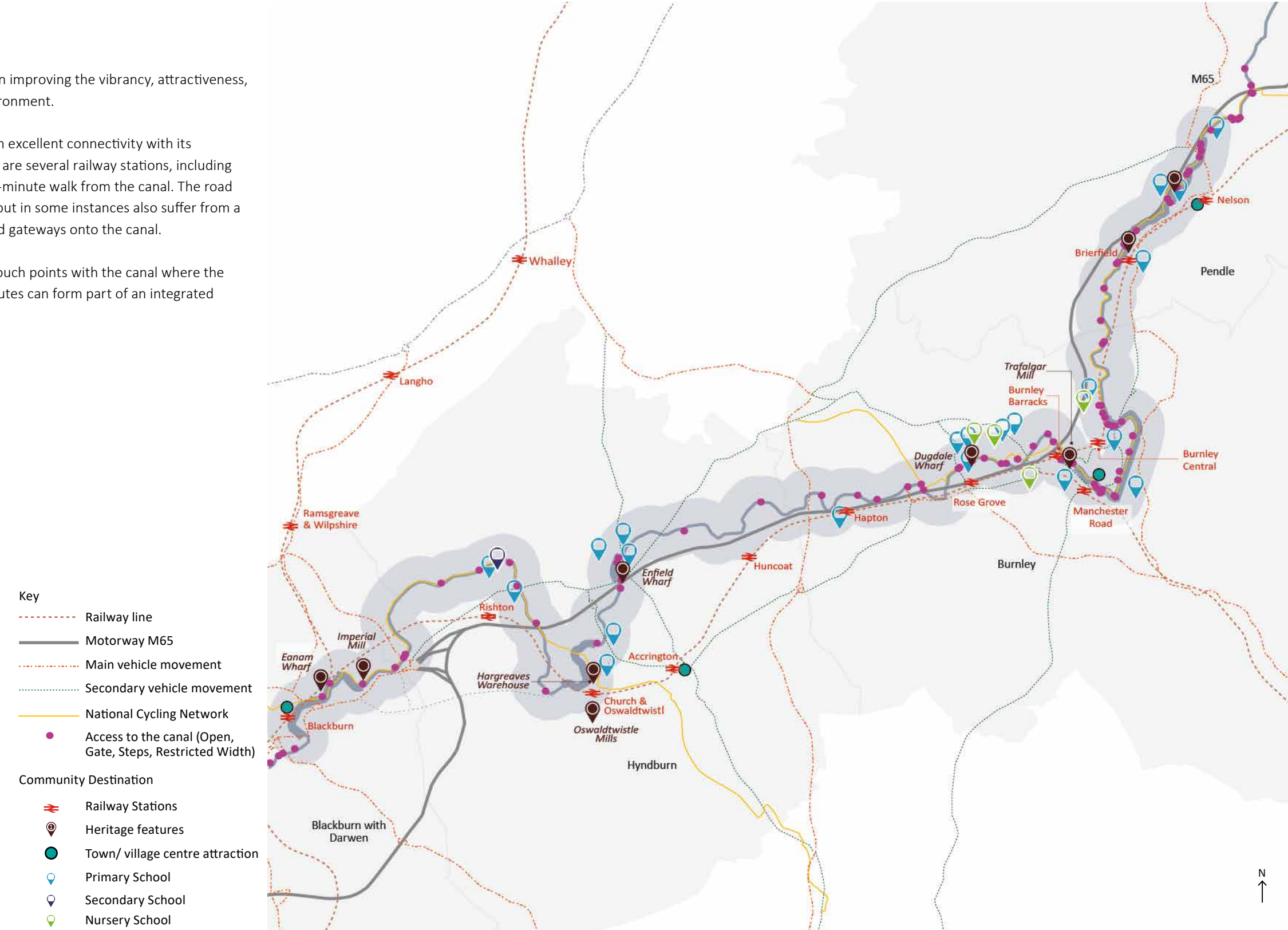
2.3 Local Context

Transport and Connectivity

Mobility and transport are key elements in improving the vibrancy, attractiveness, adaptability and quality of the urban environment.

The Leeds & Liverpool Canal benefits from excellent connectivity with its surroundings both by rail and road. There are several railway stations, including Blackburn and Burnley located a short 10-minute walk from the canal. The road network provides good vehicular access, but in some instances also suffer from a disconnect when locating entry points and gateways onto the canal.

The National Cycling Network has many touch points with the canal where the design of safe and user friendly cycling routes can form part of an integrated sustainable urban mobility strategy.



Transport and Connectivity plan

2.0 THE SUPER SLOW WAY WIDER CONTEXT

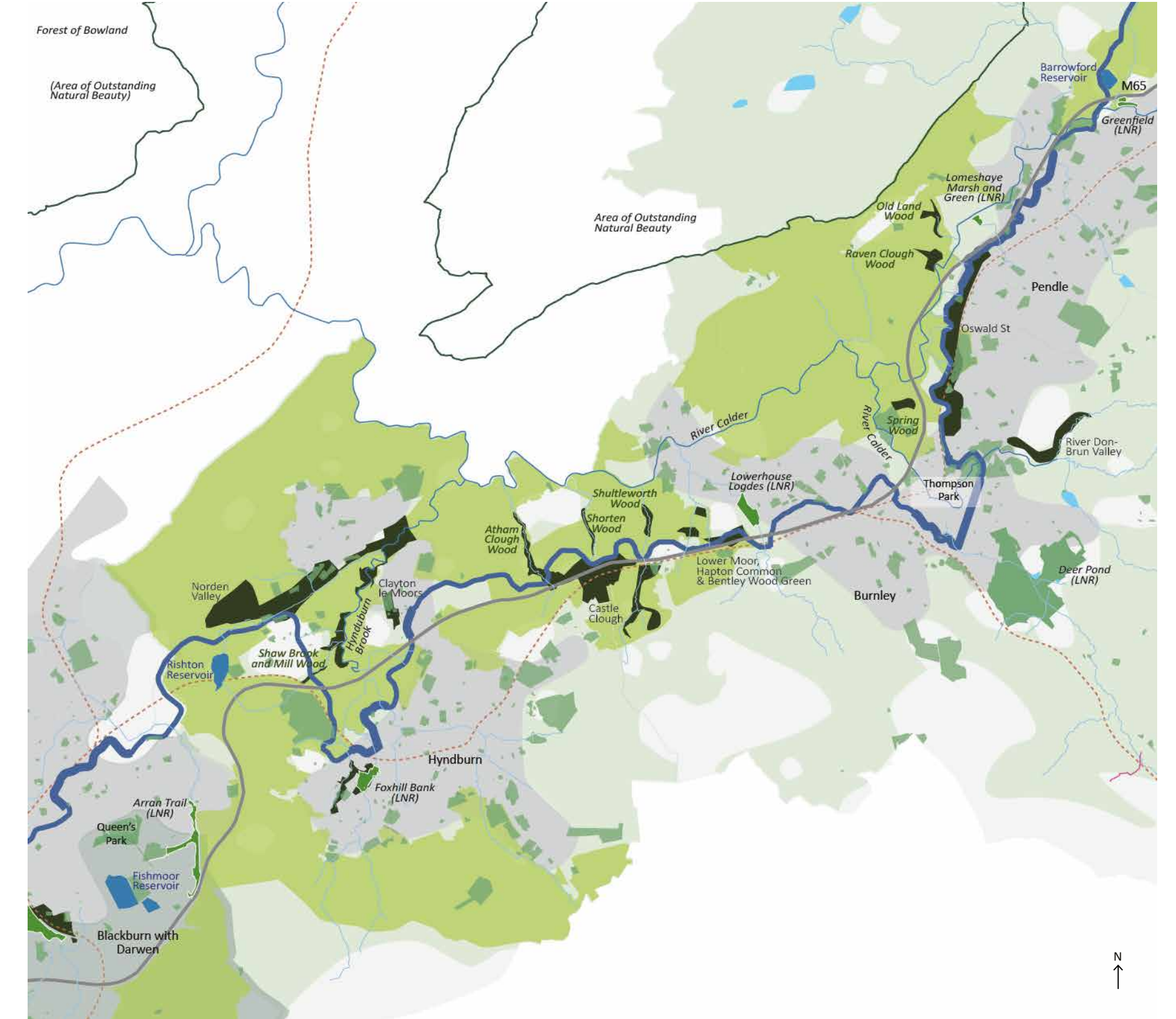
2.3 Local Context

Green and Blue Infrastructure

The region is home to a significant amount of Green Infrastructure, within easy reach of the canal, particularly as public transport connections continue to improve. The Forest of Bowland including Pendle Hill to the north of the canal is an area of upland countryside, hills and moorland dissected by deep valleys and are significant to the character of the canal. In closer proximity are landscape areas of special merit that provide a natural landscape beauty and envelop the pockets of urban settlement.

Strategic green fingers can link to the canal corridor in the form of Parkland, River Valleys and Urban Green Infrastructure to provide an effective means of improving access between the canal and other green and blue space, specifically in areas where the existing urban form does not allow new areas to be easily created. Permeable, safe and attractive green routes between existing green infrastructure assets can be effective in providing ease of access and a means of extending circuits, trails and routes off the canal for recreation and health benefits.

There is an opportunity for green infrastructure to reach into the canal corridor and establish green networks that join where areas of greenspace have become fragmented due to urban and highway infrastructure.



Green and Blue Infrastructure plan

3

The Super Slow Way Linear Park Canal side character

3.0 CANAL SIDE CHARACTER

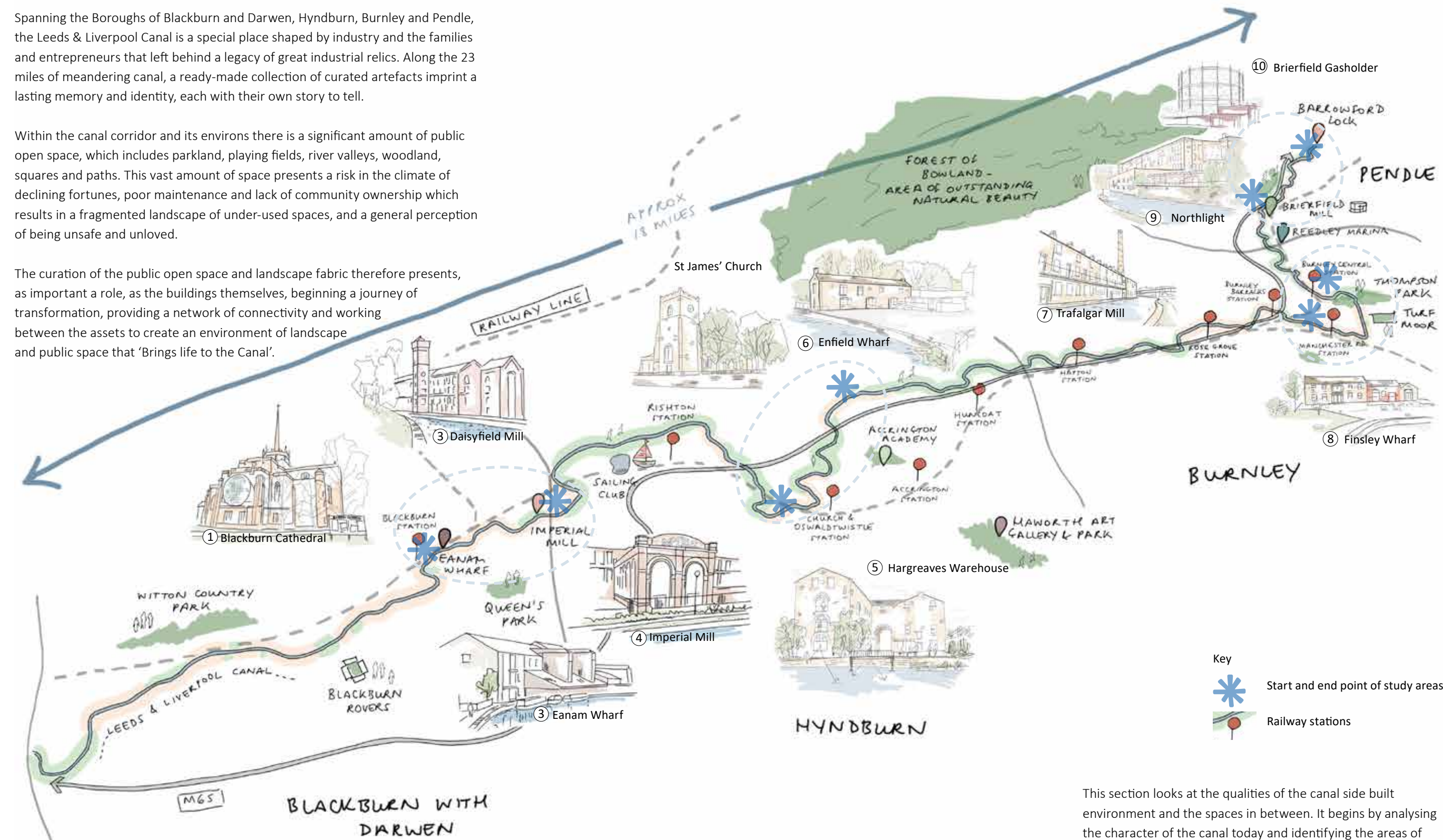
3.1 Canal side Character

Introduction

Spanning the Boroughs of Blackburn and Darwen, Hyndburn, Burnley and Pendle, the Leeds & Liverpool Canal is a special place shaped by industry and the families and entrepreneurs that left behind a legacy of great industrial relics. Along the 23 miles of meandering canal, a ready-made collection of curated artefacts imprint a lasting memory and identity, each with their own story to tell.

Within the canal corridor and its environs there is a significant amount of public open space, which includes parkland, playing fields, river valleys, woodland, squares and paths. This vast amount of space presents a risk in the climate of declining fortunes, poor maintenance and lack of community ownership which results in a fragmented landscape of under-used spaces, and a general perception of being unsafe and unloved.

The curation of the public open space and landscape fabric therefore presents, as important a role, as the buildings themselves, beginning a journey of transformation, providing a network of connectivity and working between the assets to create an environment of landscape and public space that 'Brings life to the Canal'.



This section looks at the qualities of the canal side built environment and the spaces in between. It begins by analysing the character of the canal today and identifying the areas of decline before exploring the history of canal and looking at the opportunities for a bright and exciting future.

3.0 CANAL SIDE CHARACTER



The above photos portray the key landmark and heritage buildings along the Leeds & Liverpool Canal

3.0 CANAL SIDE CHARACTER

3.2 Decline of the Canal

Faded Landmarks

The canal infrastructure, including bridges, wharfs and embankments, warehouses and reservoirs is unique to its place and time and creates the sense of place and the ambition of the engineering heritage. Under investment has seen the once celebrated landmark industrial mills, warehouses and footbridges of the 19th century become damaged, left in disrepair or demolished. Surviving examples, such as Imperial Mill and Hargreaves Warehouse in Church, have potential to transform their immediate hinterland and act as gateway sites and significant catalysts for positive change on the canal.

Backs of the Canal

A walk along the canal quickly reveals a space that is often under-appreciated, particularly from the businesses, factories and adjoining land owners that turn their backs on the canal and shut themselves off without due regard for the treatment of the boundary edges and the visual impact on the canal side.

The lack of due care creates the atmosphere of a place that appears unkempt and tolerant of rubbish and litter. A strategy to engage adjoining land owners to take ownership of their 'piece' of the canal, supporting litter picking, improving their plot edges, alongside a wider strategy of improving boundary edges through landscape interventions and screening can help to improve the canal side character as a worthy visitor destination.



Hargreaves Warehouse, Grade II listed building in a state of dereliction, Church & Oswaldtwistle



Under utilised land adjacent to the Imperial Mill, Blackburn



Damaged seating areas surrounded by litter, Blackburn

Dereliction and neglected spaces

The canal today remains in parts affected by neighbouring land-uses, site clearances, under investment and insufficient management which leads to unattractive, inaccessible and under utilised spaces. This is more prominent within the urbanised areas, for example within and around Blackburn Town Centre where increasingly tired, cluttered and incoherent spaces around the canal make it difficult to access and unwelcoming. Overcoming these issues will help to generate more footfall and encourage more people towards the canal.

Car parking

Surface car parking is distributed throughout the towns and villages that the canal passes. However, negotiating the streets and roads around the canal and finding appropriate areas to park near to the canal can be difficult and not always clear. Recent projects, such as Northlight and Finsley Gate Wharf, have positioned themselves as primary entry points onto the canal and combine new public realm with car parking close to the canal side. Having more of these 'hub arrival' spaces at strategic locations along the canal, with close links to public transport, will help to open up the canal to a wider audience.

Signage and Interpretation

The canal is limited in the number of welcoming gateway spaces and arrival points at those key nodes where footfall is higher, such as close to transport hubs and interchanges, local centres or community destinations. The few that do exist, including Finsley Gate Wharf and Northlight would benefit from a consistency of highway signage to direct visitors and consistent canal side wayfinding and interpretation, to instil a sense of identity, unity and order. The absence of consistent and coherent pedestrian information and wayfinding, both on and off the canal, limits the opportunity for people to explore and circulate around areas beyond the limits of the canal side.

Graffiti, litter and damage

A closer inspection of the canal reveals a mix of dated and damaged street furniture and poorly maintained surfaces, few benches to sit on, litter bins, and motorbike barriers next to damaged and removed fence posts.

In the denser urban areas, such as Blackburn, Whitefield and Colne, the volume of litter is high, and is expressed as a cause of concern amongst the local residents that use the canal.

Graffiti and public art are present along the canal in varying forms, such as murals, sculptures, in ground art and interpretation signs. Users of the canal have expressed that they would like to see more coherent artwork which could be either formed by a visual or audible manner. A much loved local example of this is the 'Singing Ringing Tree' near Burnley.

3.0 CANAL SIDE CHARACTER

3.2 Decline of the Canal

Lighting

Much of the length of the canal towpath and associated access points are not intentionally lit. Whilst there is intermittent light spill from adjacent street lighting and industrial units, the surrounding structures; bridges, walls and buildings, are generally unlit. There is some street lighting located along the towpath towards the Blackburn end of the site in line with the surrounding level of urbanisation. Cultural/industrial heritage is therefore invisible at night - erased from the visual environment and a missed opportunity to celebrate the architectural character of the region. The overall impression is of darkness. Whilst darkness is wholly appropriate for the canal within a rural context it does not provide a welcoming impression for those who wish to use the canal after sunset. The unlit condition has benefits for the nocturnal landscape and the species of wildlife which naturally inhabit the region, yet it is not well suited for human users. A key challenge is to navigate the inherent tension between wildlife and human use. The built environment comprises a mixture of high and low quality buildings, walls and structures, some of which are in good repair, others in various states of disuse and dilapidation. Dark bridge underpasses create tunnels with a poor quality of light during the day. Most are unlit at night, and where lit, the lighting is utilitarian.

Boundary Enclosures

The boundaries along the canal vary significantly from one area to the next. Broadly speaking the urban areas of Blackburn, Burnley and Nelson tend to have palisade fencing, industrial walls with razor wire, backs of industrial buildings, backs of housing and/ or vegetation as a boundary condition. Within the typically rural areas of Hyndburn and Pendle the boundaries tend to consist of vegetation, low stone walls, tree planting, backs of industrial buildings and the backs housing with private gardens.

Accessibility

The towpath is generally viewed as a level surface which is ideal for cyclists, runners and dog walkers. However, at various intervals across the canal, steps are required to enable access over bridges, access to neighbouring green spaces and urban areas which can cause difficulties for people with impaired mobility. The topography of the canal predominantly follows the contours of the area; however action will be required to ensure the canal can be accessed by all.



Low level lighting columns along the Blackburn towpath



Low level lighting columns adjacent to bridges, Blackburn



Lighting installation adjacent to Trafalgar Mill, Burnley



Industrial buildings punctuated by low stone walls, Hyndburn



Industrial buildings backing onto the canal, Burnley



Interesting industrial heritage boundaries, Pendle



Stepped access to Thompson Park, Burnley



Narrow main entrance to Thompson Park, Burnley



Stepped access to the '1 mile stretch' of the canal, Burnley

3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past

Introduction

Completed in 1816, the Leeds & Liverpool Canal is considered the first 'Super Highway' of the Industrial Revolution and had a transformational effect on the fortunes and development of Pennine Lancashire. With a main line of 127 ¼ miles, it is the longest single canal in Britain and at the peak of its activity, passed through one of the most heavily populated areas of England. The canal links Liverpool, Wigan, Blackburn, Burnley, Skipton, Keighley, Shipley, Bingley, Bradford and Leeds.

The canal was the most successful long-distance canal in Britain, and in 1906 carried 2,337,401 tons of cargo an average distance of 21.21 miles, producing around £180,000 in revenue. Key to the success of the Leeds & Liverpool Canal was that, unlike others, it never relied on a single trade or traffic and transported a diverse range of goods including coal, wool, cotton, limestone, grain, and general cargo.



Blackburn Cathedral constructed in 1826

Historic Development

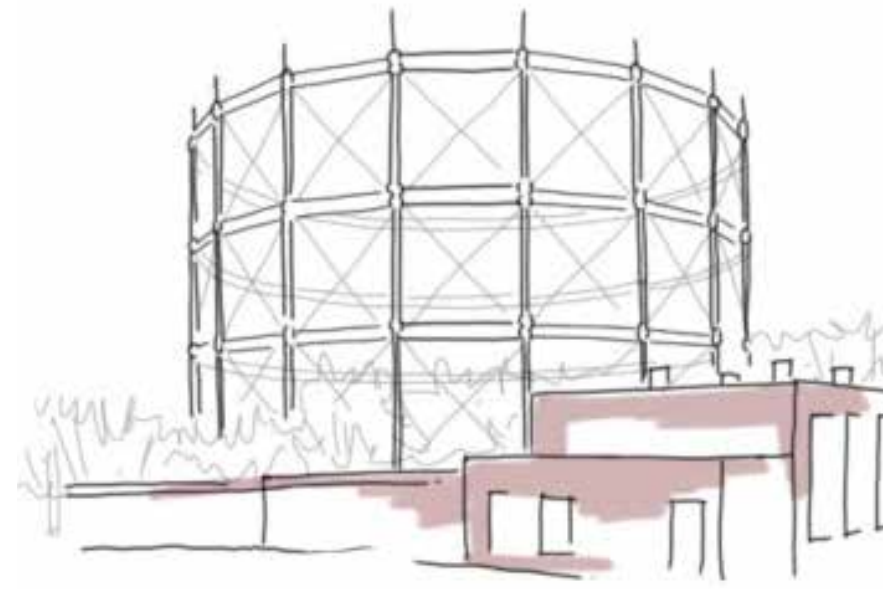
The Leeds & Liverpool Canal was developed as a solution to the landlocked nature of Lancashire and Yorkshire, which hindered the movement of materials and goods from the region to the country at large.

In 1700, no settled part of England was more than 15 miles from navigable waters (meaning they were able to be sailed on by ships or boats), presenting a key opportunity for inland connections. Nevertheless, many of these waters were small and only accessible at high tide. The answer to this was to clear rocks from certain channels or to cut artificial channels around particularly difficult patches of river. Where substantial artificial channels were cut along challenging stretches of river, these became known as 'navigations', which formed the foundations of trans-Pennine canals.

Since Pennine Canals were entirely for commercial use, it was commerce that drove the selection of canal routes. Given the cost and risk involved in the development of the canals, a select few trans-Pennine routes were chosen which were considered to have the greatest chance of success. The Leeds & Liverpool Canal was the first of these routes to begin construction. The initial plans for the canal deliberately avoided the need to tunnel and linked as many towns as possible.



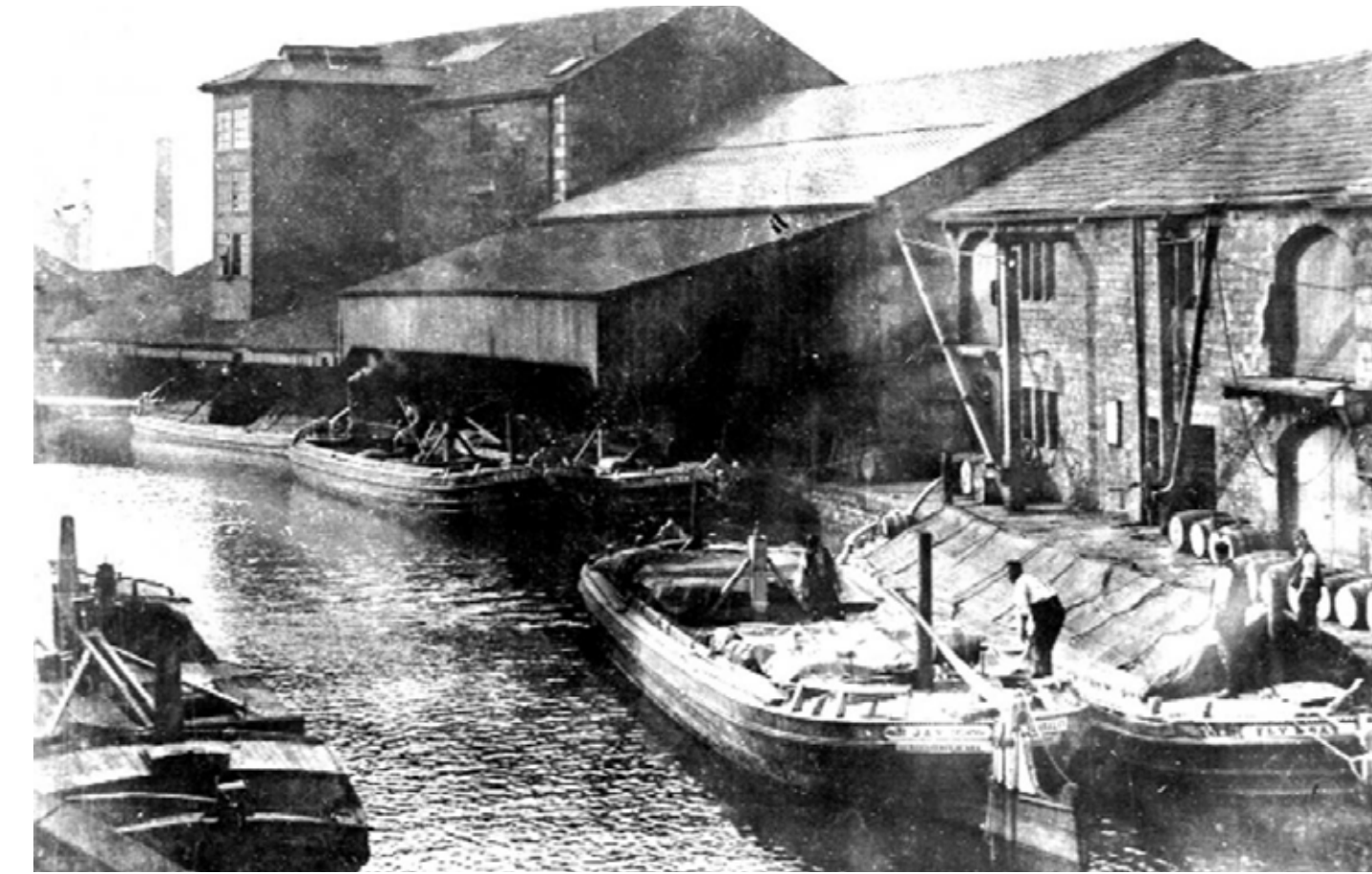
Imperial Mill constructed in 1901



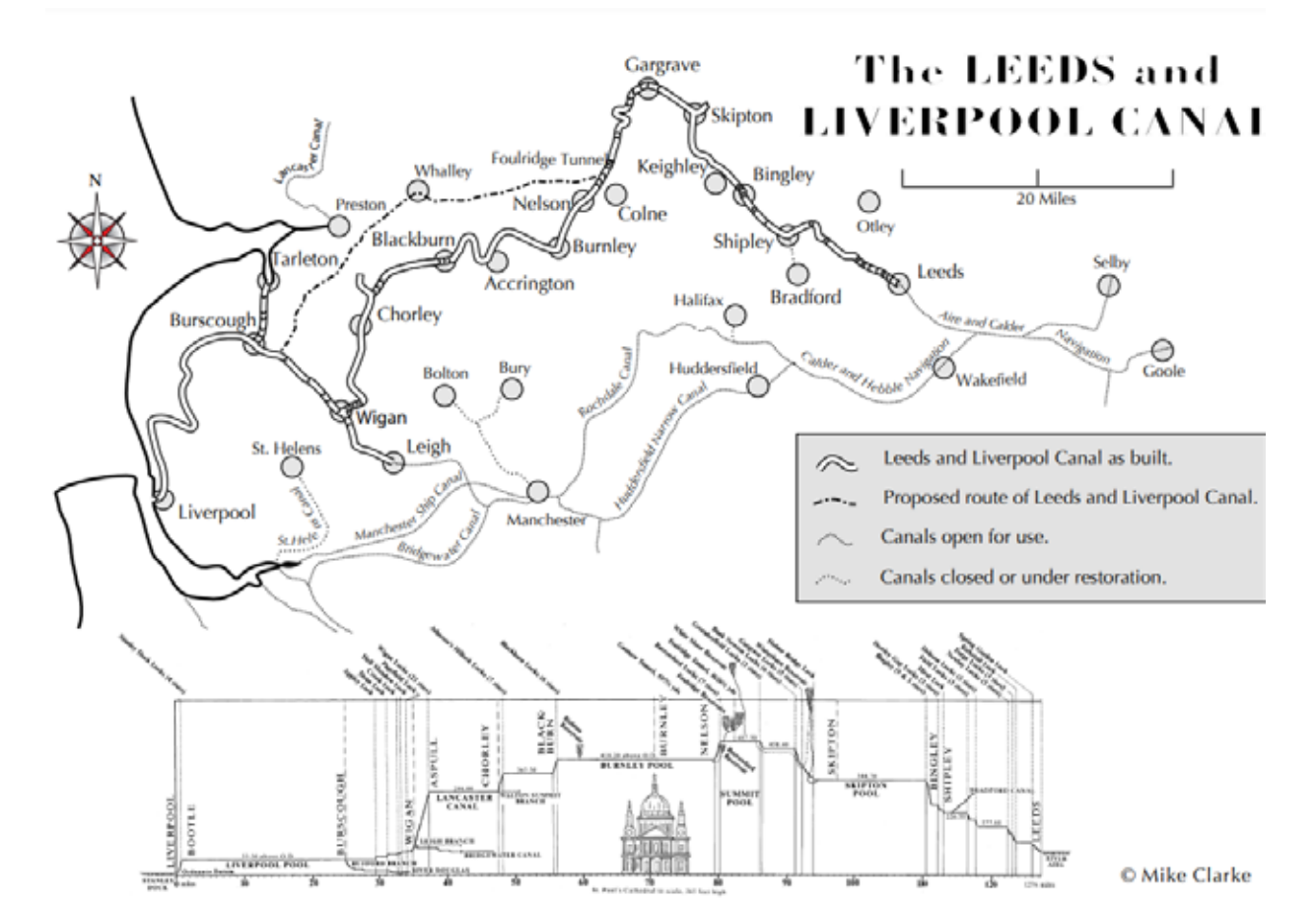
Brierfield Gas holder constructed in the second half of the 19th century

3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past



Manchester Road Wharf, Burnley. Courtesy of Lancashire County Council's Red Rose Collections



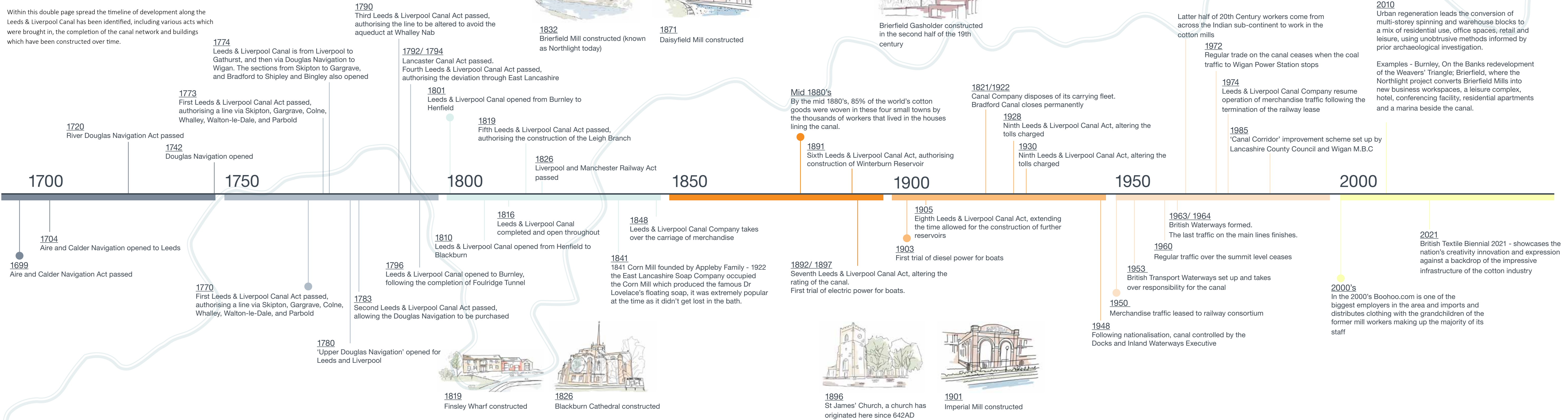
Leeds & Liverpool Canal plan and elevation comparison to St Paul's Cathedral, © Mike Clarke

3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past

Timeline of Development

Within this double page spread the timeline of development along the Leeds & Liverpool Canal has been identified, including various acts which were brought in, the completion of the canal network and buildings which have been constructed over time.



3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past

Historic Character

Although united by a shared industrial history, different areas and stretches of the canal have unique histories which should be recognised and reflected through and landscape and regeneration proposals.

Blackburn

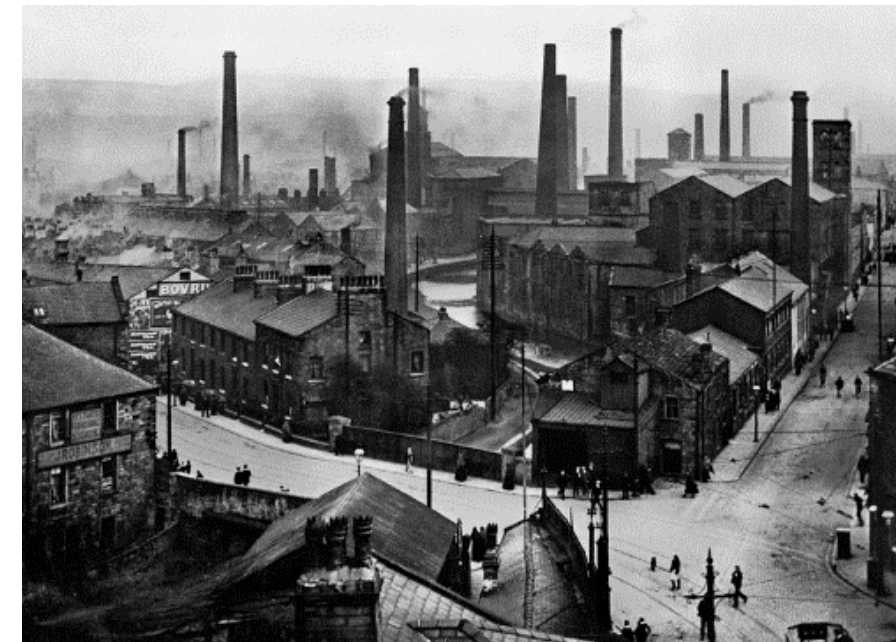
Blackburn developed rapidly in the early 1800's, transitioning from a small village into a major industrial town. Much of this was due to Blackburn's strength in textile manufacturing, which was key to its fortunes prior to the arrival of the canal and enabled it to harness the opportunities offered by the canal when it arrived in 1810. Eanam Wharf was the original canal wharf in Blackburn, and a major hub for activity in the town.

Church

The village of Church has a long history, with recorded events and survivals dating back 800 years. The stretch of canal running through Church is located within the Church Canal side Conservation Area, designated for its unique topographic setting, medieval vestiges and plan form, transport node infrastructure, and sites and buildings key to the story of the industrial revolution. Given the lack of canal routes through Accrington after following the Peel family's request to alter the route of the canal to avoid crossing the River Hyndburn above their Printing Works at Peel Bank, Church blossomed as it grew in its own right and also became a key link for trade flowing in and out of the growing industrial town of Accrington.



Brierfield Mills, © Andy Marland, Mechanical Landscapes



Weavers Triangle, Burnley

Enfield

Similarly to Church, Enfield was vital in providing links between Accrington and the wider region. Enfield Wharf, opened in 1801, which enabled goods to be carried to and from Bury and Clitheroe, as well as serving Accrington. A number of factories were served by the canal here, including Royal Mill and Enfield Corn Mill. The latter was later occupied by the East Lancashire Soap Company who used the canal to transport their famous floating soap.

Burnley

The completion of the Leeds & Liverpool Canal in Burnley in 1816 is considered one of the most important events in the town's history. The canal was an immediate success and a diverse range of traffic flowed through the town, resulting in the development of a number of warehouses and maintenance yards, notably Finsley Gate Wharf. The Burnley Embankment, known locally as the Straight Mile and recognised as one of the seven wonders of Britain's canals, is an important landmark of the area and provided views across Burnley's industrial landscape. As the canal flourished, textile mills and factories crowded the area along the embankment, creating what became known as the 'Weavers Triangle'.

Pendle

The stretch of canal at Pendle is notable for its importance in the development of the cotton industry and home to the Brierfield Mills and Whitefield Nelson Conservation Areas. The area was particularly suited to the weaving of cotton due to its location in the lee of Pendle Hill, therefore sheltered from poor weather and benefitting from increased humidity which allowed for the better working of cloth. The arrival of the Leeds & Liverpool Canal in the area in 1796 unlocked its potential and enabled rapid industrial growth.



Aspen Colliery and Coke Ovens, image reproduced by permission of Lancashire County Library Service – Accrington Library



Canal boats at Blackburn, Blackburn with Darwen Library & Information Service: www.cottontown.org

3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past

A Place for Pioneers

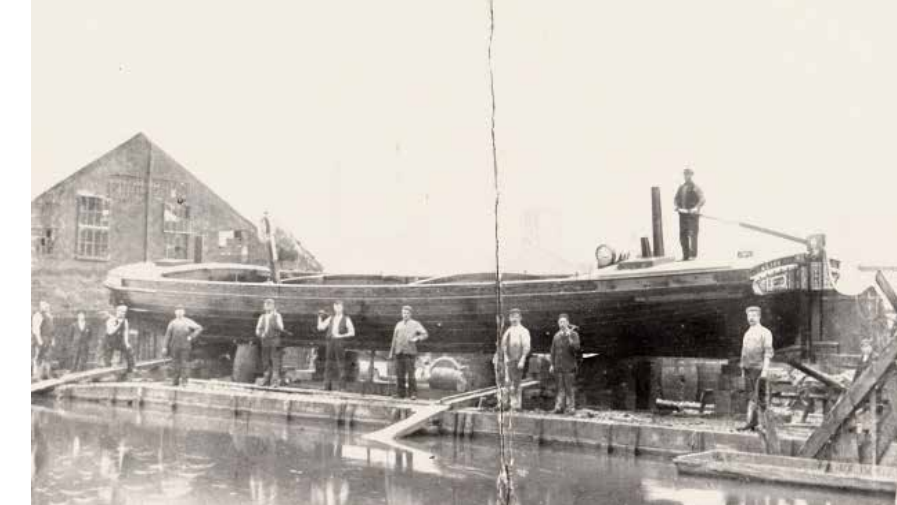
From its inception, the Leeds & Liverpool Canal was a hotbed for innovation and technological advancement. Even its layout and engineering was pioneering and contributed to its overall success. The Locks on the Leeds & Liverpool Canal were built to a size of 62ft x 14ft, which was broader than other canals constructed at the time, which became key to the success of the canal as local cargo craft known as 'short boats' could carry around 45 tonnes of cargo – around double that of a standard narrow boat.

