Appendix B – Supplemental Information

NE2 – Land North of Hud Hey, Haslingden

NE3 – Carrs Industrial Estate North Extension, Haslingden

PROPOSED EMPLOYMENT SITE ON LAND NORTH OF HUD HEY ROAD, HASLINGDEN (3139)
PRELIMINARY VEHICULAR ACCESS APPRAISAL – SEPTEMBER 2020

Introduction

This note will set out a preliminary consideration of vehicular access options for a potential employment development site of 3.5 hectares on land north of Hud Hey Road in Haslingden. The site is allocated and protected for employment use in the emerging local plan.

Site Location

The site is bordered to the west by the A56 Haslingden Bypass, to the south by the B6236 Hud Hey Road and to the east by the A680 Blackburn Rd. Approximately one kilometre to the south of the site lies Haslingden centre and closer to the north is Hall Park, a residential park home development and to the north east lies the small Victorian village of Hud Hey.

Vehicular Access

The number of units that can be taken off a priority arrangement differ between authorities and indeed sometimes between officers, there is little prescriptive guidance in this regard but we generally work on the basis that for residential developments 100/150 units approaches the maximum that you could expect to get agreed for a simple bellmouth access and for employment use this would be expressed in terms of two way movements or 50-75 movements maximum per hour at 0.5 movements/unit/peak hour, beyond this you would likely need to consider a ghost island arrangement or maybe a roundabout if constraints permit.

A current site layout is not available at the time of writing for the employment site however if we use the more onerous residential approximation of 20 units/hectare at 3.5ha the parcel is likely to sustain circa 70 units. If we apply an approximate value of 5 movements/unit/day or 0.5 movements/unit/peak hour this would equate to 350 two way movements per day or 35 movements/peak hour, which is highly unlikely to trigger the need for a ghost island or roundabout arrangement.

There are a number of design principles that have been followed within this note that refers to current local and national guidelines. More locally Lancashire have two design guides in circulation, the earliest is titled Residential Roads Design guide 06/85 (from 1985) and the more recent Creating Civilised Streets published in 2010.

The Residential Road Design Guide is the more prescriptive of the two and whilst it does not define the geometric requirements of employment/light industrial sites per se it does advocate road widths of between 6m and 6.75m with junction radii (see below) of 10m for Type 3A/Type 4A roads, which is in line with the 6C's design guide (in wide use nationally) that similarly advocates between 6m and 6.75m for light industrial/office use.

Junction Type		Radius (metres)	Minimum Junction Spacing (metres)		Sightlines (metres)	
Road A	Road B	R	Adjacent	Opposite	X	Y
Type 3A Local Distributor	Any other road *	10	80	40	4.5	60 (30 mph zone) 90 (40 mph zone)
Type 4A Collector Road	Type 3B Transitional road	6			4.5	60
Type 4A Collector Road	Type 4A Collector road or Type 4B Car Way	6	30	8	2.4	60
Type 4A Collector Road	Any Type 5 road *	6	30	8	2.4	60
Type 4B Car Way	Any Type 5 road *	8 & 6 Offset	30	8	Junctions must be intervisible	
Any Type 5 road	Any Type 5 road *	4.2			2.4	30

Figure 6.3 Lancashire Residential Road Design Guide

Visibility splays of 2.4m by 43m have been applied in line with the requirements of Manual For Streets and can be comfortably accommodated along the site frontage.

In terms of the requirement or not of a secondary or emergency access, as a general principle there are no prevailing design standards or guidance we are aware of that would warrant a development of this size to feature more than a single point of access. Manual for Streets (MfS) advises in paragraph 6.7.3 (below) that no length limits or dwelling number limit should be placed on a development, but moreover the fire service should be consulted to ensure they are able to respond quickly and effectively to any emergency on a particular development.

MFS para 6.7.1:-

"the length of cul-de-sacs or the number of dwellings have been used by local authorities as criteria for limiting the size of a development served by a single access route. Authorities have often argued that the larger the site, the more likely it is that a single access could be blocked for whatever reason. The fire services adopt a less numbers-driven approach and consider each application based on a risk assessment for the site, and response time requirements."

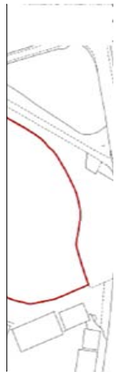
Notwithstanding this there is still a residual belief in the memory of older design guidance pre 2007(DB32), and also to improve permeability and emergency access options. With this in mind it is therefore considered that 2 points of vehicular access should not be a necessity or present a material reason for the local authority to resist the scheme. Should a secondary access become a requirement we have dealt with it in the past either by the provision of an internal loop or a kerbed reserve in the centre of the carriageway about the access.

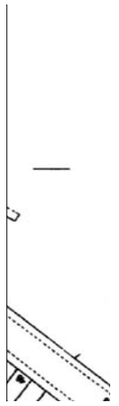
Summary

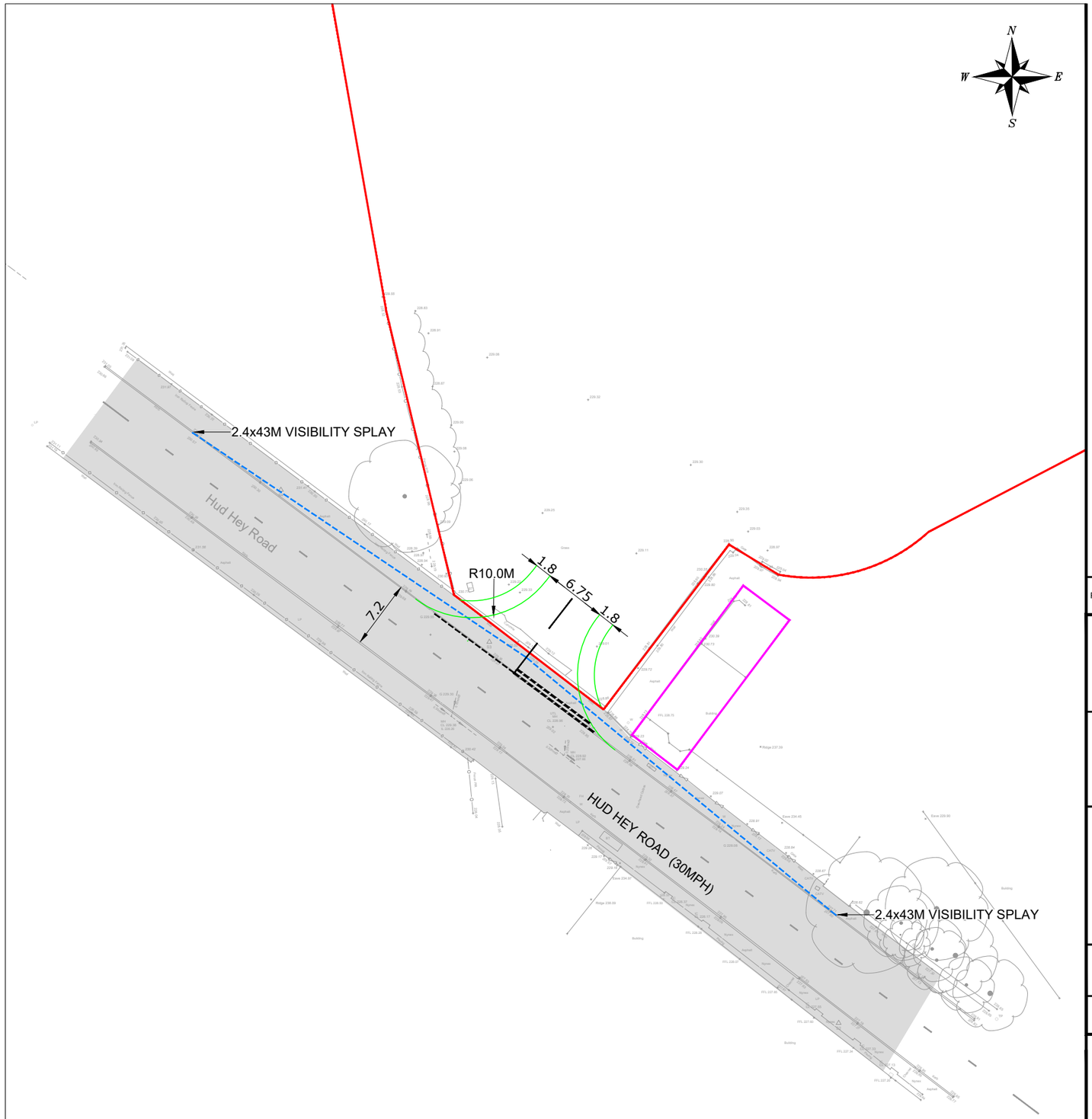
This highways note has considered the access strategy relating to proposals to redevelop land north of Hud Hey Road for employment use purposes. Subject to any future requirement to confirm traffic levels we believe this is an acceptable access design that fulfils the recommended geometric criteria required of a site access in this location.

As such, we believe the site can be satisfactorily accessed via Hud Hey Rd.

***Enclosure**s* – Drawing Number 3139-F01 Rev B





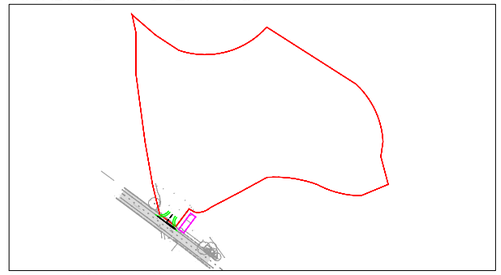


NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- TITLE PLAN: LA456032
- EXISTING ADOPTED HIGHWAY

TOTAL AREA OF SITE: 1.75Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
B	TOPO ADDED	LB	JC	SEP 20

CLIENT:

CASSIDY ASHTON

PROJECT:

HUD HEY ROAD,
BLACKBURN

DRAWING TITLE:

POTENTIAL SITE ACCESS ARRANGEMENT

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
LB	MC	SEP 20

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
3139-F01	B

Eddisons | Incorporating Croft

Supporting Report

and

Demand Study

On

Proposed Employment Site
off Hud Hey Road
Haslingden
Rossendale
Lancashire

Prepared on behalf of

Barnfield Developments Ltd
Kenyon Road
Lomeshaye Industrial Estate
Nelson
Lancashire
BB9 5SP

Prepared by

Paul Nolan BSc (Hons) FRICS
RICS Registered Valuer

Of

Nolan Redshaw Ltd
Haweswater House
Waterfold Business Park
Bury
Greater Manchester
BL9 7BR

CONTENTS

Appendices

Nolan Redshaw
Chartered Surveyors

Our ref: C820/PN/HH

02 November 2020

STRICTLY PRIVATE & CONFIDENTIAL
Tracy Clavelle-Bate
Head of Development and Acquisition
Barnfield Developments
Kenyon Road
Lomeshaye Industrial Estate
Nelson
Lancashire
BB9 5SP

Direct Line: [redacted]
Email: [redacted]

Dear Sirs,

Re: Land off Hud Hey Road, Haslingden, Rossendale, Lancashire

Further to your recent instructions, we can report as follows:

Executive Summary

This is a 3.5 hectares / 8.64-acre green belt site, situated in an accessible location, North West of Haslingden.

It is bounded by the A56 and by an existing industrial estate. It is of low landscape and amenity value and is in an accessible location.

It is suitable for employment development and would be a useful addition to the supply of employment land in the Rossendale area, specifically for B1, B2 and B8 uses where there is well documented demand.

1. Instructions

Your instructions were to provide a market led view of supply and demand in the Rossendale Borough area for employment land and premises.

2. Situation

The premises are situated fronting Hud Hey Road, with frontage also to Blackburn Road, which is the A68. We believe the access will be from Hud Hey Road.

Hud Hey Road is adjacent to the A56 Haslingden Bypass, which provides access ultimately on to the A56 Edenfield Bypass and thereafter the M66 Motorway at Junction 1. The M66 is approximately 3.5 miles to the South and the M65 is approximately 5 miles to the North.

The site is adjacent to the existing Hud Hey Industrial Estate, which was developed over a number of years and is a mixture of 40 to 50-year-old portal framed units and a former single-storey mill, with a northlight roof. This estate is fully developed. See location plan at **Appendix 1**.

3. Description

The site comprises of a green field site of 3.5 hectares (8.64 acres), which is low quality grazing land, but with trees to the Western, Southern and North Eastern Boundaries.

The site rises gently from Hud Hey Road up to the North of the site toward Blackburn Road.

See site plan and aerial photograph at **Appendix 2**

4. National Economy

4.1 The UK National Economy went into recession between April and June 2020 as the Coronavirus lockdown measures created an unprecedented reduction in economic activity.

4.2 The National Economy shrank by 20.4% compared with the first three months of 2020. This was obviously lockdown related, as shops were closed, and factory and construction output fell significantly.

This was a first UK technical recession since 2009.

4.3 Monthly gross domestic product rose by 2.1% during August 2020 but was still 9.2% below February 2020 levels.

4.4 This is an unprecedented state of economic affairs, and whilst the general employment market had reduced in activity prior to the pandemic, due to political and economic uncertainty, the economy has generally remained in growth for a number of years.

4.5 The recession hopefully will be short lived and ultimately the economy will return to stable economic conditions once the pandemic is under control.

5. Property Market

Regional Market

5.1 The regional employment market, i.e. generally speaking for B1, B2 and B8 use, has been relatively buoyant and robust for the last 7 to 8 years. Activity has increased gradually over that time.

There had been a general increase in economic activity pre COVID, which had resulted in low vacancy rates in the industrial sector across the North West of England and also in Rossendale.

5.2 The market for industrial and warehouse units has continued largely unaffected by COVID, however, the trend for home working for office personnel has reduced demand for offices. At present there is no indication when this trend will be reversed.

6. Supply and Demand in Rawtenstall

Industrial Submarket

6.1 Rossendale is in of the smaller submarkets for industrial accommodation in Lancashire.

6.2 The Borough has previously been heavily reliant on manufacturing uses, however, there has been a local increase in use of buildings for logistical purposes.

6.3 We have attached an Industrial Submarket Report, prepared by ourselves using the CoStar database, this shows that Rossendale has approximately 371,600 Sq. m. / 4,000,000 Sq. ft. of industrial accommodation. See **Appendix 3**.

6.4 Available accommodation is very limited and has a vacancy rate of 1.7%, the main salient points of this report are as follows: -

- 4,000,000 Sq. ft. of accommodation
- 1.7% vacancy rate
- Lack of new supply in the submarket
- Rossendale has a compact industrial unit market

6.5 Rental growth had been steady and in particular new accommodation built at New Hall Hey, with its excellent access to the A56 Edenfield Bypass, has increased the underlying market rentals for prime accommodation, to figures in excess of £7.00 per Sq. ft. We dealt with the first phase of the scheme. See attached details at **Appendix 4**.

At this level of rental viability for development is not an issue, and sites such as the site at Hud Hey Road therefore should be viable to develop.

6.6 Page 7 of the Focus CoStar report highlights that there have been no major "deliveries" in recent years of new accommodation, and take up has been strong for second hand accommodation, such as the Voith Fabrics unit at Stubbins, details of which are attached at **Appendix 4**. Which was sold within weeks of coming on to the market.

6.7 Lichfield produced the Rossendale Employment Land Review in February 2017 and whilst some of the findings are now a little dated the main conclusions were as follows: -

6.7.1 Business and Employment sectors favour other types of employment space above offices.

6.7.2 There is a shortage of fit for purpose industrial premises and an oversupply of office space.

6.7.3 Total industrial space shrank by 16% to 680,000 Sq. m. (this unit is much larger than Focus CoStar Figures) over the period 2000 – 2012.

6.7.4 In 2005-2016 over 14 hectares (34.59 acres) of employment land was lost to residential use and also land was lost to the retail developments in Bacup and New Hall Hey.

This is a natural progression for a post-industrial Borough, but as Agents with a regular involvement with the area the indications are that too much employment land has been released for alternative uses, but specifically the New Hall Hey Site, which was a prime employment site. It is less relevant to Bacup where demand is less, and sites are generally affected by topography.

6.7.5 (Paragraph 5.15) – There has been an annual average of .99 hectares developed for B class employment uses for 2005-2016. Once losses are taken into account the total amount of employment land available in Rossendale has been decreasing each year. This trend needs to be reversed to maintain a balanced local economy.

6.7.6 (Paragraph 8.5) - Rossendale's commercial property market has been increasingly active in recent years though this is biased towards the industrial sector, with less activity in the office market.
(Paragraph 8.6) – There is currently an under supply of sites in Rossendale, but especially to the West of the Borough, i.e. Haslingden, where demand is greatest.

6.7.7 Industrial rents are being driven up by short supply.

6.7.8 There is a lack of larger scale industrial sites and premises, which means Rossendale is often unable to retain local businesses, who are looking to expand.

6.7.9 There have been some significant losses of industrial accommodation i.e. Broadley Mill, which has 125,000 Sq. ft and situated in Crawshawbooth, this has been demolished and is being redeveloped by Taylor Wimpey for residential purposes.

7. Potential Site Uses

7.1 Offices

The office submarket in Rossendale has traditionally been oversupplied with accommodation, this is summarised in the CoStar Office Submarket Report, which is attached at **Appendix 5**.

7.2 The current vacancy rate is 7.1%. The only new developed office scheme in the recent past in the Rossendale Valley, i.e. circa 2010, was at Rising Bridge Business Park, which has been largely unsuccessful.

7.3 This has good connectivity to the A56, M66 and M65 and despite the scheme being developed on a BREEAM excellent basis, the rents on the scheme have reduced over the years and units are currently being offered there at less than £10 per Sq. ft. this is significantly below the viability level which we currently estimate to be £17.50 per Sq. ft. as an absolute minimum for speculative offices to be built.

Based on that figure alone and the level of vacancies in the Borough, we do not feel that it would be viable or indeed sensible to consider developing offices on the site.

7.4 The Lichfield Report states: -

- That the office market has weak demand.
- The office market lacks the critical mass to attract and sustain larger office occupiers, (such as Airtours, who relocated to Rochdale. Their head office facility has since been converted to residential).

7.5 Regional Office Market

The Lancashire office market as a whole has a lower vacancy rate at 3.1% than Rossendale and with generally zero or negative rental growth, again it can be seen that throughout Lancashire viability of offices at present is extremely challenging.

This is despite increased net absorption throughout the County prior to COVID. In many respects this increased absorption is only dealing with the outstanding vacancy rate throughout the County.

The County wide Office Report is attached at **Appendix 6**.

8. Conclusion

This is a green belt site, but not really fulfilling the function of green belt. It has good frontage to the A56 and is close to the successful Carrs Industrial Estate, which is fully developed.

The Lichfield Report albeit now somewhat dated does show statistically that there is good demand for employment land and a reducing supply.

We as local Chartered Surveyors agree and are of the opinion that Rossendale as a Borough needs good quality employment sites near to the A56 corridor to respond to current and future demand.

We are convinced there would be good demand for any employment units built on the site.

Dated this 2nd day of November 2020

Signed...  **.....**

PAUL NOLAN BSc (Hons) FRICS
RICS Registered Valuer
For and on behalf of Nolan Redshaw Ltd
Haweswater House
Waterfold Business Park
Bury
Greater Manchester
BL9 7BR

Appendices

1: Location Plan

2: Ste Plan and Aerial Photograph

3: Rossendale Industrial Submarket Report

4: Details of New Hall Hey Phase 1 and Voith Fabrics

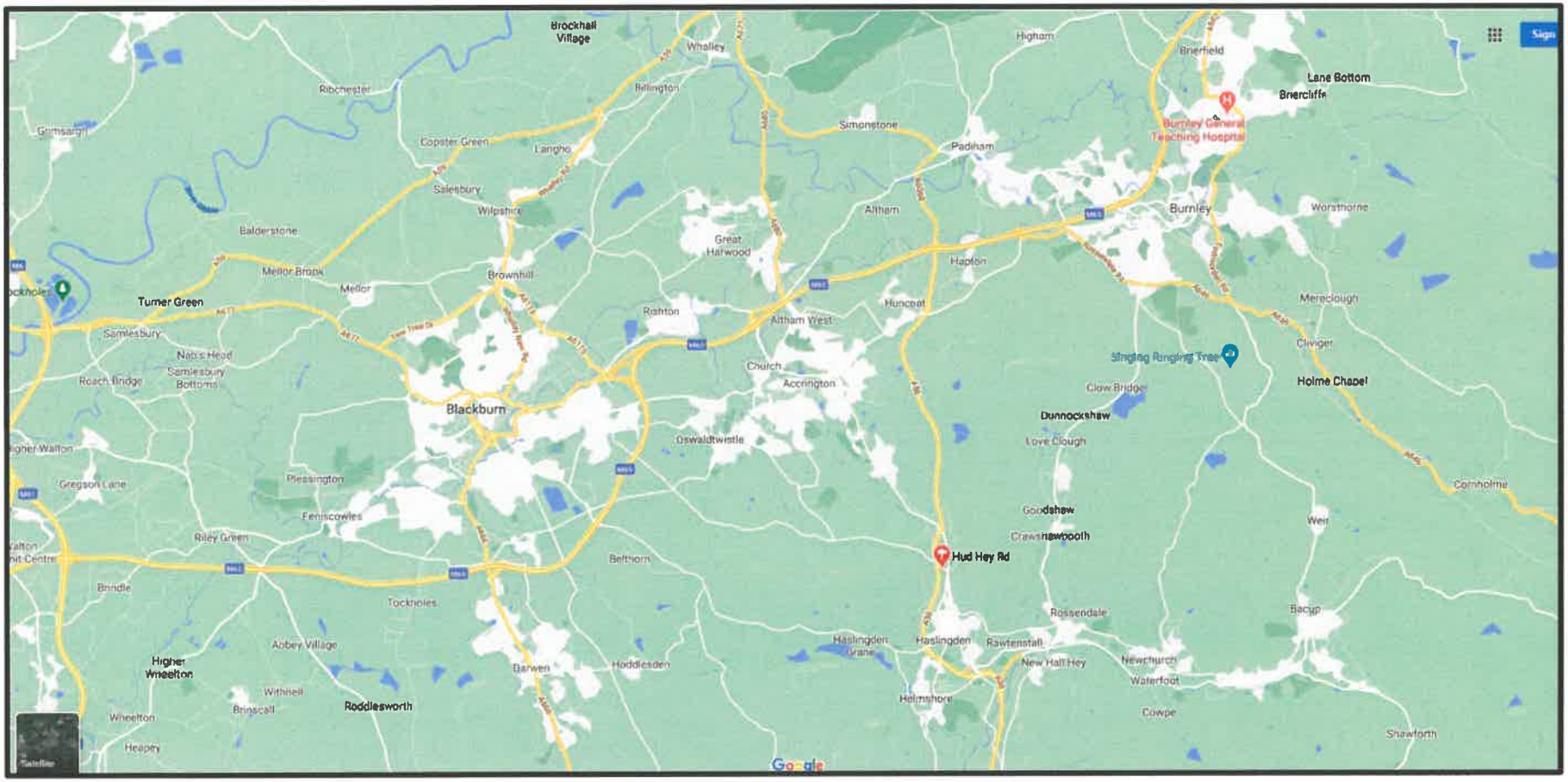
5: Rossendale Office Submarket Report

6: Lancashire Offices Market Report

Appendix 1

Location Plan

PROPOSED EMPLOYMENT SITE OFF HUD HEY ROAD, HASLINGDEN, ROSSENDALE, LANCS



Appendix 2

Site Plan and Aerial Photograph

Health & Safety Notes

1. Contractor must ensure that all work on site is carried out in a safe & satisfactory manner, in accordance with Health & Safety At Work Act 1974, COSHH Regulations 2002 & requirements of C.D.M

Client	Private Client
Project	Land at Hud Hey Road
Drawing Title	Location Plan
Drawn by	FH
Checked by	AC
Date	29.10.2020
Status	PRELIMINARY
Scale @ A2	1:1250
Job no.	9286
Dwg.no.	L01
Rev.	-