Alongside the early development of the canal, new machinery was accelerating the growth in cotton and textiles manufacturing. Arkwright was responsible for the invention of a water-frame on which unskilled workers could spin yarn whilst James Hargreaves, a local carpenter from Stanhill, invented the Spinning Jenny, which required more skill but facilitated the mass production of quality yarn. A local family, the Peels, were one of the first to exploit these inventions, and were pioneers in the emerging Lancashire cotton industry.

These developments were aided by, and steered the development of the canal, which was altered to pass through Burnley, Church and Blackburn, and capitalise on the cotton trade.

Culture

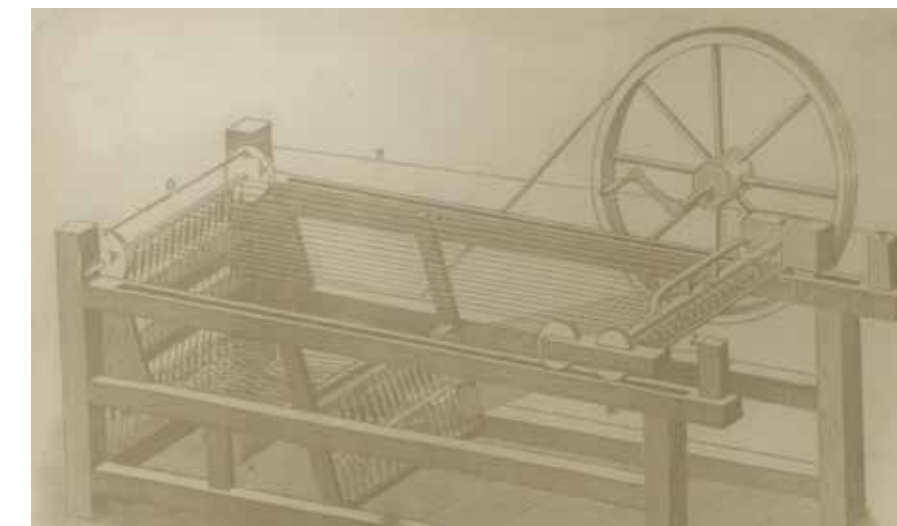
Despite the dominance of the canal and the industrial revolution in the historical narrative, Pennine Lancashire's pioneering spirit was extended to other areas of public life. Notably, the Alexandra Cinema in Blackburn has claims to be the world's first purpose-built cinema, built on the success of pioneering local Film Production, with construction beginning in 1906. The idea for the cinema was that of the Pendleton brothers, and the establishment was first known as Pendleton's Picture Palace.



Construction of a canal barge: Blackburn with Darwen Library & Information Service: www.cottontown.org



Canal locks at Blackburn, Blackburn with Darwen Library & Information Service: www.cottontown.org



Spinning Jenny. Courtesy of Lancashire County Council's Red Rose Collections



The Alexandra Cinema, Dock Street: Blackburn with Darwen Library & Information Service: www.cottontown.org

3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past

Key Landmarks and Features

There are a number of key landmarks and designated heritage assets on the canal intervention areas, the majority of which are remnants of the area's industrial past and date back to the late 18th and early 19th Centuries.

A number of historic buildings are recognised for their individual or group value, which form important landmarks and destinations along the canal. These include:

- Eanam Wharf – a collection of Grade II listed buildings in Blackburn, dating back to the early 19th Century including the former British Waterways Office, Cabal House, Bank Cottage, warehouses and capstan which form a good group of canal architecture
- Imperial Mill – a Grade II listed red brick mill in Blackburn, dating back to the early 20th Century
- Aspen Colliery – a Scheduled Ancient Monument within the Church Canal side Conservation Area in Hyndburn
- Enfield Wharf – a collection of Grade II listed structures in Hyndburn, dating back to the early 19th Century
- Slater Terrace, Sandygate – a Grade II listed row for terrace cottages over a warehouse in Burnley
- Manchester Road Canal Wharf (Weavers Triangle) – a collection of Grade II listed buildings in Burnley including the Wharf Masters House and Toll Office and associated warehouses
- Finsley Gate Wharf – a group of Grade II listed buildings in Burnley, recently renovated. Finsley House dates to c1700 and was remodelled c1790-6. British Waterways Burnley Operations Base and former forge to the east, dating to the early to mid-19th Century



Image locations within overall Leeds & Liverpool Canal

- Sandy Holme Aqueduct – a Grade II listed canal aqueduct over the River Brun dating to c1790-6, designed by Robert Whitworth
- Brierfield Mills – a Grade II listed former mill building, dated 1868

Along the length of the canal intervention areas, there are a number of listed bridges, which tend to date slightly earlier than the listed buildings, illustrating the phased development of canal infrastructure. These are as follows:

- Canal bridges number 110-112, Grade II listed bridges located within the Church Canal side Conservation Area in Hyndburn, all dated c1810 and designed by Robert Whitworth and Joseph Priestley
- Sandygate Canal Bridge, a Grade II listed bridge in Burnley, dated 1802, designed by Samuel Fletcher
- Manchester Road Canal Bridge, a Grade II listed bridge in Burnley, dated 1796
- Colne Road Canal Bridge, a Grade II listed bridge in Burnley, dated 1790, designed by Robert Whitworth
- Canal bridge number 138, a Grade II listed bridge in Brierfield / Pendle dating back to 1795, designed by Robert Whitworth
- Lomeshaye Canal Bridge (number 140), a Grade II listed bridge in Brierfield / Pendle dating back to 1795, designed by Robert Whitworth
- Whitefield Canal Bridge (number 141), a Grade II listed bridge in Brierfield / Pendle dating back to 1795, designed by Robert Whitworth



Eanam Wharf



Eanam Wharf



Imperial Mill



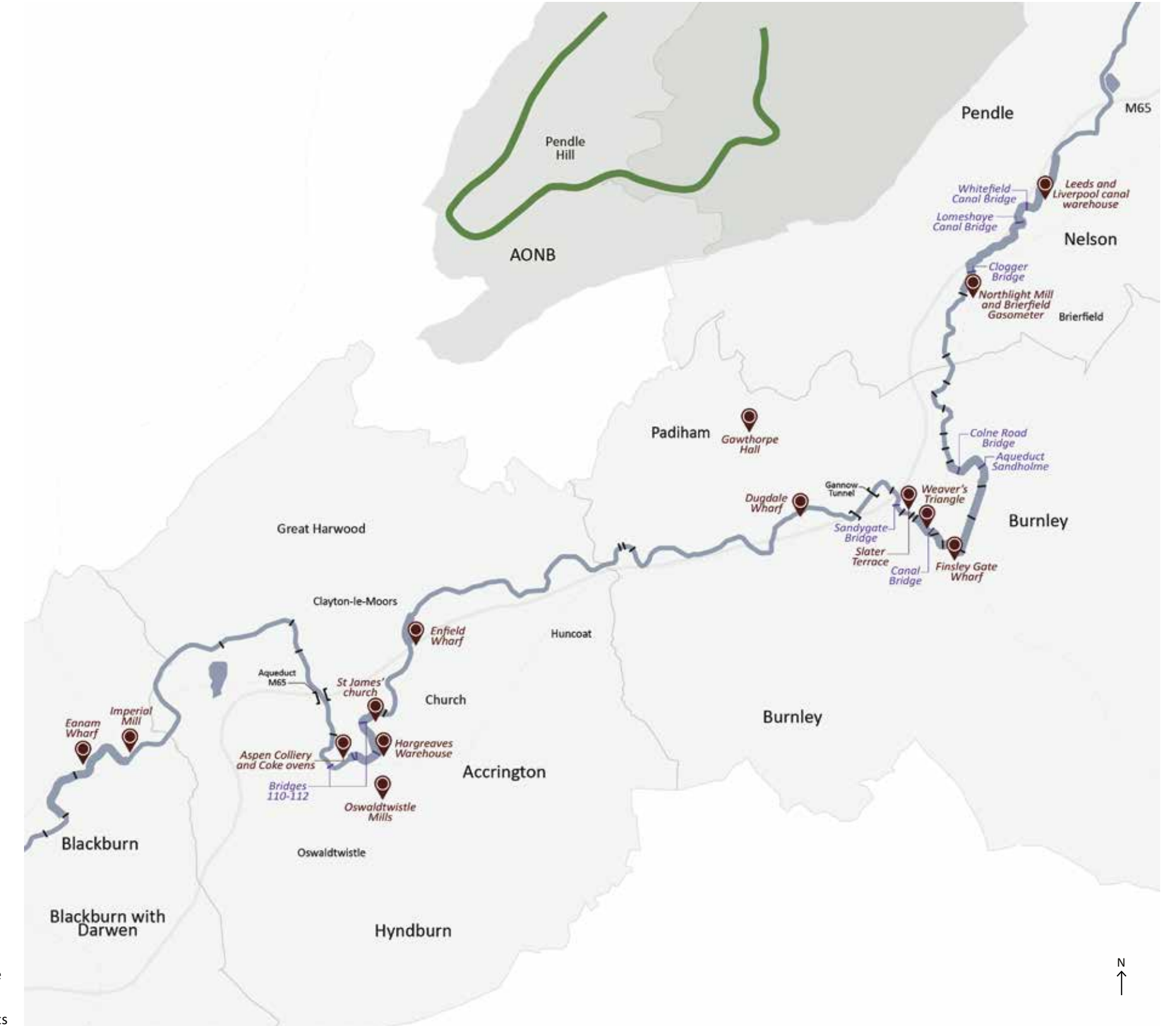
Sandyholme Aqueduct

3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past

Key Landmarks and Heritage Features

As outlined within the previous page the key landmarks and designated heritage assets are highlighted within the adjacent diagram. The key landmarks and designated heritage assets include features such as listed bridges and aqueducts, wharf buildings, mill buildings, industrial warehouses, schedule monuments and churches. The proposals moving forward should preserve and enhance the pioneering and industrial character of the canal.



Key Landmarks and Heritage features

3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past

Materials and Furniture

Much of the original canal infrastructure and buildings are built in a simple and robust style using local Lancashire sandstone and Welsh slate. These materials were commonly used at the turn of the century and contribute to the unique character of the canal, resulting in a common look and feel across several bridges, wharves and surviving warehouses.

Textile mills developed slightly later, often in the late 19th and early 20th Centuries, embraced technological advancements and new building materials and techniques, resulting in a distinct look. These were usually larger, red brick structures, which were constructed close to the canal in order to take advantage of its opportunities.

The canal today is home to an eclectic mix of surviving buildings, structures, and original features such as distance markers along the canal.

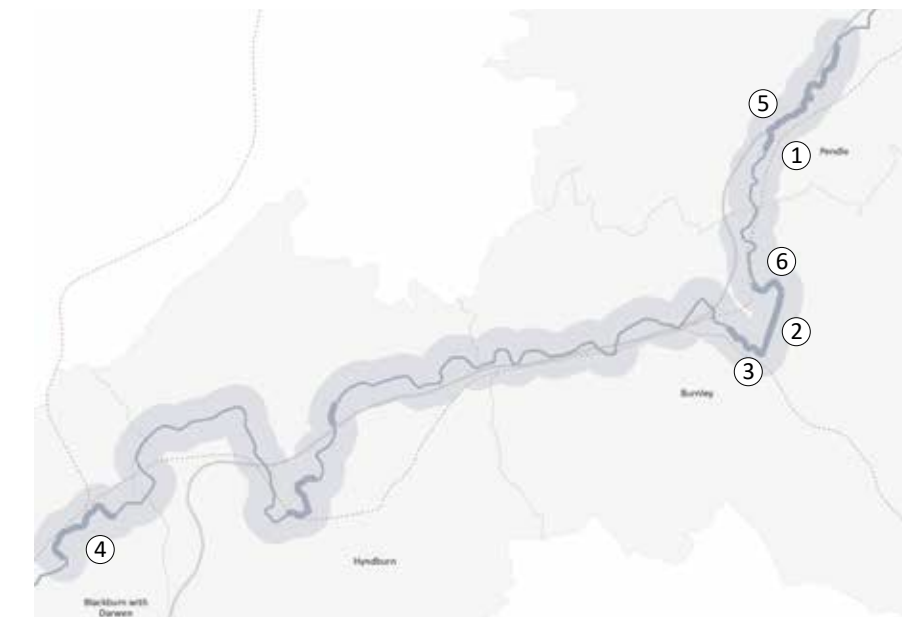


Image locations within overall Leeds & Liverpool Canal



1 Brierfield Gasholder, Pendle



2 Artwork along the towpath, Burnley



2 Artwork along the towpath, Burnley



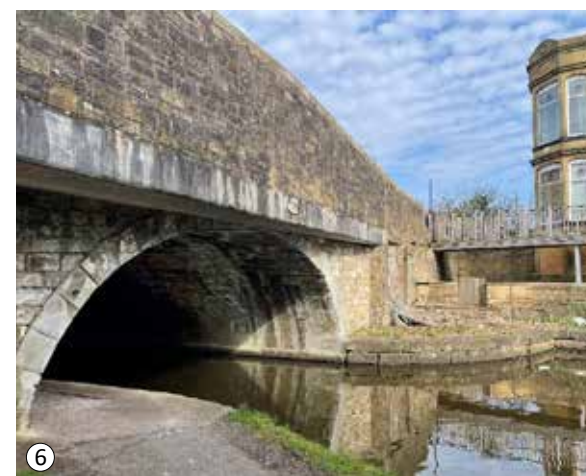
3 Grade II listed Finsley Wharf, Burnley



4 Warehouses near Blackburn station



5 Pendle Village Mill



6 Bridge past Thompson Park, Burnley



Distance markers run along the length of the canal

3.0 CANAL SIDE CHARACTER

3.3 Shaped by the Past

Facade/ Walls

A characteristic that is evident throughout the length of the canal, are the vertical facades created by stone and brick retaining walls, industrial mill buildings and historic warehouses. These facades invite a personality and character to the canal and enclose the view within the canal corridor. The vertical facades often sit on the side of the canal with no towpath and can be appreciated from a distance. The facades create distinct canvases with the added drama of their mirror image reflected in the still waters of the canal.

Bridges

The Leeds & Liverpool Canal is made up of numerous road and pedestrian bridges of different ages, style and material, providing the important function of connecting across the canal, increasing people's enjoyment of the canal.

The bridges create fascinating experiences at canal level, creating unique sequences as people pass through the diverse range of character areas. The bridges often provide a 'portal' into a new character zone and are visual landmarks in their own right.

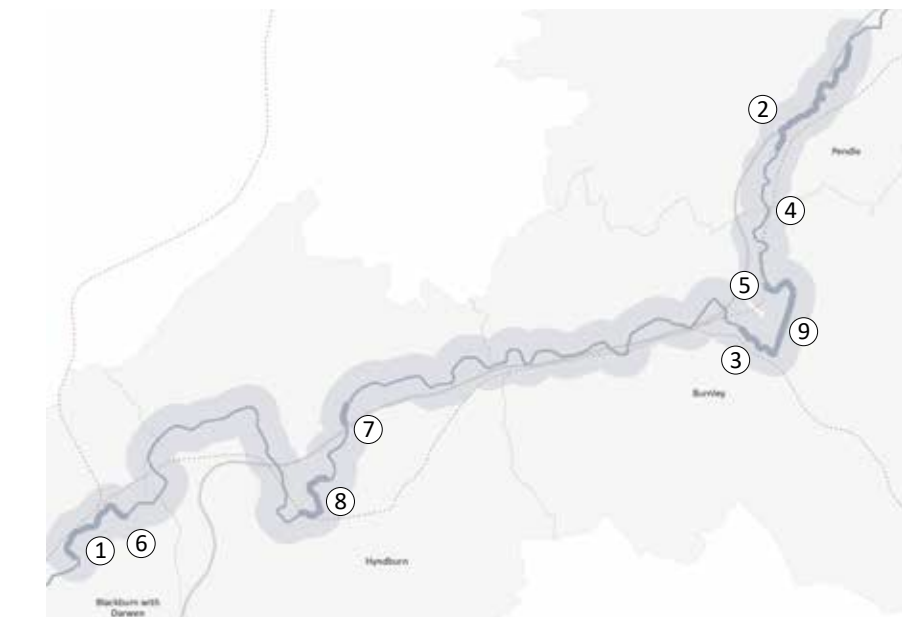


Image locations within overall Leeds & Liverpool Canal



1 Facades/ Walls near Blackburn Station



2 Facades/ Walls near Nelson, Pendle



3 Derelict warehouse near Finsley Gate Wharf, Burnley



4 Bridge near Reedley Marina, Pendle



5 Bridge near Thompson Park, Burnley



6 Bridge near Blackburn Station



7 Bridge near Enfield Wharf, Hyndburn



8 Grade II listed bridge, Church Kirk Bridge, Hyndburn



9 Grade II listed Aqueduct along the 'Straight Mile', Burnley

3.0 CANAL SIDE CHARACTER

3.4 Landscape and Green Infrastructure

Ecological Baseline

A high level ecological assessment has been undertaken to determine the baseline ecological conditions of the Pennine Lancashire Linear Park campus to inform the ecological objectives of the study.

Methodology

A review of existing ecological information held by the Lancashire Environment Record Centre (the local record centre) and publicly accessible online data sources was carried out to identify any known protected and notable sites, habitats and species relevant to the campus.

A review of the local and national planning framework, biodiversity action plans and habitats and species of principle importance was carried out.

Site walkovers were undertaken in Spring 2022 to support the desktop study during the optimal period for ecological survey.

Results

The full list of protected and notable site, habitats and species identified from the data search was analysed, and the relevant issues have been detailed below. It should be noted that although the information provided by the local record centre is based on current records, it does not represent an exhaustive list of all records.



Heron spotted along the canal, Hyndburn



Mature tree cover adjacent to the canal near Rishton

Statutory Wildlife Sites

Sites of Special Scientific Interest

There is a single Site of Special Scientific Interest within a 2km radius of the site. Harper Clough and Smalley Delph Quarries is approximately 1020m north of the site boundary.

Non statutory Wildlife Sites

Local Nature Reserves

There are eight local nature reserves identified within a 250m radius of the site, as follows:

- Greenfield, approximately 165m east
- Lowerhouse Lodges, approximately 200m north-east
- Foxhill Bank, approximately 240m south-east
- Lomeshay Marsh, approximately 370m north-west
- Alkincoats Woodland, approximately 600m south-east
- Arran Trail, approximately 1220m south-east
- River Darwen Parkway, approximately 1600m south-west
- Deer Pond, approximately 1790m south-east

District Wildlife Sites

There are ten sections of the canal designated as district wildlife sites and another four district wildlife sites were identified within a 250m radius of the site, as follows:

- Norden to Sidebeet adjacent to the site boundary
- Shorten Brook, approximately 120m south-east of the site boundary.
- Greenfield Road Nature Reserve, approximately 175m north-west of the site boundary.
- Rishton Reservoir, approximately 225m north of the site boundary.

3.0 CANAL SIDE CHARACTER

3.4 Landscape and Green Infrastructure

Local Wildlife Sites

There are four sections of the canal designated as local wildlife sites and another seventeen local wildlife sites were identified within a 250m radius of the site, as follows:

- Colne/Skipton Disused Railway criss-crosses past the site
- Barrowford Locks Hills and Hollows adjacent to the site boundary
- Aspen Valley adjacent to the site boundary
- Wanless Bridge Triangle adjacent to the site boundary
- Barden Lane Fields adjacent to the site boundary Altham Clough Wood adjacent to the site boundary
- Roundwood Swamp, Meadows and Scrub adjacent to the site boundary
- Shaw Brook and Mill Wood adjacent to the site boundary
- Pollard Moor, Hapton Common and Bently Wood Green adjacent to the site boundary
- Oswald Street, approximately 50m east of the site boundary
- Foulridge Reservoirs, approximately 60m south-west of the site boundary
- Norden Valley, approximately 70m south-west of the site boundary
- Castle Clough, approximately 100m south of the site boundary
- Sandhole Clough, approximately 165m south-east of the site boundary
- Heald Wood, approximately 200m south-east of the site boundary
- Lower House Lodges, approximately 200m south-west of the site boundary
- Foxhill Bank, approximately 250m south of the site boundary



Mature woodland, Brierfield



Wild Gorse growing along the canal opposite Reedley Marina



Open farmland adjoining onto the canal, Hyndburn

3.0 CANAL SIDE CHARACTER

3.4 Landscape and Green Infrastructure

Protected and Notable Species

The following results are of protected and notable species recorded within a 250m radius of the application site:

Bats

The local record centre provided 102 bat records within a 250m radius of the canal basin. The records are summarised within Table 3.



Myotis nattereri - Rauno Kalda, CC BY-SA 4.0, via Wikimedia Commons



Nyctalus noctula - Mnolf, CC BY-SA 3.0, via Wikimedia Commons

Species	Roosts	General	Closest Record
Bats (Chiroptera)	0	10	The closest record is from Brierfield Woodland adjacent to the canal basin. The record type is not specified.
Noctule bat (Nyctalus noctula)	0	3	The closest record is a field record from the canal basin.
Nathusius' Pipistrelle (Pipistrellus nathusii)	0	2	The closest record is a field record from the canal basin.
Common Pipistrelle (Pipistrellus pipistrellus)	10	18	The closest roost record is from Gannow Baths adjacent to the canal basin. The closest records are field records from the canal basin.
Soprano Pipistrelle (Pipistrellus pygmaeus)	0	6	The closest records are field records from the canal basin.
Pipistrelle bat (Pipistrellus sp.)	2	2	The closest record is a roost record approximately 15m south of the canal basin. No location details provided.
Brown long-eared (Plecotus auritus)	23	2	The roost records are all from a hibernation roost within two figure grid reference SD62. These are low accuracy records as they could be anywhere within the 10km2 grid square. The closest records are field records from the canal basin.
Myotis daubentonii (Myotis daubentonii)	5	3	The roost records are all from a hibernation roost within two figure grid reference SD62. These are low accuracy records as they could be anywhere within the 10km2 grid square. The closest high resolution record is a field record from the canal basin.
Whiskered / Brandt's (Myotis mystacinus / Myotis brandtii)	1	0	The roost record is from a hibernation roost within two figure grid reference SD62. This is a low accuracy record as it could be anywhere within the 10km2 grid square.
Natterer's bat (Myotis nattereri)	14	0	The roost records are all from a hibernation roost within two figure grid reference SD62. These are low accuracy records as they could be anywhere within the 10km2 grid square.
Mouse-eared bat (Myotis sp.)	0	1	The nocturnal record is from Britannia Mill, Rishton adjacent to the canal basin.

Table 3: Summary of LERN records

3.0 CANAL SIDE CHARACTER

3.4 Landscape and Green Infrastructure

Terrestrial Mammals

The local record centre provided records of water vole, otter and water shrew along the canal basin. Other species less associated with aquatic habitats were also recorded within a 250m radius of the canal basin including badger, brown hare, hedgehog, polecat and red squirrel.

Herptiles

The local record centre provided records of frog, toad, smooth newt, palmate newt and grass snake within a 250m radius of the canal basin.

Fish

The local record centre provided records of European eel, bullhead and brown trout within the 250m radius of the canal basin. While this species are known to be recorded in canals they are mainly associated with rivers and where applicable the marine environment.

Birds

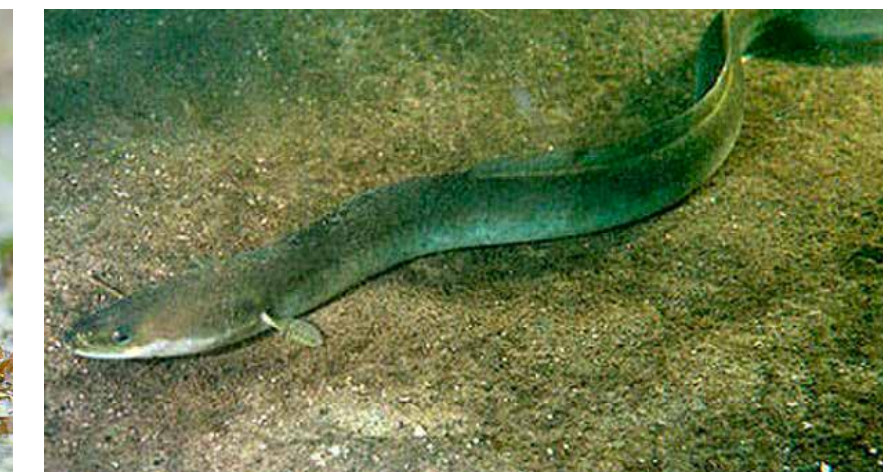
The local record centre provided over 600 bird records within a 250m radius of the canal basin, the records including species synonymous with the canal such as kingfisher, swan, coot, heron, mallard, and moorhen.

Plants

The local record centre provided over 600 plant records within a 250m radius of the canal basin, the records including aquatic species which are known to be present within the canal basin such as tubular water-dropwort, bogbean, flat-sedge, frogbit, greater duckweed, greater spearwort, horned pondweed, narrow-leaved water-plantain, pond water-crowfoot, tasteless water-pepper, thread-leaved water-crowfoot, white water-lily and whorled water-milfoil.



Water vole - Peter Trimming from Croydon, England, CC BY 2.0, via Wikimedia Commons



European eel - GerardM, CC BY-SA 3.0, via Wikimedia Commons



Water shrew - Håkan Söderholm, CC BY-SA 4.0, via Wikimedia Commons



Kingfisher - Andreas Treppe, www.avi-fauna.info.



Heron - Bengt Nyman from Vaxholm, Sweden, CC BY 2.0, via Wikimedia Commons



European Otter - Alexander Leisser, CC BY-SA 4.0, via Wikimedia Commons

3.0 CANAL SIDE CHARACTER

3.4 Landscape and Green Infrastructure

“Green infrastructure is the network of multifunctional green and blue space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities” (National Planning Policy Framework 2012)

For the purposes of the baseline, we define the green and blue infrastructure as:

- Open Spaces - parks, woodlands, informal open spaces (including amenity grass areas, allotments), nature reserves, reservoirs, historic sites and natural elements of built conservation areas, civic spaces and accessible countryside, outdoor sports facilities (with natural surfaces)
- Linkages and Connections - the canal and river valleys, pathways, cycle routes, railway lines – both used and disused
- Networks of ‘Urban Green’ - the collective resource of private gardens, pocket parks, street trees lining routes from the canal to the neighbouring centres.

Parkland/ Play

There is a high overall rate of open space provision along and around the canal, but within the urban settlements, there is a deficit and poor mix of smaller quality green spaces within easy walking of the populated areas. There is a need for improved green infrastructure and an action plan to promote play provision in these areas. High levels of deprivation coupled with the youth ‘boredom’ factor and a lack of perceived interest in the canal corridor contributes to anti-social behaviours and a trend towards a lack of respect and stewardship for the physical environment. Greener ‘breathing’ space will help uplift the social interaction and general health of the communities. In particular, the promotion of nature, wildlife balanced with more play space for all ages, passive and active, will greatly enhance quality of life and recreation within the neighbourhoods.

Improving the quality of existing green space, as well as looking at an improved network and hierarchy of new green space will help to connect and enhance areas, which have become fragmented. Currently typologies of green open space range in scale from the parklands such as Thompson Park and Queens Park in Burnley, Victoria Park and Gardens in Nelson, to the large open spaces and playing fields on the edge of Rishton and Swinden Playing Fields and cycle tracks in Nelson.

Community space and Productive Landscape

‘Fledgling’ pocket parks/ spaces, such as non-specific vacant open space next to the canal, housing or development, require investment and stakeholder/ community participation to make them more attractive and usable as a green resource for local residents and active users of the canal.

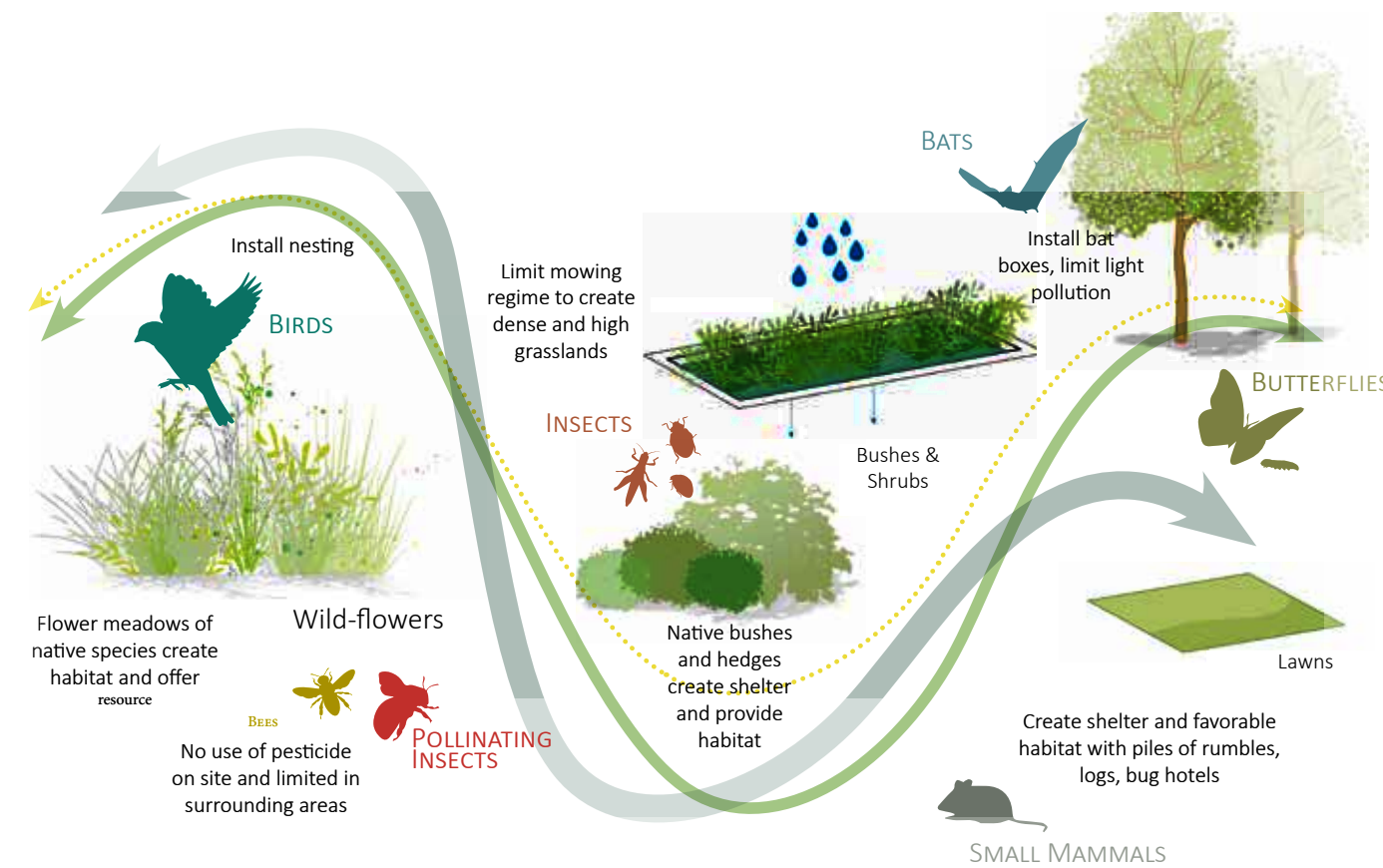
Other small amenity greenspace, pocket parks which could include a variety of passive and active spaces, such as existing carparks re-imagined, can complement and provide moments along the network of links to the larger parks and spaces. From the small-scale (individual gardens and street trees), through to the large scale (river valleys and major parks), all are important in serving to create a network whose total value is greater than the sum of the individual parts.

The aim is to foster a sense of ownership by the local communities with the help of The Super Slow Way, the local authorities and Voluntary Groups, to help kick start the process of developing community spaces and the maintenance of them over time. Examples of successful spaces include the Idle Women Physic Garden in Nelson, ‘Good Life’ Project based at Hodge House Allotments in Nelson and the Flax Fields, ‘Homegrown - Home Spun’ Project in Blackburn.

Deciduous Woodland

The dominant ecological favourable habitat found along the canal and in the wider landscape is deciduous woodland much of which is designated as a priority habitat. The woodland comprises of large parcels of woodland and linear belts of woodland running parallel to the canal.

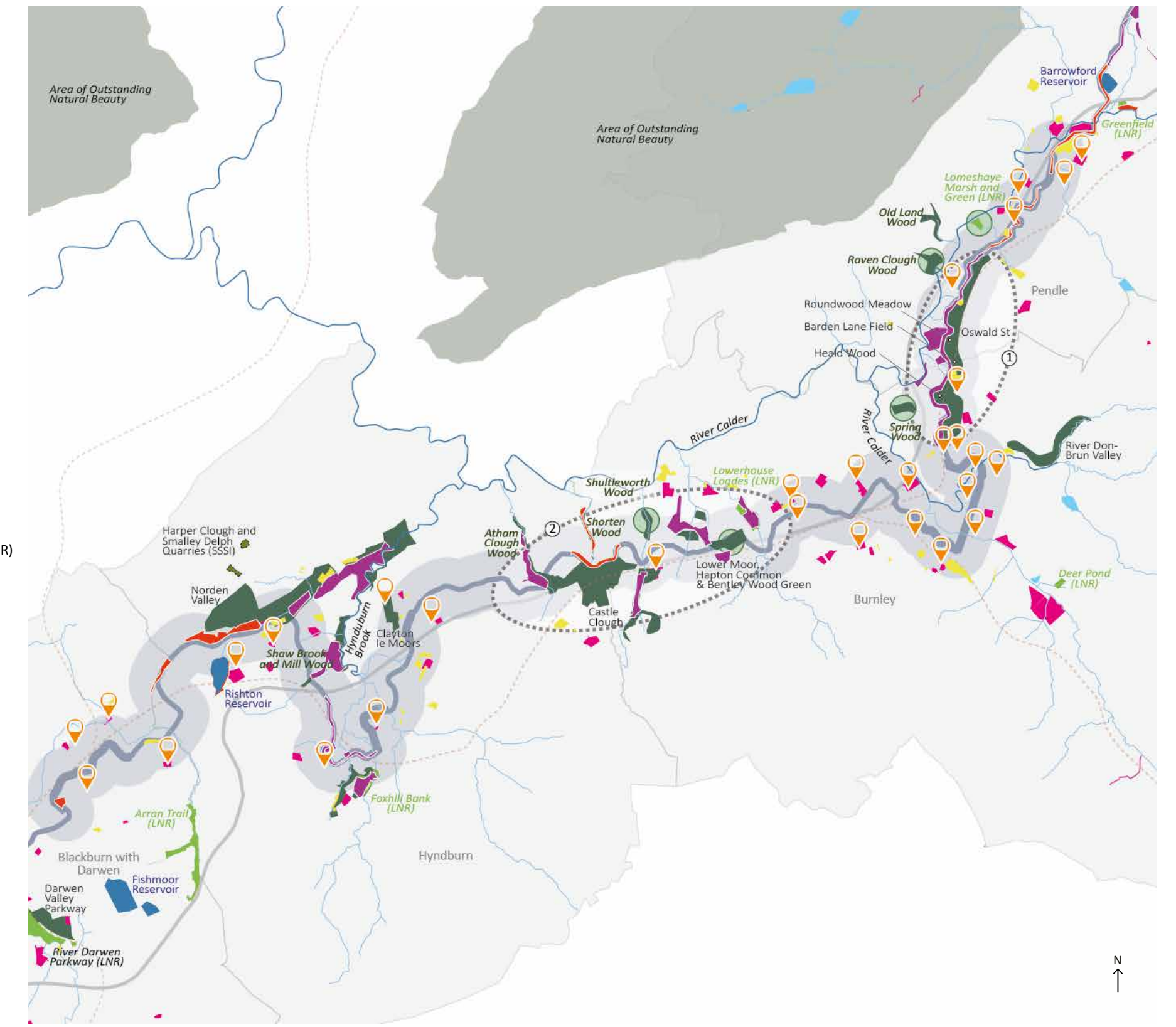
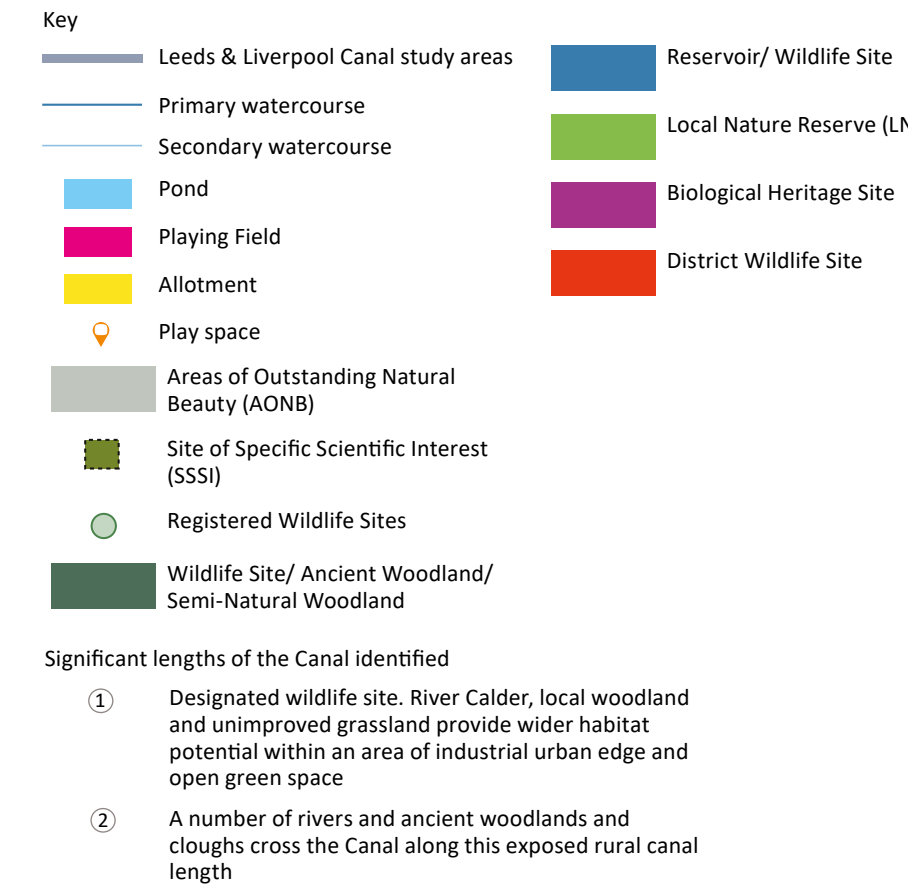
Woodland habitat supports many different animals, plants and fungi with native older woodland supporting the most diversity. The woodland structure offers a variety of opportunities for animals to shelter, for example old trees provide ideal nesting and roosting opportunities for bats. Embankments within woodlands provide opportunities for badger setts, woodland understorey planting and leaf litter provide refuges for small mammals and a myriad of invertebrates. Woodlands also offer various foraging opportunities and supports complex food webs.



3.0 CANAL SIDE CHARACTER

3.4 Landscape and Green Infrastructure

The adjacent diagram defines the green and blue infrastructure along the Leeds & Liverpool Canal and the adjoining areas. Features such as watercourses, water bodies and reservoir/ wildlife sites have been identified. Designated landscape character areas such as Areas of Outstanding Natural Beauty, Site of Specific Scientific Interest, Local Nature Reserves and Biological Heritage sites have been identified. At a local community level, important features such as Allotments, Playing Fields and Play Spaces have also been identified.



Landscape and Green Infrastructure

3.0 CANAL SIDE CHARACTER

3.4 Landscape and Green Infrastructure

Connected landscapes

Green linkages across the canal corridor provide an effective means to improve access to green space, specifically in areas where the existing urban form does not allow development opportunity areas to be easily created. The canal and its interaction with the river valleys, and local urban centres is a strong part of the area's history and will be an important part of its future.

As industry and its decline left a legacy of fragmented landscapes in need of improvement, concerted efforts and campaigns have been continuing to reverse the decline and transform areas into havens for wildlife and recreation. The canal and its direct access to parks and linear routes provides an important local resource for habitat corridors, recreation and exercise and can lead to improvements in health and well being.

The canal towpath, including its visibility and accessibility to adjacent towns and neighbourhoods, can be fragmented. Improving the quality and permeability of waterside routes will effectively link neighbourhoods with local centres, transport hubs and the wider countryside. Further work will continue to enhance these areas and the wider connections, including investment to improve accessibility and the ability for them to provide safe, attractive routes for walking, cycling and jogging.

Wildlife and habitats

The Super Slow Way is dominated by the linear canal habitat bound by the surrounding landscape which changes as the canal meanders from urban to rural landscapes.

The canal supports a variety of plants and animals in a multitude of ways. It supports species endemic to the canal such as plants, fish and invertebrates which may never move away from the site they reside in, whilst other species have less of a reliance on the canal but may use it occasionally for sheltering, foraging and commuting.

The habitats which border the canal comprise predominately agricultural land and developments associated with the urban conurbations. The more ecological favourable habitats include amenity greenspace, brownfield sites, deciduous woodland, grasslands, grazing marsh, lakes, lowland fen, reed bed, rivers and scrub.

The canal provides an artery for plants and animals to move across these habitats and into the wider landscape and in particular a sheltered belt for movement through the urban conurbations which most species would otherwise find challenge to navigate.

Sports and Playing Fields

Interspersed along the canal and its surrounding context there are a series of playing fields for sporting activities and leisure, which can be enjoyed by both younger and older age groups. In conjunction with this there are also a series of play areas, with facilities for children ranging from toddler age through to teenagers. There is a higher concentration of playing fields and play areas within the Burnley and Pendle areas.



Canal edge greening adjacent to Reedley Marina



Play areas and fields adjoining onto the canal, Burnley



Tree canopies and planting connecting the canal and adjoining landscape, Blackburn

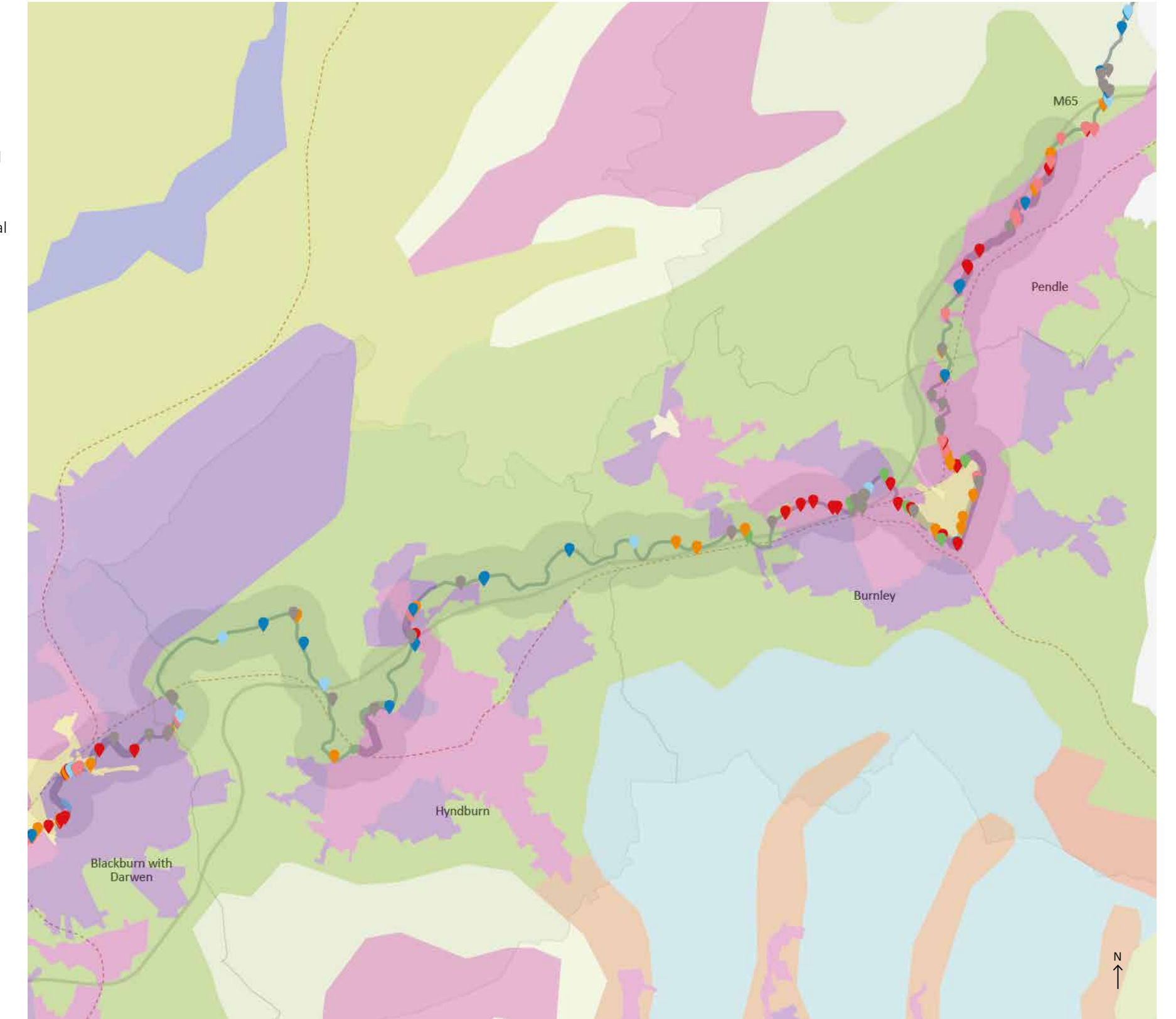
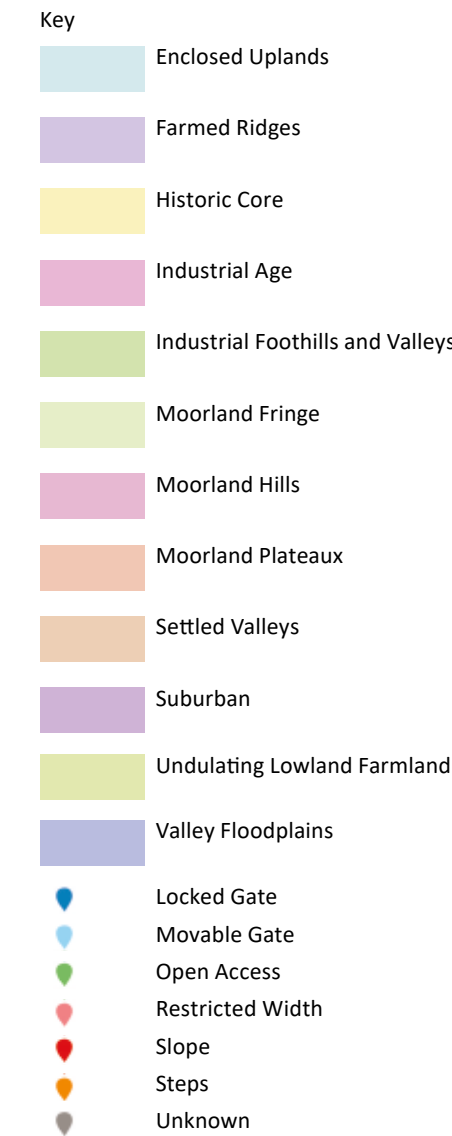
3.0 CANAL SIDE CHARACTER

3.4 Landscape and Green Infrastructure

Landscape Character Areas and Access

The diagram illustrates how the canal passes through a mosaic of different landscape and urban typologies.

Urban settlements are sandwiched between large swathes of moorland, parkland and river valley creating an overall sense of being surrounded by the countryside. The canal is visually well connected to the natural landscape and the vision with ongoing projects is to continue to provide improved green connections, ecological corridors and natural habitats.



Landscape Character Areas and Access

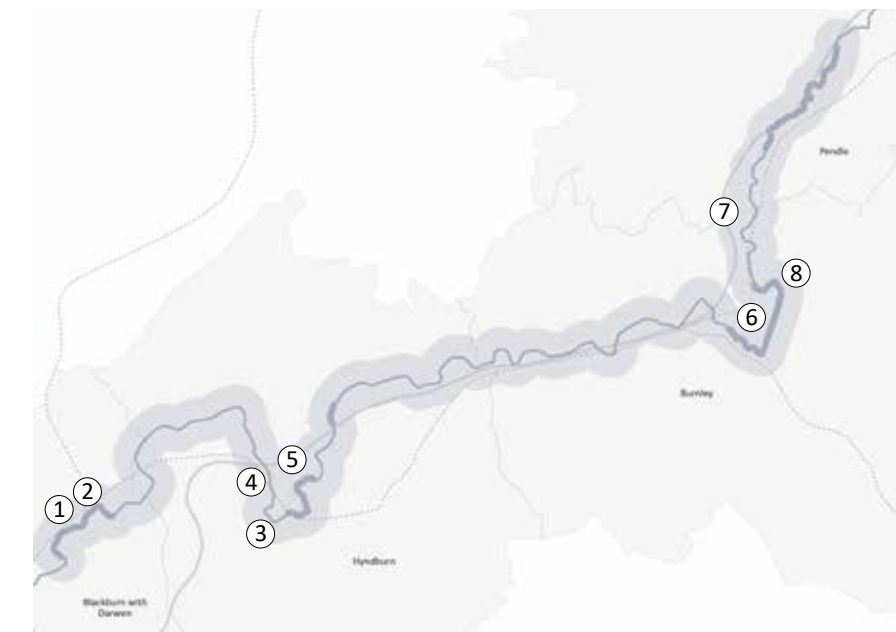
3.0 CANAL SIDE CHARACTER

3.5 Landscape Character

Vistas, Views and Panoramas

The visual envelop of the canal ranges and contrasts significantly depending on location, topography and sense of enclosure. The general sense of isolation that can be found towards the northern end of Pendle and in some of the more rural stretches is diminished somewhat because of the proximity of the urban areas. There are however moments of wildness which are heightened by the contrast afforded from the panoramic views when breaking out from urban enclosures and cuttings. The views are strengthened and heightened by the enormity and dominance of sky across these large scale landscapes.

The towpath for the most part, is situated on one side of the canal, and this creates a unique and interesting composition along lengths of the canal, with tall brick and stone retaining walls, building edges, backs of warehouses creating a scene of continuous vertical facade reflected in the water, almost a gallery-like space.



Location plan



1 View towards pedestrian bridge near Blackburn Station



2 View from towpath to industrial area, Blackburn



3 View from towpath towards remnants of an old wall, Hyndburn



4 View from towpath towards residential properties and open fields

3.0 CANAL SIDE CHARACTER



5 View from Church Kirk bridge, Church



6 View from the 'Straight Mile' towards Burnley and the hillscape in the background



7 View from the canal towards Reedley Marina, Pendle



8 View from the bridge over Thompson Park, Burnley

3.0 CANAL SIDE CHARACTER

3.5 Landscape Character

Vistas, Views and Panoramas

The canal and associated landmarks adjacent to it can be viewed from a series of vantage points within the surrounding urban and rural areas. Key landmark buildings and their adjoining spaces should be utilised to encourage more users to the canal and its towpath. Where improvements have already been made to buildings and their associated spaces these should be celebrated and embraced and form part of an overall connected canal strategy.



1 View towards Northlight and associated green space and parking, Brierfield



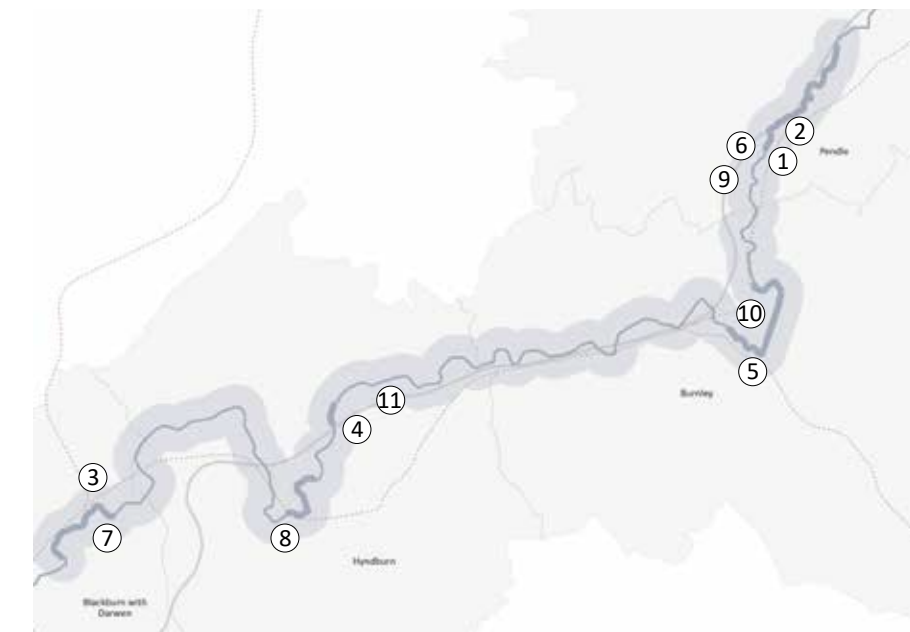
2 View towards the Brierfield Gas holder close to Northlight



3 View from the main road towards Imperial Mill and the associated disused green space



4 View towards Enfield Mill from the pedestrian bridge above the canal



Location plan

3.0 CANAL SIDE CHARACTER



5 View from Finsley Gate towards the canal and towpath, Burnley



6 View from the bridge crossing towards Northlight and the adjoining walls, Brierfield



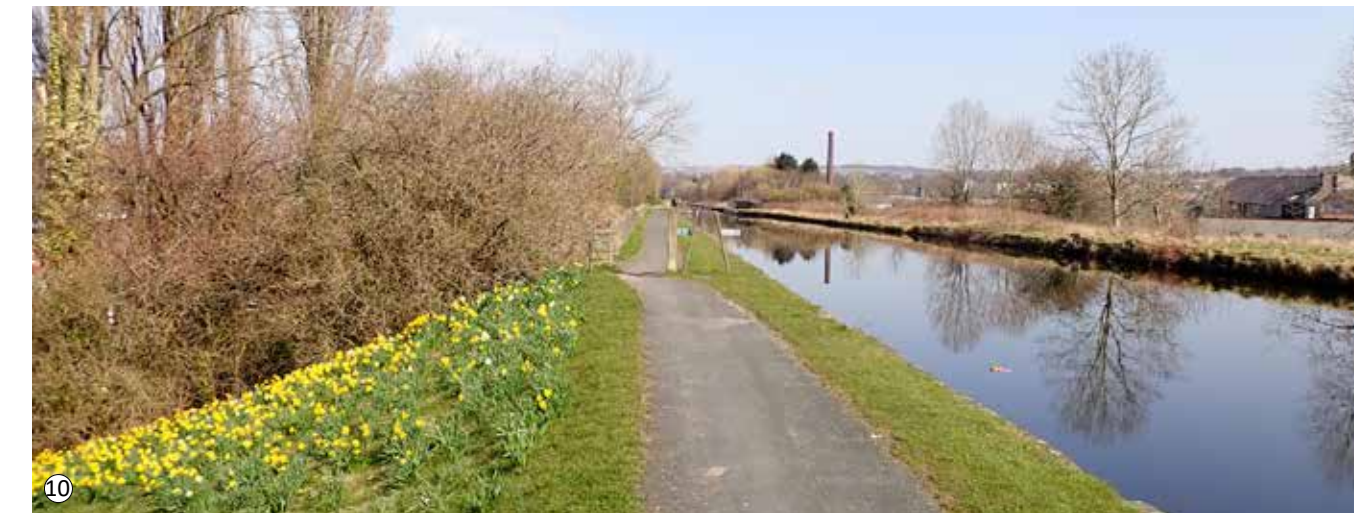
7 View from the Eanam Wharf onto the canal, Blackburn



8 View from the towpath towards Aspen Colliery coke ovens, Hyndburn



9 View from the bridge crossing towards Northlight, Brierfield



10 View from the access point onto the 'Straight Mile' at Burnley



11 View from the open fields towards the canal, Hyndburn

3.0 CANAL SIDE CHARACTER

3.6 Connected Linear Park

Gateways and Arrivals

The canal benefits from fast and reliable vehicular links via the M65 motorway, which runs in parallel to the canal. There is generally good access by car, making it relatively fast and easy to jump from one nodal point/ landmark to another along the length of canal. On the other hand, the proximity of the M65 motorway and its bridges to the canal are detrimental to the character of the canal and the natural flow of pedestrians.

Current access issues when arriving by car are more evident when near to the canal. Finding car parking and a welcome /branding sign when arriving and transitioning from vehicle to foot is not always easy. There are many areas of surface car parking distributed across the length of the canal which provide an opportunity for improvement and linking in better with gateways and arrival nodes onto the canal.

High quality arrival gateways, that combine with clear branding, signposting and accessible car parking provide an opportunity for attracting visitors onto the canal. Recent improvements and transformations can be found at Northlight, Pendle and Finsley Gate Wharf in Burnley. The quality of the spaces with better signage and interpretation makes touch points onto the canal welcoming and seamless and a example for other locations.

Transport Interchanges

The proximity of railway and bus stations to the canal varies depending on the area. However, there are a few stations located between 5-10 minutes’ walk from the canal. These include, for example, Blackburn Railway and Bus Station, Burnley next to Weavers Triangle and the station next to Northlight in Pendle.

The ‘Transport and Connectivity Plan’ in Section 1 illustrates, page 18, the close relationship that the canal has to key transport hubs and interchanges.

Signage, Wayfinding and Interpretation

Although the canal in essence is a linear towpath route, signage and wayfinding is an integral part of its success. Through engagement sessions, current users of the canal have stated that they would prefer it if the canal had more signs indicating local attractions such as a town centres, local amenities or transport connections. The adjacent images highlight the wayfinding signs, mile markers and cycle signs which are present along the canal. The frequency and amount of signage could be improved and provide marker points where users can access and exit the canal.



Northlight, Brierfield



Finsley Gate Wharf, Burnley



Burnley Manchester Road Station, Image: Google Street View



Blackburn Train Station, Image: Google Street View



Mile markers distributed along the canal



Wayfinding sign, Hyndburn



Cycle and wayfinding sign, Pendle



Wayfinding sign, Pendle

3.0 CANAL SIDE CHARACTER

3.6 Connected Linear Park

Cycling along the Super Slow Way

Mobility and transport are key elements in improving the vibrancy, attractiveness, adaptability and quality of the urban environment. Policies and strategies regarding mobility include adequate accessibility, security, reduced pollution and energy consumption and enhancement of townscape environments. The canal faces a number of mobility challenges related to limited space, including the different user groups of the canal and addressing the balance between spaces for walking, cyclists and other users of the canal towpath.

The National Cycling Network alongside more local cycle routes criss-cross in and out of the canal route and provide important links to destinations further afield. The transport and movement plan in Section 1, page 18, illustrates the close relationship between strategic routes and the canal. A ‘Strategic Active Travel Plan’ is currently being developed by Lancashire County Council and demonstrates the ambition for developing seamless sustainable connections across the Lancashire Pennine Region.

Active cycling sessions are run from Super Slow Way’s Burnley hub at UCLan’s Victoria Mill Campus, and encourages people to cycle for short journeys, for leisure & fun. With the landscape of Pennine Lancashire often being hilly and more challenging for cyclists, the canal is a flat, traffic free & beautiful place to cycle for people of all abilities. A full range of courses, including learn to ride, bikeability for adults & families, cycling improvement, commuter courses, along with a ‘Sofa to Saddle’ and basic bike maintenance, are planned along the canal.

Delivered by GoVelo, the ambition is to support and encourage cycling along the canal in a safe and respectful manner for other users of the towpath, embedding it into everyday lives, whilst improving health, wellbeing & fitness.

The limitations with using the towpath as a strategic cycle route are clear given the restricted amount of space and this highlights the need to also improve both accessibility in areas running in parallel to the canal and considering alternative routes and connections with a hinterland that still offers a large variety of scenic routes.

Crossing the canal

The diagram showing ‘Key Landmarks and Heritage Features’ illustrates the number of crossing points along the canal and the level connectivity between either side of the canal.

Blockages at key gateways and nodes isolate the canal from the towns and neighbourhoods it passes. A lack of legible routes and closed up roads and streets further detach the canal from opening up important cross-links to local landmarks, schools and activity hubs.

There is a clear need to explore ways of establishing better cross links along the canal so that more pedestrian flow and local walking and cycle routes can be integrated with the canal. Initiatives and projects include experimenting with temporary bridges as a way of unlocking new links or connection between neighbourhoods.

The compact nature of the towns along the canal, with their concentration of destinations and amenities, makes it highly suitable for encouraging pedestrian orientated routes that locate the canal within the towns and make it a seamless integration of the towns on-street network.

These routes can also re-establish historic patterns of movement, including the special character of destinations along these routes which may have become eroded over time.

Key pedestrian routes that extend out beyond the canal corridor, as well as peripheral car parks, should be strengthened to encourage greater footfall to and from the canal with also the aim of supporting pedestrian and cycle commuting.

A home to boaters

Whether it’s the canal boat owner who’s looking for mooring, or someone who simply wants to hire a boat for the day or enjoy a pleasure cruise, the experience should offer a relaxing and enjoyable way to see the country and experience the towns from a different vantage point.

As the canal was designed to link the various towns on its path to Liverpool and Leeds, the waterway provides a unique opportunity to link the many different and interesting places along the journey. The waterway also provides a direct, seamless and unbroken access to the 23 miles of town, village and destinations it passes.

Anecdotally, the issues for boaters using the route stems from anti-social behaviour from the youth in certain part of the towns. This impact on the perception of safety also discourages other boaters from using the canal. Social

and cultural initiatives linked in with future strategies will aim to change attitudes, alleviate ‘boredom’ related issues and begin to encourage ownership and self-policing of the canal.

Encouraging regular use of the canal for boaters, improving the conditions of the water, including dredging of the silt and promoting regular short trips and better mooring facilities at key destinations and secondary locations will boost the volume of users and in turn increase natural surveillance and a sense of safety for all users.

A unique feature of this stretch of canal is that there are no locks and therefore boating is made simple and easy for the user.

Activity of the water

‘A new coast-to-coast canoeing route from Liverpool to the Humber offers a fresh way to see northern England, including this scenic stretch taking in a chunk of our industrial heritage’. This quote is taken from an article in the Guardian newspaper by Kevin Rusby and highlights the opportunity and ambition for developing and enhancing facilities for canoeing along the Leeds Liverpool Canal.

A range of water sport activities take place along the Leeds & Liverpool Canal with Super Slow Way ‘Hubs’ being created in Blackburn, Hyndburn, Burnley & Pendle.

Water sport activities are delivered by Sporting NRG alongside a range of partners from Blackburn through to Pendle. Activities include more progressive kayaking courses, paddling days to safety and rescue training. Super Slow Way intend to make the canal a fun place to get active, whilst becoming confident on the water.

The Super Slow Way are also working with partners to train up a new team of paddle sport leaders to get people onto the water throughout the year, supporting a vision of the canal that is a popular and a well-used water sport destination for the people of Pennine Lancashire.

3.0 CANAL SIDE CHARACTER

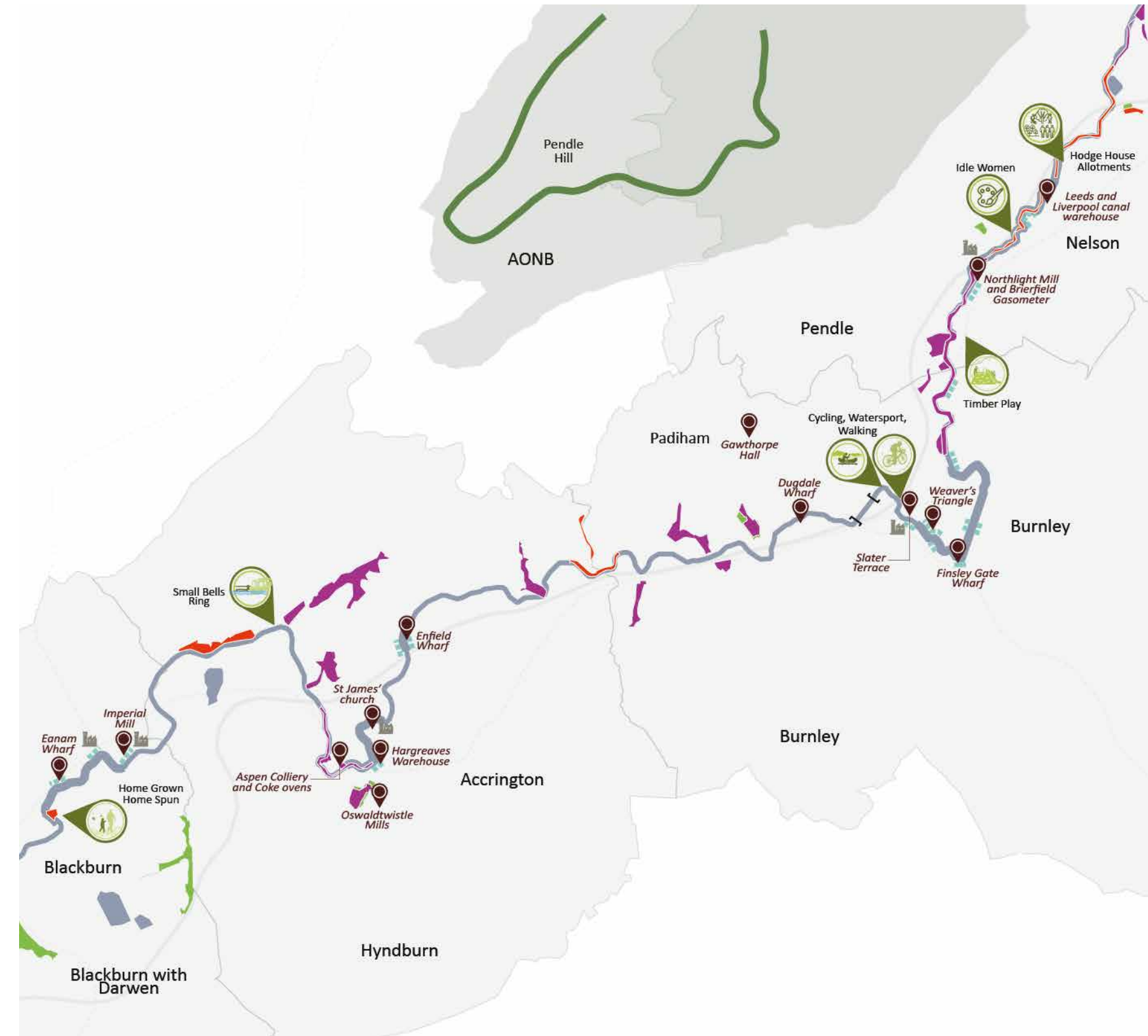
3.7 Urban Character and Identity

Special features

The canal is made up of many layers with interesting features of historic relevance varying in scale and form. Whether it includes the brick and stone facades that line up against the water opposite to the main towpath, the footprint of lost mills and bridges, the open and expansive views across the Pennine Valleys or interesting towpath details that once catered for the horse drawn barges.

These quirky and interesting features are not always obvious but cumulatively they present a 'spirit of place' that makes the canal so special.

- Key
-  Key Landmarks and Heritage features
 -  Chimney Features
 -  Facades of interest
 -  Local Nature Reserve (LNR)
 -  Biological Heritage Site
 -  District Wildlife Site
 -  'Home Grown Home Spun' project
 -  'Small Bells Rig' floating library
 -  Canoe, Cycling and walking hub
 -  Timber Play project
 -  'Idle Women' project
 -  'The Good Life project'



Special features

3.0 CANAL SIDE CHARACTER

3.8 Conclusion

The Canal, rooted in its own unique heritage, meanders like a river on its journey through a landscape of time and place. It presents a place rich in character.

A 'sense of place' has been shaped by the architecture, geography, culture and history. The Super Slow Way, also known as Pennine Lancashire Linear Park, is where watery reflections meet ambitious industrial mills and warehouses, and where short, glimpsed views unfold into long panoramas across wide valleys.

The canal boasts feats of engineering, unique atmospheres created in the vertical walls and bridges of brick and stone reflected in the water line and restorative landscapes claimed from the coalfield scars of the industrial revolution.

A richness in cultural diversity is ever-present, in the places of worship on the skyline, public artwork, and the families you meet along the towpath. The legacy stories that begin, for example, with the cotton industry, the families that wove 85% of the world's cotton goods, and today the entrepreneurial creativity and enterprise of textile and fashion.

A walk along the canal feels separate from the hustle and bustle of the neighbouring towns: a place to get lost from the everyday. Moments in time, a passing canoe, the occasional barge, bird song, a lone heron, sound of children playing in the school playground, spring blossom, catching site of a chimney stack, the sound of distant celebration and festivity.

The appreciation and knowledge of these narratives help inform our future strategies and give meaning and authenticity for people to experience and relate. How well we retain, enhance and re-imagine these inherent qualities will be a mark of success for the future evolution of The Super Slow Way.

4

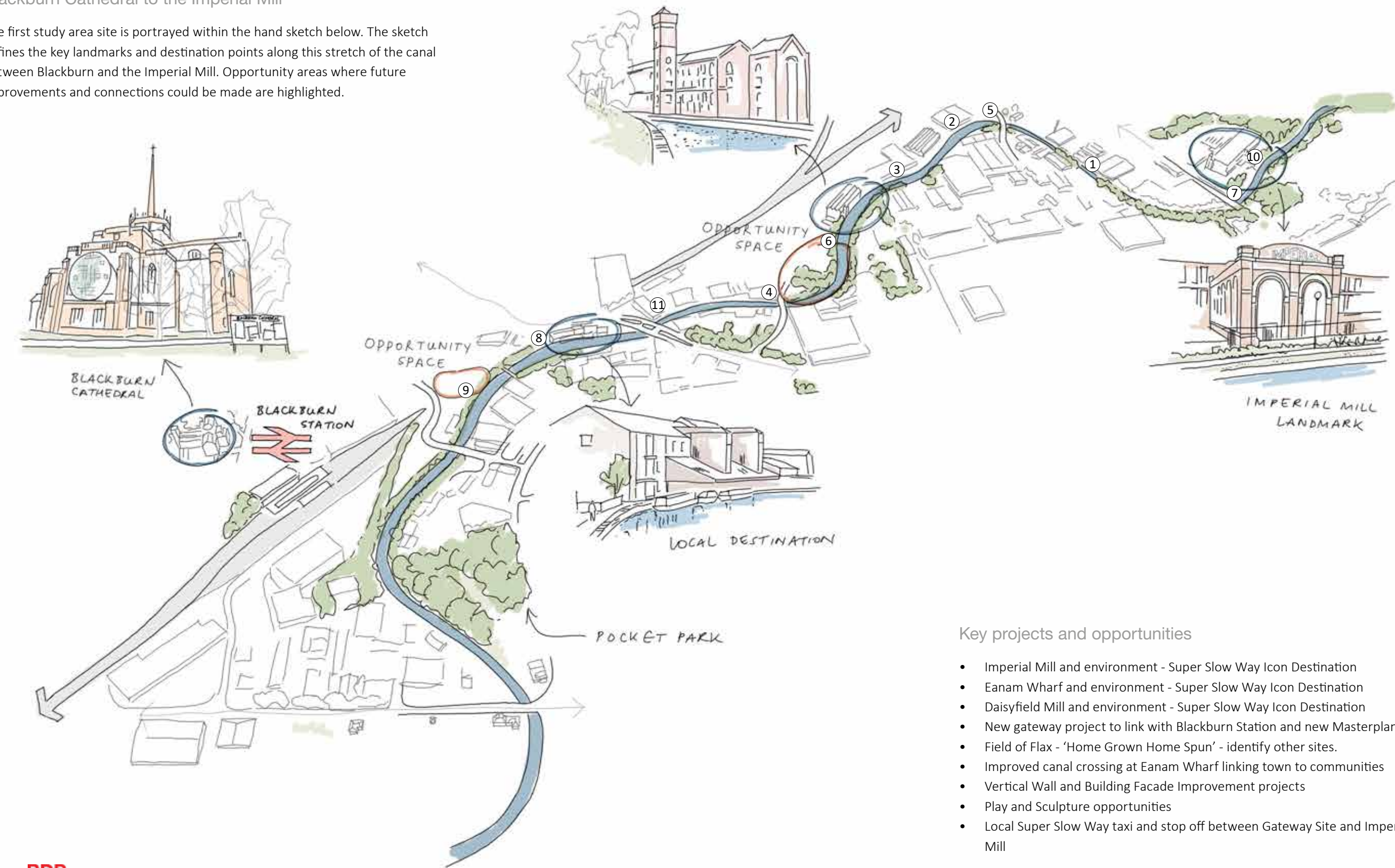
The Super Slow Way Linear Park Journeys along the Canal Study Areas

4.0 PRIORITY STUDY AREAS

4.1 Study Area 1 - Blackburn with Darwen

Blackburn Cathedral to the Imperial Mill

The first study area site is portrayed within the hand sketch below. The sketch defines the key landmarks and destination points along this stretch of the canal between Blackburn and the Imperial Mill. Opportunity areas where future improvements and connections could be made are highlighted.