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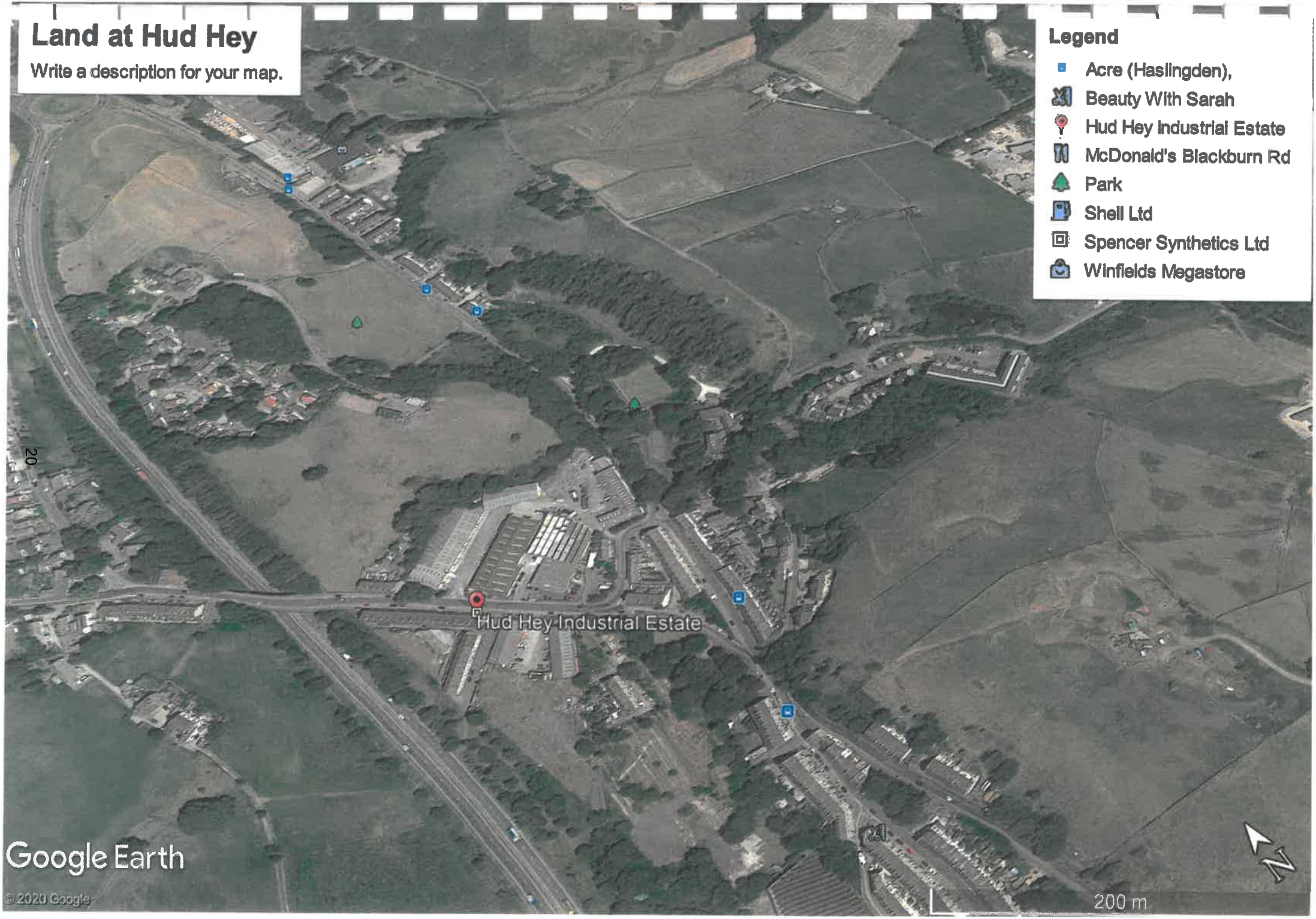
Land at Hud Hey
Write a description for your map.
Legend
Acre (Haslingden),
Beauty With Sarah
Hud Hey Industrial Estate
McDonald's Blackburn Rd
Park
Shell Ltd
Spencer Synthetics Ltd
Winfields Megastore
Hud Hey Industrial Estate
Google Earth
© 2020 Google
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N

Appendix 3

Rossendale Industrial Submarket Report

Industrial Submarket Report

Rossendale

Lancashire

PREPARED BY

Nolan Redshaw

Helen Hamer

Secretary/ PA

CoStar™

INDUSTRIAL SUBMARKET REPORT

Overview

12 Mo Deliveries in SF	12 Mo Net Absorption in SF	Vacancy Rate	12 Mo Rent Growth
57 K	55.9 K	1.7%	3.3%

With around 4 million SF, Rossendale is one of the smallest submarkets in Lancashire. The area is historically associated with the manufacturing sector, although the defence and aviation sectors are also dominant industrial drivers here.

Rossendale is also a burgeoning logistics hub. Industrial demand has been strong in recent years. Vacancies have been steadily compressing over the past few years, dropping to a current rate of 1.7%. Falling vacancies have been largely aided by the lack of new supply in the submarket than by any significant uptick in demand. Falling vacancies supported strong rent growth, which took off in mid-2019. However, average rent here is one of the lowest in Lancashire. Investors took a note of the submarket's relatively improved fundamentals. Investment has boomed over the last few years, but levels are easing in 2020 as the impact of the coronavirus outbreak slows activity, particularly manufacturing and aviation subsectors.

KEY INDICATORS

Current Quarter	GIA	Vacancy Rate	Market Rent	Availability Rate	Net Absorption SF	Deliveries SF	Under Construction
Logistics	1,731,865	3.6%	£4.51	5.2%	(4,192)	0	0
Specialised Industrial	1,535,174	0.2%	£4.92	7.0%	0	0	0
Light Industrial	746,703	0.7%	£4.01	28.3%	0	0	0
Submarket	**4,013,742**	**1.7%**	**£4.58**	**10.2%**	**(4,192)**	**0**	**0**

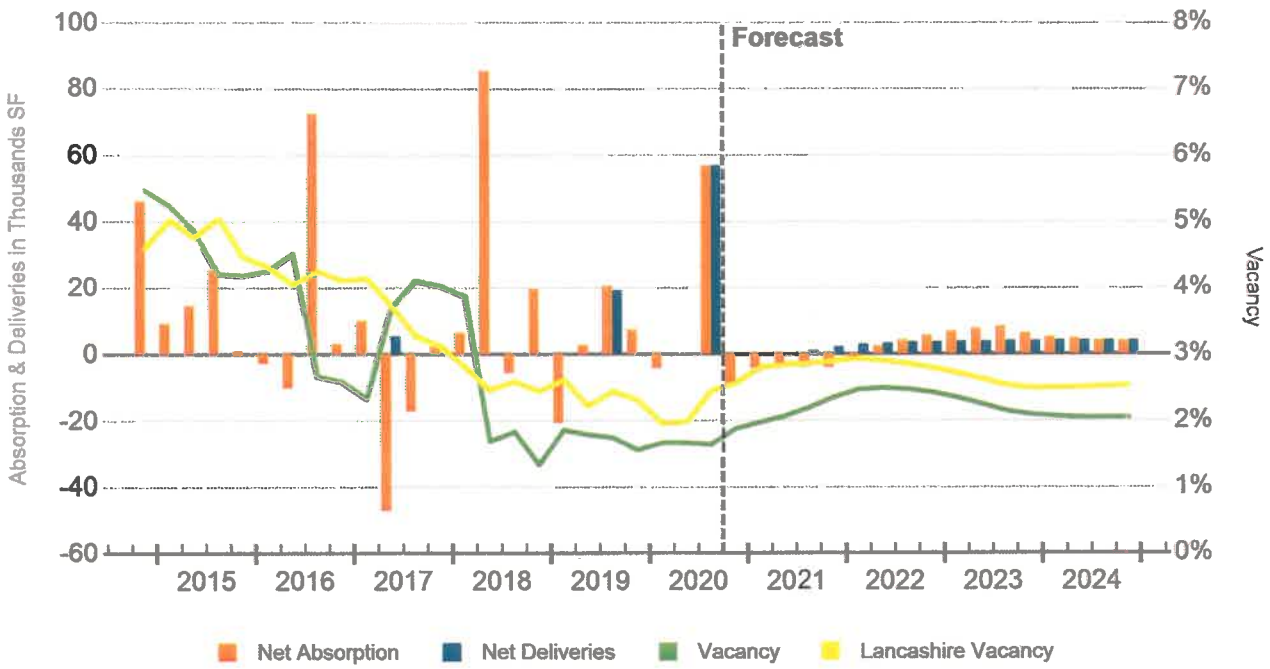
Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	0%	6.1%	2.2%	15.9%	2013 Q1	1.3%	2018 Q4
Net Absorption SF	55.9 K	26,428	15,710	338,843	2014 Q2	(288,419)	2012 Q1
Deliveries SF	57 K	16,694	20,883	85,403	2014 Q4	0	2019 Q2
Rent Growth	3.3%	2.5%	2.5%	7.3%	2019 Q3	-2.6%	2010 Q1
Sales Volume	£0	£1.2M	N/A	£6.1M	2019 Q3	£0	2020 Q3

Leasing

Although net absorption picked up in Rossendale in recent years, demand slowed down again in 2019. Improvements in fundamentals in recent years have been more by the lack of supply than by any significant uptick in demand, with little in the way of significant lettings.

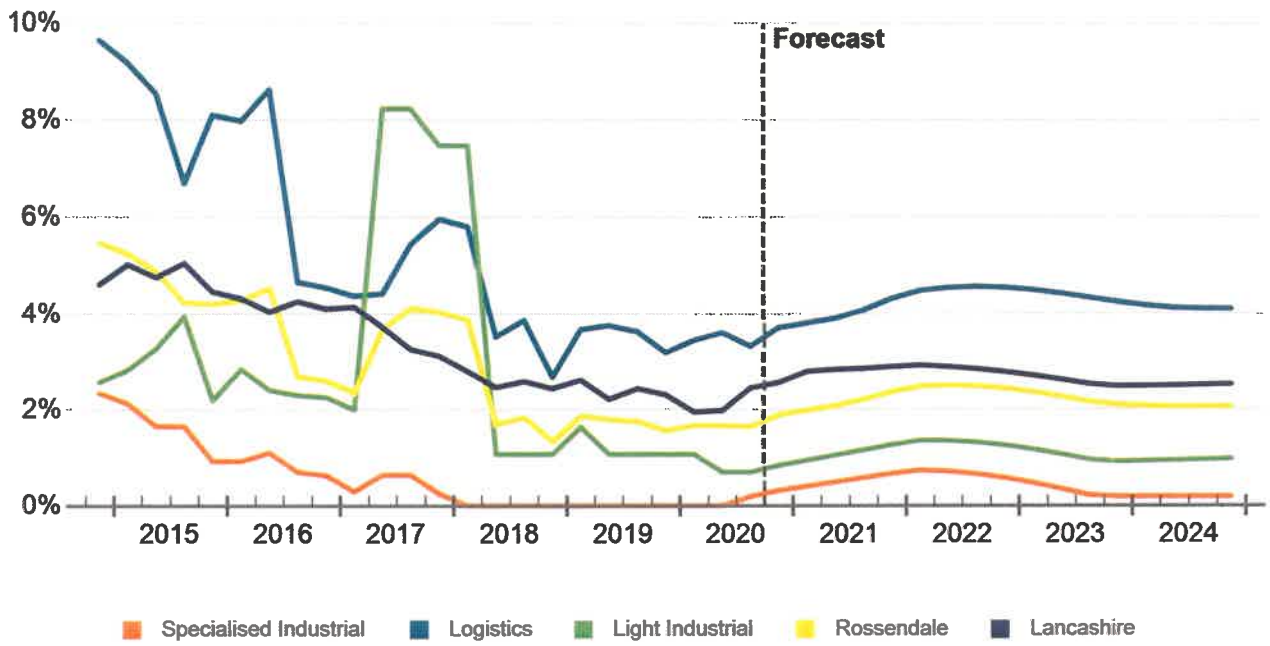
The vacancy rate dropped to 1.7% meaning Rossendale has one of the lowest vacancy rates in the Lancashire Market, on par with the neighbouring Blackburn with Darwen. Low vacancy has been largely supported by the absence of new industrial stock. The supply pipeline has been muted over the past few years and continues to remain subdued.