Key projects and opportunities

- Imperial Mill and environment - Super Slow Way Icon Destination
- Eanam Wharf and environment - Super Slow Way Icon Destination
- Daisyfield Mill and environment - Super Slow Way Icon Destination
- New gateway project to link with Blackburn Station and new Masterplan
- Field of Flax - 'Home Grown Home Spun' - identify other sites.
- Improved canal crossing at Eanam Wharf linking town to communities
- Vertical Wall and Building Facade Improvement projects
- Play and Sculpture opportunities
- Local Super Slow Way taxi and stop off between Gateway Site and Imperial Mill

4.0 PRIORITY STUDY AREAS



The above photos have been taken from a series of different viewpoints along the canal stretch between Blackburn and Imperial Mill, and portray the sense of the character along the canal

4.0 PRIORITY STUDY AREAS

4.2 SWOT Analysis

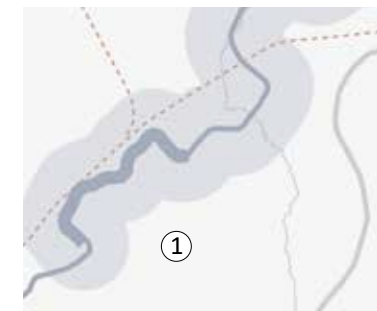
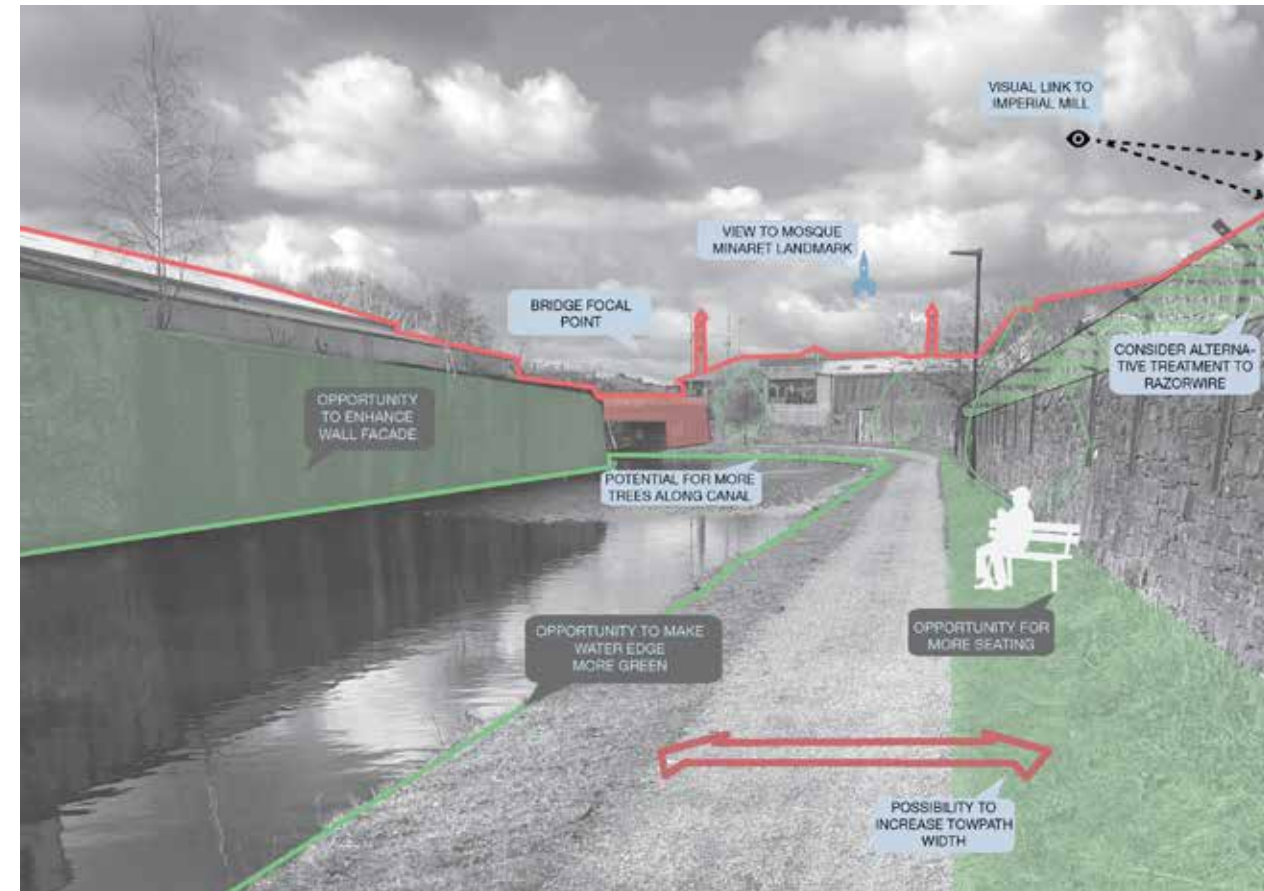
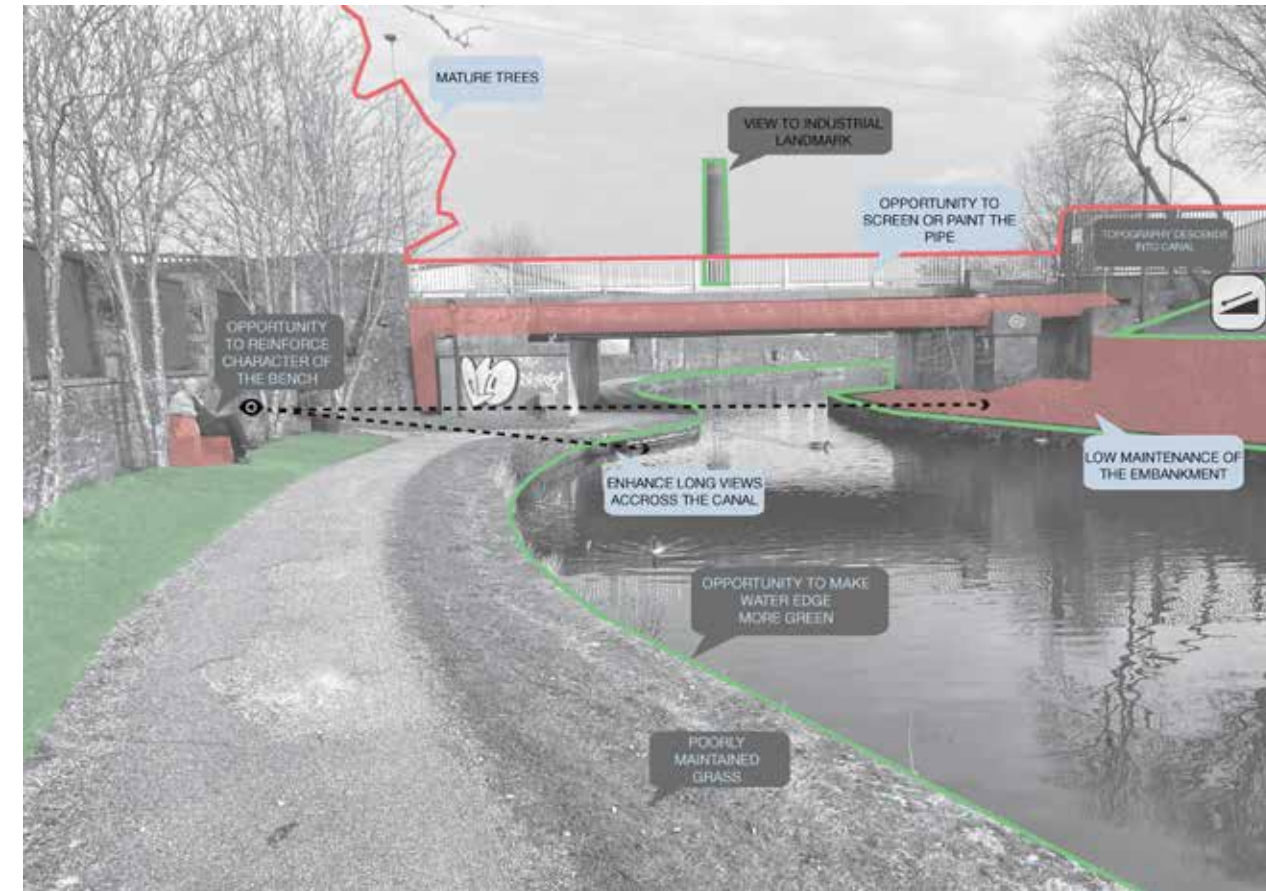
Study Area 1 - Blackburn with Darwen

PROS:

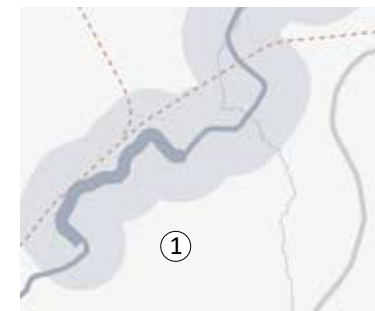
- Different varieties of plant species, especially in the hedgerows
- Long views towards historic elements that show the character of the area
- Very close to the town centre and Rail Station
- Eanam Wharf provides some life to the canal
- Artworks in places lift character
- Wall facades provide visual opportunity to enhance
- Curious / positive signs of engagement with canal – e.g. Caribbean themed pub, Granada studios building in use, attractive private gardens fronting on to canal

CONS:

- Lack of consistent character in terms of street furniture (especially benches)
- Place lacking vibrancy
- Abandoned open space areas with poor maintenance of the soft landscape
- Public service (pub) with no views across the canal
- Walls and boundary measures obstruct the foreshorten views
- Lack of good quality access to the canal and through the site
- No connection from town to the canal or wayfinding
- Lack of well-maintained vegetation at the edge of the canal
- Fencing and security measures are unsightly (barbed wire)



Study area 1 location within overall Leeds & Liverpool Canal



Study area 1 location within overall Leeds & Liverpool Canal

4.0 PRIORITY STUDY AREAS

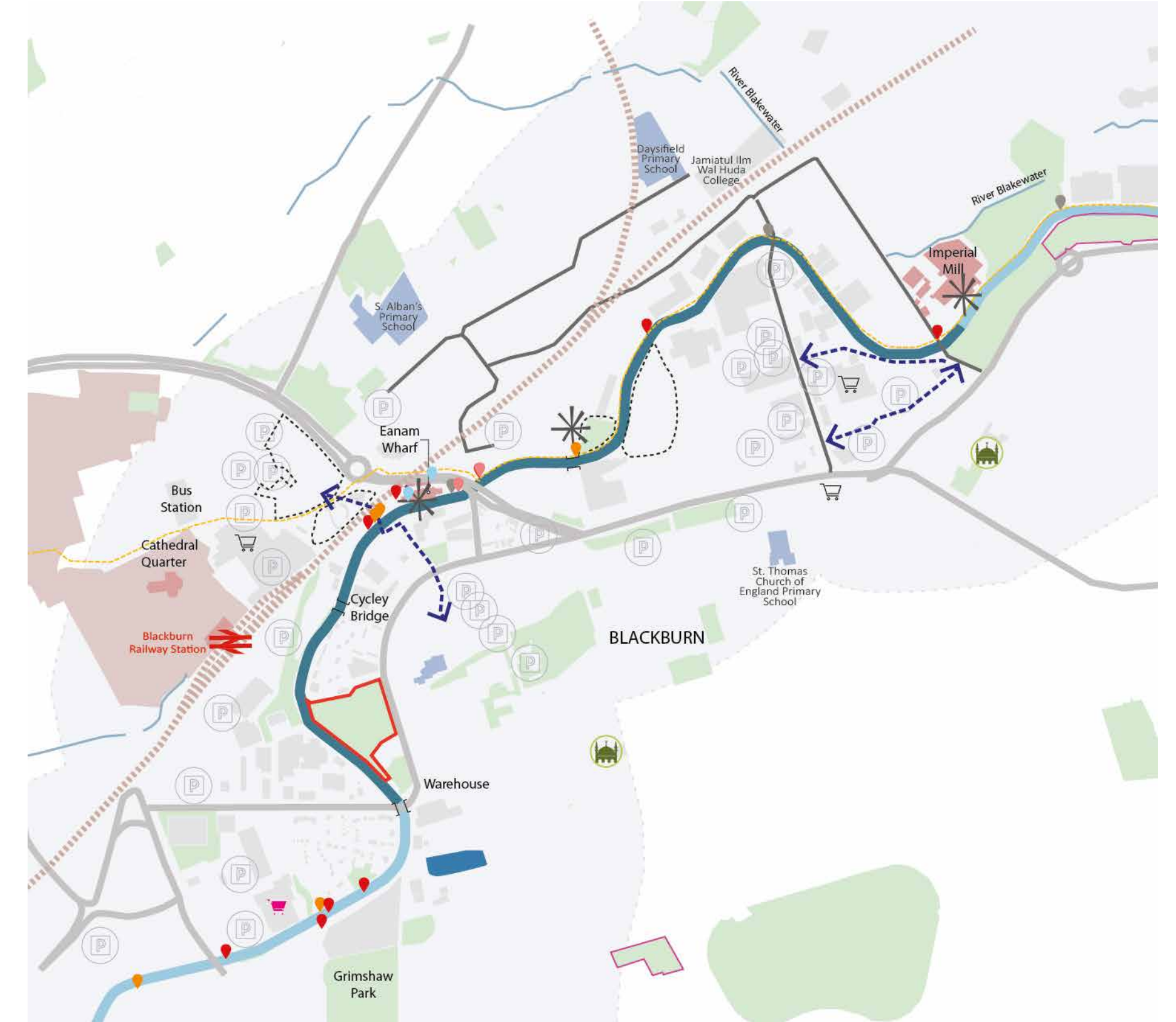
4.3 Area Characteristics

Study Area 1 - Blackburn with Darwen

- Key**
- Leeds and Liverpool Canal
 - Leeds and Liverpool Canal within 500m study
 - Primary watercourse
 - Secondary watercourse
 - Reservoir
 - Parks, Green Spaces
 - Allotment
 - Local Nature Reserve
 - District Wildlife Site
 - Building
 - Conservation Area
 - Listed building and heritage feature
 - Bridges
 - Listed aqueduct
 - Key landmark
 - Primary School
 - Motorway M65
 - Railway line
 - Railway Stations
 - Main vehicle movement
 - Secondary vehicle movement
 - National Cycling Network
 - Opportunity site
 - Development site
 - Car park
 - Pedestrian connection
- Key Access Points**
- Locked Gate
 - Movable Gate
 - Open Access
 - Restricted Width
 - Slope
 - Steps
 - Unknown



Study area 1 location within overall Leeds & Liverpool Canal

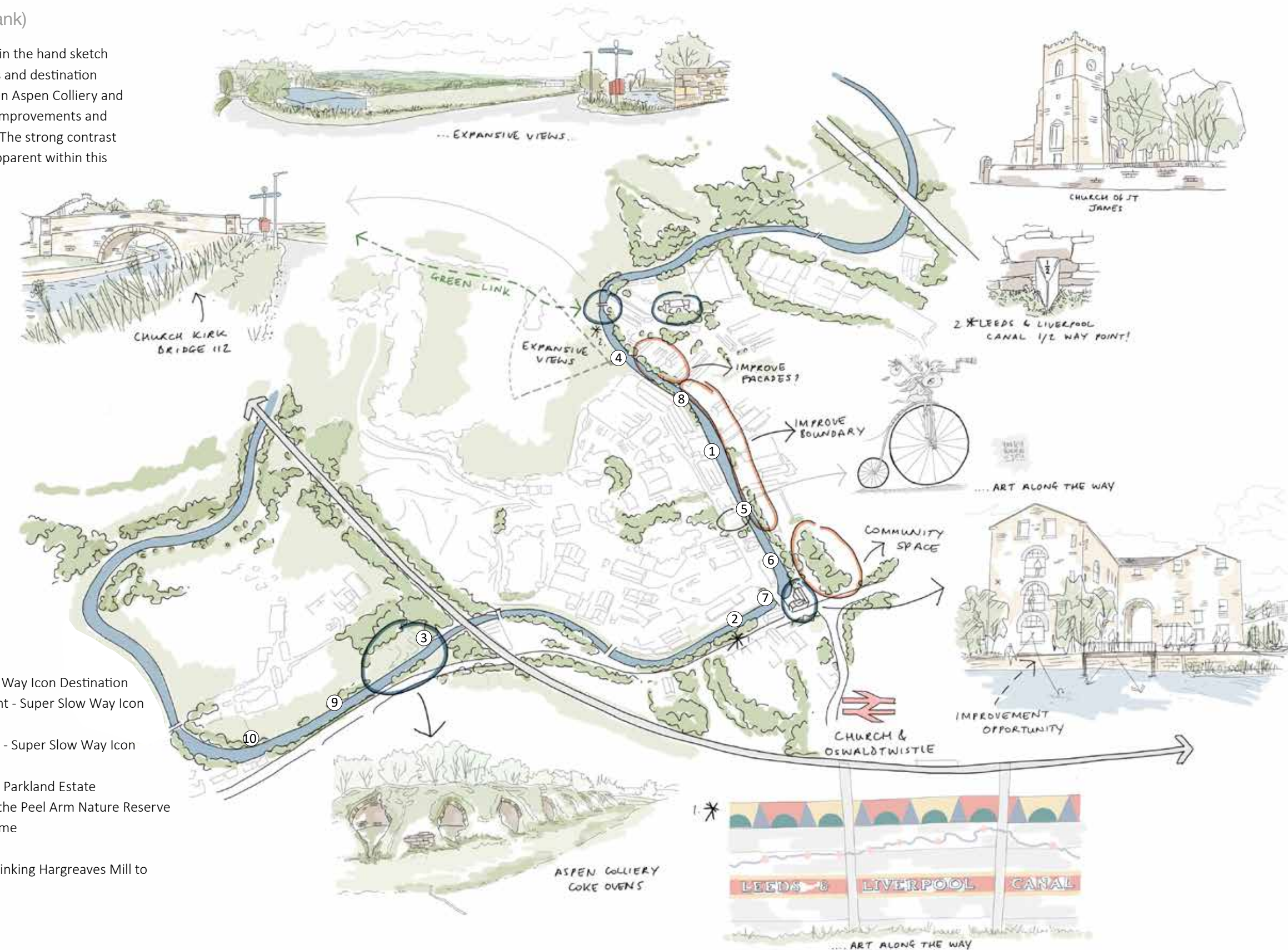


4.0 PRIORITY STUDY AREAS

4.4 Study Area 2 - Hyndburn

Church (Aspen Colliery to Peel Bank)

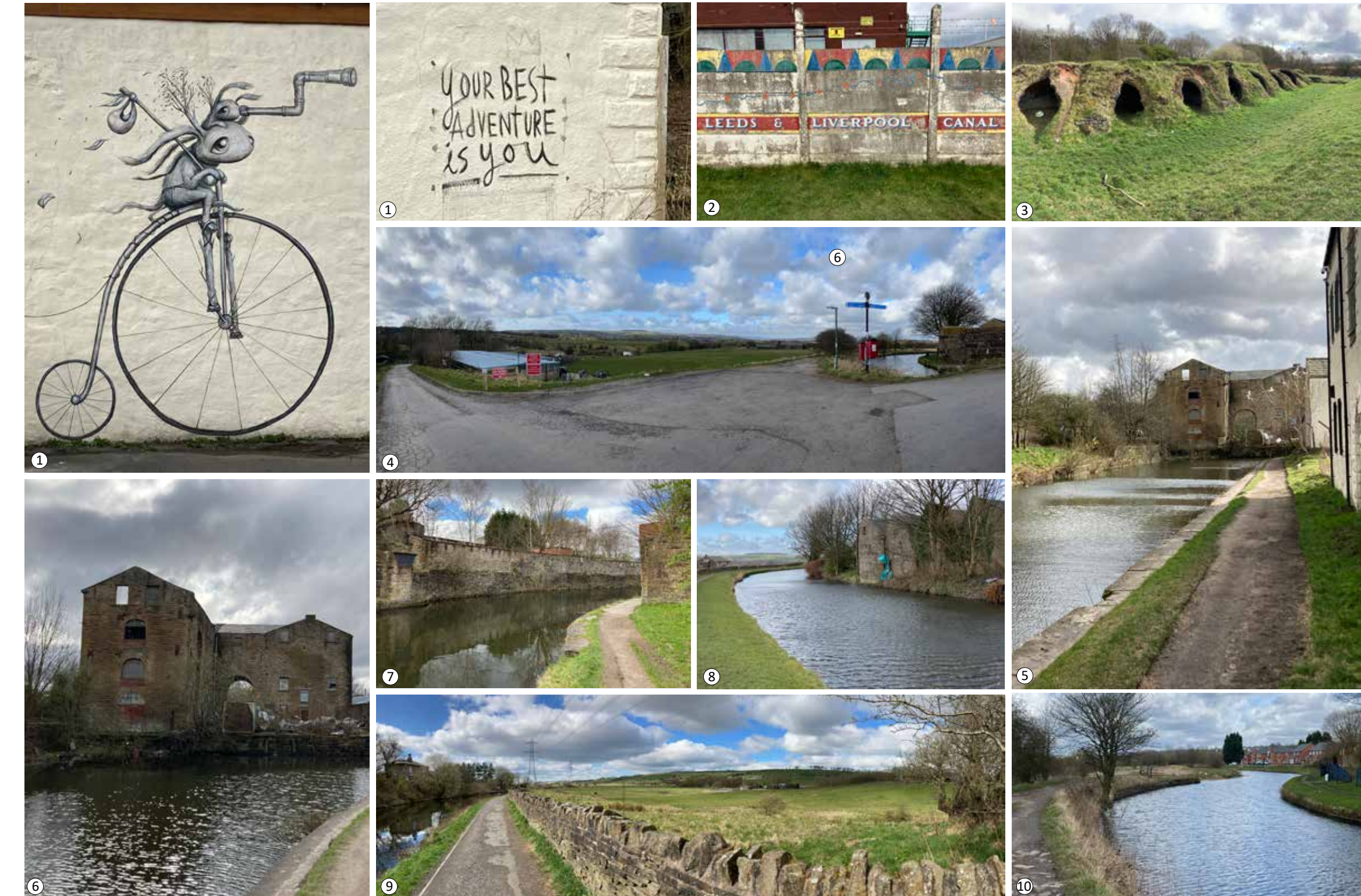
The second study area site is portrayed within the hand sketch below. The sketch defines the key landmarks and destination points along this stretch of the canal between Aspen Colliery and Peel Bank. Opportunity areas where future improvements and connections could be made are highlighted. The strong contrast between the rural and urban areas is very apparent within this sketch.



Key projects and opportunities

- Coke Kilns Lighting Project - Super Slow Way Icon Destination
- Hargreaves Warehouse and environment - Super Slow Way Icon Destination
- St James Church and Church Kirk Bridge - Super Slow Way Icon Destination
- Improved trails across the Dunkenhalgh Parkland Estate
- Telling the story of the Peel Family and the Peel Arm Nature Reserve
- Boundary Treatment recovery programme
- Play and Sculpture opportunities
- Local Super Slow Way taxi and stop off linking Hargreaves Mill to Enfield Wharf

4.0 PRIORITY STUDY AREAS



The above photos have been taken from a series of different viewpoints along the canal stretch between Aspen Colliery and Peel Bank and portray the sense of the character along the canal

4.0 PRIORITY STUDY AREAS

4.5 SWOT Analysis

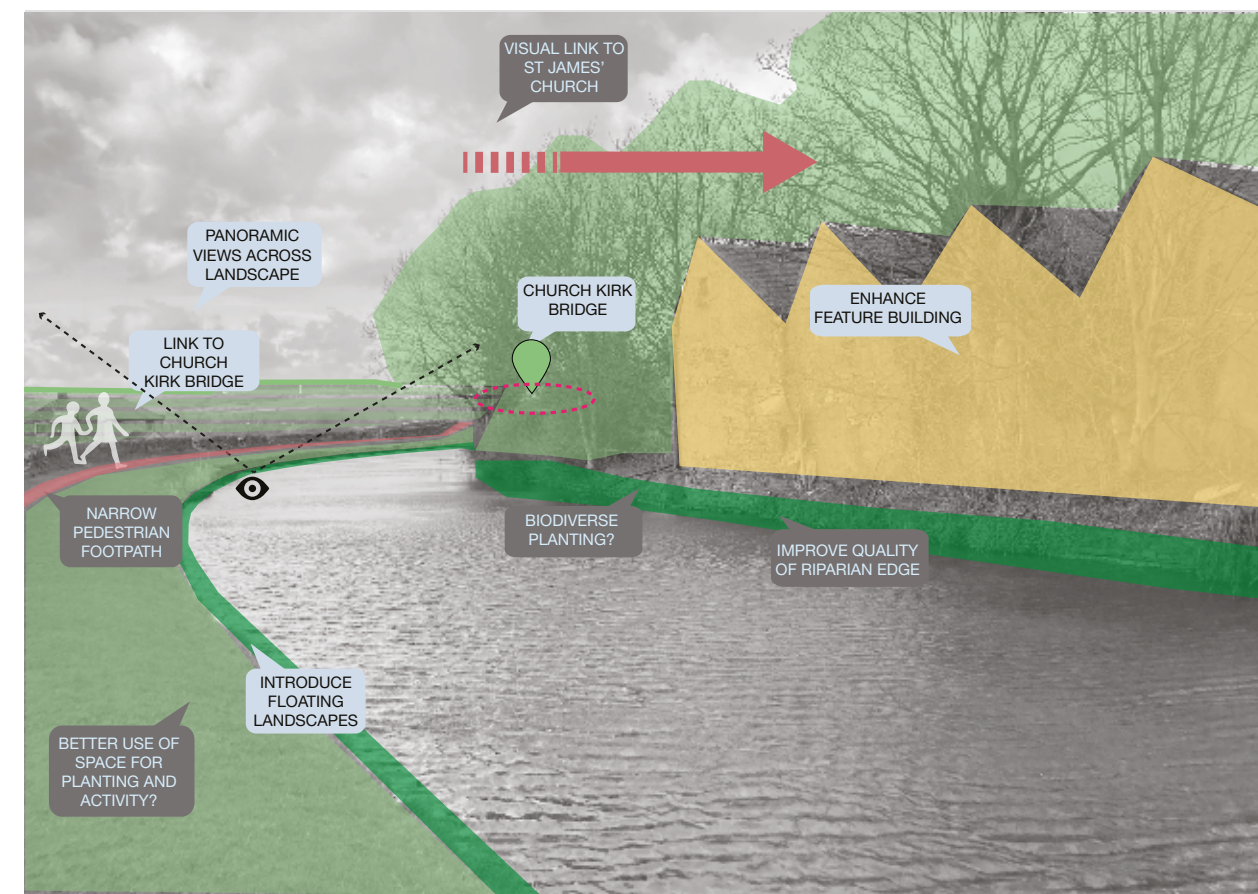
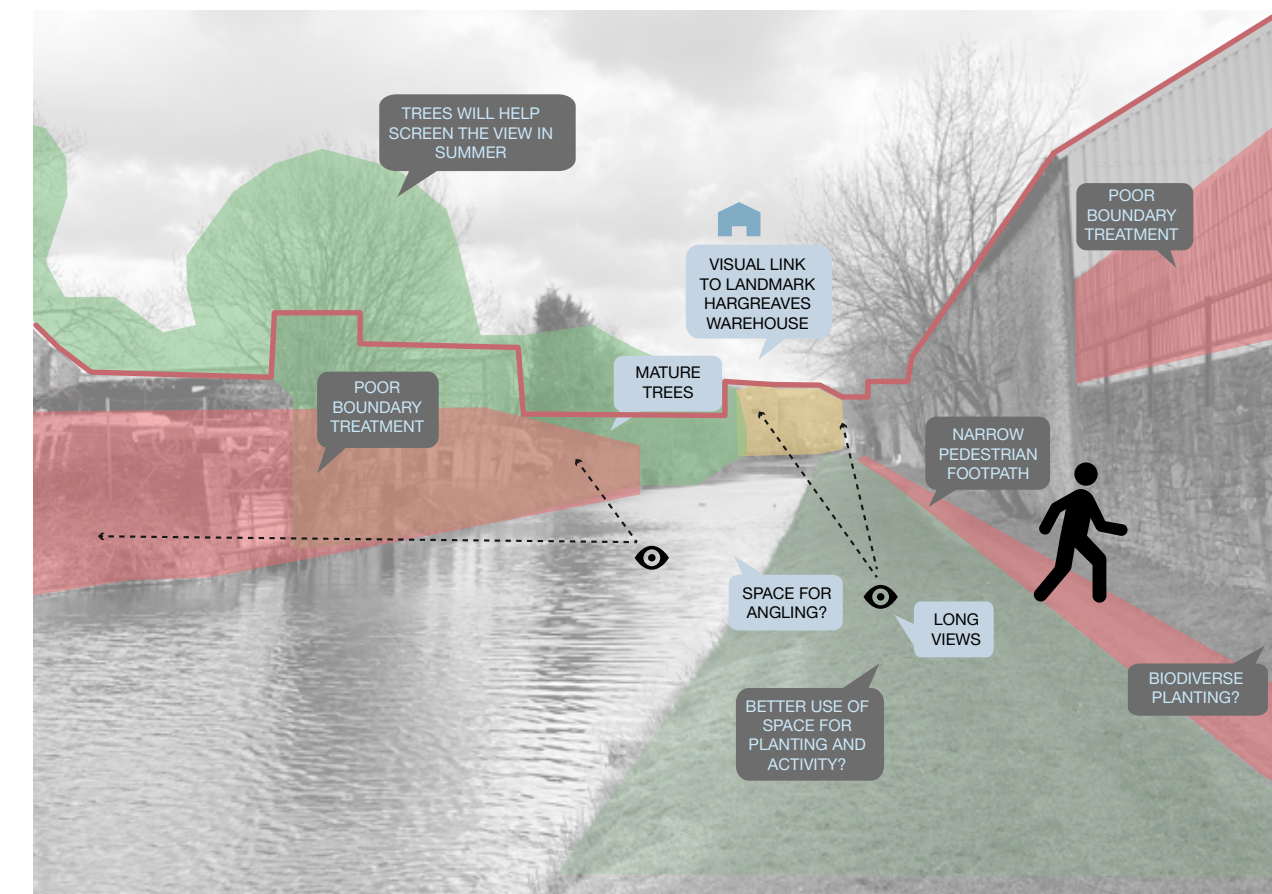
Study Area 2 - Church (Aspen Colliery to Peel Bank)

PROS:

- Different varieties of plant species, especially in the hedgerows
- Nature reserve on the Peel Canal Arm
- Long views towards Dunkenhalgh Parkland
- Interesting historic buildings and bridges
- Coke kilns
- Right angle bend in canal
- Artwork lifts the area

CONS:

- Modern light industrial buildings dominate
- Lack of natural surveillance and interaction
- Brownfield empty land beside canal along with surface car parking
- Poor boundary treatment (looks uncared for)
- Fenced off
- Under-used (safety concerns)
- Uneven towpath at points
- Few places to sit



Study area 2 location within overall Leeds & Liverpool Canal



Study area 2 location within overall Leeds & Liverpool Canal

4.0 PRIORITY STUDY AREAS

4.6 Area Characteristics

Study Area 2 - Hyndburn (Aspen Colliery to Peel Bank)

Key

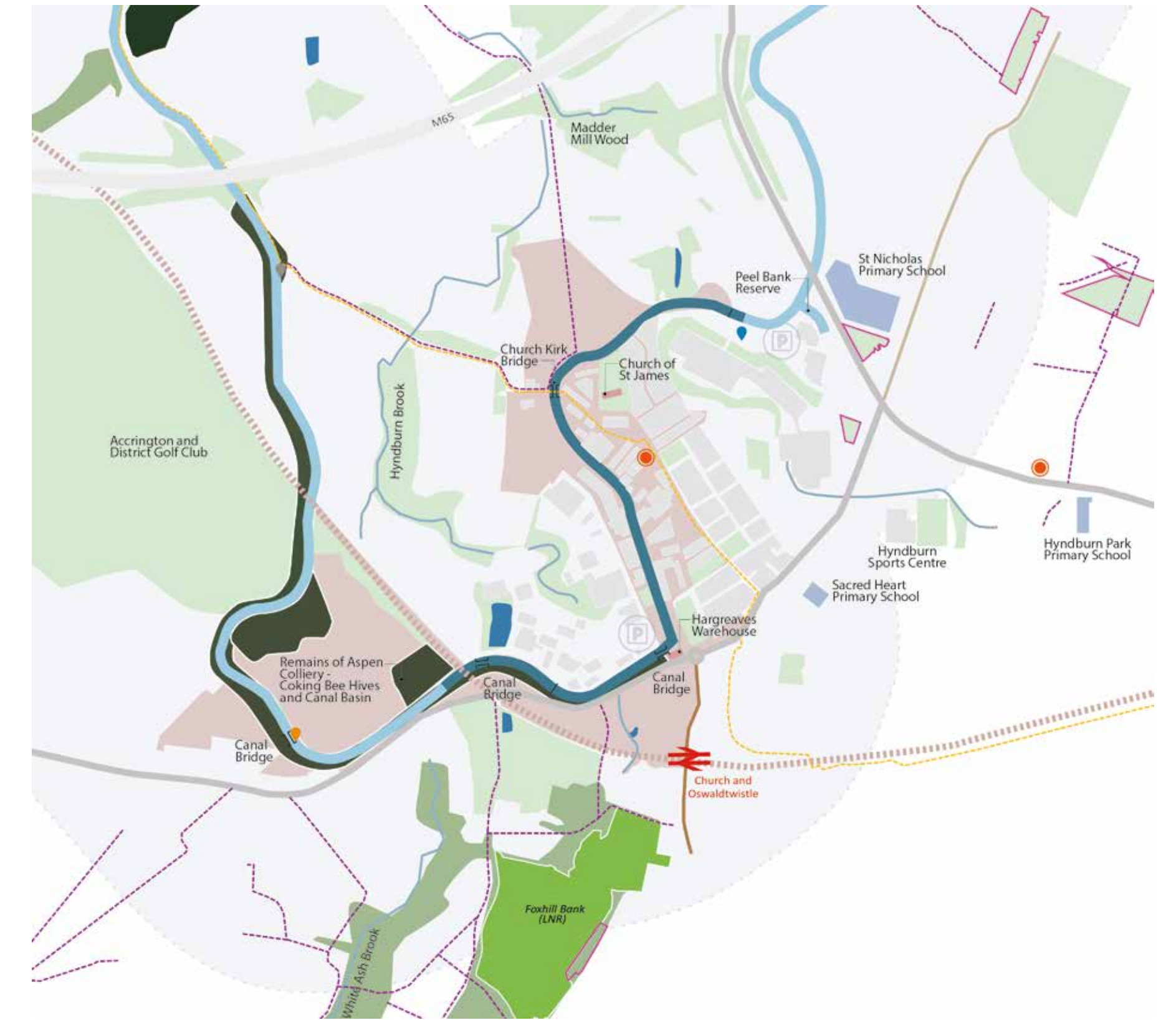
- Leeds and Liverpool Canal
- Leeds and Liverpool Canal within 500m study area
- Primary watercourse
- Secondary watercourse
- Pond
- Parks, Green Spaces
- Allotment
- Wildlife Site
- Local Nature Reserve
- Biological Heritage Site
- Building
- Listed building and heritage feature
- Listed bridges
- Conservation area
- Listed aqueduct
- Key landmark
- Primary School
- Motorway M65
- Railway line
- Railway Stations
- Main vehicle movement
- Secondary vehicle movement
- National Cycling Network
- Opportunity site
- Car park
- Play space
- Public Right of Way

Key Access Points

- Locked Gate
- Movable Gate
- Open Access
- Restricted Width
- Slope
- Steps
- Unknown



Study area 2 location within overall Leeds & Liverpool Canal

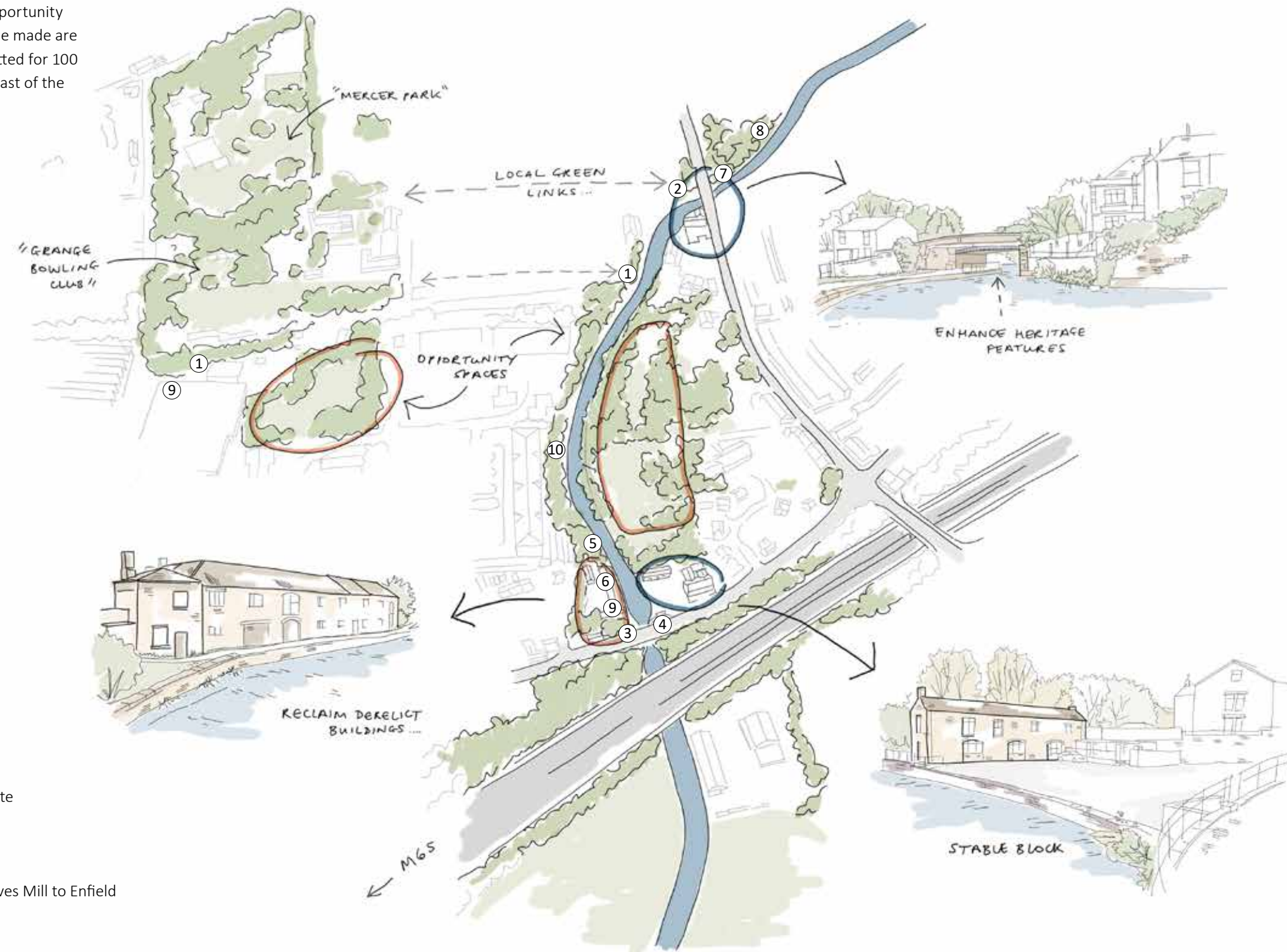


4.0 PRIORITY STUDY AREAS

4.7 Study Area 3 - Hyndburn

Clayton le Moor (Enfield Wharf to Victoria Street)

The third study area site is portrayed within the hand sketch below. The sketch defines the key landmarks and destination points along this stretch of the canal between Enfield Wharf and Victoria Street. Opportunity areas where future improvements and connections could be made are highlighted. Earlier this year an application has been submitted for 100 new canal side homes within the large green space to the east of the canal.



Key projects and opportunities

- Enfield Wharf - Super Slow Way Icon Destination
- Telling the story of Enfield Mill and the Appleby Family
- Development opportunity on the former Enfield Mill site
- Improved trails between Canal and Mercer Park
- Play and Sculpture opportunities
- Water activity Hub destination at Enfield Wharf
- Local Super Slow Way taxi and stop off linking Hargreaves Mill to Enfield Wharf

4.0 PRIORITY STUDY AREAS



The above photos have been taken from a series of different viewpoints along the canal stretch between Enfield Wharf and Victoria Street and portray the sense of the character along the canal

4.0 PRIORITY STUDY AREAS

4.8 SWOT Analysis

Study Area 3 - Hyndburn

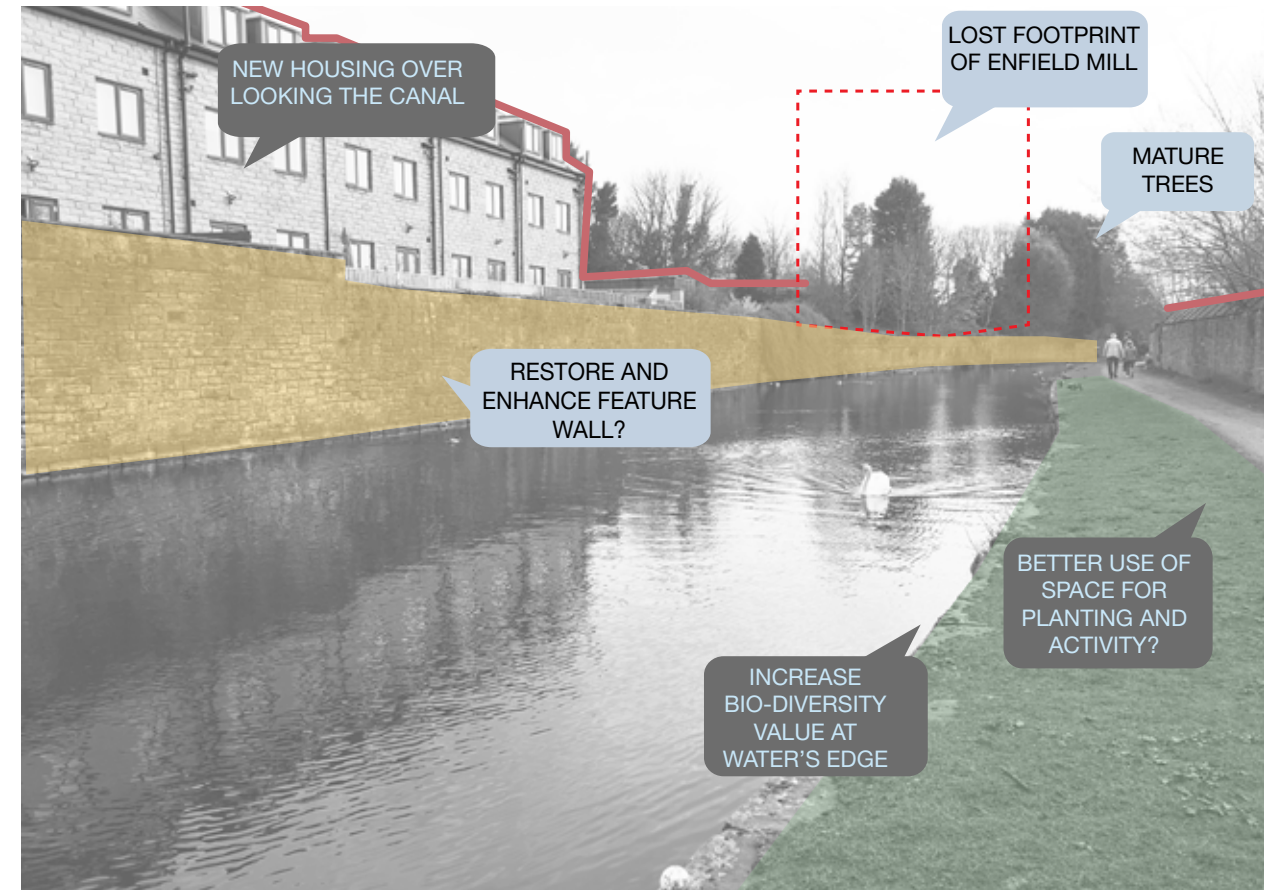
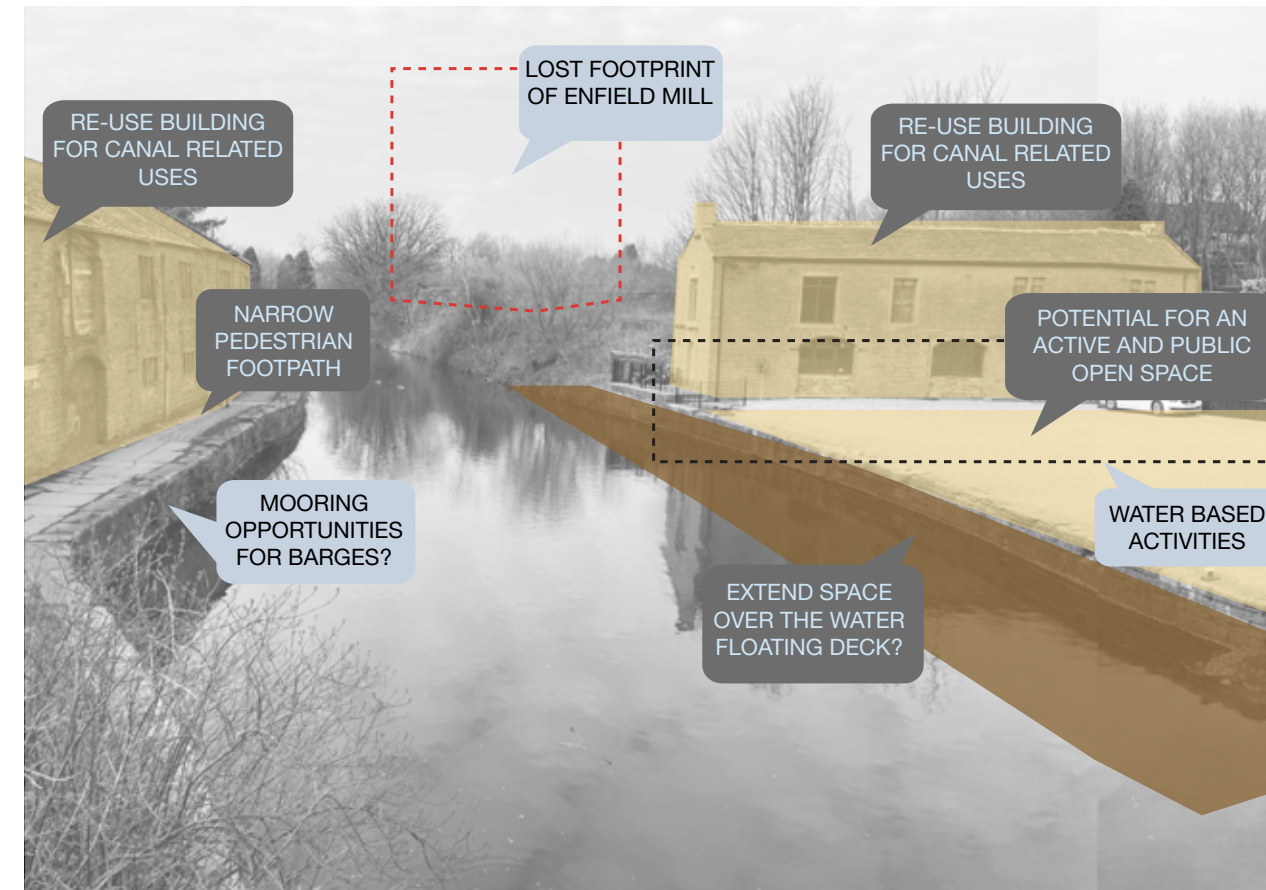
Clayton le Moor (Enfield Wharf to Victoria Street)

PROS:

- Enfield Wharf provides opportunity to create activity
- Strong heritage narrative to build on
- Attractive stone walls line the water's edge
- Mature landscape quality

CONS:

- Motorway M65 is very close to site (noise)
- Motorway bridge is unsightly and discourages people to walk under
- Towpath is very narrow in places
- Historic buildings in disrepair
- Brownfield empty land beside canal



Study area 3 location within overall Leeds & Liverpool Canal



Study area 3 location within overall Leeds & Liverpool Canal

4.0 PRIORITY STUDY AREAS

4.9 Area Characteristics

Study Area 3 - Hyndburn (Enfield Wharf to Victoria Street)

Key

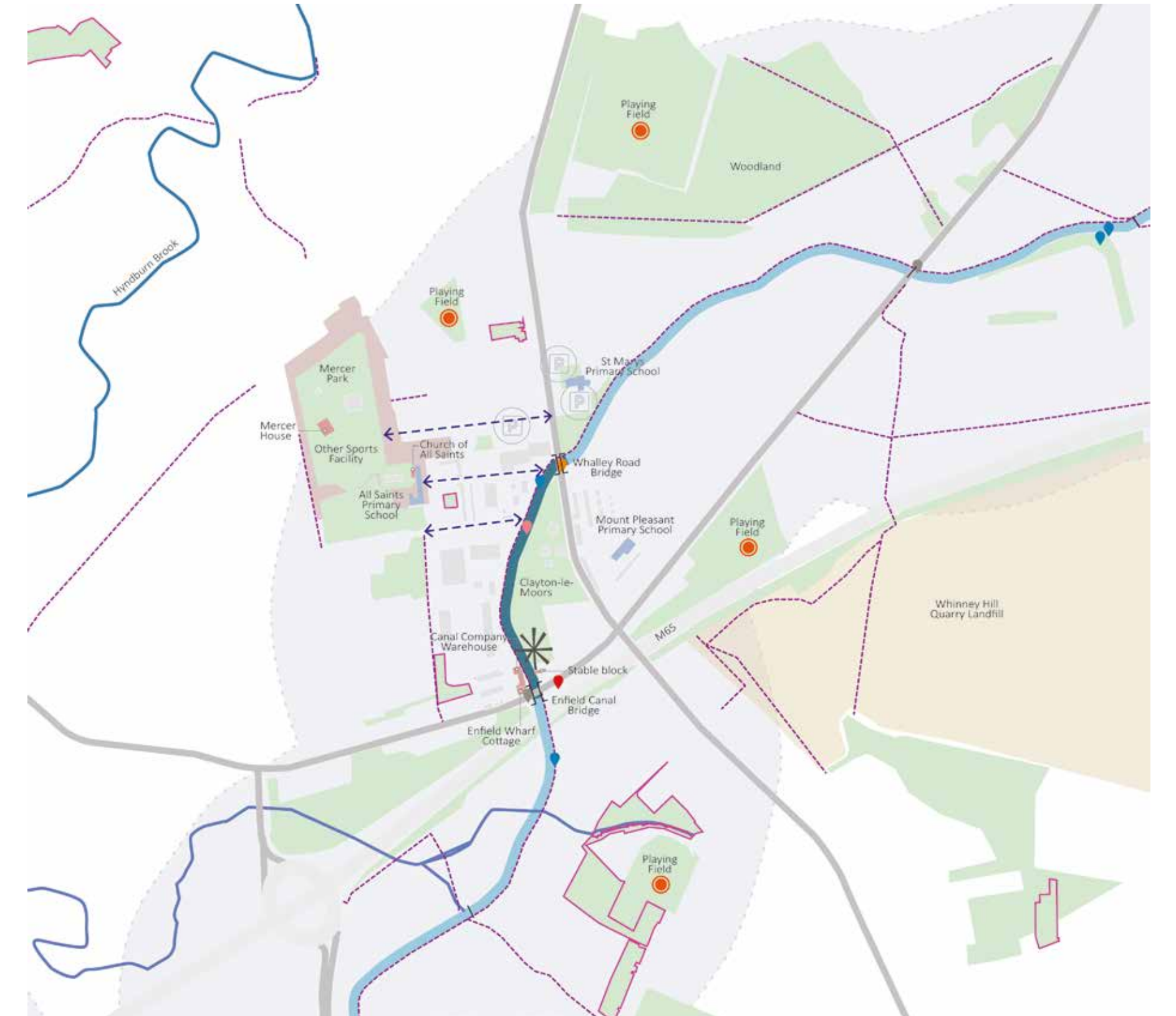
- Leeds and Liverpool Canal
- Leeds and Liverpool Canal within 500m study area
- Primary watercourse
- Secondary watercourse
- Pond
- Parks, Green Spaces
- Allotment
- Local Nature Reserve
- Landfill Area
- Building
- Conservation Area
- Listed building and heritage feature
- Listed bridges
- Listed aqueduct
- Key landmark
- Primary School
- Motorway M65
- Main vehicle movement
- Secondary vehicle movement
- PeDESTRAIN link
- Opportunity site
- Car park
- Play space
- Public Right of Way

Key Access Points

- Locked Gate
- Movable Gate
- Open Access
- Restricted Width
- Slope
- Steps
- Unknown



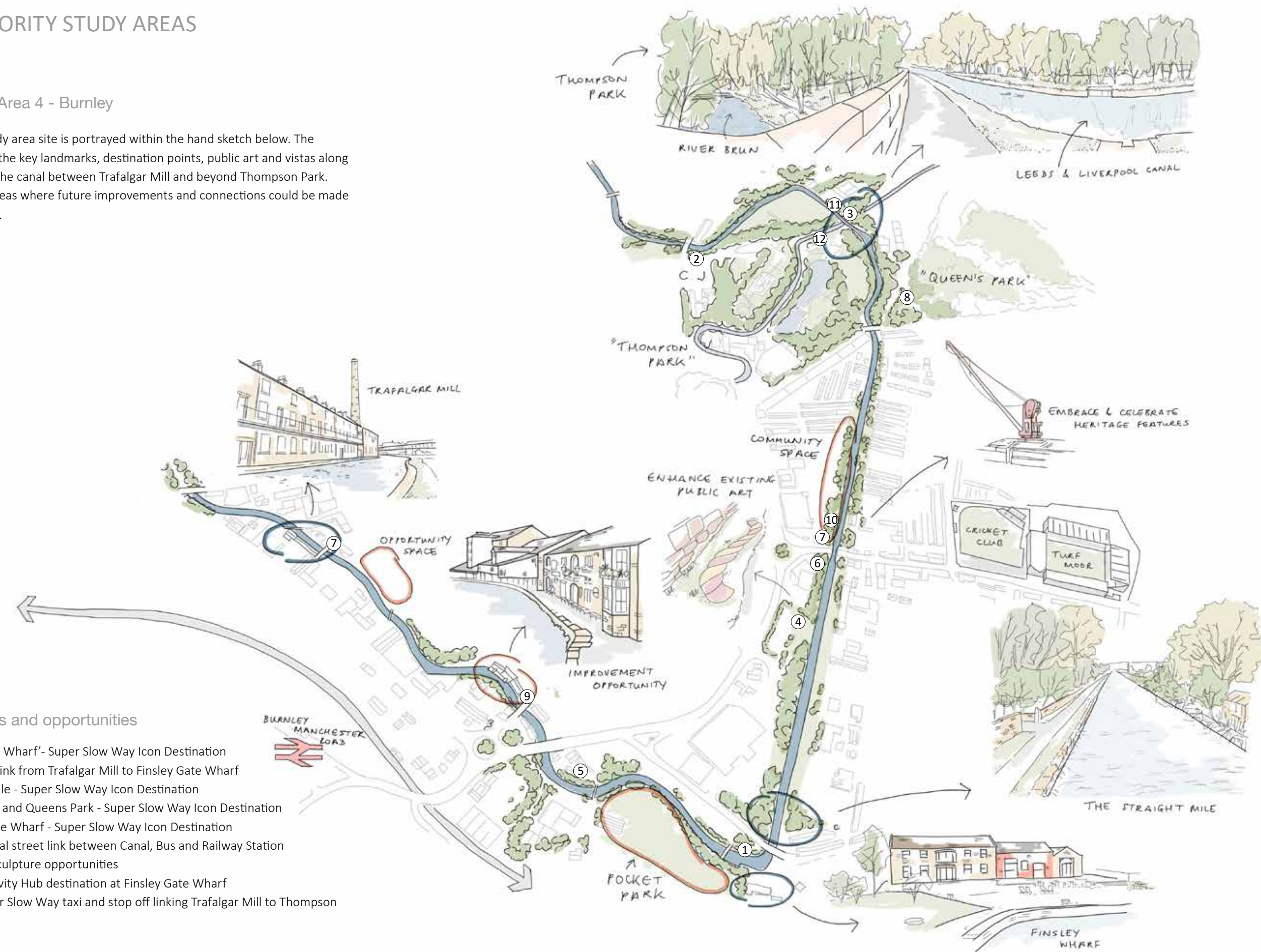
Study area 3 location within overall Leeds & Liverpool Canal



4.0 PRIORITY STUDY AREAS

4.10 Study Area 4 - Burnley

The fourth study area site is portrayed within the hand sketch below. The sketch defines the key landmarks, destination points, public art and vistas along this stretch of the canal between Trafalgar Mill and beyond Thompson Park. Opportunity areas where future improvements and connections could be made are highlighted.



Key projects and opportunities

- 'Inn on the Wharf' - Super Slow Way Icon Destination
- Improved link from Trafalgar Mill to Finsley Gate Wharf
- Straight Mile - Super Slow Way Icon Destination
- Thompson and Queens Park - Super Slow Way Icon Destination
- Finsley Gate Wharf - Super Slow Way Icon Destination
- Multi-modal street link between Canal, Bus and Railway Station
- Play and Sculpture opportunities
- Water activity Hub destination at Finsley Gate Wharf
- Local Super Slow Way taxi and stop off linking Trafalgar Mill to Thompson Park

4.0 PRIORITY STUDY AREAS



The above photos have been taken from a series of different viewpoints along the canal stretch between Trafalgar Mill and beyond Thompson Park and portray the sense of the character along the canal

4.0 PRIORITY STUDY AREAS

4.11 SWOT Analysis

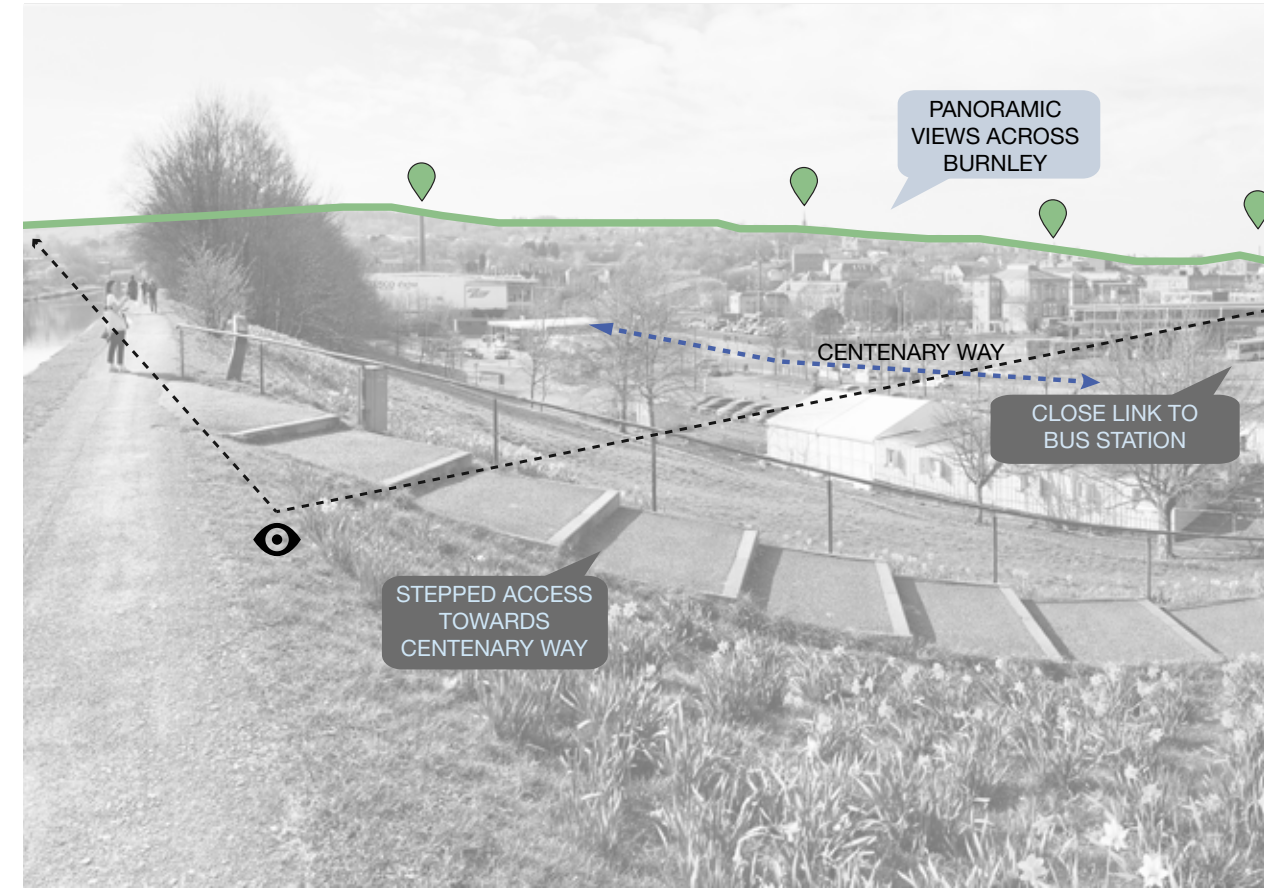
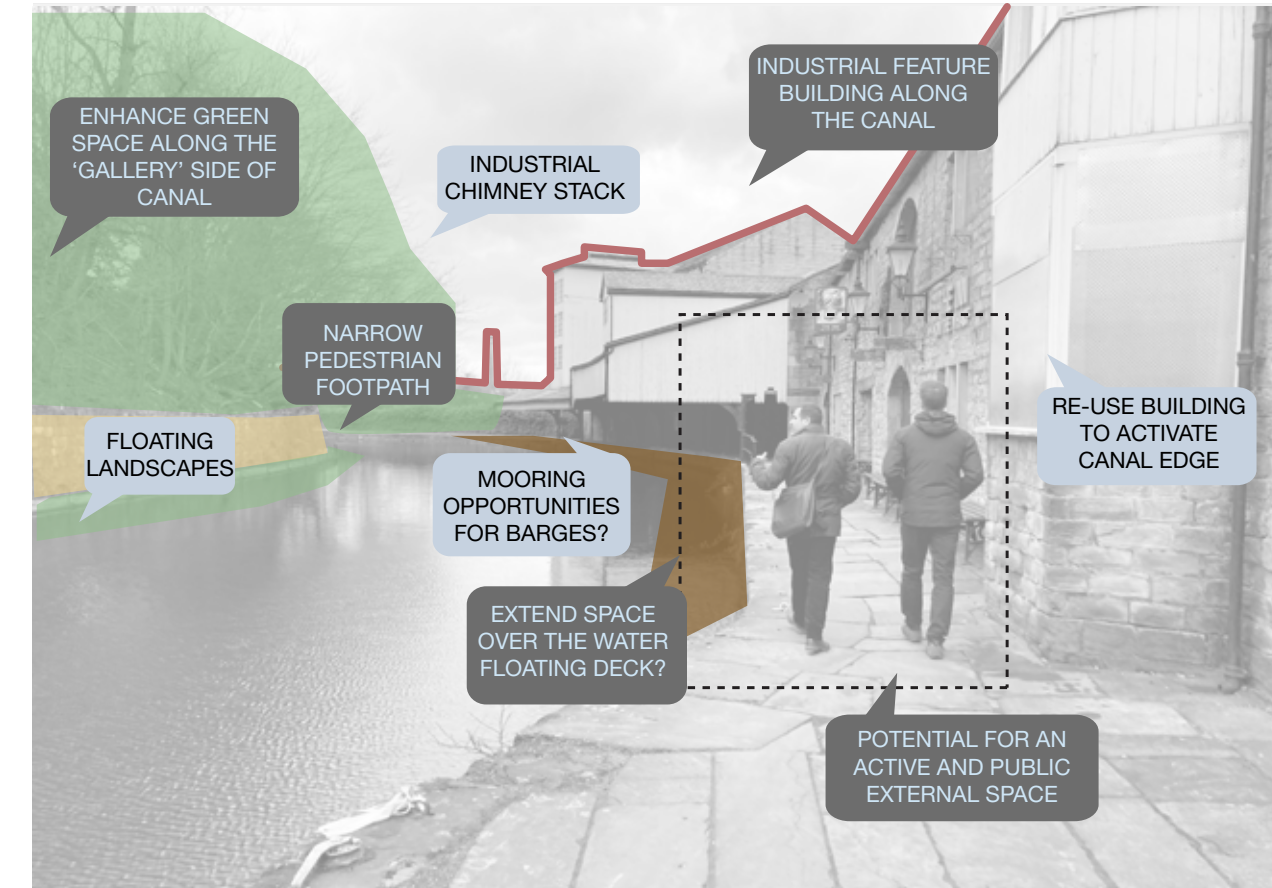
Study Area 4 - Burnley

PROS:

- Improved student link between UCLan's Trafalgar Mill and Finsley Gate Wharf
- 'Inn on the Wharf' pub as an industrial landmark
- Rich industrial narrative and opportunity along Weavers Triangle
- Variety of the landscape characters along the journey. This increases the sense of curiosity to visit and walk along the canal.
- Continuous wall heritage facades create a unique character for lighting
- Active travel/ uses (cyclists, walkers, kayaks)
- Clear sense of place – e.g. straight mile, Turf Moor, Town centre views

CONS:

- Derelict space with great potential to be developed as recreational areas
- No opportunity to sit along the canal
- Little interpretation to explain historic elements and arts along the canal
- Access to the canal from open fields requires maintenance
- Constant background noise due to close vicinity of main road
- Under utilised surface level land adjacent to canal



Study area 4 location within overall Leeds & Liverpool Canal



Study area 4 location within overall Leeds & Liverpool Canal

4.0 PRIORITY STUDY AREAS

4.12 Area Characteristics

Study Area 4 - Burnley

Key

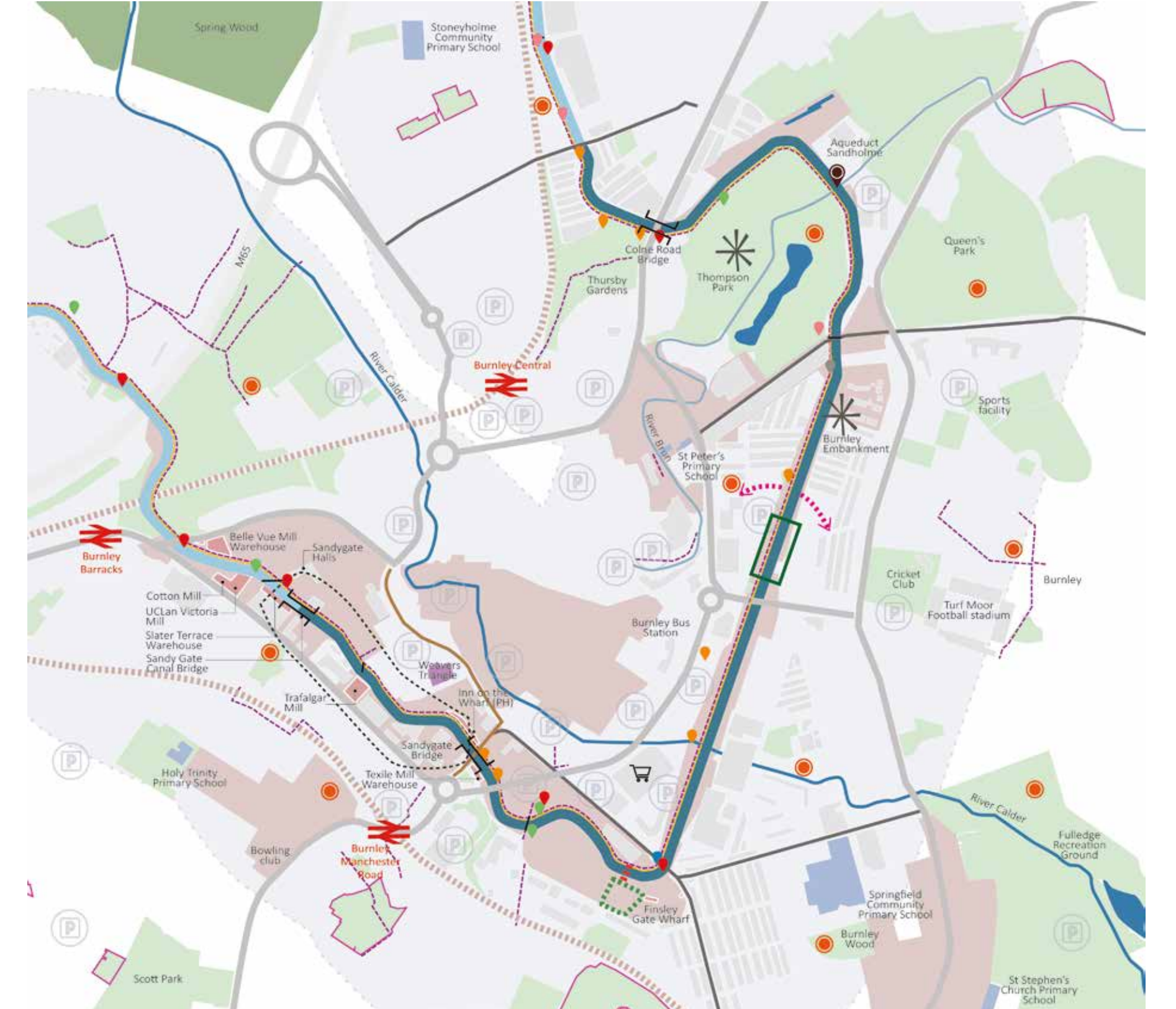
- Leeds and Liverpool Canal
- Leeds and Liverpool Canal within 500m study area
- Primary watercourse
- Secondary watercourse
- Pond
- Parks, Green Spaces
- Wildlife Site
- Allotment
- Building
- Conservation Area
- Listed building and heritage feature
- Listed bridges
- Listed aqueduct
- Key landmark
- Primary School
- Motorway M65
- Railway line
- Railway Stations
- Main vehicle movement
- Secondary vehicle movement
- Tertiary vehicle movement
- Public Right of Way
- National Cycling Network
- Opportunity site
- Car park
- Potential Community Park
- Potential Pocket Park
- Built Form
- Views Out
- Disused pedestrian bridge
- Play Space

Key Access Points

- Locked Gate
- Movable Gate
- Open Access
- Restricted Width
- Slope
- Steps
- Unknown



Study area 4 location within overall Leeds & Liverpool Canal

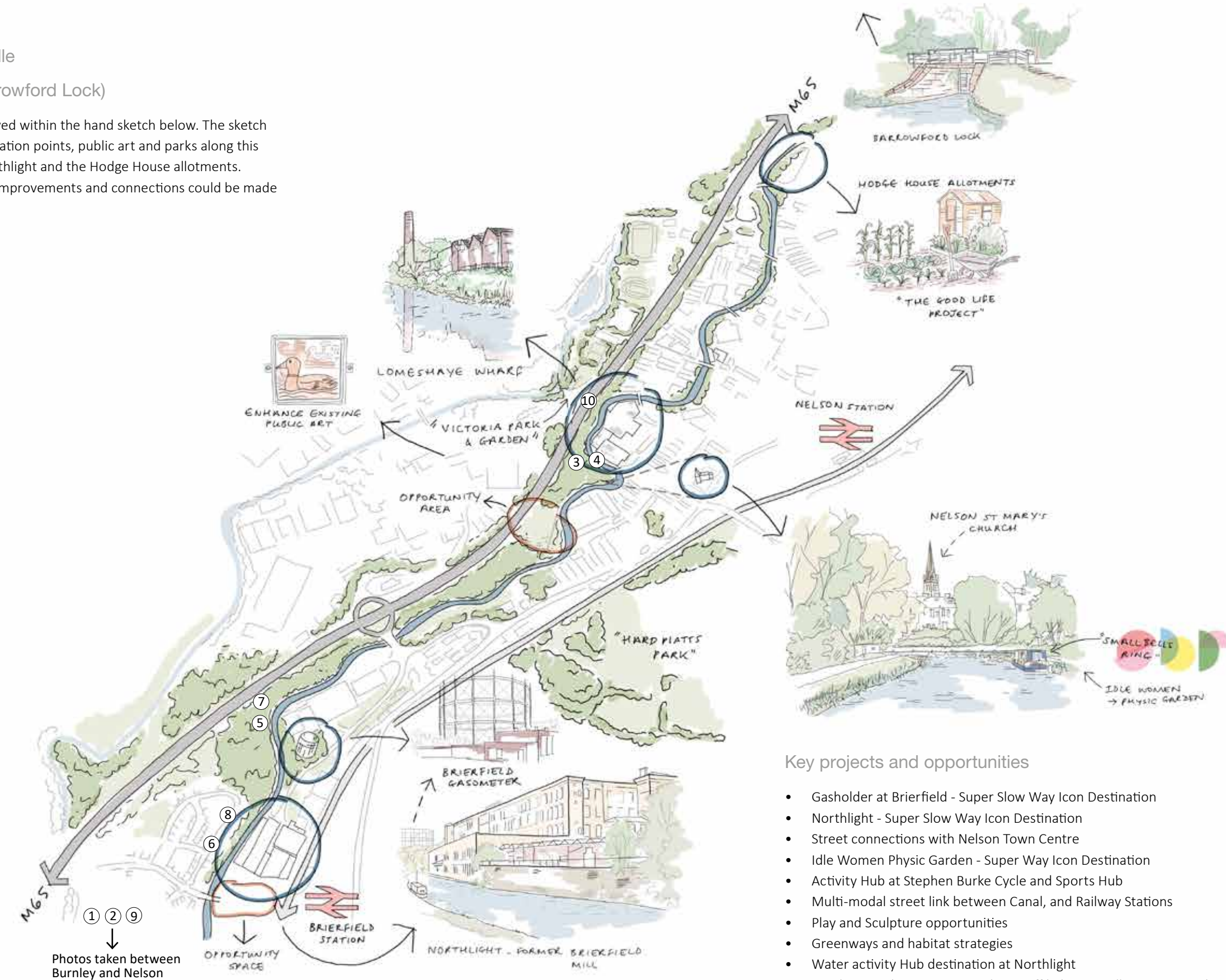


4.0 PRIORITY STUDY AREAS

4.13 Study Area 5 - Pendle

Nelson (Northlight to Barrowford Lock)

The fifth study area site is portrayed within the hand sketch below. The sketch defines the key landmarks, destination points, public art and parks along this stretch of the canal between Northlight and the Hodge House allotments. Opportunity areas where future improvements and connections could be made are highlighted.



Key projects and opportunities

- Gasholder at Brierfield - Super Slow Way Icon Destination
- Northlight - Super Slow Way Icon Destination
- Street connections with Nelson Town Centre
- Idle Women Physic Garden - Super Way Icon Destination
- Activity Hub at Stephen Burke Cycle and Sports Hub
- Multi-modal street link between Canal, and Railway Stations
- Play and Sculpture opportunities
- Greenways and habitat strategies
- Water activity Hub destination at Northlight
- Local Super Slow Way taxi and stop off linking Reedley Marina and Barrowford

4.0 PRIORITY STUDY AREAS



The above photos have been taken from a series of different viewpoints along the canal stretch between Northlight and Hodge House allotments and portray the sense of the character along the canal

4.0 PRIORITY STUDY AREAS

4.14 SWOT Analysis

Study Area 5 - Pendle

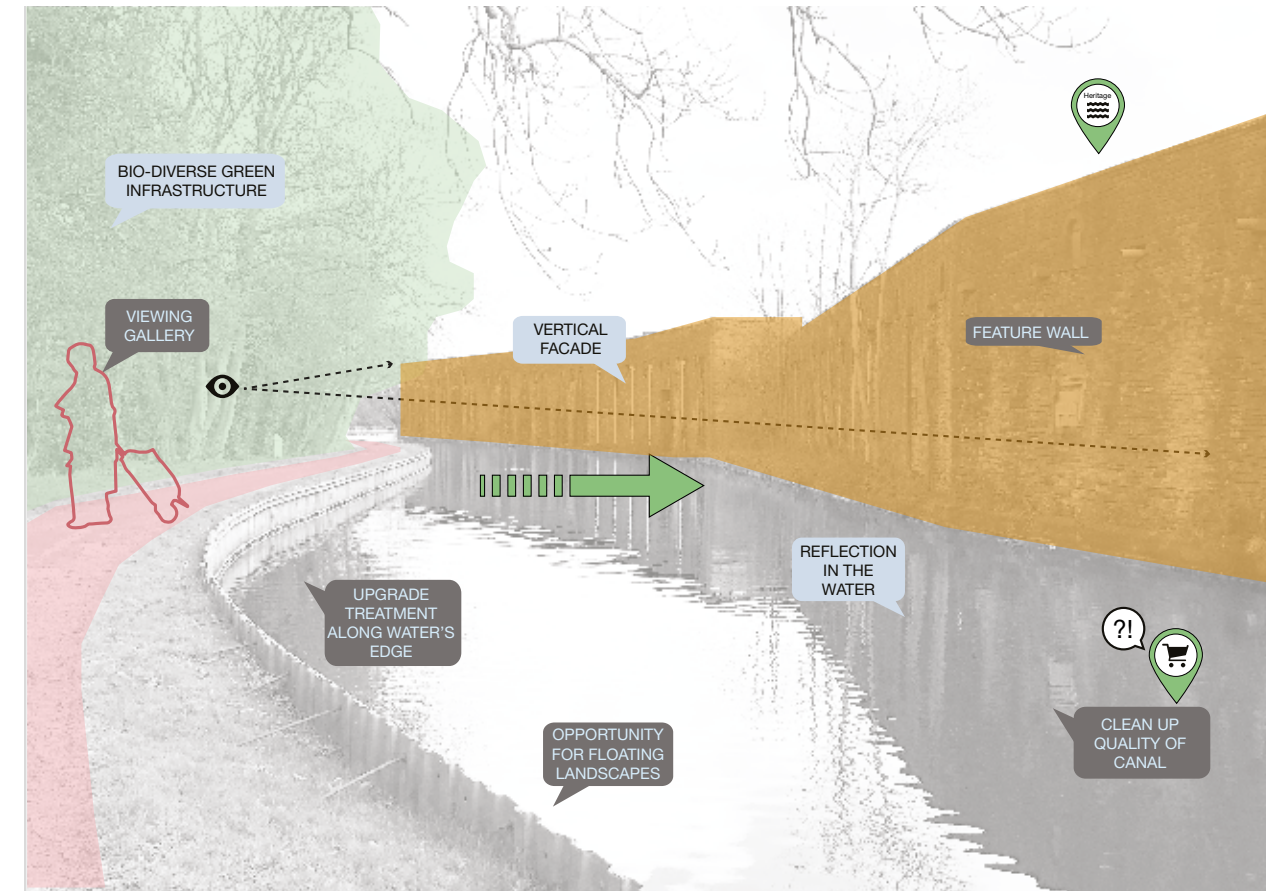
Nelson (Northlight to Barrowford Lock)

PROS:

- Relaxing place to walk through
- Very open with distant panoramic views
- Gentle curves of canal makes for an enjoyable and relaxing experience when walking along the canal
- Historic and well maintained buildings that face the canal and give character to the area
- 'Marina' centre: attractive activity for resident and visitors
- Variety of tree species and mature trees that embellish the landscape and create a sense of 'majesty' to the canal turns

CONS:

- Lack of consistent character in terms of street furniture's (especially benches)
- No opportunity to sit along the canal, especially to admire the historic environment
- No recreational areas that attract people to visit and enjoy the place
- Constant background noise due to the close vicinity of main road
- Discontinuity in terms of character and materiality of the historic façades that face the canal
- No opportunity to cross the canal to the opposite side



Study area 5 location within overall Leeds & Liverpool Canal

4.0 PRIORITY STUDY AREAS

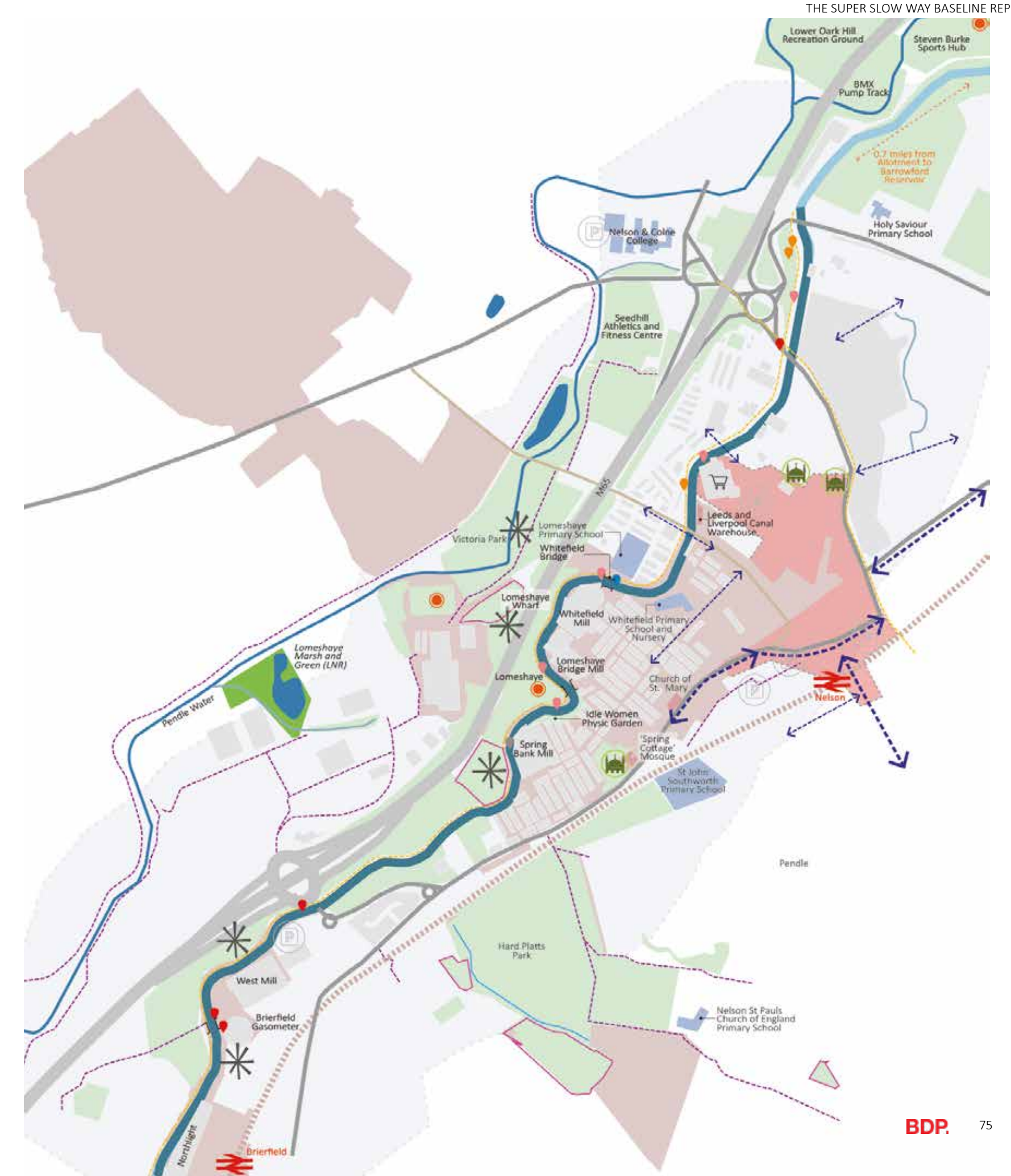
4.15 Area Characteristics

Study Area 5 - Pendle

- | | |
|---|--------------------------|
| Key | Key Access Points |
| Leeds and Liverpool Canal | Locked Gate |
| Leeds and Liverpool Canal within 500m study are | Movable Gate |
| Primary watercourse | Open Access |
| Secondary watercourse | Restricted Width |
| Pond | Slope |
| Parks, Green Spaces | Steps |
| Local Nature Reserve | Unknown |
| Allotment | |
| Building | |
| Town Center | |
| Conservation Area | |
| Listed building and heritage feature | |
| Listed bridges | |
| Listed aqueduct | |
| Key landmark | |
| Primary School/ College | |
| Motorway M65 | |
| Railway line | |
| Railway Stations | |
| Main vehicle movement | |
| Secondary vehicle movement | |
| Public Right of Way | |
| National Cycling Network | |
| Cycling connectivity | |
| Opportunity site | |
| Car park | |
| Play Space | |