NET ABSORPTION, NET DELIVERIES & VACANCY

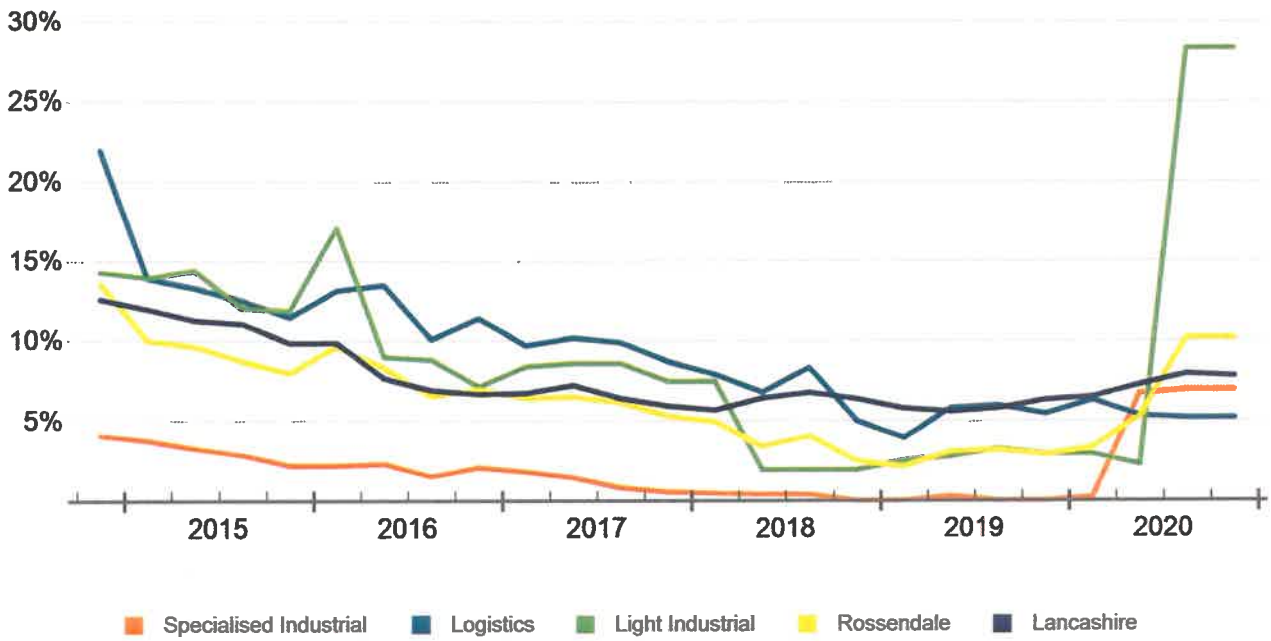


Leasing

VACANCY RATE



AVAILABILITY RATE

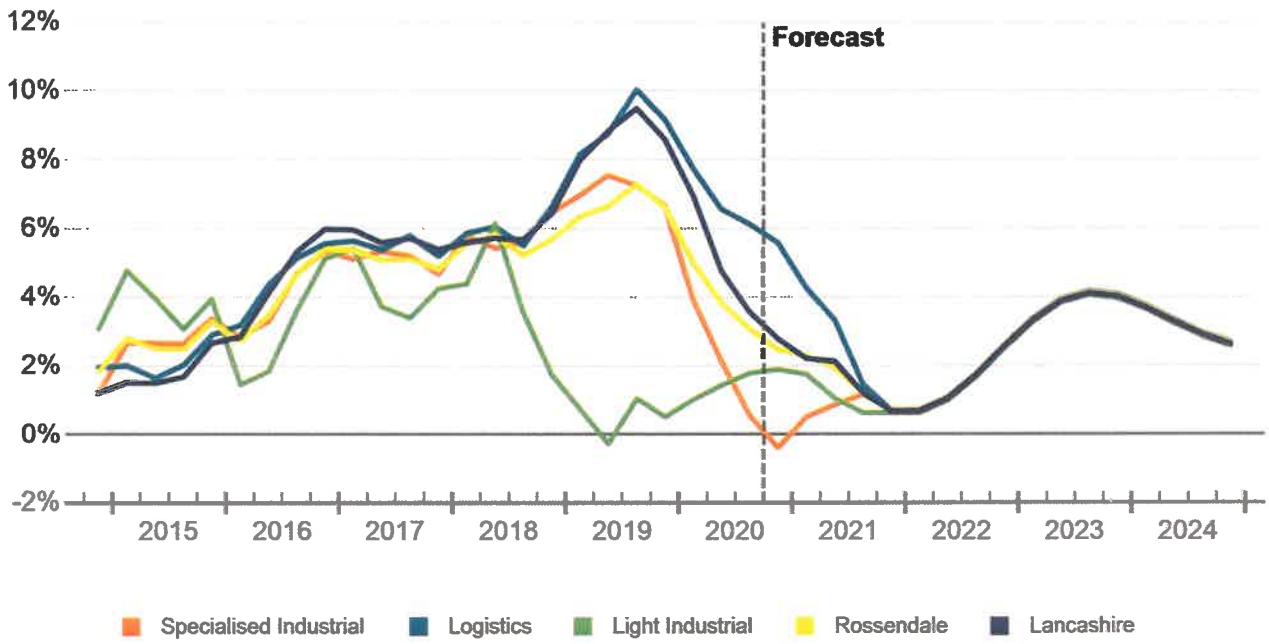


Rent

Fuelled by falling vacancies, rent growth took off in2019. However, at £4.60 /SF, average asking rents here are some of the lowest in the Lancashire Market, around 30% below rental levels in neighbouring submarkets.

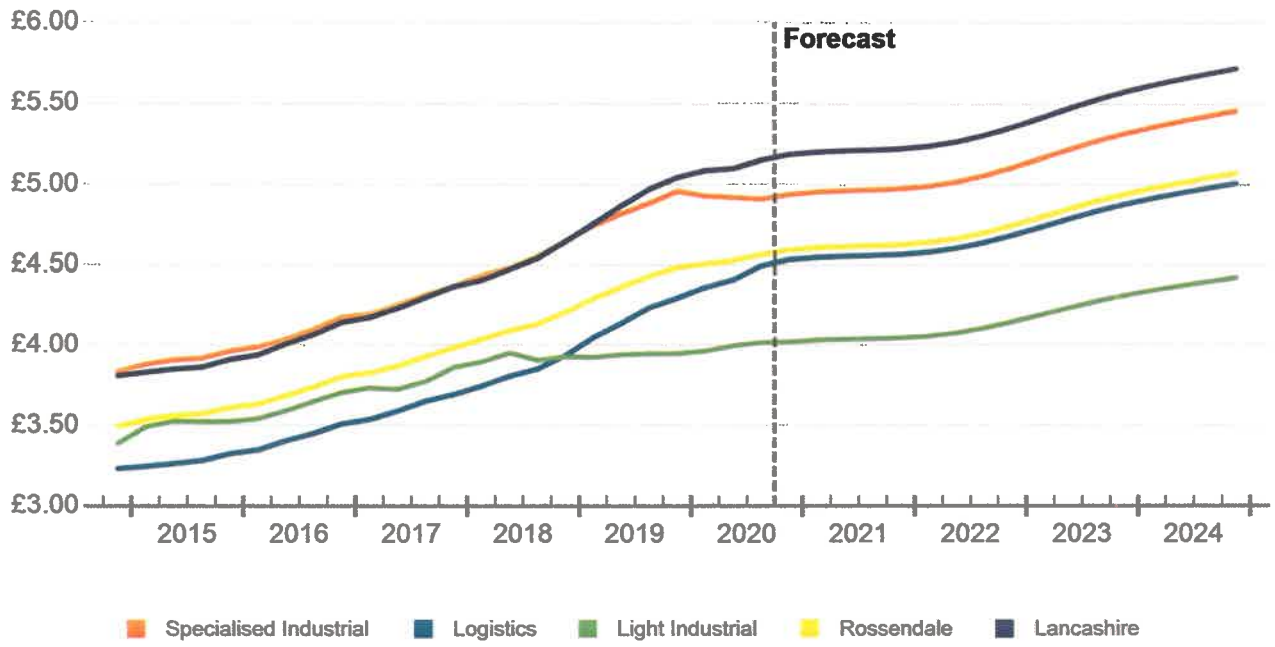
Rental growth is expected to ease as the impact of the coronavirus outbreak and economic contraction slows leasing activity.

MARKET RENT GROWTH (YOY)



Rent

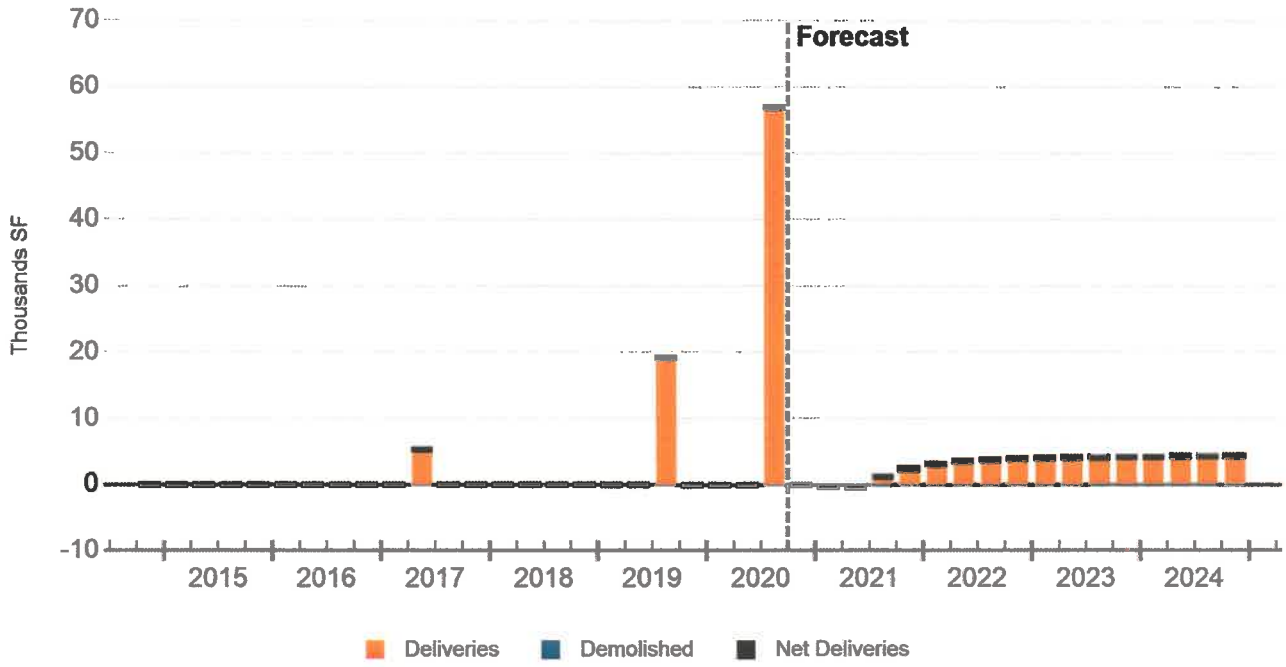
MARKET RENT PER SQUARE FEET



Construction

With around 4 million SF of industrial space, Rossendale is one of the smallest submarkets in Lancashire. There is just a handful of buildings sized over 100,000 SF here, and only one of which is bigger than 250,000 SF. The supply pipeline of Rossendale has been muted over the past few years, with no major deliveries in recent years. On the contrary, the submarket has lost some significant stock, when Broadley Mill (125,000 SF) was demolished in 2014. Looking forward, there is very little proposed in the submarket.