Study area 5 location within overall Leeds & Liverpool Canal

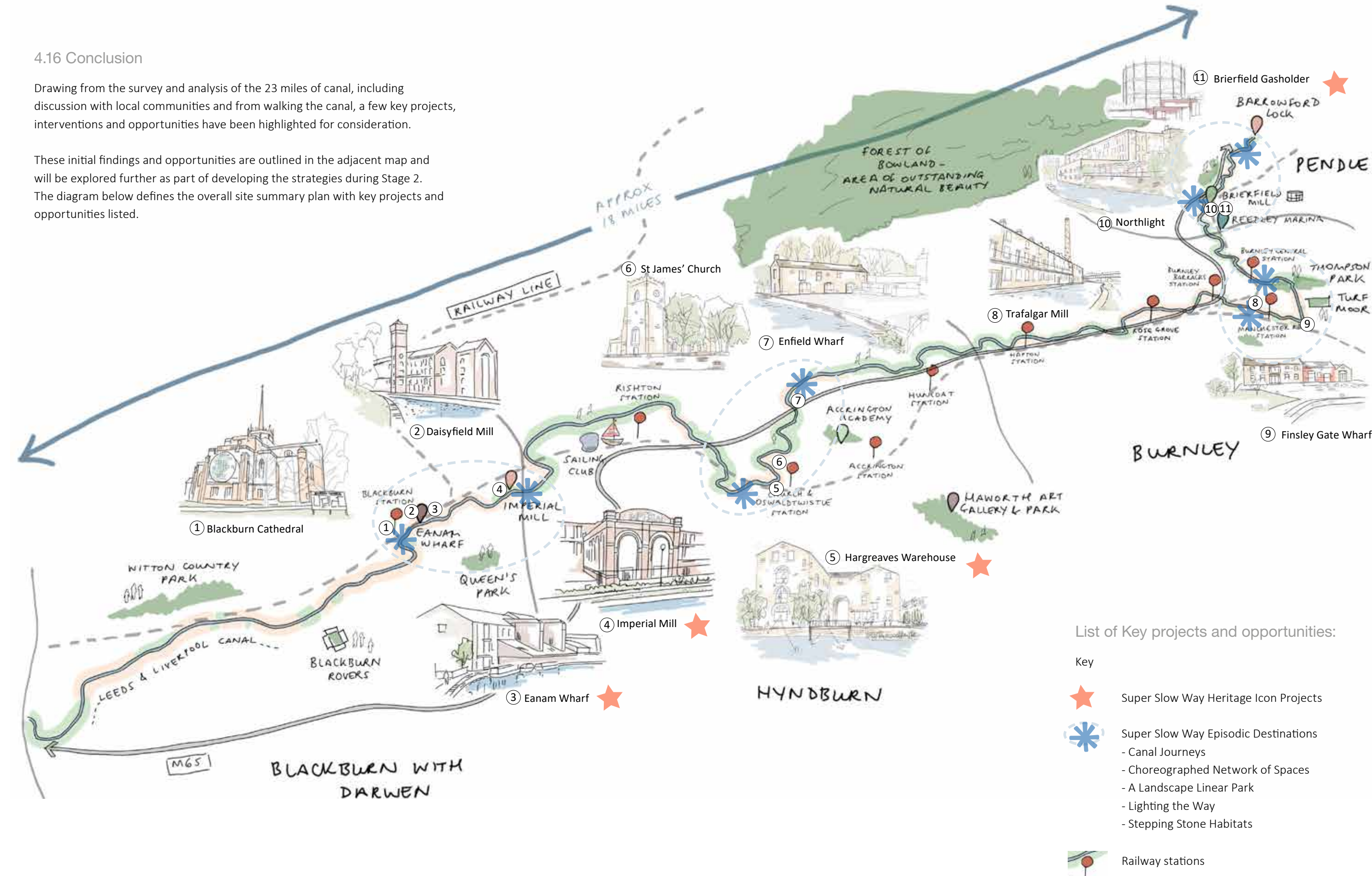


4.0 PRIORITY STUDY AREAS

4.16 Conclusion

Drawing from the survey and analysis of the 23 miles of canal, including discussion with local communities and from walking the canal, a few key projects, interventions and opportunities have been highlighted for consideration.

These initial findings and opportunities are outlined in the adjacent map and will be explored further as part of developing the strategies during Stage 2. The diagram below defines the overall site summary plan with key projects and opportunities listed.



4.0 PRIORITY STUDY AREAS



View towards Northlight and associated green space and parking, Brierfield



View towards the Brierfield Gasholder close to Northlight

5

The Super Slow Way Linear Park Engagement and Collaboration

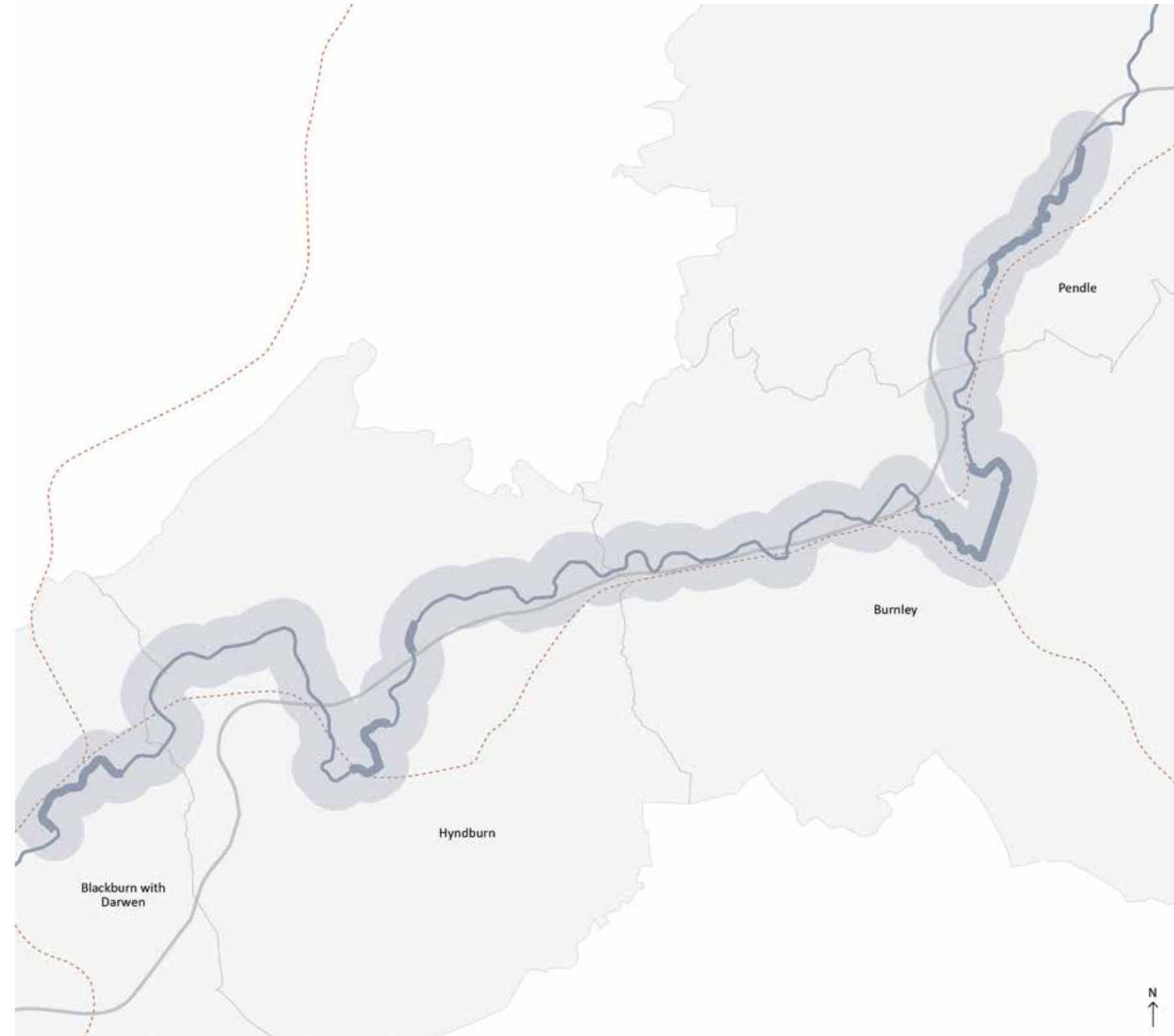
5.0 ENGAGEMENT AND COLLABORATION

5.1 Engagement and Collaboration

From the initial stages to the development of the project areas there has been an engagement and collaboration process running alongside the project work. The bullet points below define the type of engagement and collaboration which has taken place within each council Borough, as follows:

- 1. Blackburn with Darwen**
 - Blackburn with Darwen Borough Council
 - Festival of making
 - Youth Group feedback
 - Community Groups led by Super Slow Way
 - Canal & River Trust
 - Super Slow Way Volunteers
- 2. Hyndburn**
 - Hyndburn Borough Council
 - Coke Ovens Lighting Event
 - Local Groups via the Survey Monkey
 - Hyndburn Stakeholder Event
 - Canal and Rivers Trust
 - Super Slow Way Volunteers
- 3. Burnley**
 - Burnley Borough Council
 - Wetlab Community Events
 - Local community 1 to 1s
 - Canal and Rivers Trust
 - Jacobs on behalf of Lancashire County Council
- 4. Pendle**
 - Pendle Borough Council
 - Accessible Nelson
 - In-situ feedback
 - Timberplay feedback
 - Rebecca Chesney (artist)
 - Canal and Rivers Trust

Discussions were held with representatives of the many stakeholder groups, and a questionnaire accessed online reached many more. Stakeholder and the publics thoughts and comments have been used to shape the emerging opportunities and strategic themes for the Super Slow Way linear park. Exploration of the cultural narrative continued with weekly dialogue between the design team and Super Slow Way, influencing emerging themes for the project. The detailed and immersive process extended the original Baseline time frame.



Study area extent within the Leeds & Liverpool Canal in Pennine Lancashire with the council Boroughs defined

5.0 ENGAGEMENT AND COLLABORATION

5.2 Engagement and Collaboration

The Hyndburn Stakeholder event took place in May and was hosted by Hyndburn Academy. The Super Slow Way introduced the event which included a series of artist speakers/ presentations and presentations by BDP and Timberplay. During the morning session BDP ran a Bullseye objective workshop which was based upon Access, Ecology and Lifestyle. The stakeholders were split into 3 groups and each individual within the groups wrote down 4-5 objectives based on one of the three objective themes. Each objective was discussed and collectively agreed which should be positioned on the Bullseye board. Teams then moved to next table and agreed which objective should be positioned nearer to the Bullseye. The most popular and relevant objectives sat the closest to the Bullseye and helped to define the key objectives for the project.

During the afternoon session the stakeholders split into groups and discussed the theme - Exploring Future Scenarios of the linear park. The two groups discussed how they envisaged the linear park in the future in 2030. The key themes where as follows:

- Animated canal – canal in use, more boats and barges
- Signage – wayfinding creates a ‘strong identity’
- Maps – highlighting where you are along the canal
- Activities – both for young children and adults
- Lots of potential – important green asset to harness
- Facilities – toilet access, electricity and water access for cafes
- Improve people’s perception
- Light the SSW – simple glow to areas of significance like the fairy caves
- Pop-up café, canoe hub, bike hire and cultural identity
- Digital expression – social media, interactive maps, augmented reality and apps
- Showcasing heritage and cultural interventions



Internal BDP meeting - Bullseye objective workshop and group discussion



Hyndburn stakeholder event - Bullseye objective workshop



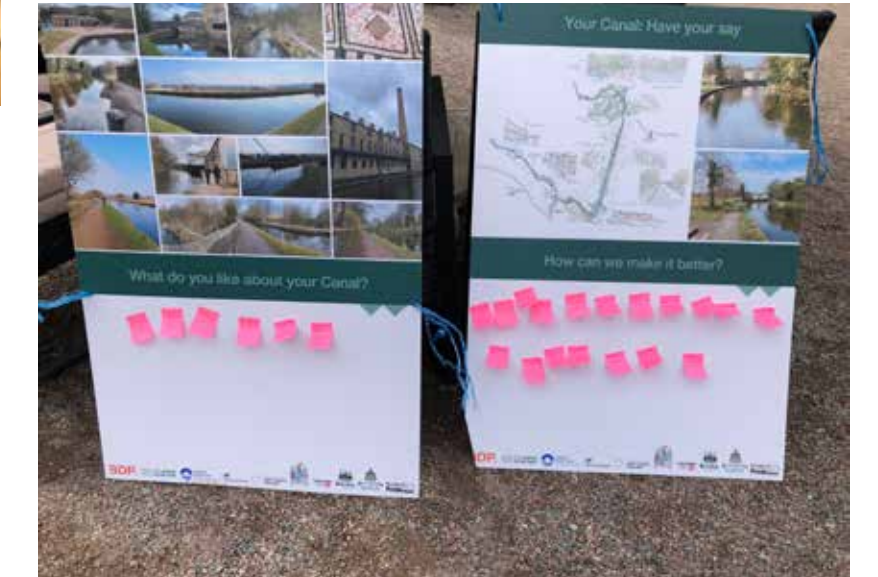
Hyndburn stakeholder event - newly installed pontoon at Hyndburn Academy



Hyndburn stakeholder event - Bullseye objective workshop and group discussions



Programme forecasting



Wetlab session - Finsley Gate Wharf



Wetlab session - Thompson Park

5.0 ENGAGEMENT AND COLLABORATION

5.3 Engagement boards

Ahead of the stakeholder and community events a series of engagement boards were created. The engagement boards incorporated the location of the canal within each of the Boroughs, photos along the canal/ adjacent spaces within each area and questioned how the public and stakeholders would like the areas improved.

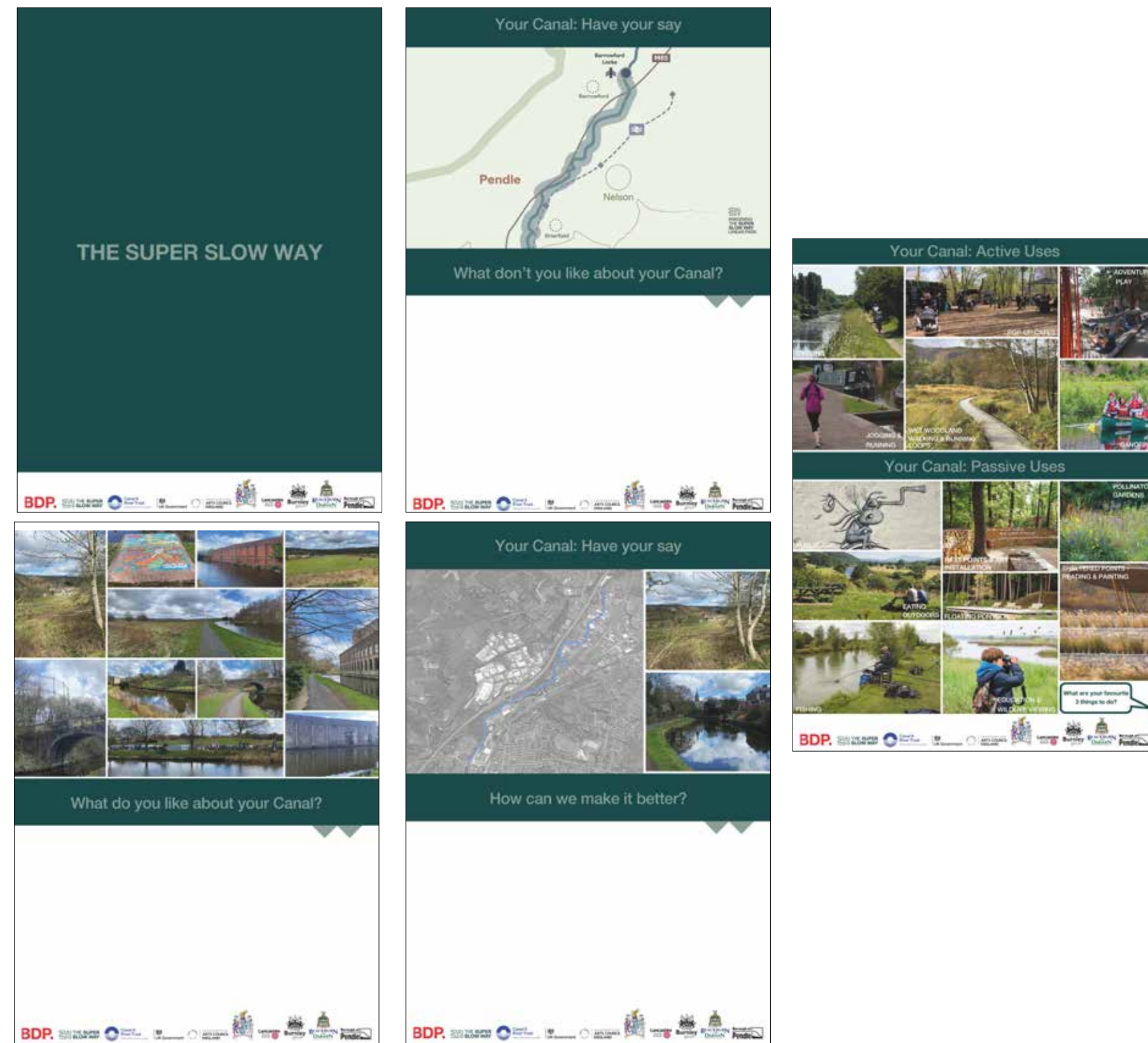
The following tasks/ activities were incorporated within the boards:

- Your Canal: Have your say. What don't you like about your canal (comment on board)
- What do you like about your canal (comment on the board and attach stickers)
- How can we make it better (comment board)
- Active Uses and Passive Uses (attach stickers to preferred uses)

Mapping areas of opportunity and concern (maps)

- Use Super Slow Way magnetic board
- Pinpoint comments to areas

Within the engagement boards a QR code was incorporated which directed the public and stakeholders towards the Survey Monkey Questionnaire.



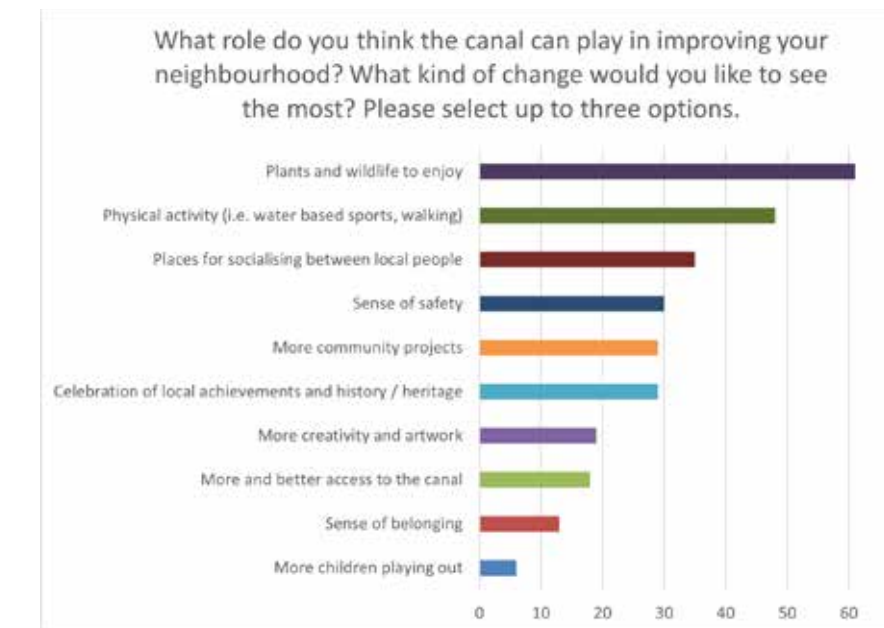
Engagement boards prepared for various SSW

5.0 ENGAGEMENT AND COLLABORATION

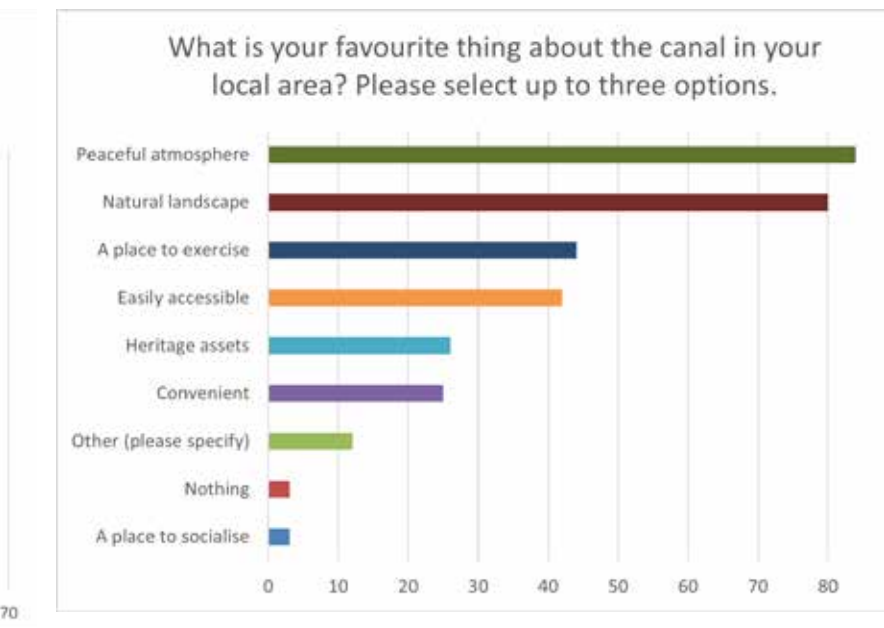
5.2 Survey Monkey Responses

The online Survey Monkey questionnaire was reached via a QR code and directed towards attendees at the stakeholder and community events held throughout April – July. The QR code also formed part of the Super Slow Way event leaflet. The leaflet was widely distributed at consultation events, Wetlab sessions and at key waterfront areas such as Finsley Gate Wharf in Burnley.

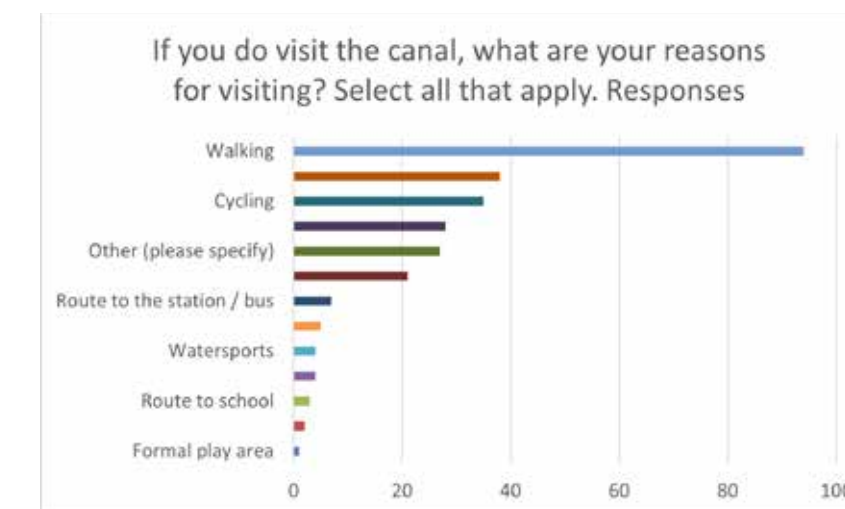
The adjacent graphs reflect the Survey Monkey questionnaire responses. All of the questionnaire responses can be found within the appendix at the end of this report.



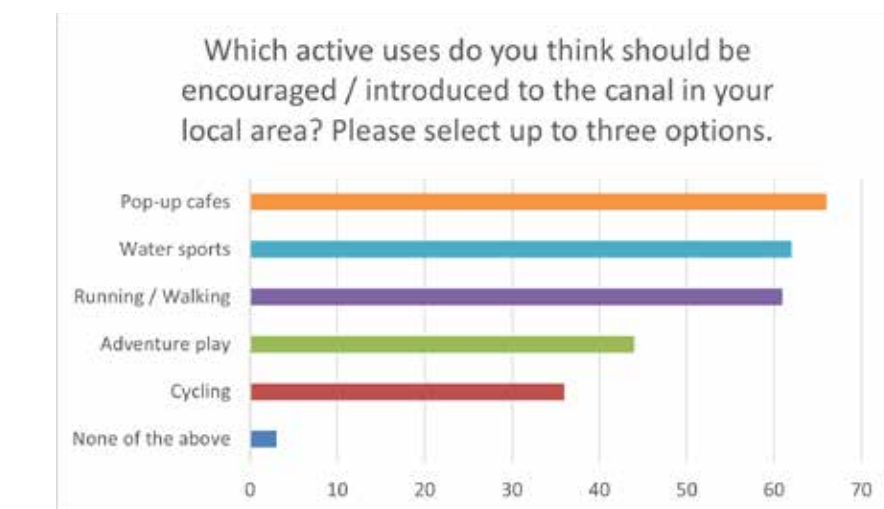
Plants and wildlife are viewed highly as a positive change to the canal



Respondents viewed the canal atmosphere and the natural landscape as the best feature of the canal within their area



The vast majority of respondents stated that their reason for visiting the canal was for walking



Respondents felt that numerous activities should be introduced to the canal, the highest rated where - pop up cafes, water sports and running/ walking pursuits. Adventure play and cycling where also highly rated

6

The Super Slow Way Linear Park Emerging Themes

6.0 EMERGING THEMES

6.1 Introduction

The Publica study, 'The Pennine Lancashire Linear Park Unlocking the Potential of the Leeds & Liverpool Canal: The Case for Change' prepared the foundations for this new work. At the commencement of the baseline, the initial vision and principles were reviewed alongside many local initiatives and projects being planned and developed by the community, Canal and Rivers Trust and the local boroughs.

Discussions were held with representatives of the many stakeholder groups and their thoughts and comments used to help to continue to shape the emerging opportunities and strategic themes. Exploration of the cultural narrative has continued with a continuous dialogue between the design team and Super Slow Way, influencing emerging themes for the project. This process has facilitated an extension to the engagement process, to capture important feedback at significant cultural events taking place in June 2022.

This ongoing engagement enables the emerging strategies to be further explored and developed, ensuring the best possible solutions are created.

As part of this stage of work we have developed a refreshed set of overarching, emerging themes against which the strategies and design approaches can be measured. These have similar subject areas to those established in previous studies but have been developed further through co-participation with local communities and stakeholders.

The canal remains of prime importance and the organising and connecting element of the linear park. Reinforcement of the Super Slow Way as a 'Post Industrial Landscape Linear Park' is proposed with the canal corridor expressed more strongly as a 'healthy place - ecologically and socially' with restorative landscapes and a stepping stone of regenerative habitats. The canal corridor has a distinctive character and rich heritage. Proposals will seek to build upon this identity, enhancing and revealing the Super Slow Way Heritage Icon Projects and Episodic Destinations.

The routes of the linear park will be adjusted to create a network of interwoven journeys. The towpath following the alignment of the canal, being calmer and more passive in nature will accommodate all users in a fair and safe way. This towpath will connect to adjoining greenways, trails, local parks in a sequence of destinations and events. This pattern of activity is further strengthened by a choreographed network of interventions which celebrate the history and experience of the canal with opportunities for discovery, play and interpretation.

The emerging themes also propose stronger links to the local centres. This will be achieved through 'urban connectors' providing multi-modal links between canal, rail and bus stations at new canal gateways and arrival hubs.

Given the scale, size and length of the canal another aspect of the emerging themes has been to acknowledge the objective of having a hierarchical approach with differing levels of physical intervention which respond more appropriately to the existing condition and character.



Imperial Mill - Heritage icon



Enfield Wharf - A Landscape Linear Park

6.0 EMERGING THEMES

6.2 Emerging Themes

Heritage Icon Projects

Building on existing identity through restoring and re-imagining new uses for the iconic mills, warehouses and wharfs. Revealing and amplifying the landscape setting of key heritage and character structures and buildings. Revealing through wayfinding and interpretation the natural and cultural histories and stories of the canal and its towns.

Episodic Destinations

Provide for a range of character precincts and destinations which support the proposed cluster of heritage icon projects and create a set of destination points along the linear park.

Enhancing the canal experience in Blackburn, providing frontage which re-engages the town and a new regional attraction and destination at the Imperial Mill for families and children.

Developing Hyndburn as a unique heritage and cultural destination and food, beverage and Parkland hub, amplifying the cultural significance.

Revitalizing Burnley's 'Weavers Triangle' as premier learning and health destination, utilising links with UCLAN, Finsley Gate Wharf, creating activity Hubs for in-water activities, the Straight Mile, Thompson Park, river valleys and sporting venues.

Choreographed Network of Spaces

The landscape character, history, and identity of the canal corridor is enhanced through an expanded network of site specific design features and interventions. Celebrating the history and experience of the existing and proposed canal crossings (bridges) as landmarks and experiences that merge the canal and towns. Providing new opportunities to engage with and use the water at activity hubs (canoe, paddle boarding). Integrating through wayfinding, interpretation and play new opportunities for 'education' and 'discovery'.

Providing new opportunities for gathering, celebration and place-making which support the linear park as the Region's signature landscape experience and destination. A new series of integrated and commissioned art works.

A Landscape Linear Park

Revealing the canal as the key organising and connecting element of the 'linear park'. Providing greater integration between the 'park' and 'canal' systems that supports and strengthens the landscape strategy. Culture, texture and colour can be found in the close narrative between textiles, plants and flowers found in the natural world.

Maintaining the qualities of the canal and associated plantings of significant and noble trees. Amplify and celebrate the existing 'park like' qualities of the canal. Incorporate opportunities for productive landscape, cultural harvesting which support Super Slow Way values. Celebrate greater botanical diversity which contributes to the 'restoration' of the linear canal park as a regional destination.

Canal Journeys

The winding nature of the canal corridor, the numerous traffic intersections and the need to guide and inform visitors and residents about the heritage and natural environment of the area, potentially makes the dissemination of information a complex process. The objective however is to keep the process simple. This will be achieved by a wayfinding strategy that combines elements which provide directional information for pedestrians and cyclists with interpretation points telling the story of the history and environment of the Super Slow Way.

Enhancing the 'other bank' where there is no towpath with interventions that enhance boundaries and showcase vertical facades. Providing shared space for walking and cycling within a balanced and fair approach. Establishing a network of 'urban connectors' which circum-navigate the routes between transport hubs and the canal gateways.

Supporting 'in water journeys' through 'canal water taxis' the enhanced provision of water's edge access and other accessibility platforms. Providing new pedestrian and cycle bridges which support access and circulation across the canal.

Lighting the Super Slow Way

The lighting seeks to provide a high level of safety and amenity whilst preserving the character and personality of the linear park corridor and respecting the contrasting needs of wildlife.

Illumination of key features, such as bridges, sculptures, steps to create variety, discovery, drama and interest, and strengthen identity and scale. Variation to provide changes in 'mood' and 'atmosphere'.

A degree of lighting control should be provided which enables variation during evenings and for special events. Light spill and trespass will be avoided. Supporting feature lighting should focus on character/landmark features.

6.0 EMERGING THEMES

6.3 Emerging Themes continued

A Healthy Pace - Ecological Health

Enhance the canal, surrounding landscape and towns with a new 'ecological aesthetic' which supports the ecology and habitat of the canal and adjoining river systems. Creation of a green corridor with a long term sustainable critical mass of native habitat balanced within seasonal and colourful planting interest. Improved functioning of riparian and terrestrial ecosystems through the use of indigenous vegetation 'stepping stone' habitats along the canal. The use of local provenance native species wherever possible, to strengthen the health of the local seed resource and reinforce the principle of right plant/right place. Indigenous vegetation is celebrated, and the potential to become a sanctuary for native birds within the wider urban landscape is recognised.

Restoration of the canal's water quality, including the removal of excess silt levels. New constructed hard edges along the canal have in-built ecological benefits via overhangs, undercuts, eel holes and emergent vegetation. Optimisation of eco-systems and introducing flourishing biodiversity benefits whilst minimising on-going maintenance costs. Restoring species rich hedgerows, filling gaps in hedgerows to support habitat corridors and reinstating damaged stone walls and artisan skills lost to quick fix technique.

Caring for the Canal

Taking care of the canal plays an important role, as a canal that is cared for provides a starting point for success. During public consultation sessions it was noted that the water quality of the canal has improved, particularly in the Burnley area.

Local initiatives could be started which encourage local businesses and stakeholders to take care of their canal via local community clearing and planting events. Local friend groups, volunteers and schools should be encouraged to connect with the canal to provide a sense of local ownership. Specific areas along the canal which are particularly affected by litter and fly tipping could be cleared away by schemes such as 'Tidy your plot day', whereby local businesses offer their services to help. Improving the appearance along the canal will help both the businesses that run along it and local communities that enjoy the outdoor space.

Play on the Super Slow Way

The Super Slow Way Linear Park is served by a network of playgrounds and Parklands of multiple scales and character. They range from small playgrounds in neighbourhood parks which cater for local communities, to large destination play spaces, which attract visitors from further afield. A range of natural 'playgrounds' also exist, kayaking in the canal, mountain biking along Greenways and enjoying a walk or cycle.

Play strategies will identify a three-tiered hierarchy of playground typologies including destination, medium and small local parks playgrounds, and identify distribution and styles. Linear play, discovery and art trails, den making and angling provide further opportunities for passive play.

Safety and Well-being

The canal is perceived as an asset to many local users and is enjoyed on a frequent basis. Some users feel however that the canal is an unsafe place to be, be that through common misconceptions, or the lack of entry and exits points. These perceptions of the canal require addressing to showcase that the canal is a fantastic green asset with a significant amount of opportunities to improve mental health and well-being.

Passive and active leisure activities will be encouraged along the canal for users of all age groups. Passive uses cover activities such as walking, painting, reading outdoor foraging and eating. More active uses cover activities such as canoeing, paddle boarding, bike riding, trim trails and running.

Safety features such as lighting to the underside of bridges, spot lighting within urban sections of the canal, and clearly sign posted entry and exit points will help to encourage users during the day and at night. Wayfinding signs defining how many minutes walk it is to local amenities such as train stations, shops and town/village centres will encourage the local community and day-trippers to visit the canal.

The Creative Arts

Considering the nature of works of art, their setting and their siting, will include looking at the various ways in which art may be introduced. This could be through infrastructure where the artist collaborates with the landscape architect to create a work which is an integral part of the landscape; commissioning artists to creating lighting installations, projected animation or curated works working alongside communities, youth groups, individuals which could be located throughout this industrial landscape park.

The works will draw upon the unique histories and features of the canal, cultural, social, geographical, ecological, musical, literary and political, to be a catalyst in the emergence of the Super Slow Way Linear Park distinctive identity.

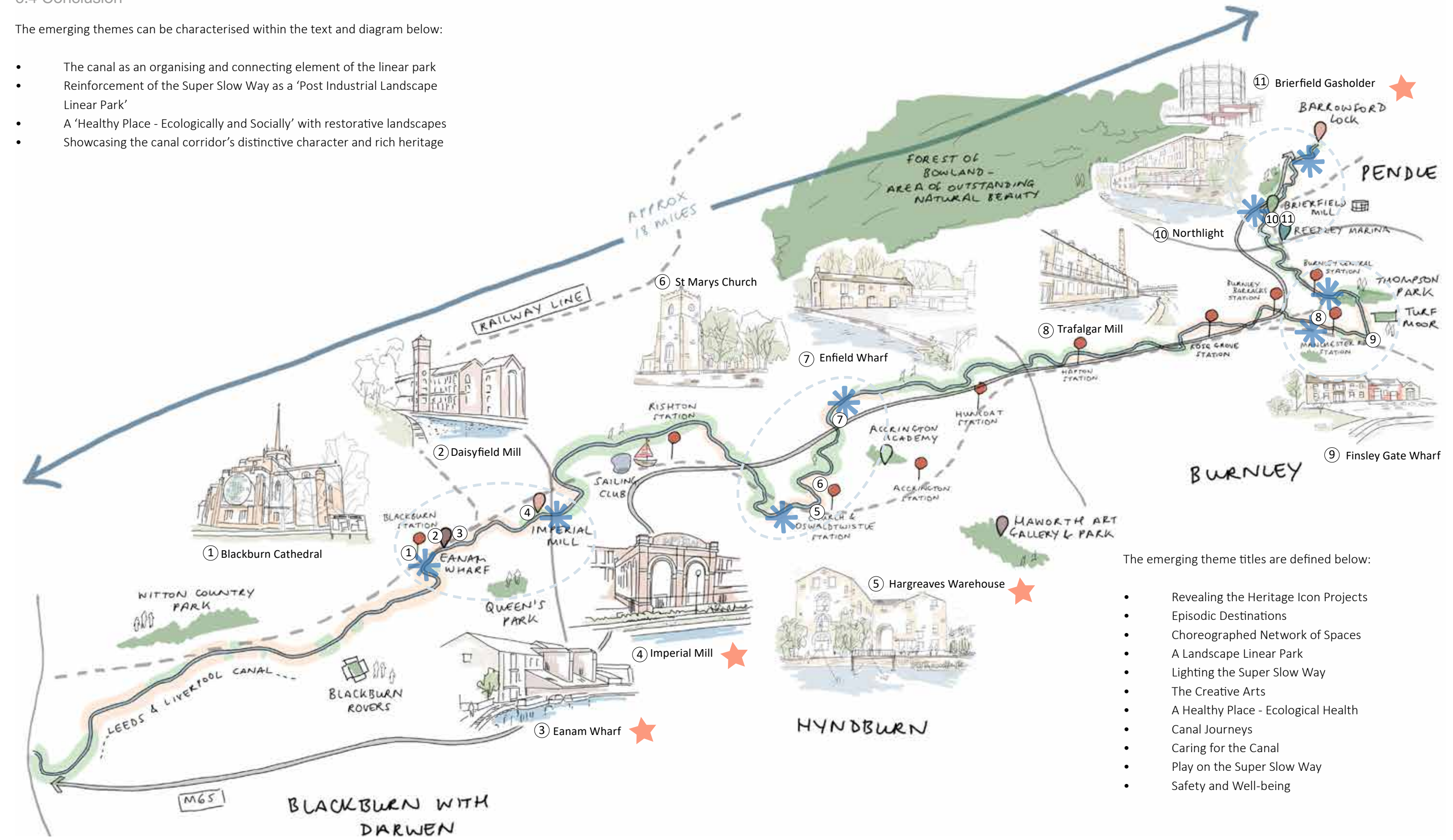
Other locations, suitable for temporary works, could provide the opportunity for a short term exhibition, playful interaction, or showcasing open spaces, gateways and arrival hubs where works of emerging artists may be interpreted. These works can be programmed and curated as part of the Super Slow Way Linear Park experience, connecting internal exhibits within the focal landmarks and buildings, with the external setting, trails and linked interpretation pop-up events and activity to unite the park and canal as a whole.

6.0 EMERGING THEMES

6.4 Conclusion

The emerging themes can be characterised within the text and diagram below:

- The canal as an organising and connecting element of the linear park
- Reinforcement of the Super Slow Way as a 'Post Industrial Landscape Linear Park'
- A 'Healthy Place - Ecologically and Socially' with restorative landscapes
- Showcasing the canal corridor's distinctive character and rich heritage



The emerging theme titles are defined below:

- Revealing the Heritage Icon Projects
- Episodic Destinations
- Choreographed Network of Spaces
- A Landscape Linear Park
- Lighting the Super Slow Way
- The Creative Arts
- A Healthy Place - Ecological Health
- Canal Journeys
- Caring for the Canal
- Play on the Super Slow Way
- Safety and Well-being



7

The Super Slow Way
Linear Park
Case Studies

1.0 CASE STUDIES

7.1 Emscher Park, Duisburg, Germany

Over the last 20 years, the post-industrial Ruhr region of Germany has undergone extensive ecological and economic restoration. Using an International Building Exhibition as a platform for recovery, this effort has resulted in a regional park system, significant works of architecture and landscape design, and a new landscape typology that is used daily by residents and visitors in the region. The park integrates, shapes, develops and interlinks the existing patterns that were formed by its previous industrial use, and to find a new interpretation with a new syntax. The Emscher Park Design Guide addresses the six work areas of the initiative, including greenways, waterways, economics, housing, social initiatives, culture, and tourism, and is intended as a resource for designers in areas with similar industrial heritage.

The major development themes in the coming years are the continuation of the ecological improvement of the river Emscher and its tributaries, a watercourse which was degraded to the level of waste water canal during the industrial age, and the redesigning of the landscape in the New Emscher Valley. A new urban water landscape complete with attractive parks is growing up all the way from Duisburg to Dortmund along the banks of the Emscher, the Rhine-Herne canal and the Dortmund-Ems canal. The Emscher Landscape Park is a work in progress with new projects being constantly turned into reality.



Image of scheme: © Michael Latz, Latz and Partners

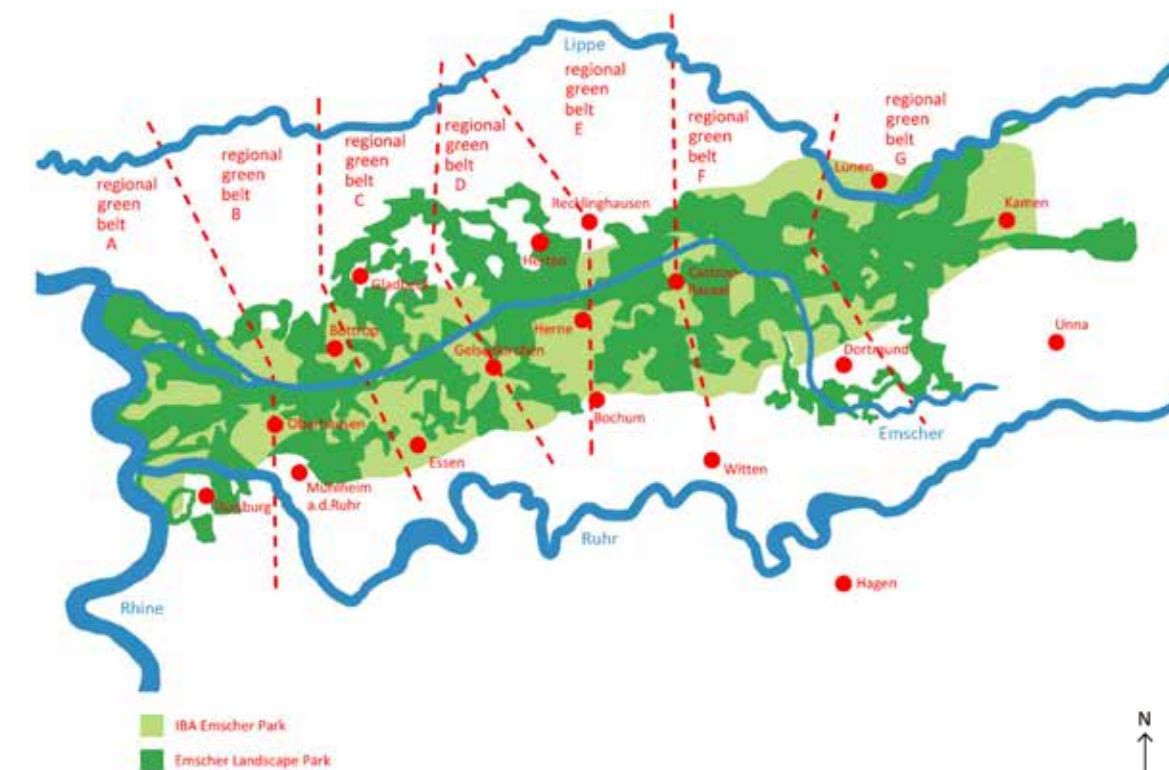


Diagram from Website: MDPI, Journal - Adaptation of Post-Industrial Areas as Hydrological Windows to Improve the City's Microclimate



Image of scheme: © Christa Panick, Latz and Partners

7.0 CASE STUDIES

7.2 Avon River Precinct, Christchurch, New Zealand

In response to the 2011 Christchurch earthquake, BDP were commissioned to regenerate the Avon River Corridor, 50Ha of riverside parkland. Judges praised the project as “an exemplary interweaving of urban edge and river” that “provides Christchurch with a central core that holds the city together, and re-presents it with a new vision”.

The project and client team were encouraged to ‘think out of the box’, question established practices and challenge where appropriate.

The project has a strong environmental and social dimension and a fundamental design principal promotes ‘a healthy river, healthy place’. A new urban promenade runs along the length of the corridor, where a three lane carriageway and lines of on-street car parking are being replaced with a new shared space. Here, pedestrians will have priority over vehicles with rain gardens helping to define the space as well as providing their fundamental function of collecting and cleaning storm water with native planting establishing a new palette of vegetation for the City.

At the developed design stage, regular design reviews involving Ngāi Tahu (indigenous New Zealanders), CERA, and Christchurch City Council determined that planning and conservation were fully considered and endorsed. Construction work commenced in a phased manner, with early ‘wins’ planned and measures put in place to allow the procurement of site wide elements such as natural stone paving, street furniture and plant material.

The planting strategy response to the following four design objectives has produced a botanical journey down Ōtākaro/Avon River rich in local distinctiveness: a journey from the Botanic Gardens through exotic woodland, urban intimacy, heritage landscapes, open squares and iconic avenues to the beginnings of a significant indigenous sanctuary at Fitzgerald Avenue.

Garden City

To enhance the concept of a ‘City in a garden’ through:

- The retention and strengthening of the existing river/park landscape.
- The introduction of a more diverse and locally distinctive planting palette.
- The development of a series of community and productive gardens.
- An emphasis on seasonality and sensory experience.

Ecological Health – a Healthy Place

- To improve the health of the river through increasing habitat quality and diversity, creating a self-cleaning sustainable river system, and developing a near-continuous planted riparian zone for habitat connectivity.
- To create a green corridor that has a critical mass of indigenous vegetation that will attract and support native birds in the central City, and contribute to improving ecological health across the wider Christchurch landscape

Mahinga Kai

- Defined by Ngāi Tahu as their traditional food and natural resources, and the places they are found - the Te Papa Ōtākaro/Avon River Precinct will become a rich source of mahinga kai plant species and a setting for a series of productive landscapes.

Weaving Cultures Together – a Distinctive Place

- To reveal, strengthen and celebrate our cultural diversity and values through the interweaving of exotic and indigenous plant material that will provide for a range of landscape experiences along the Ōtākaro/Avon River.



7.0 CASE STUDIES

7.3 Beckenham Place Park, Lewisham, UK

Beckenham Place Park is Lewisham's largest green space and is considered one of the finest wildlife sites in the borough. It contains ancient woodland, as well as a variety of other habitats, and is a Local Nature Reserve.

BDP was commissioned by the London Borough of Lewisham to improve the park's facilities for the communities surrounding it, and to attract a much more diverse and larger audience to use and enjoy it. The council was awarded £5 million from the Heritage Lottery Fund to support a comprehensive restoration scheme. The works, including the improvement of the path network, the regeneration of the formal gardens, the creation of new play areas and the restoration of the original wild swimming lake, were completed by summer 2019. The masterplan for Beckenham Place Park seeks to reactivate this large open green space as a destination park and fully accessible facility for the whole community. It aims to do this by enhancing several key aspects of the site, such as the footpath network and the entrances, that now include maps and interpretation boards, new surfacing and furniture.



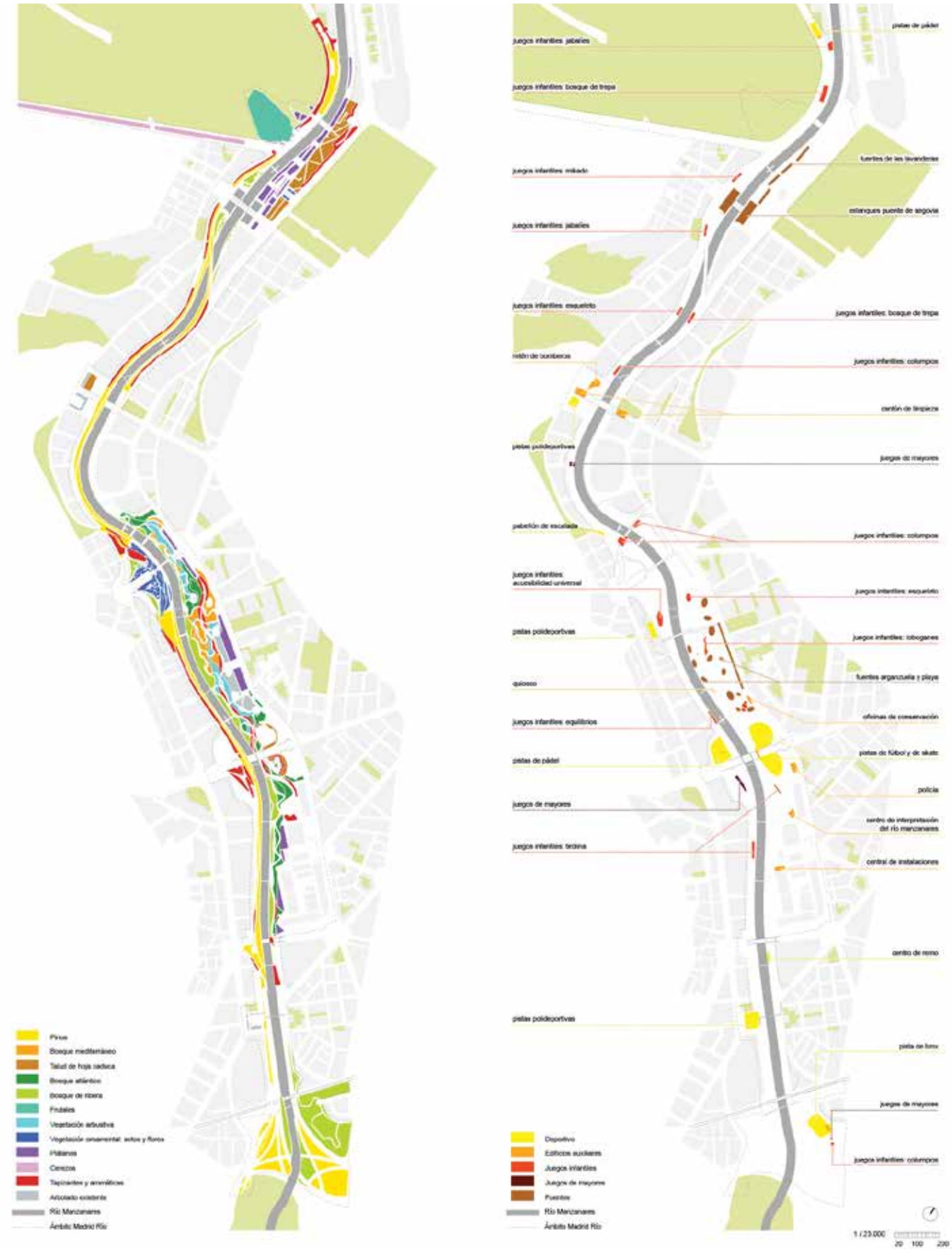
7.0 CASE STUDIES

7.4 Madrid Rio, Madrid, Spain

A large urban park along 6km of both banks of the Manzanares river in Madrid. The project re-linked the river to the city, after decades of being embedded within a large road infrastructure which was tunnelled to release 150 hectares of land for public open spaces.

The park has become one of the city's main destinations, offering a wide variety of spaces for all kinds of leisure, cultural, educational and community uses. It has also created a green corridor linking the urban centre with natural parks and territories of high environmental value beyond Madrid's periphery.

Activities such as swimming and fishing have been brought back to life, whilst old industrial structures and spaces have been recycled as innovative cultural and creative hubs.



Images of scheme: © Burgos & Garrido Arquitectos



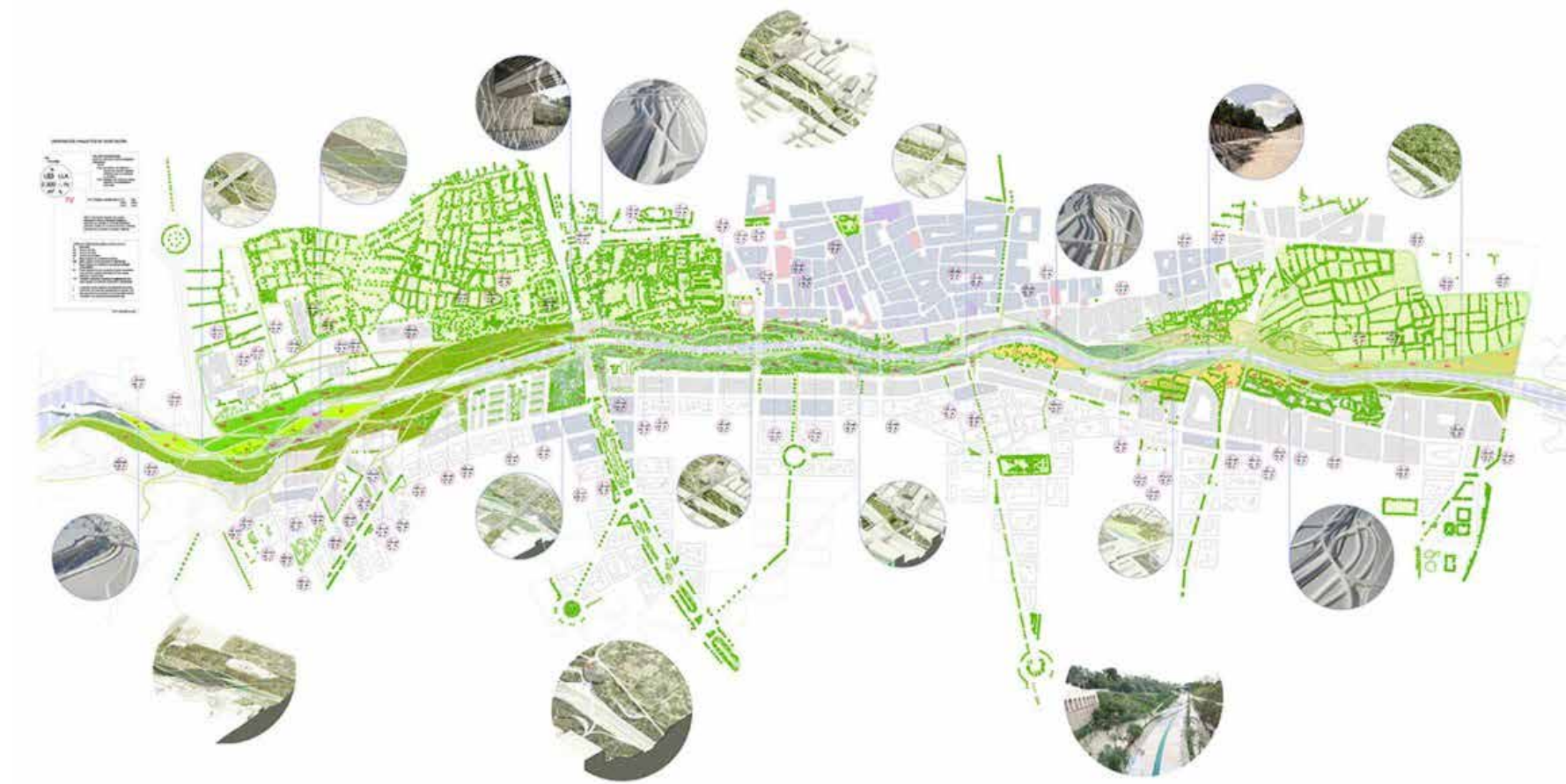
7.0 CASE STUDIES

7.5 Valle Trenzado, Elche, Spain

El Valle Trenzado (the Interlaced Valley) designed by Grupo Aranea aims to restore pedestrian footfall within a dry river bed in a 're-naturalised' section of the Vinalopó River that was embanked during the 1970s and had since been ignored by locals as a public outdoor space.

The 'braids' have been designed with the aim of connecting areas of high environmental quality, creating interesting pedestrian routes, making the valley more accessible and supporting a range of healthy leisure activities by enabling the use of its steep slopes.

The sinuous 'braids' have no relation to the orthogonality of the city. They offer more comfortable routes and incorporate the possibility of crossing the river to continue the journey. A single bridge becomes a network of trails which fold, bend, stretch, tighten, disperse, curve and twist. The vegetation is also a material. Native species and trees help to build the shadow of the forest.

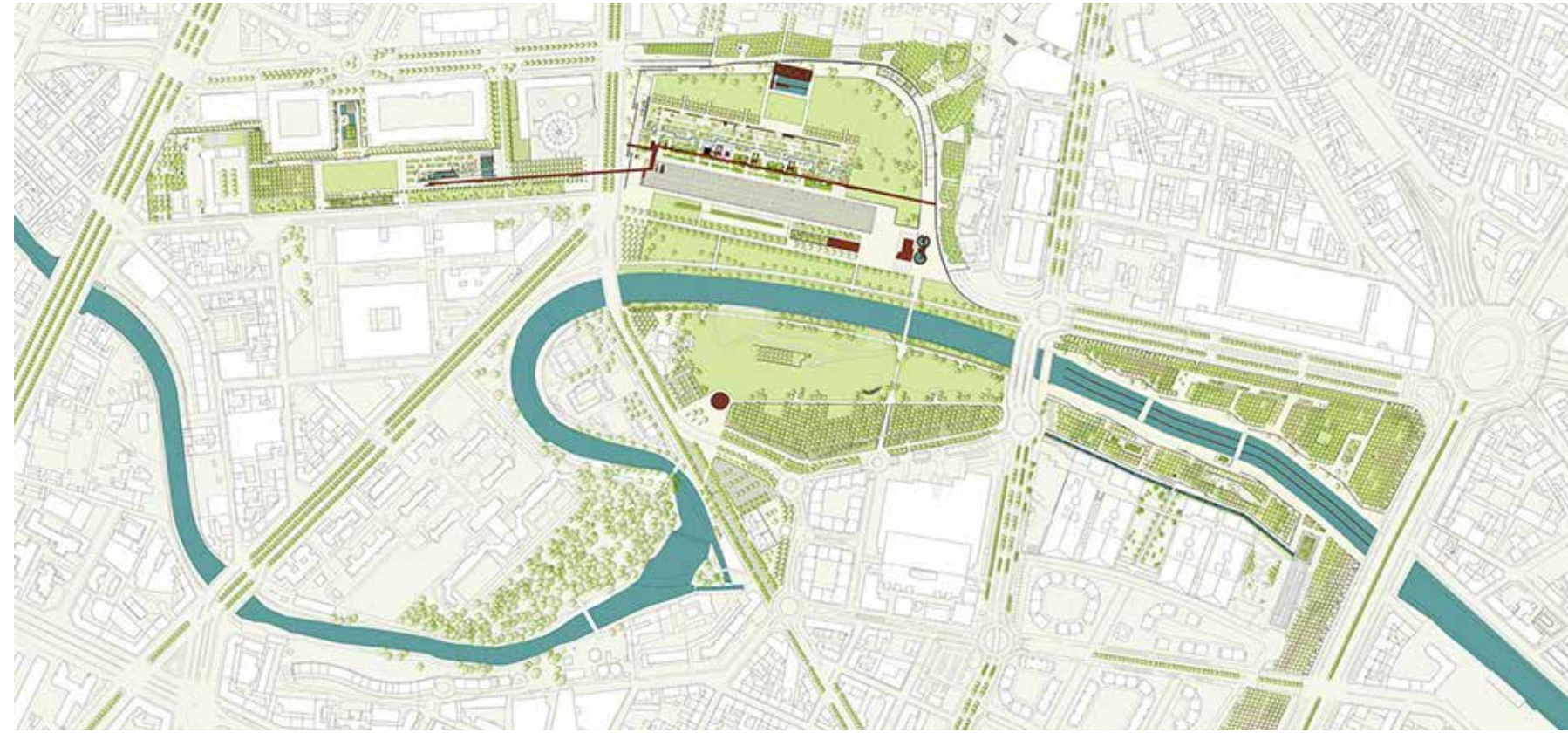


7.0 CASE STUDIES

7.6 Parco Dora, Turin, Italy

Just opposite the Olympic village near the town centre of Turin, formerly devastated spaces has been transformed into a large city park. The area is characterised by industrial monuments worthy of preservation and the River Dora. Main themes of the project are the connections to the bordering quarters and the development of the new banks along the re-opened waterway.

The huge structure of the hall at the former Vitali steel mill forms the fascinating and vibrant centre of the park. After the outer skin and large sections of the roof had been dismantled, the 30-metre high red steel columns now look like a "futuristic jungle". Lush vegetation and public life have taken over this artificial environment, the vast concrete towers and foundations are being turned into fantastic playgrounds. The section of the hall that still has a roof has become a sheltered multi-functional event space. In the north, the grid of the columns extends towards a large meadow with the trunks of flowering trees.



Images from Website: Latz and Partners, Turi Parco Dora, Turin, Italy, Lead Designer Latz and Partners

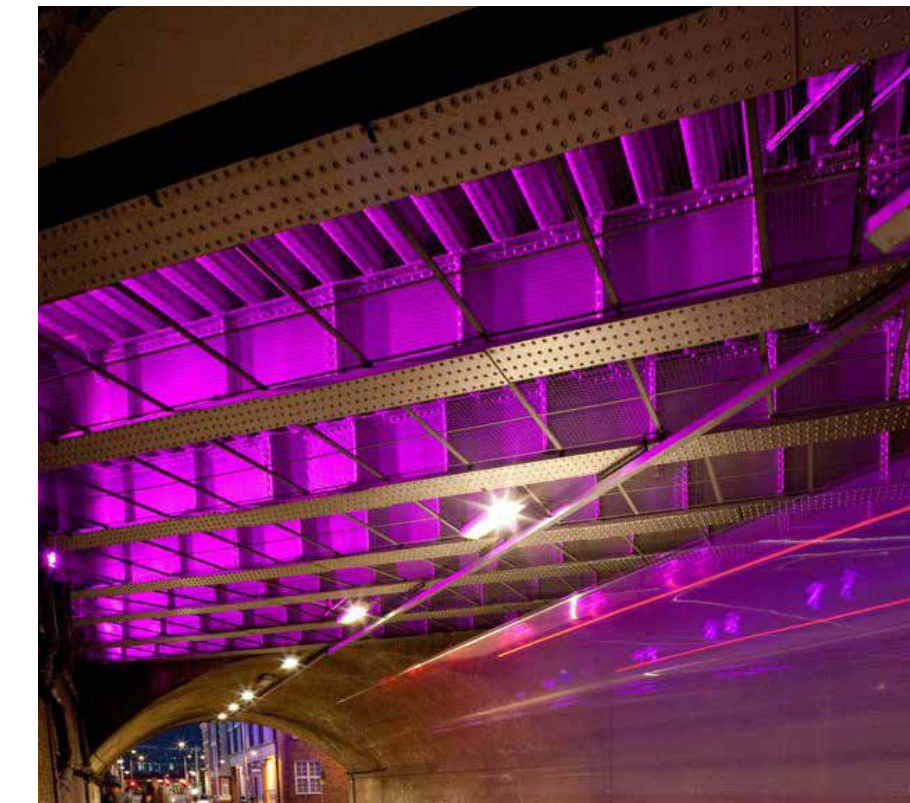
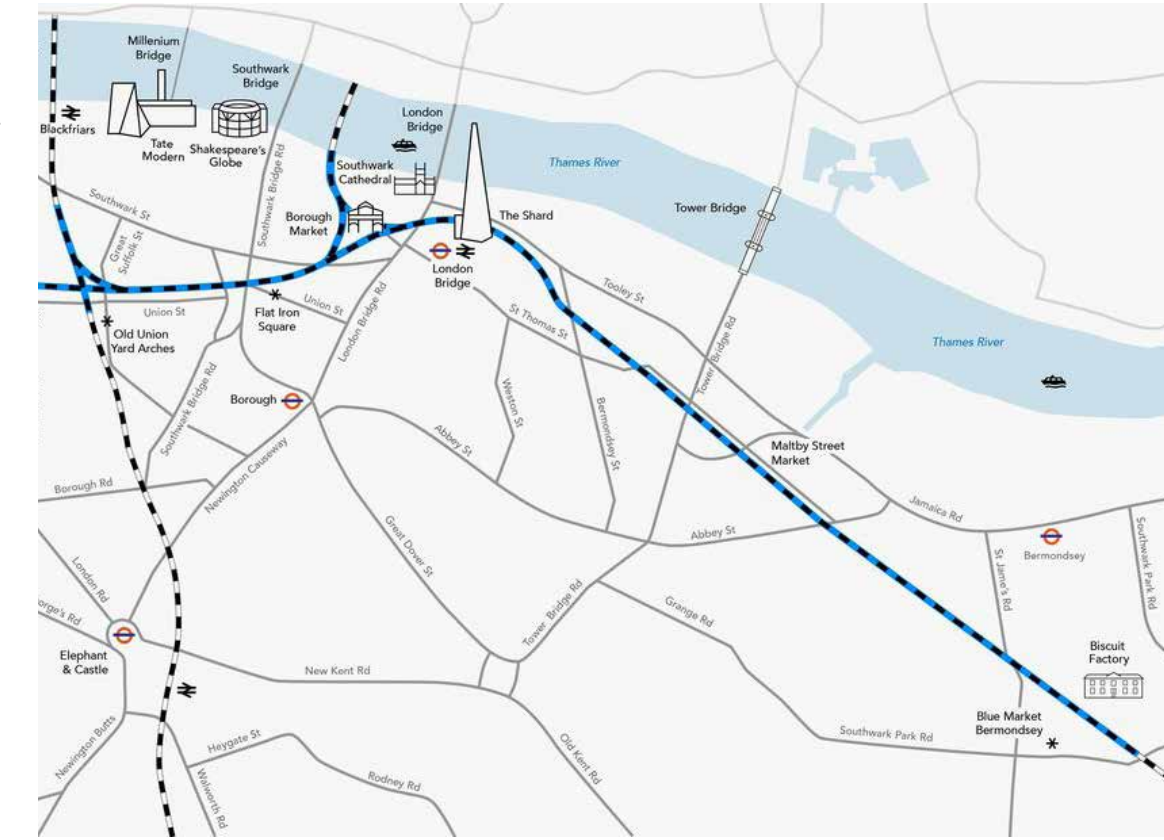
7.0 CASE STUDIES

7.7 Low Line, London, UK

The Low Line is a new walking destination for London along the length of the mighty Victorian rail viaducts spanning Bankside, London Bridge and Bermondsey. It connects diverse neighbourhoods and communities in south London, linking existing and new hubs of creativity, entertainment and industry along its course. The Low Line celebrates the heritage of the railway arches which have been a part of the area for over 150 years, shaping places of interest along the way and unlocking their potential.

The first new sections of the Low Line opened at Old Union Yard Arches and Flat Iron Square and complement established Low Line hubs located at Borough Market, Maltby Street Market, and Spa Terminus. These openings have provided enhanced access, connectivity and public spaces, as well as improved economic prosperity through re-purposing under used or empty arches.

The Low Line was coined by Southwark resident David Stephens. The concept has developed through a group of initial partners including Better Bankside, Blue Bermondsey, Borough Market, Team London Bridge, The Arch Company and Southwark Council, who are steering the initial scoping, planning and communication of the project.



Images from Website: Low Line

7.0 CASE STUDIES

7.8 West Gorton Community Park, Manchester, UK

Manchester City Council and partners commissioned BDP through the largest ever European funded programme for research and innovation, to demonstrate how Nature Based Solutions (NBS) can be used to respond to a wide range of challenges in urban areas, including flood risk, air quality, biodiversity, health, social inclusion.

The project had to be innovative, based on the latest international best practice, and ensure that individual elements formed part of an integrated strategy for addressing local priorities, making best use of NBS. Early dialogue with MCC Highways and Flood Risk was critical in establishing objectives and the feasibility of ideas from the outset.

Community engagement was an important aspect of the project to determine what people wanted to see in the park, to get buy-in and achieve a sense of ownership.



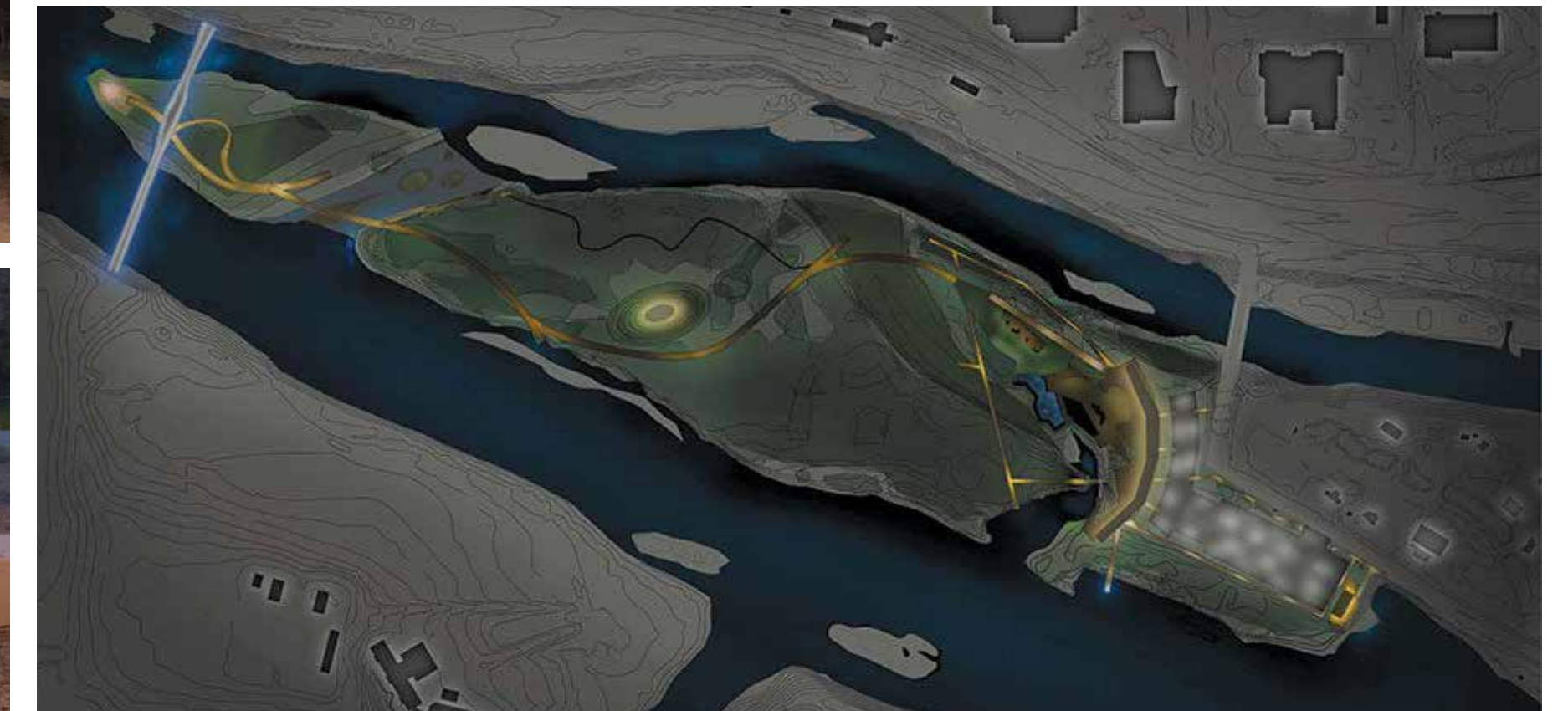
7.0 CASE STUDIES

7.9 St Patrick Island, Calgary, Canada

St. Patrick's Island on the Bow River near Downtown Calgary had been in decline for many years. Working with extensive community input, a master plan was created to restore the island as a premier example of biophilic design.

The design team was challenged to consider not just human users, but bats, owls, and mosquitoes—any living thing that might call the island home. The result is a park that uses darkness as a shield, a protective charm against human intrusion.

There are a higher than usual number of fixtures within the park, but the fixtures are a lower wattage so that light levels are lower and more even. In addition, fixtures were carefully shielded and sited to blend in with the forest. The design balanced the needs of park users by creating enjoyable night-time destinations and evenly lit paths, which can be turned off when not in use to protect habitat.



Images from Website: Architectural Record, Article - Dark-Sky Design: St. Patrick's Island Park Calgary, Lighting designer Tillet Lighting Design



8

The Super Slow Way Linear Park Appendix

8.0 APPENDIX

8.1 Introduction

As part of this stage of work an online questionnaire was developed and accessible via a QR code and directed towards attendees at the stakeholder and community events held throughout April – July.

The Survey Monkey questionnaire responses, shown in the graphs on the following pages of this chapter, helped to identify and proactively consider the needs and desires of everyone who lives near and enjoys the canal. This helped to determine the strategic direction to achieve our vision for the Super Slow Way Landscape Strategies.

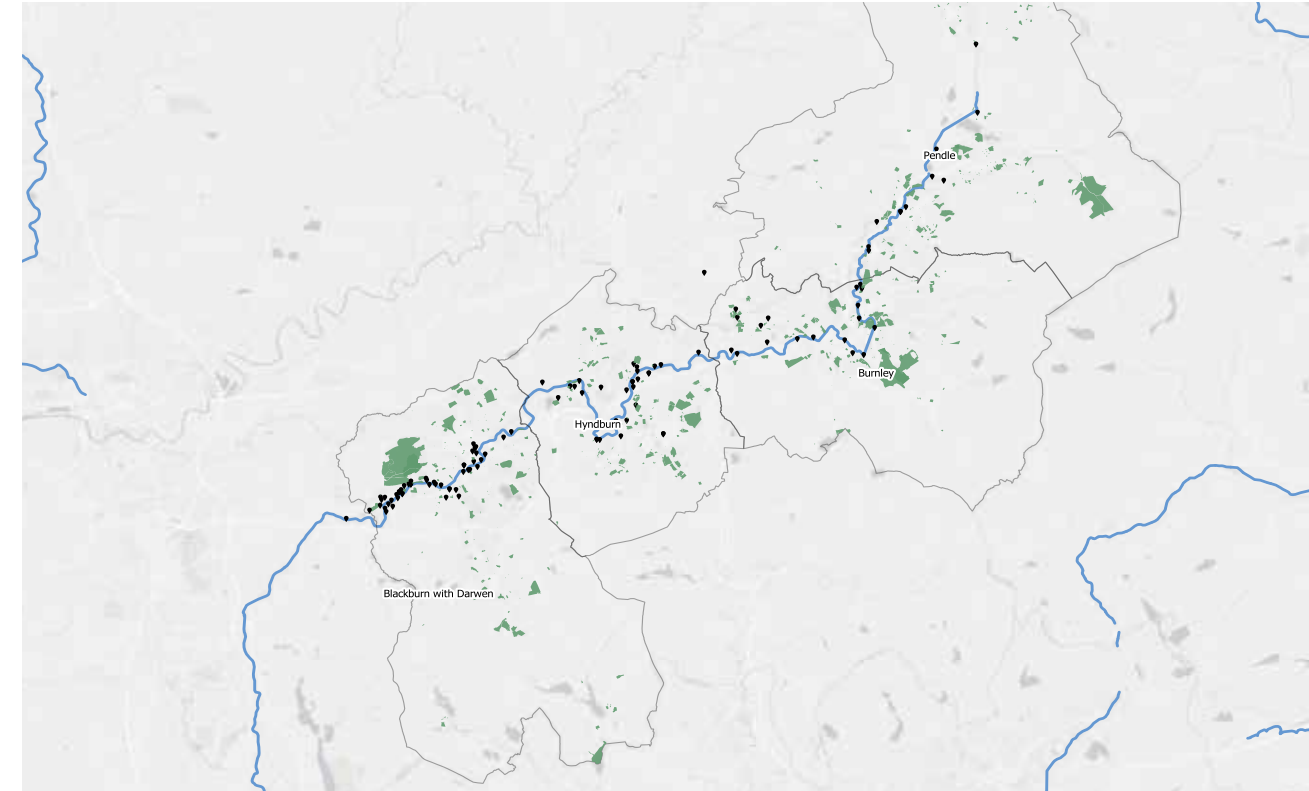
The adjacent graphs identify the home post codes of the respondents and the locations where they can access the Leeds & Liverpool Canal. The majority of respondents have been identified in the Blackburn and Darwen Borough and the Hyndburn Borough.