DELIVERIES & DEMOLITIONS



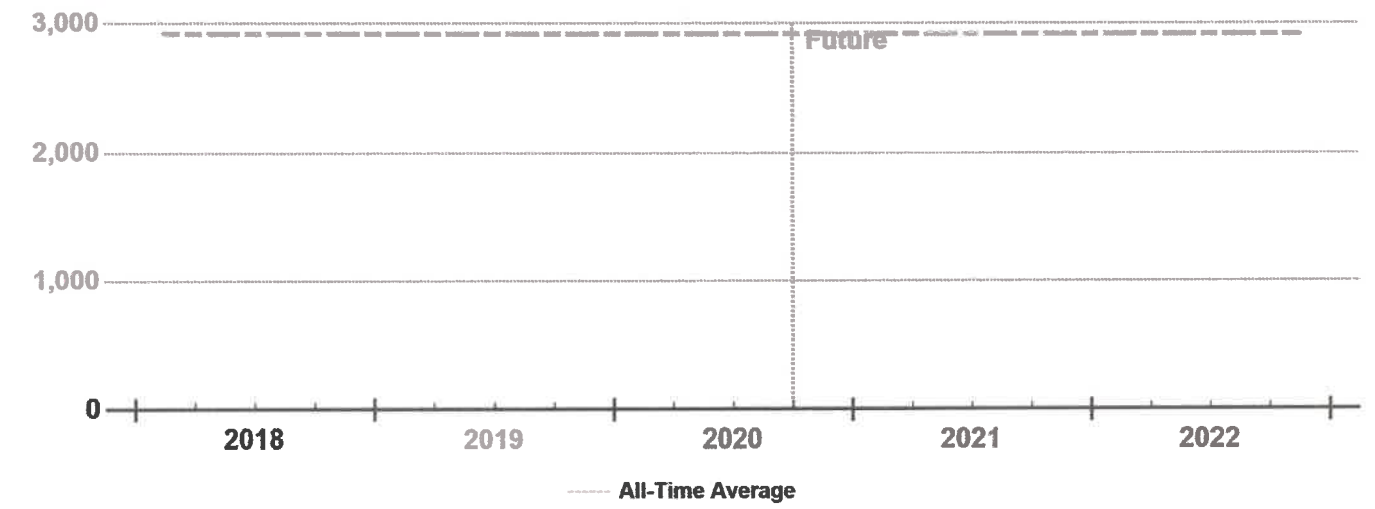
Construction

Rossendale Industrial

All-Time Annual Avg. Square Feet	Delivered Square Feet Past 8 Qtrs	Delivered Square Feet Next 8 Qtrs	Proposed Square Feet Next 8 Qtrs
11,672	0	0	0

PAST 8 QUARTERS DELIVERIES, UNDER CONSTRUCTION, & PROPOSED

PAST & FUTURE DELIVERIES IN SQUARE FEET

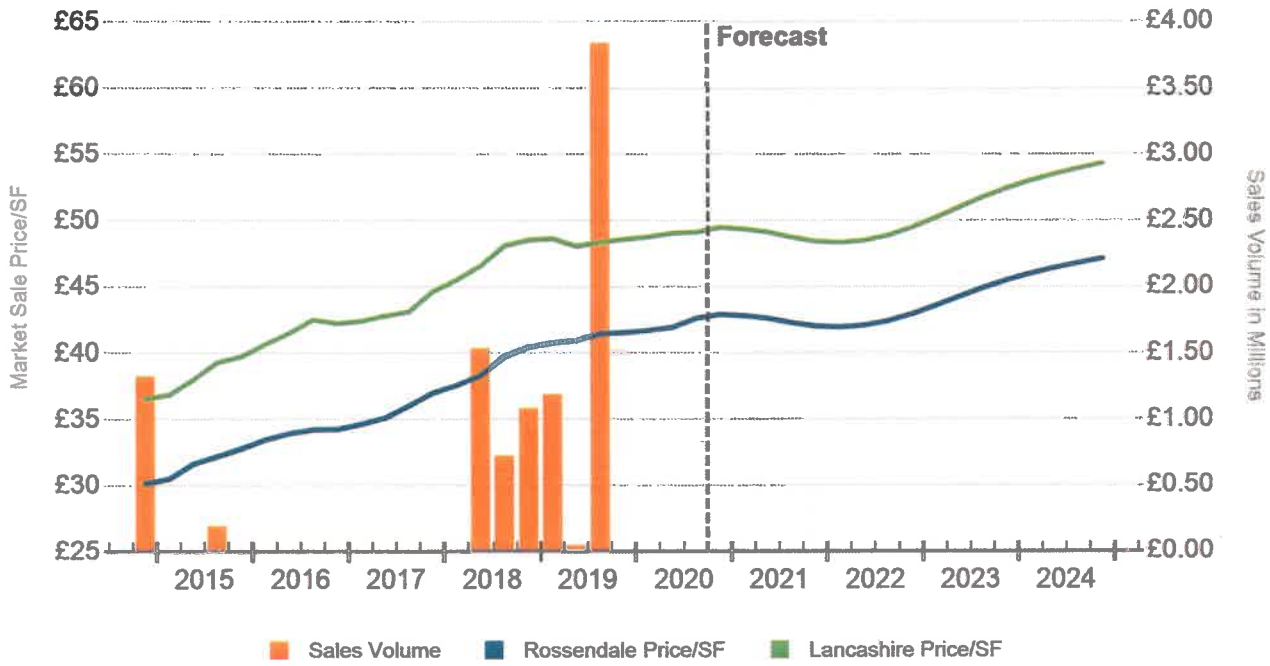


Sales

Investment volumes in Rossendale have been growing in recent years. Annual sales volume was healthy in 2019, with the majority of that amount relating to one deal in 19Q3. In September, Camfil purchased the freehold interest in units 1 & 2 of the Madison Centre at the Knowsley Road Industrial Estate in Rossendale. They cought the property from Clarke & Clarke for £3.8 million, for their own occupation. 2018 was also a healthy year for the submarket, the most notable were the trades of Croft End and a warehouse on Crispin Way for £725,000 each in 18Q2 and 18Q3.

Looking forward, investment activity is expected to be at a reduced level in 2020 as the impact of the coronavirus outbreak and economic contraction reduces transaction levels into the second half of the year, with buyers, sellers and lenders all facing some degree of headwinds.

SALES VOLUME & MARKET SALE PRICE PER SF



Sales Past 12 Months

Rossendale Industrial

Sale Comparables	Avg. Yield	Avg. Price/SF	Avg. Vacancy At Sale
0	-	-	-

SALE COMPARABLE LOCATIONS

SALE COMPARABLES SUMMARY STATISTICS

Sales Attributes	Low	Average	Median	High
Sale Price	-	-	-	-
Price/SF	-	-	-	-
Yield	-	-	-	-
Time Since Sale in Months	-	-	-	-
Property Attributes	**Low**	**Average**	**Median**	**High**
Building SF	-	-	-	-
Ceiling Height				
Docks	-	-	-	-
Vacancy Rate At Sale	-	-	-	-
Year Built	-	-	-	-
Star Rating				

Supply & Demand Trends

Rossendale Industrial

OVERALL SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	4,062,842	16,774	0.4%	18,041	0.4%	0.9
2023	4,046,068	15,892	0.4%	28,843	0.7%	0.6
2022	4,030,176	13,680	0.3%	10,326	0.3%	1.3
2021	4,016,496	2,754	0.1%	(16,534)	-0.4%	-
2020	4,013,742	56,995	1.4%	43,153	1.1%	1.3
YTD	4,013,742	56,995	1.4%	48,622	1.2%	1.2
2019	3,956,747	19,246	0.5%	10,106	0.3%	1.9
2018	3,937,501	0	0%	105,879	2.7%	0
2017	3,937,501	5,332	0.1%	(51,206)	-1.3%	-
2016	3,932,169	0	0%	62,966	1.6%	0
2015	3,932,169	0	0%	50,111	1.3%	0
2014	3,932,169	(39,519)	-1.0%	140,712	3.6%	-
2013	3,971,688	0	0%	184,727	4.7%	0
2012	3,971,688	0	0%	(73,964)	-1.9%	-
2011	3,971,688	0	0%	(278,415)	-7.0%	-
2010	3,971,688	39,301	1.0%	34,185	0.9%	1.1
2009	3,932,387	-	-	175,211	4.5%	-

SPECIALISED INDUSTRIAL SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	1,535,174	0	0%	-	-	-
2023	1,535,174	0	0%	5,986	0.4%	0
2022	1,535,174	0	0%	1,364	0.1%	0
2021	1,535,174	0	0%	(5,416)	-0.4%	-
2020	1,535,174	0	0%	(4,813)	-0.3%	-
YTD	1,535,174	0	0%	(2,879)	-0.2%	-
2019	1,535,174	0	0%	-	-	-
2018	1,535,174	0	0%	3,785	0.2%	0
2017	1,535,174	5,332	0.3%	11,194	0.7%	0.5
2016	1,529,842	0	0%	4,500	0.3%	0
2015	1,529,842	0	0%	21,587	1.4%	0
2014	1,529,842	0	0%	50,869	3.3%	0
2013	1,529,842	0	0%	69,000	4.5%	0
2012	1,529,842	0	0%	(9,576)	-0.6%	-
2011	1,529,842	0	0%	(62,363)	-4.1%	-
2010	1,529,842	0	0%	2,526	0.2%	0
2009	1,529,842	-	-	36,010	2.4%	-

Supply & Demand Trends

LOGISTICS SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	1,780,965	16,774	1.0%	18,453	1.0%	0.9
2023	1,764,191	15,892	0.9%	20,310	1.2%	0.8
2022	1,748,299	13,680	0.8%	8,889	0.5%	1.5
2021	1,734,619	2,754	0.2%	(7,892)	-0.5%	-
2020	1,731,865	56,995	3.4%	46,219	2.7%	1.2
YTD	1,731,865	56,995	3.4%	48,701	2.8%	1.2
2019	1,674,870	19,246	1.2%	10,106	0.6%	1.9
2018	1,655,624	0	0%	54,319	3.3%	0
2017	1,655,624	0	0%	(23,435)	-1.4%	-
2016	1,655,624	0	0%	58,980	3.6%	0
2015	1,655,624	0	0%	25,666	1.6%	0
2014	1,655,624	(124,922)	-7.0%	(18,966)	-1.1%	-
2013	1,780,546	0	0%	65,751	3.7%	0
2012	1,780,546	0	0%	(61,069)	-3.4%	-
2011	1,780,546	0	0%	(169,299)	-9.5%	-
2010	1,780,546	39,301	2.3%	33,488	1.9%	1.2
2009	1,741,245	-	-	82,822	4.8%	-

LIGHT INDUSTRIAL SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	746,703	0	0%	(412)	-0.1%	-
2023	746,703	0	0%	2,547	0.3%	0
2022	746,703	0	0%	73	0%	0
2021	746,703	0	0%	(3,226)	-0.4%	-
2020	746,703	0	0%	1,747	0.2%	0
YTD	746,703	0	0%	2,800	0.4%	0
2019	746,703	0	0%	0	0%	-
2018	746,703	0	0%	47,775	6.4%	0
2017	746,703	0	0%	(38,965)	-5.2%	-
2016	746,703	0	0%	(514)	-0.1%	-
2015	746,703	0	0%	2,858	0.4%	0
2014	746,703	85,403	12.9%	108,809	14.6%	0.8
2013	661,300	0	0%	49,976	7.6%	0
2012	661,300	0	0%	(3,319)	-0.5%	-
2011	661,300	0	0%	(46,753)	-7.1%	-
2010	661,300	0	0%	(1,829)	-0.3%	-
2009	661,300	-	-	56,379	8.5%	-

Rent & Vacancy

Rossendale Industrial

OVERALL RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£5.07	2.7%	13.1%	83,279	2.0%	0%
2023	£4.94	4.1%	10.1%	84,685	2.1%	-0.3%
2022	£4.75	2.6%	5.8%	97,774	2.4%	0.1%
2021	£4.63	0.7%	3.2%	94,571	2.4%	0.5%
2020	£4.60	2.4%	2.4%	75,296	1.9%	0.3%
YTD	£4.58	2.0%	2.0%	69,827	1.7%	0.2%
2019	£4.49	6.6%	0%	61,454	1.6%	0.2%
2018	£4.21	5.7%	-6.2%	52,314	1.3%	-2.7%
2017	£3.98	4.8%	-11.2%	158,193	4.0%	1.4%
2016	£3.80	5.4%	-15.3%	101,655	2.6%	-1.6%
2015	£3.60	3.3%	-19.6%	164,621	4.2%	-1.3%
2014	£3.49	1.8%	-22.2%	214,732	5.5%	-4.5%
2013	£3.43	0.7%	-23.6%	394,963	9.9%	-4.7%
2012	£3.40	0.9%	-24.1%	579,690	14.6%	1.9%
2011	£3.37	-2.3%	-24.8%	505,726	12.7%	7.0%
2010	£3.45	0.8%	-23.0%	227,311	5.7%	0.1%
2009	£3.43	-	-23.6%	222,195	5.7%	-

SPECIALISED INDUSTRIAL RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£5.46	2.7%	10.0%	2,879	0.2%	0%
2023	£5.32	4.1%	7.1%	2,879	0.2%	-0.4%
2022	£5.11	2.6%	2.9%	8,865	0.6%	-0.1%
2021	£4.98	0.7%	0.3%	10,229	0.7%	0.4%
2020	£4.94	-0.4%	-0.4%	4,813	0.3%	0.3%
YTD	£4.92	-0.8%	-0.8%	2,879	0.2%	0.2%
2019	£4.96	6.6%	0%	0	0%	0%
2018	£4.65	6.5%	-6.2%	0	0%	-0.2%
2017	£4.37	4.7%	-11.9%	3,785	0.2%	-0.4%
2016	£4.18	5.3%	-15.9%	9,647	0.6%	-0.3%
2015	£3.96	3.4%	-20.1%	14,147	0.9%	-1.4%
2014	£3.83	1.2%	-22.7%	35,734	2.3%	-3.3%
2013	£3.79	2.3%	-23.6%	86,603	5.7%	-4.5%
2012	£3.70	1.2%	-25.4%	155,603	10.2%	0.6%
2011	£3.66	-1.5%	-26.2%	146,027	9.5%	4.1%
2010	£3.72	1.6%	-25.1%	83,664	5.5%	-0.2%
2009	£3.66	-	-26.3%	86,190	5.6%	-