A series of positive responses were collected and taken into consideration throughout the Survey Monkey questionnaire, and the subjects rated highly included the following:

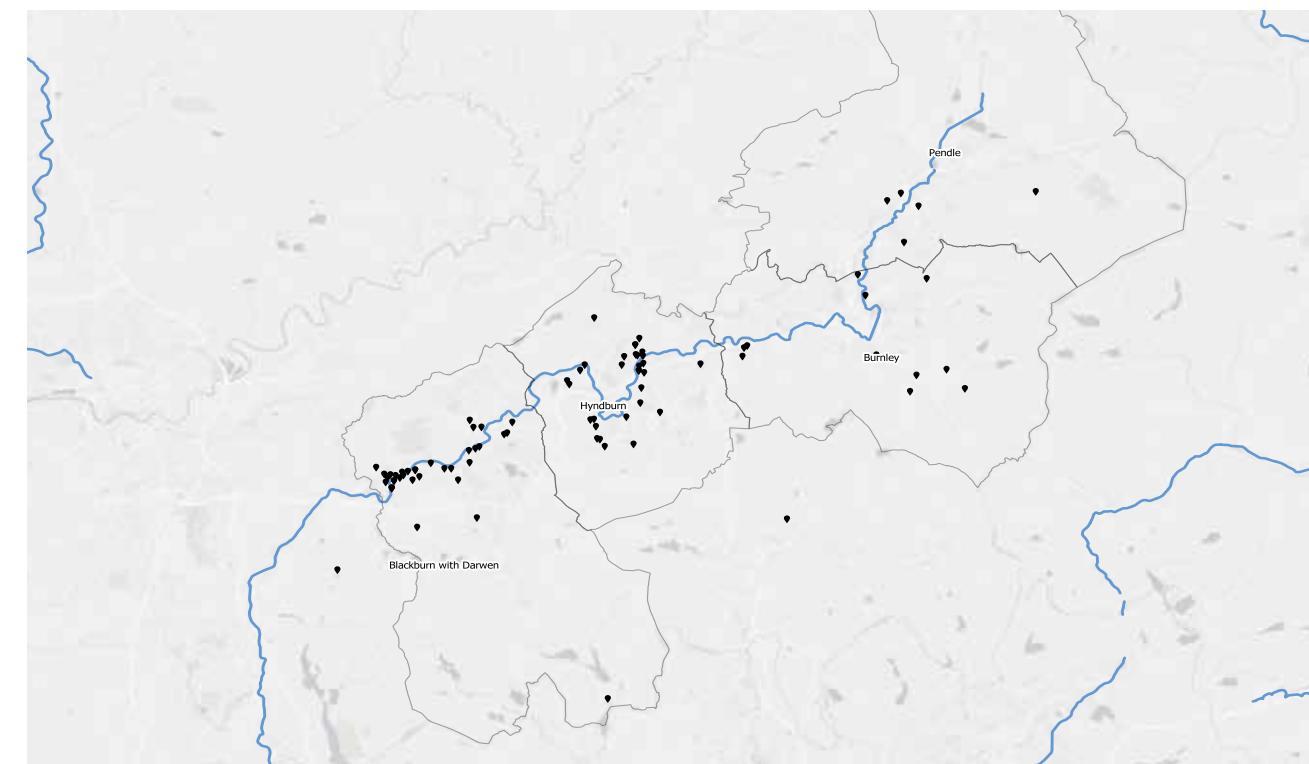
- Plants and wildlife
- Activity (especially walking)
- Peaceful atmosphere
- Natural landscape
- Pop-up cafes
- Pollinators gardens
- Water sports

A few factors, such as the safety of places, were identified by the respondents as elements to improve along the canal. Other areas for improvement included the following:

- Not well lit
- Lack of places to sit
- Safety
- Too much rubbish



Reported locations to access the Leeds & Liverpool Canal



Home post codes of respondents

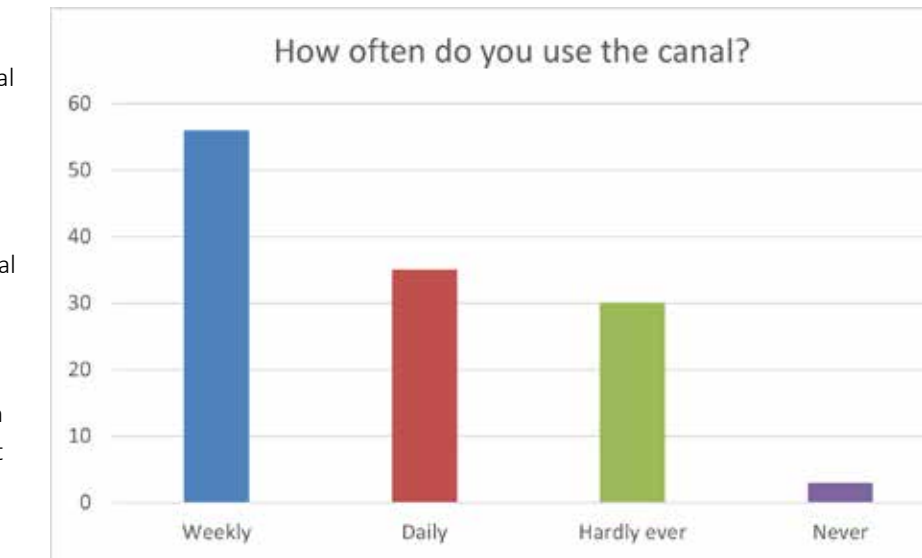
8.0 APPENDIX

8.2 Questionnaire responses

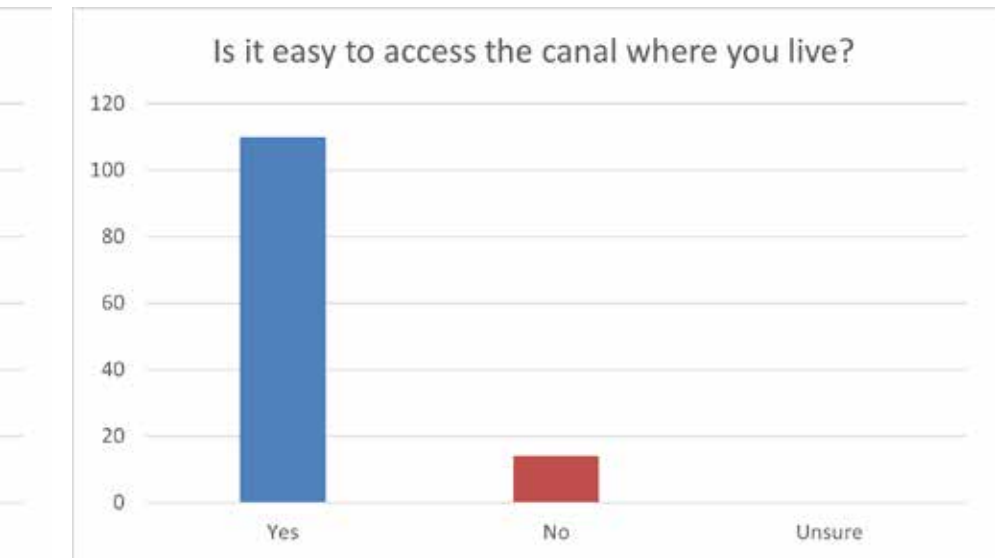
One of the key priorities identified by the questionnaire was the use of the canal and its accessibility. Questions focused on the importance of the mobility and reasons to visit the canal, which are both important elements that can attract users for recreation, health and social wellbeing.

The majority participants, as shown in the adjacent graphs, experience the canal on a weekly basis and find its accessibility quite easy.

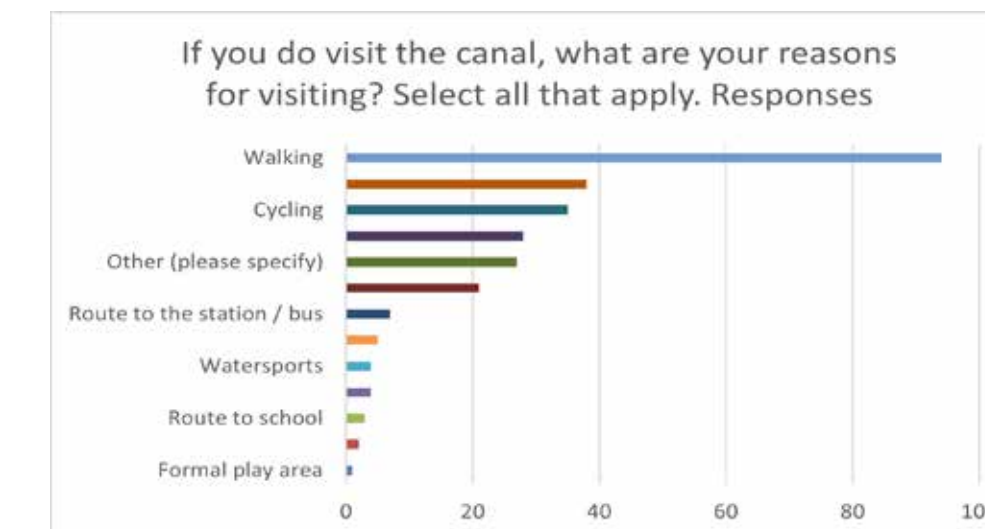
The vast majority of respondents stated that their reason for visiting the canal was for walking and cycling. The questionnaire also contained a question which related to the reason for not visiting the canal, and the respondents stated that safety concerns was the main reason.



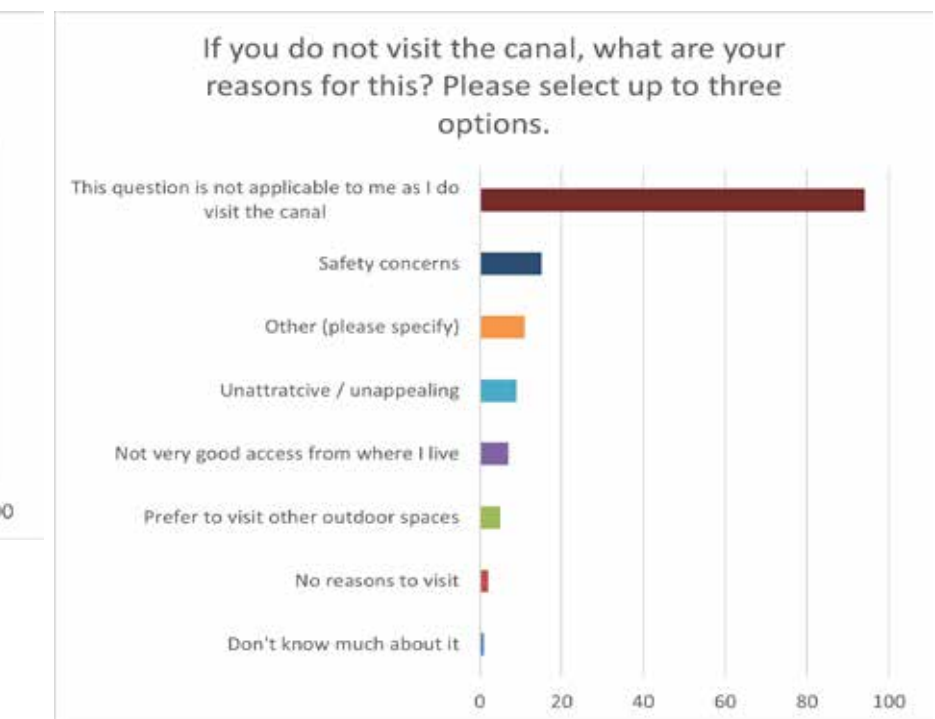
Respondents stated that they use the canal primarily weekly.



The majority of the respondents stated that the canal is easy to access from where they live.



The vast majority of respondents stated that their reason for visiting the canal was for walking. A high percentage of other respondents stated that cycling is the second reason for visiting the canal.



Respondents stated that the safety concern was the main reason for not visiting the canal.

All the adjacent graphs show the questionnaire results prepared from the Survey Monkey

8.0 APPENDIX

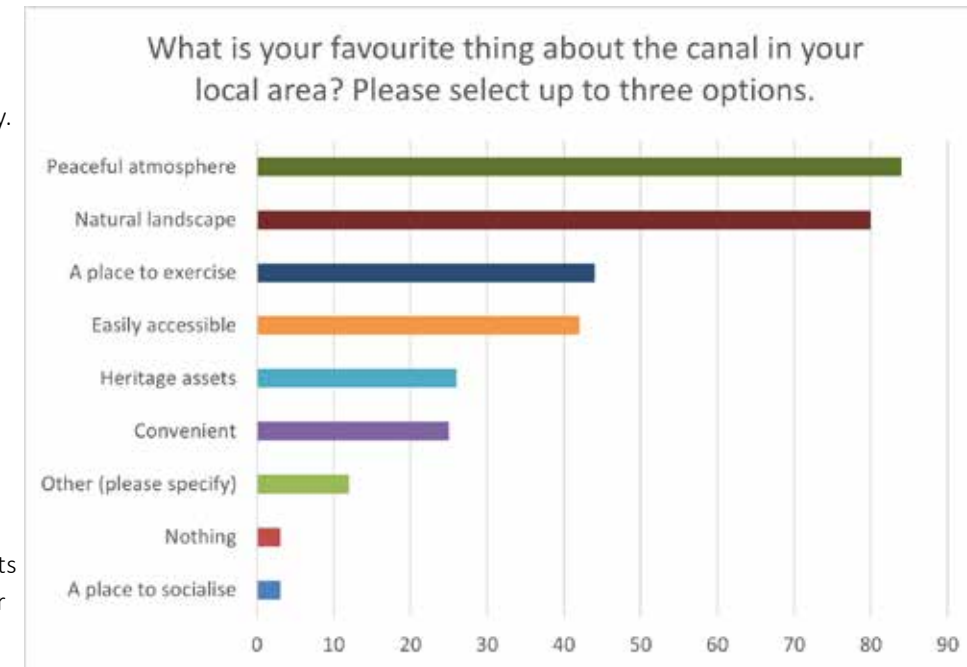
8.3 Questionnaire responses continued

A series of questions were prepared to appreciate the favourite things about the canal by the users and also the current issues that the canal presents today.

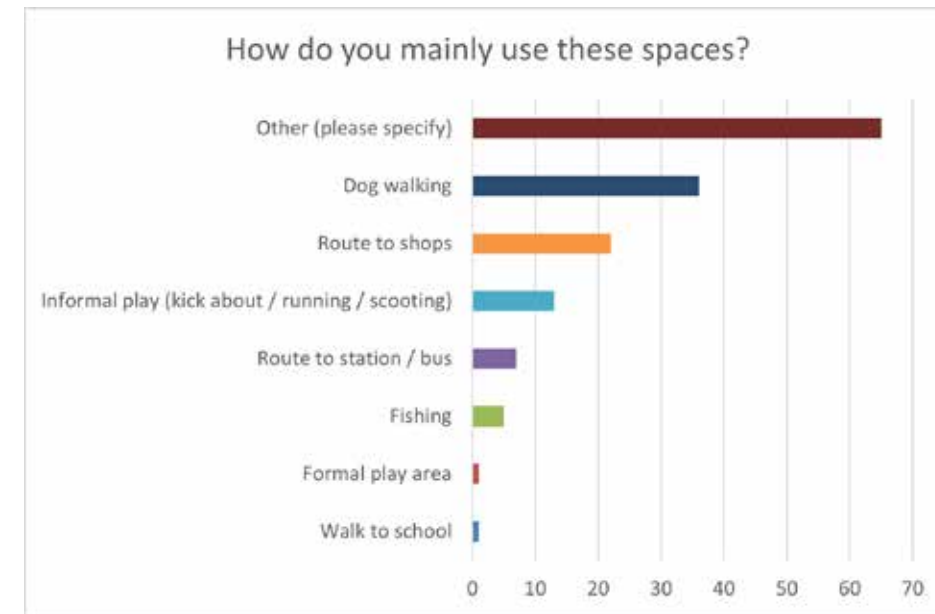
Respondents viewed the canal atmosphere and the natural landscape as the best feature of the canal within their area. Respondents identified that the current problem along the canal side is it is not very well lit in the evening.

A question related to the use of the outdoor spaces along the canal was prepared to identify which spaces people use most of their time. The vast majority of respondents stated that their main use of the canal was for dog walking.

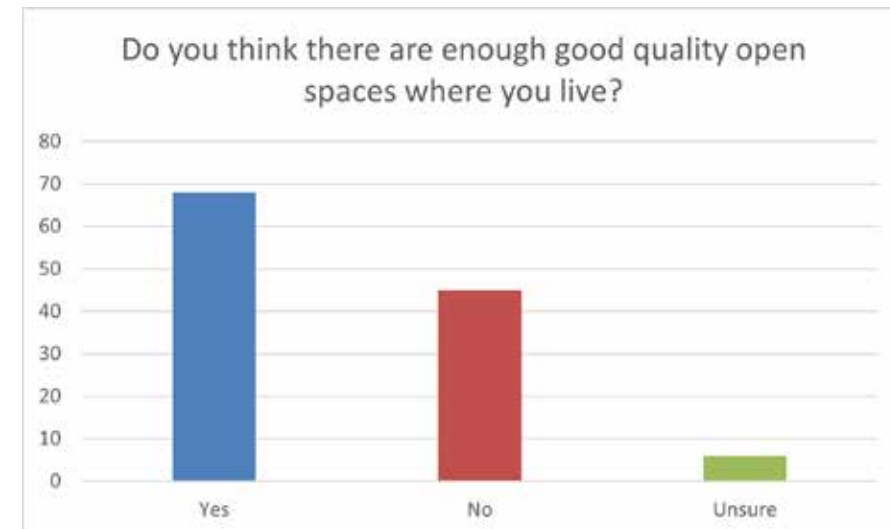
The questionnaire also included a question related to good quality outdoor spaces present today and how the users value this. The majority of respondents stated that there is enough good quality open spaces where they live, however over half suggested there could be more.



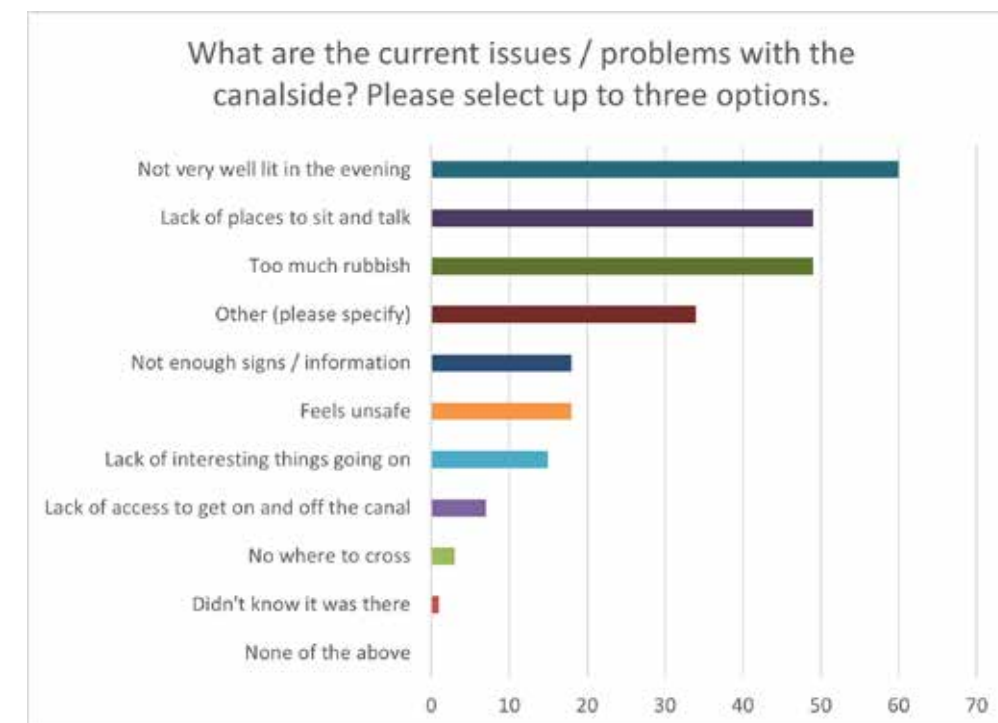
Respondents viewed the canal atmosphere and the natural landscape as the best feature of the canal within their area



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Respondents stated that there is enough good quality open spaces where they live.



Respondents indicated that the current problem along the canal side is it is not very well lit in the evening.

All the adjacent graphs show the questionnaire results prepared from the Survey Monkey

8.0 APPENDIX

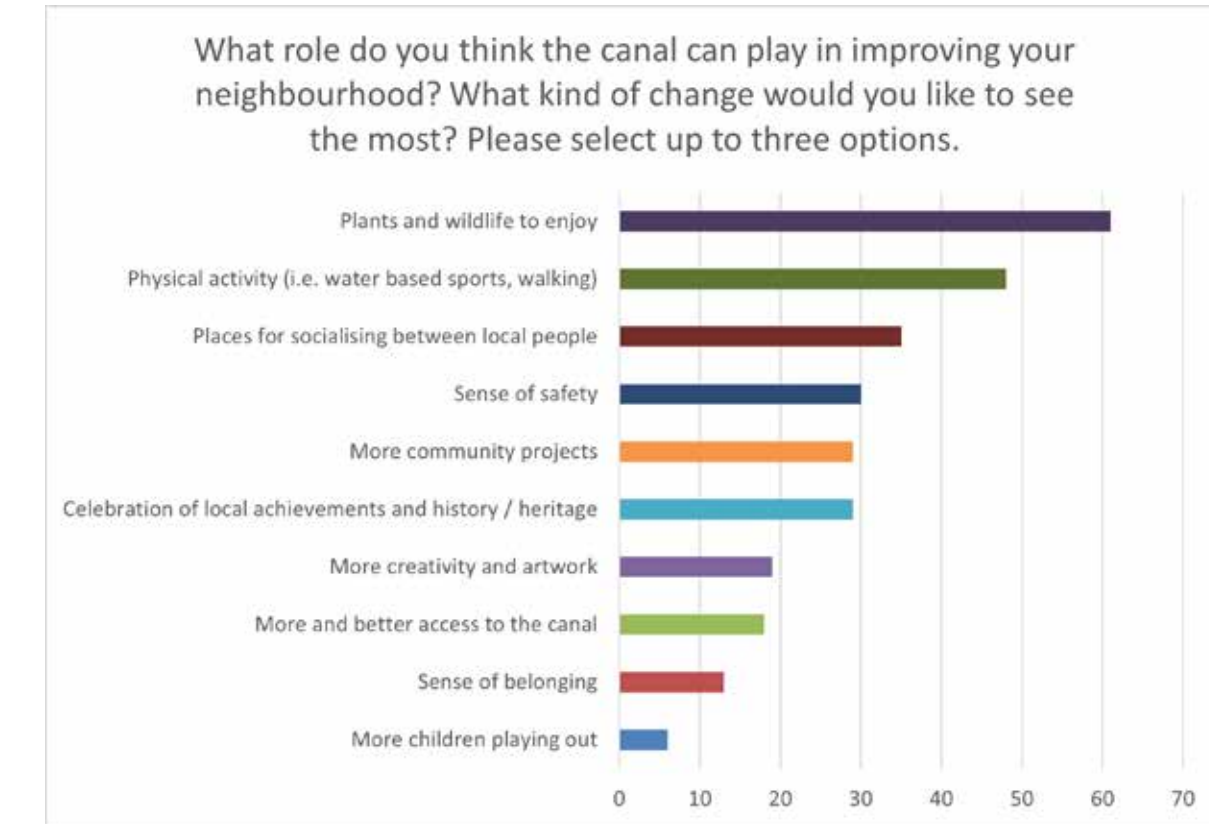
8.4 Questionnaire responses continued

In order to promote and introduce leisure activities, the questionnaire contained questions that identified different recreational uses that can be encouraged and introduced within the canal.

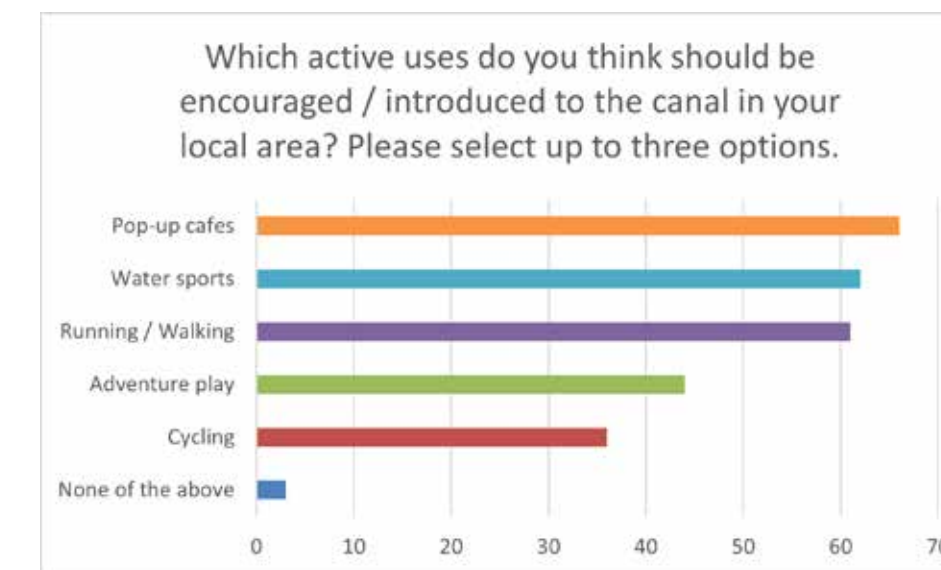
These activities can play an active or passive role and can enrich people's lives providing a wide range of physical and mental benefits and making the canal experience truly unique. The result of the survey highlighted that respondents would like to see more different activities along the canal and adjacent neighbourhoods, rating highly pop-up cafes, water sports and running/ walking pursuits.

The questionnaire also listed a series of passive recreational activities that do not require prepared facilities and place minimal stress on a site's resources, providing ecosystem service benefits and natural resource protection. Respondents felt that many of the suggested passive activities can be introduced to the canal, valuing pollinator gardens, rest/ recreation areas and education/ wildlife viewing as the highest activities.

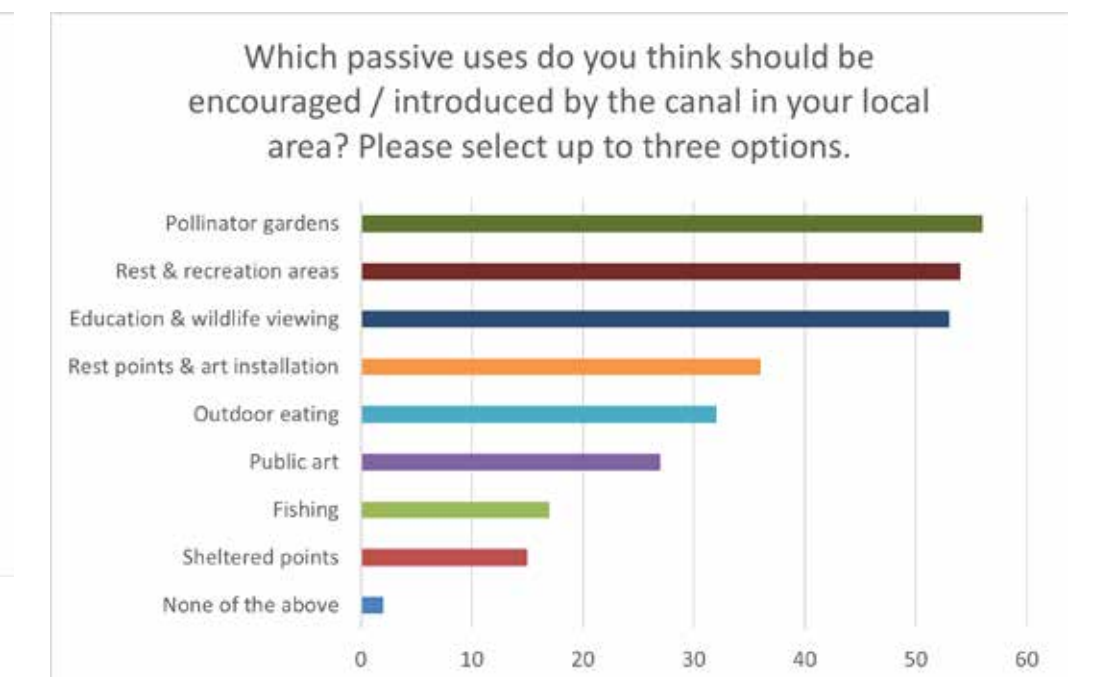
The questionnaire also included a question related to the role that the canal can play in improving their own neighbourhood, which listed a series of options that the respondents could choose from to a maximum of three selections. Plants and wildlife are viewed highly as a positive change to the canal, with physical activity, such as water based sports and walking, also viewed as an improvement.



Plants and wildlife were viewed highly as a positive change to the canal



Respondents felt that numerous active uses should be introduced to the canal, the highest rated were: pop up cafes, water sports and running/ walking pursuits. Adventure play and cycling where also highly rated



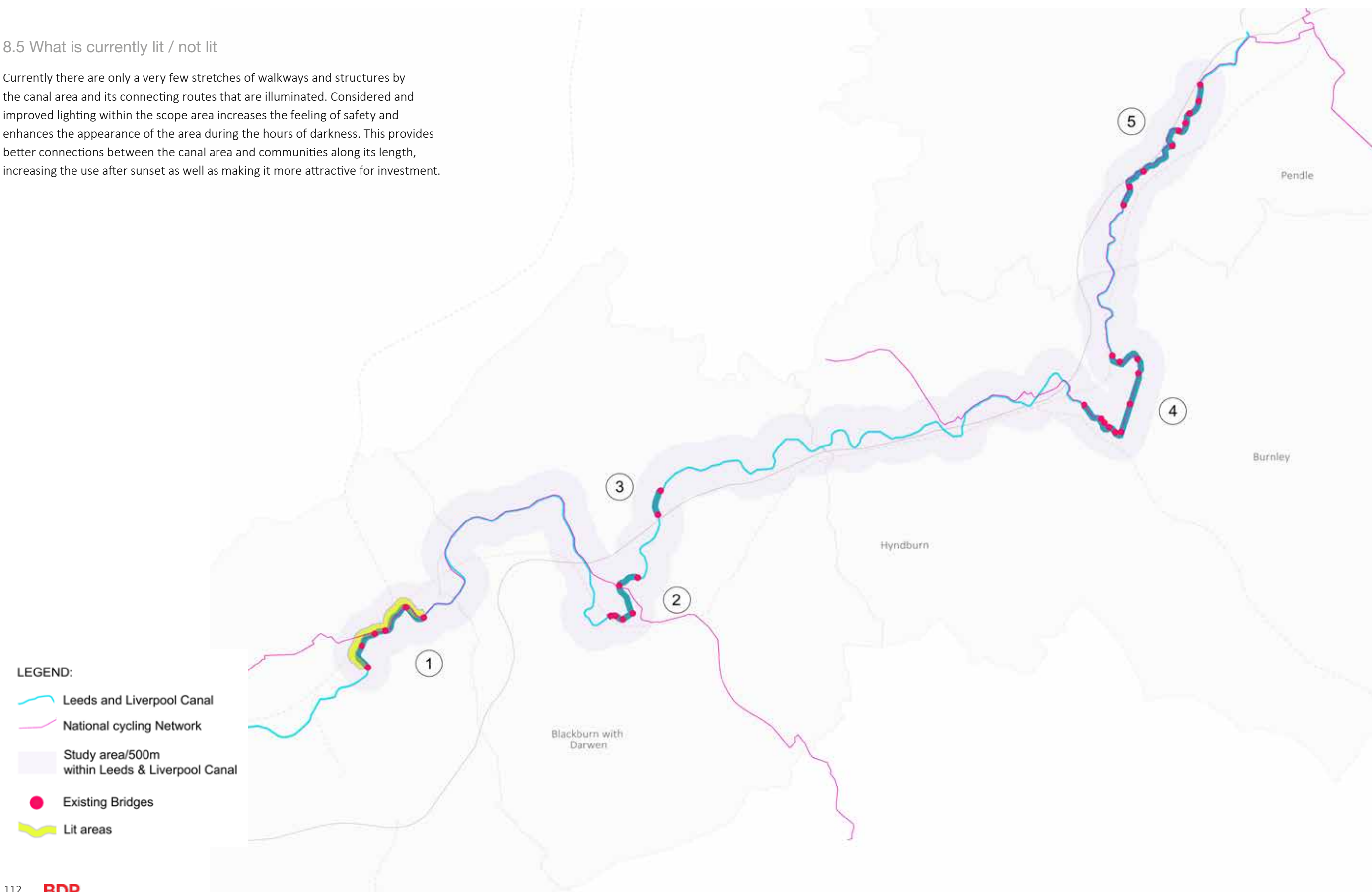
Respondents felt that numerous passive uses should be introduced to the canal, the highest rated were: pollinator gardens, rest/ recreation areas and education/ wildlife viewing.

All the adjacent graphs show the questionnaire results prepared from the Survey Monkey

8.0 APPENDIX

8.5 What is currently lit / not lit

Currently there are only a very few stretches of walkways and structures by the canal area and its connecting routes that are illuminated. Considered and improved lighting within the scope area increases the feeling of safety and enhances the appearance of the area during the hours of darkness. This provides better connections between the canal area and communities along its length, increasing the use after sunset as well as making it more attractive for investment.



8.0 APPENDIX

8.6 Lighting Analysis and Context - Environmental Zoning

To aid the development of the Lighting Strategy, the Institution of Lighting Professionals (ILP) provides guidance on the application of light according to the local surrounding context in their document 'Guidance Note 1: for the reduction of obtrusive light' (GN 01:2020).

In 'Table 2: Environmental zones' five categories of environmental zones are defined as follows:

Zone	Surrounding	Lighting environment	Examples
E0	Protected	Dark (SQM 20.5+)	Astronomical Observable dark skies, UNESCO starlight reserves, IDA dark sky places
E1	Natural	Dark (SQM 20 to 20.5)	Relatively uninhabited rural areas, National Parks, Areas of Outstanding Natural Beauty, IDA buffer zones etc.
E2	Rural	Low district brightness (SQM ~15 to 20)	Sparsely inhabited rural areas, village or relatively dark outer suburban locations
E3	Suburban	Medium district brightness	Well inhabited rural and urban settlements, small town centres of suburban locations
E4	Urban	High district brightness	Town/city centres with high levels of night-time activity

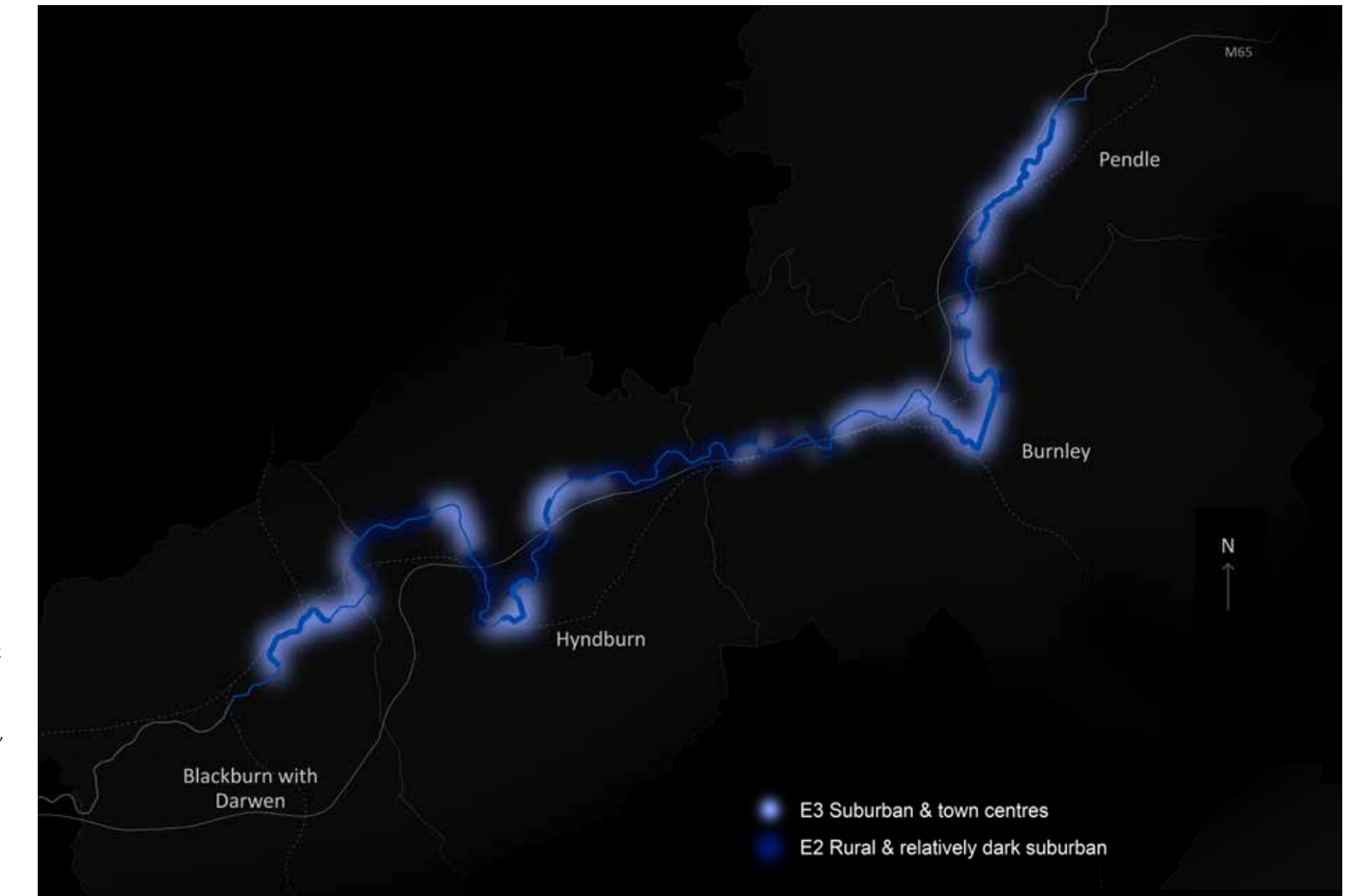
The diagram opposite maps the applicable zones, E2 and E3, onto the linear park site.

- E2 represents areas of low district brightness: Sparsely inhabited rural areas, village or relatively dark outer suburban locations.
- E3 represents areas of medium district brightness: Well inhabited rural and urban settlements, small town centres of suburban locations.

This zoning approach will be used as a fundamental framework to inform the development of the lighting strategy;

- As an intervention assessment for the key decision 'to light or not'
- If so, to inform the approach to ensure that interventions are sympathetic to the surrounding context

With limited exceptions it is unlikely that it would be appropriate to introduce lighting within the E2 rural zones, but in E3 suburban areas there is significant scope for this given the higher levels of background light.



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