Rent & Vacancy

LOGISTICS RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£5.01	2.7%	16.6%	73,139	4.1%	-0.1%
2023	£4.88	4.1%	13.6%	74,957	4.2%	-0.3%
2022	£4.69	2.6%	9.1%	79,513	4.5%	0.2%
2021	£4.57	0.7%	6.3%	74,873	4.3%	0.6%
2020	£4.54	5.6%	5.6%	64,240	3.7%	0.5%
YTD	£4.51	5.0%	5.0%	61,758	3.6%	0.4%
2019	£4.30	9.2%	0%	53,464	3.2%	0.5%
2018	£3.94	6.6%	-8.4%	44,324	2.7%	-3.3%
2017	£3.69	5.2%	-14.1%	98,643	6.0%	1.4%
2016	£3.51	5.6%	-18.3%	75,208	4.5%	-3.6%
2015	£3.32	2.9%	-22.6%	134,188	8.1%	-1.6%
2014	£3.23	2.0%	-24.8%	159,854	9.7%	-5.3%
2013	£3.17	0.9%	-26.3%	265,810	14.9%	-3.7%
2012	£3.14	0.9%	-26.9%	331,561	18.6%	3.4%
2011	£3.11	-3.6%	-27.6%	270,492	15.2%	9.5%
2010	£3.23	-0.3%	-24.8%	101,193	5.7%	0.2%
2009	£3.24	-	-24.6%	95,380	5.5%	-

LIGHT INDUSTRIAL RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£4.42	2.6%	12.0%	7,261	1.0%	0.1%
2023	£4.31	4.0%	9.2%	6,849	0.9%	-0.3%
2022	£4.15	2.5%	5.1%	9,396	1.3%	0%
2021	£4.04	0.6%	2.5%	9,469	1.3%	0.4%
2020	£4.02	1.9%	1.9%	6,243	0.8%	-0.2%
YTD	£4.01	1.7%	1.7%	5,190	0.7%	-0.4%
2019	£3.95	0.5%	0%	7,990	1.1%	0%
2018	£3.93	1.7%	-0.5%	7,990	1.1%	-6.4%
2017	£3.86	4.3%	-2.2%	55,765	7.5%	5.2%
2016	£3.70	5.1%	-6.2%	16,800	2.2%	0.1%
2015	£3.52	4.0%	-10.7%	16,286	2.2%	-0.4%
2014	£3.39	3.1%	-14.1%	19,144	2.6%	-3.9%
2013	£3.29	-3.1%	-16.7%	42,550	6.4%	-7.6%
2012	£3.39	0.4%	-14.1%	92,526	14.0%	0.5%
2011	£3.38	-1.5%	-14.4%	89,207	13.5%	7.1%
2010	£3.43	1.4%	-13.1%	42,454	6.4%	0.3%
2009	£3.38	-	-14.2%	40,625	6.1%	-

Sale Trends

OVERALL SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£47.15	197	8.6%
2023	-	-	-	-	-	-	£45.51	190	8.7%
2022	-	-	-	-	-	-	£42.95	180	8.8%
2021	-	-	-	-	-	-	£42.06	176	8.8%
2020	-	-	-	-	-	-	£42.93	180	8.6%
YTD	-	-	-	-	-	-	£42.77	179	8.5%
2019	4	£5.1M	1.6%	£613,500	£91.69	-	£41.57	174	8.4%
2018	9	£3.3M	3.6%	£668,500	£29.26	-	£40.42	169	8.2%
2017	4	£0.00	3.7%	-	-	-	£36.96	155	8.4%
2016	-	-	-	-	-	-	£34.22	143	8.6%
2015	9	£190K	2.2%	£190,000	£6.23	-	£32.75	137	8.7%
2014	7	£1.7M	6.7%	£852,500	£6.93	-	£30.10	126	9.1%
2013	2	£250K	0.1%	£125,000	£81.33	-	£28.05	117	9.7%
2012	2	£820K	1.0%	£410,000	£20.82	-	£24.35	102	10.9%
2011	2	£325K	0.4%	£325,000	£36.14	-	£25.30	106	10.4%
2010	2	£1.3M	0.7%	£670,000	£45.02	-	£25.59	107	10.4%
2009	1	£500K	0.8%	£500,000	£16.40	-	£23.91	100	11.3%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

SPECIALISED INDUSTRIAL SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£43.13	199	8.7%
2023	-	-	-	-	-	-	£41.61	192	8.7%
2022	-	-	-	-	-	-	£39.27	182	8.9%
2021	-	-	-	-	-	-	£38.44	178	8.9%
2020	-	-	-	-	-	-	£39.20	181	8.6%
YTD	-	-	-	-	-	-	£39.07	181	8.6%
2019	1	£1.2M	0.4%	£1,185,000	£210.22	-	£38.00	176	8.5%
2018	1	£0.00	0.4%	-	-	-	£37.39	173	8.1%
2017	1	£0.00	7.0%	-	-	-	£33.87	157	8.4%
2016	-	-	-	-	-	-	£31.54	146	8.6%
2015	2	£0.00	0.6%	-	-	-	£30.70	142	8.6%
2014	2	£380K	10.1%	£380,000	£2.57	-	£28.19	130	9.1%
2013	1	£125K	0.1%	£125,000	£116.71	-	£26.37	122	9.7%
2012	-	-	-	-	-	-	£22.64	105	10.9%
2011	2	£325K	0.9%	£325,000	£36.14	-	£23.14	107	10.4%
2010	-	-	-	-	-	-	£23.46	109	10.4%
2009	-	-	-	-	-	-	£21.62	100	11.4%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

Sale Trends

LOGISTICS SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£51.46	194	8.7%
2023	-	-	-	-	-	-	£49.65	187	8.7%
2022	-	-	-	-	-	-	£46.84	177	8.8%
2021	-	-	-	-	-	-	£45.86	173	8.8%
2020	-	-	-	-	-	-	£46.81	177	8.6%
YTD	-	-	-	-	-	-	£46.60	176	8.5%
2019	2	£3.8M	3.1%	-	£84.60	-	£45.16	171	8.4%
2018	8	£3.3M	8.1%	£668,500	£29.26	-	£43.10	163	8.3%
2017	3	£0.00	2.3%	-	-	-	£39.86	151	8.5%
2016	-	-	-	-	-	-	£36.93	139	8.7%
2015	6	£190K	4.4%	£190,000	£6.23	-	£34.94	132	8.8%
2014	5	£1.3M	6.6%	£1,325,000	£13.50	-	£32.35	122	9.2%
2013	1	£125K	0.1%	-	£62.41	-	£29.99	113	9.9%
2012	2	£820K	2.2%	£410,000	£20.82	-	£26.29	99	11.0%
2011	-	-	-	-	-	-	£27.65	104	10.4%
2010	2	£1.3M	1.7%	£670,000	£45.02	-	£27.89	105	10.4%
2009	1	£500K	1.8%	£500,000	£16.40	-	£26.48	100	11.2%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

LIGHT INDUSTRIAL SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£45.44	200	8.5%
2023	-	-	-	-	-	-	£43.91	194	8.5%
2022	-	-	-	-	-	-	£41.49	183	8.7%
2021	-	-	-	-	-	-	£40.68	179	8.7%
2020	-	-	-	-	-	-	£41.57	183	8.4%
YTD	-	-	-	-	-	-	£41.51	183	8.4%
2019	1	£42K	0.6%	£42,000	£9.91	-	£40.57	179	8.3%
2018	-	-	-	-	-	-	£40.45	178	7.9%
2017	-	-	-	-	-	-	£36.58	161	8.2%
2016	-	-	-	-	-	-	£33.46	148	8.4%
2015	1	£0.00	0.5%	-	-	-	£31.87	141	8.5%
2014	-	-	-	-	-	-	£28.80	127	9.1%
2013	-	-	-	-	-	-	£26.99	119	9.6%
2012	-	-	-	-	-	-	£23.40	103	10.8%
2011	-	-	-	-	-	-	£24.31	107	10.3%
2010	-	-	-	-	-	-	£24.61	109	10.3%
2009	-	-	-	-	-	-	£22.67	100	11.3%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

Appendix 4

Details of New Hall Hey Phase 1 and Voith Fabrics

Nolan Redshaw
Chartered Surveyors

TO LET

PHASE 1, GATEWAY BUSINESS PARK , NEW HALL HEY, RAWTENSTALL, BB4 6HR

C.G.I

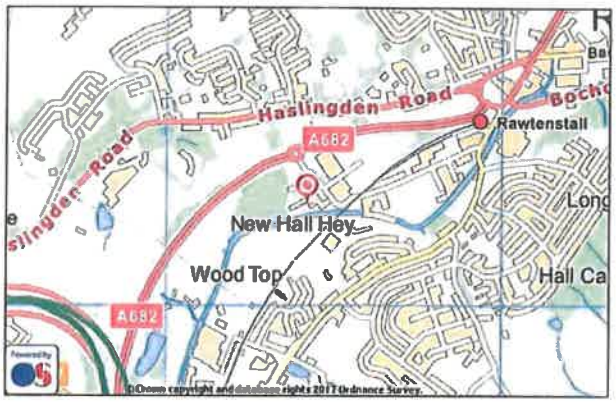
4,000 – 8,000 Sq Ft (371.60 – 743.20 Sq M)

- TRADE COUNTER / WAREHOUSE / UNITS
- VERY PROMINENT SITE
- 5,500 PRE-LET TO SCREWFIX

0161 763 0828
www.nolanredshaw.co.uk
info@nolanredshaw.co.uk
@NolanRedshaw

LOCATION

The development is situated fronting the A682 Edenfield bypass and immediately adjacent to the New Hall Hey Retail Park, whose tenants include Vets for Pets; Marks & Spencer; TK Maxx; and Aldi. The two units are just off the A682 roundabout, which provides access to Rawtenstall town centre, which is less than a mile to the north-east and thereafter to the M66 motorway which is 3 miles to the south. The M66 provides access ultimately to the town of Bury and the city of Manchester and also to the M60, Junction 17 and thereafter the national motorway network. The location is very prominent.



DESCRIPTION

The first phase will comprise of two detached units, namely, Unit A which could be subdivided into two and Unit B. The units will be detached with Aluminum frame glazing with a canopy over the entrance; vertical composite cladding and horizontal composite cladding. A merlin grey curved roof with eaves overhang and a hidden gutter will also be installed. There will be shared loading and turning facilities.

Construction is underway with completion in Autumn 2018.

Planning permission was granted on 15 December 2016 (ref: 2016/0221).

ACCOMMODATION

Unit A	8,000 Sq ft	743.2 sq m
Unit B	LET	

SERVICES

We understand all main services will be available.

RENTAL

On application.

LEGAL FEES

Each party to be responsible for their own legal fees.

RATES

To be assessed.

EPC

An EPC can be made available once the units are constructed.

VIEWING

Strictly by appointment with the sole agents, NOLAN REDSHAW.

Contact: Jonathan Pickles
Tel: 0161 763 0825
Email: jonathan@nolanredshaw.co.uk

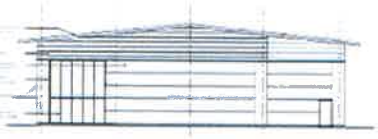
Contact: Paul Nolan
Tel: 0161 763 0822
Email: paul@nolanredshaw.co.uk

Nolan Redshaw

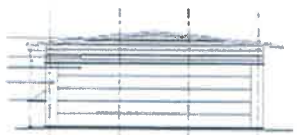
0161 763 0828


M&S
TK MAXX
PETS A
HOME
SCREWFIX
8,000sqft

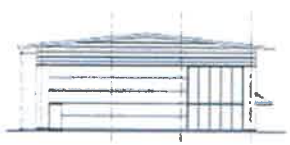
BLOCK A - East Elevation



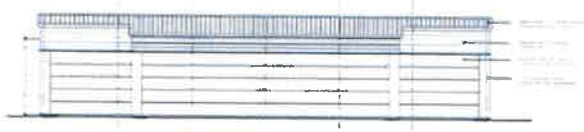
BLOCK A - West Elevation



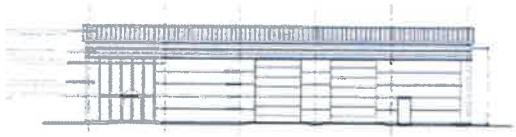
BLOCK B - East Elevation



BLOCK B - West Elevation



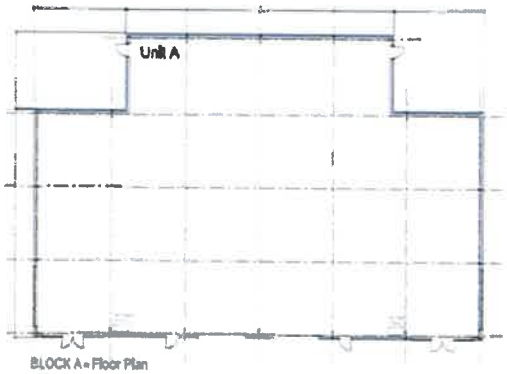
BLOCK A - South Elevation



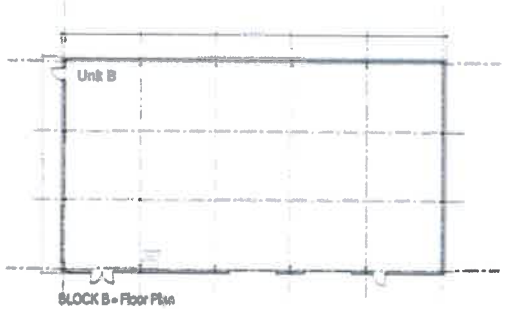
BLOCK B - South Elevation

BLOCK A - North Elevation

BLOCK B - North Elevation



BLOCK A - Floor Plan



BLOCK B - Floor Plan

Nolan Redshaw

Chartered Surveyors

FOR SALE

STUBBINS VALE MILL, STUBBINS VALE ROAD, RAMSBOTTOM, LANCASHIRE, BL0 0NT

On Instructions of Voith Fabrics

165,171 Sq Ft (15,343.73 Sq M)

On a site of 17.09 Acres (6.91 Hectares)

- OF INTEREST TO OCCUPIERS, INVESTORS & DEVELOPERS
- SIGNIFICANT INDUSTRIAL COMPLEX

0161 763 0828 www.nolanredshaw.co.uk info@nolanredshaw.co.uk @NolanRedshaw

LOCATION

Stubbins Vale Mill is situated just off the A676 and is accessed via Stubbins Street, it is within easy reach of the M66 Motorway at Junction 1 and is in the Borough of Rossendale, immediately adjacent to Ramsbottom. Ramsbottom Town Centre is less than 1 mile to the South. Bury Town Centre is approximately 5 miles due South and Manchester is approximately 15 miles again South, Rawtenstall is 3.5 miles to the North. The property is situated within an established employment area.

DESCRIPTION

The Property comprises of a substantial industrial complex built mostly in two large blocks. The Western section is mostly of north light roof construction in a variety of bays and incorporates significant offices, two loading bays with craneage and a yard. The remaining section East of Stubbins Vale Road is again primarily of north light roof construction, but with more modern portal frame sections towards the rear. There are tarmac and concrete parking and loading facilities. There is also a detached small office of traditional stone constuction with a slate roof behind a parapet wall. A further detached garage building is nearby of traditional stone construction. A more detailed description is available on request.

ACCOMMODATION

Western Block	110,006 sq. ft	10,219.73 sq.m
Site Area	3.08 Hectares	7.613 Acres
Eastern Side *	55,165 sq. ft	5124 sq.m
Site Area	3.83 Hectares	9.477 Acres
Total Area	**165,171 Sq.ft**	**15,343.73Sq.m**
Total Acreage	**6.91 Hectares**	**17.09 Acres**

(Measurements provided by others)*

SERVICES

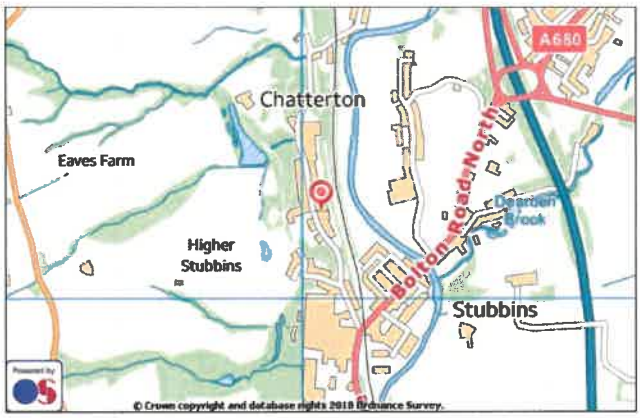
All main services are installed including two substations, gas and sprinklers and further information can be provided on application.

PRICE

On Application

TENURE

We understand the property is freehold, but have not seen the Title Deeds.



PLANNING

The site is within an employment area but may have potential for redevelopment and any planning enquiries should be made to Rossendale Borough Council Planning Department on 01706 217777

LEGAL FEES

Each party to be responsible for their own legal fees.

RATES

The premises have three separate rating assessments namely:

Stubbins Vale Mill - £111,000
TNT Express,Stubbins Vale Road - £87,000.
TNT Offices - £16,000

These should be confirmed with Rossendale Borough Council on 01706 217777.

VAT

Prices where quoted are exclusive of but may be liable to VAT at the prevailing rate.

EPC

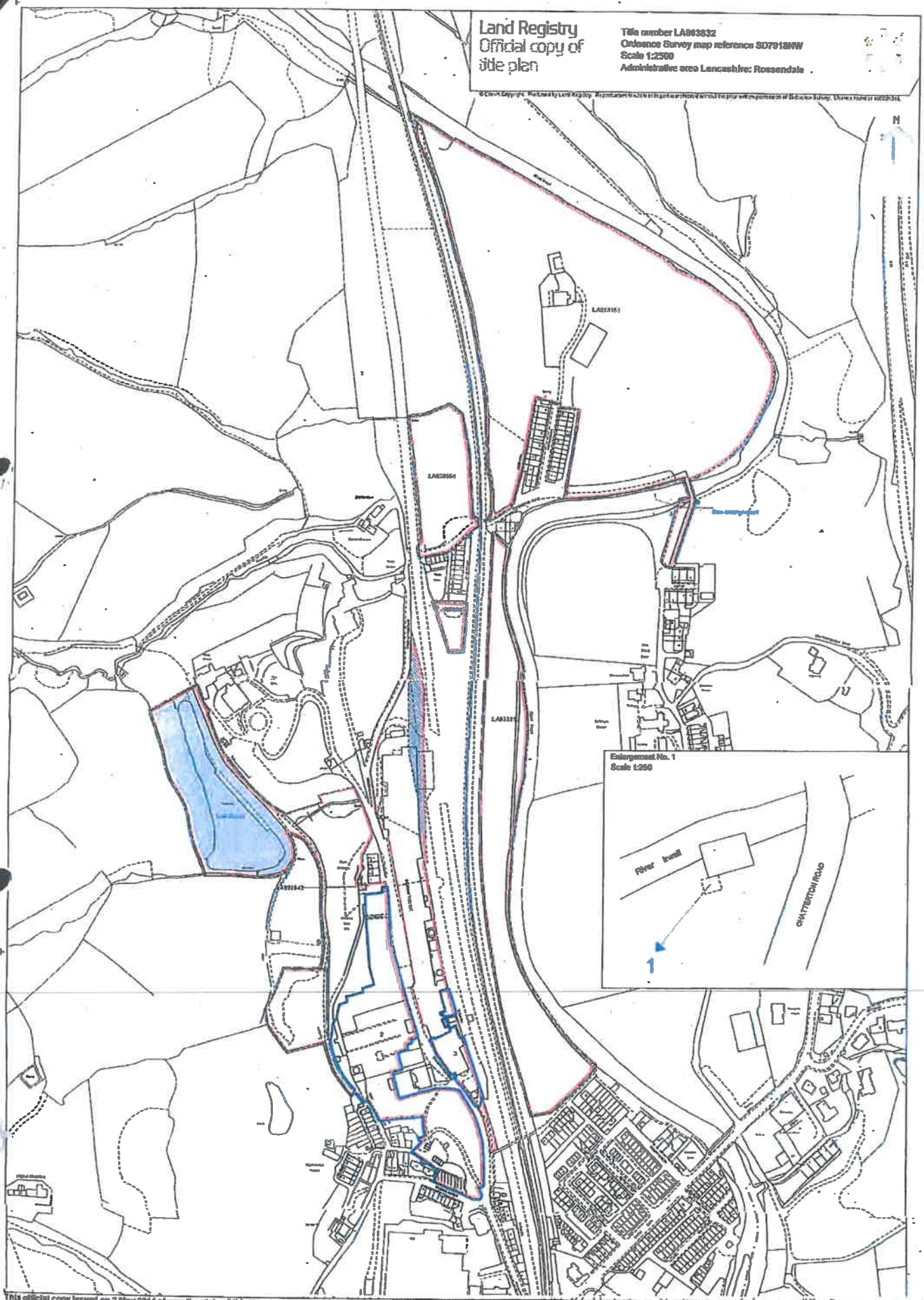
EPC's are in the process of being prepared.

VIEWING

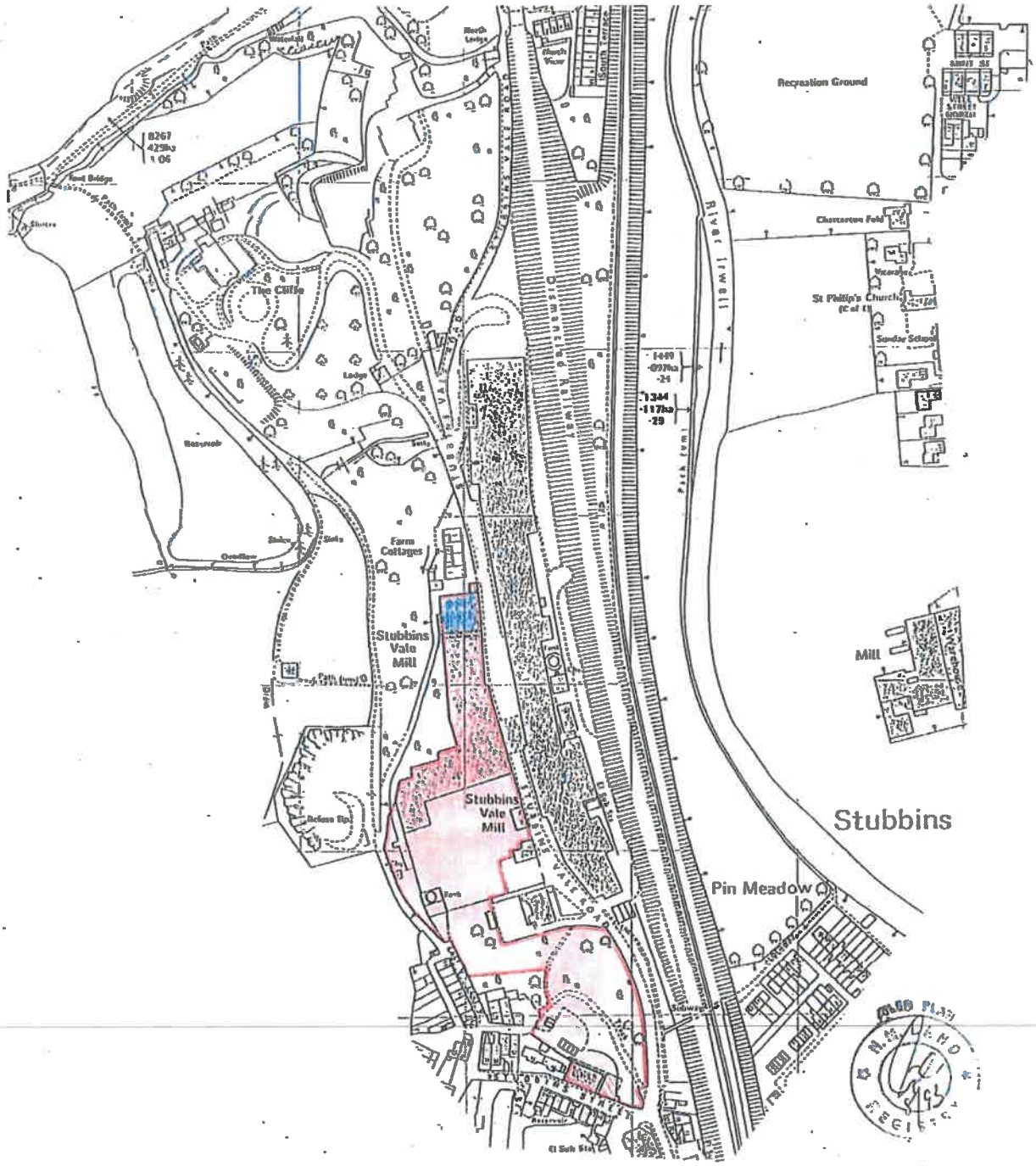
Strictly by appointment with the agent NOLAN Redshaw:

Contact: Paul Nolan
Email: paul@nolanredshaw.co.uk
Tel: 0161 763 0822


YOUTH


Land Registry
Official copy of title plan
Title number LA863832
Ordnance Survey map reference SD7918NW
Scale 1:2500
Administrative area Lancashire: Rossendale
N
Enlargement No. 1
Scale 1:250
River Irwell
CHATTERTON ROAD
This official copy issued on 2 May 2014 shows the state of this title plan on 1 May 2014 at 13:48:24. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002).
This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.
See Land Registry Public Guide 19 - Title Plans and Boundaries.
This title is dealt with by Land Registry, Coventry Office.

H.M. LAND REGISTRY	TITLE NUMBER LA716583	
ORDNANCE SURVEY PLAN REFERENCE	SD 7918	Scale 1/2500
COUNTY LANCASHIRE	ROSSENDALE DISTRICT	© Crown Copyright



This is a copy of the title plan on 10 JUL 2014 at 15:03:03. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the title plan. An official copy of the title plan is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

The Land Registry endeavours to maintain high quality and scale accuracy of title plan images. The quality and accuracy of any print will depend on your printer, your computer and its print settings. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - Title plans and boundaries.

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

Appendix 5

Rossendale Office Submarket Report

Office Submarket Report

Rossendale

Lancashire

PREPARED BY

Nolan Redshaw

Helen Hamer

Secretary/ PA

CoStar™

OFFICE SUBMARKET REPORT

Overview

Rossendale Office

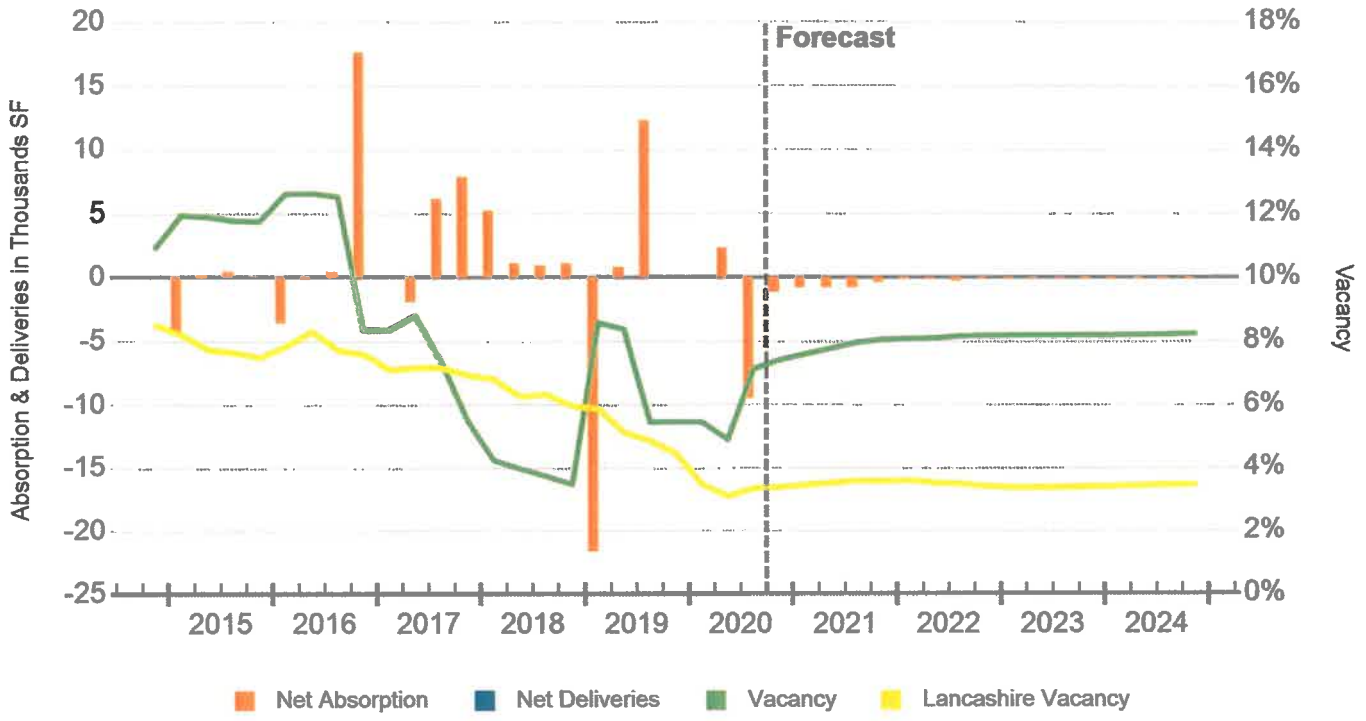
12 Mo Deliveries in SF	12 Mo Net Absorption in SF	Vacancy Rate	12 Mo Rent Growth
0	(7.1 K)	7.1%	-0.3%

KEY INDICATORS

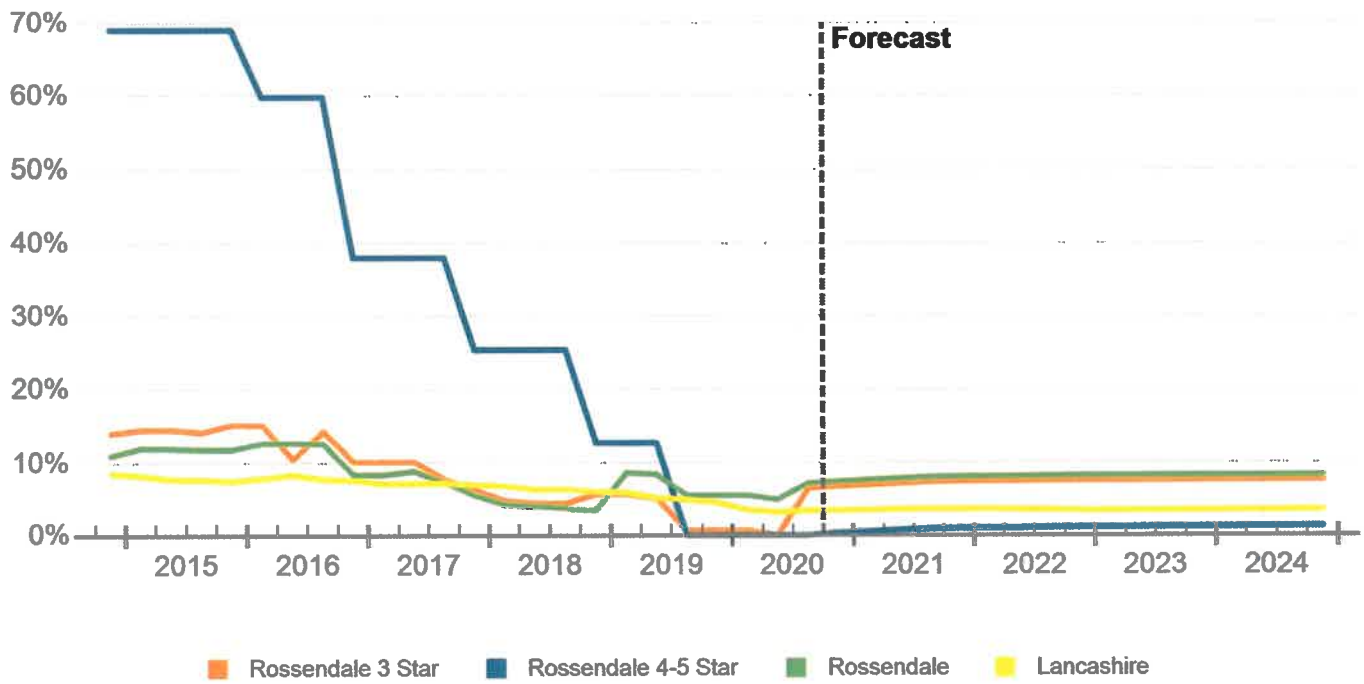
Current Quarter	NIA	Vacancy Rate	Market Rent	Availability Rate	Net Absorption SF	Deliveries SF	Under Construction
4 & 5 Star	27,383	0%	£7.69	12.2%	0	0	0
3 Star	148,223	6.4%	£10.41	7.2%	0	0	0
1 & 2 Star	247,441	8.4%	£11.04	22.9%	0	0	0
Submarket	**423,047**	**7.1%**	**£10.60**	**16.7%**	**0**	**0**	**0**

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	1.7%	14.5%	8.1%	39.5%	2004 Q4	3.5%	2018 Q4
Net Absorption SF	(7.1 K)	3,560	(2,148)	62,382	2009 Q2	(37,163)	2005 Q2
Deliveries SF	0	1,685	0	27,383	2010 Q1	0	2020 Q3
Rent Growth	-0.3%	0.4%	0.4%	9.1%	2006 Q2	-8.3%	2013 Q3
Sales Volume	£0	£294.8K	N/A	£2.7M	2018 Q2	£0	2020 Q3

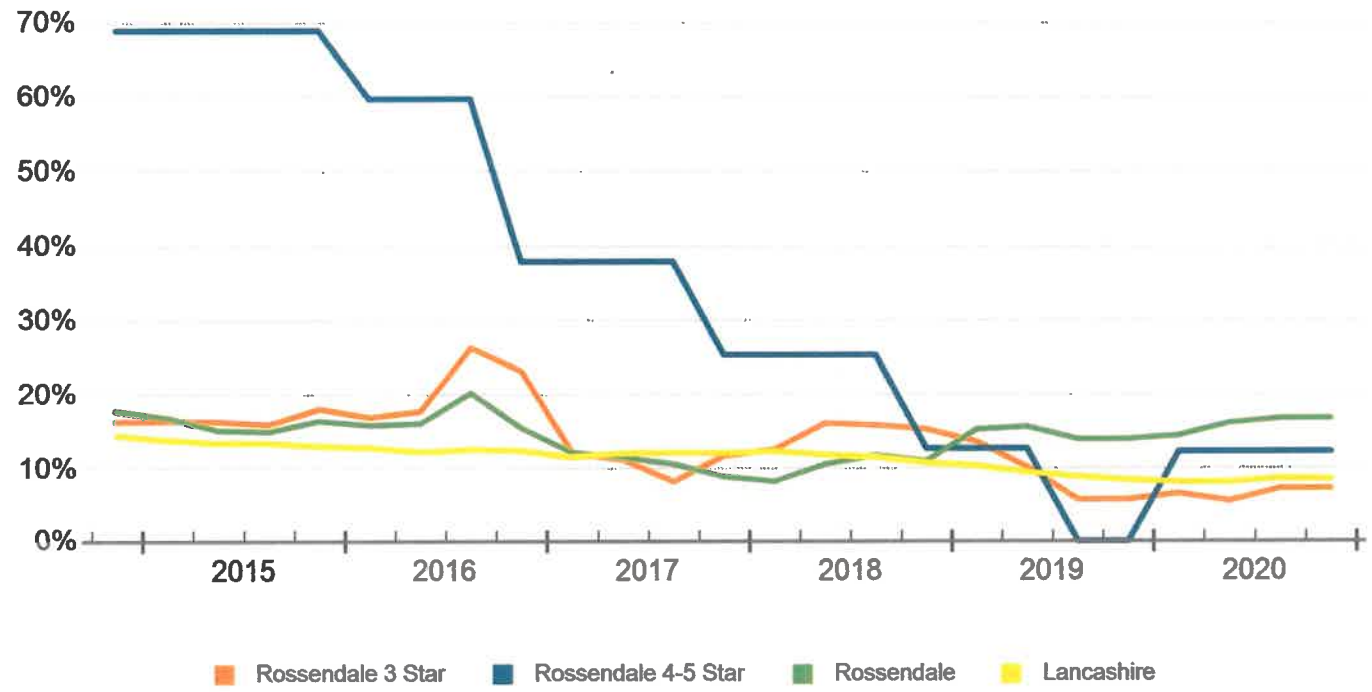
NET ABSORPTION, NET DELIVERIES & VACANCY



VACANCY RATE



AVAILABILITY RATE



4 & 5 STAR MOST ACTIVE BUILDINGS IN SUBMARKET - PAST 12 MONTHS

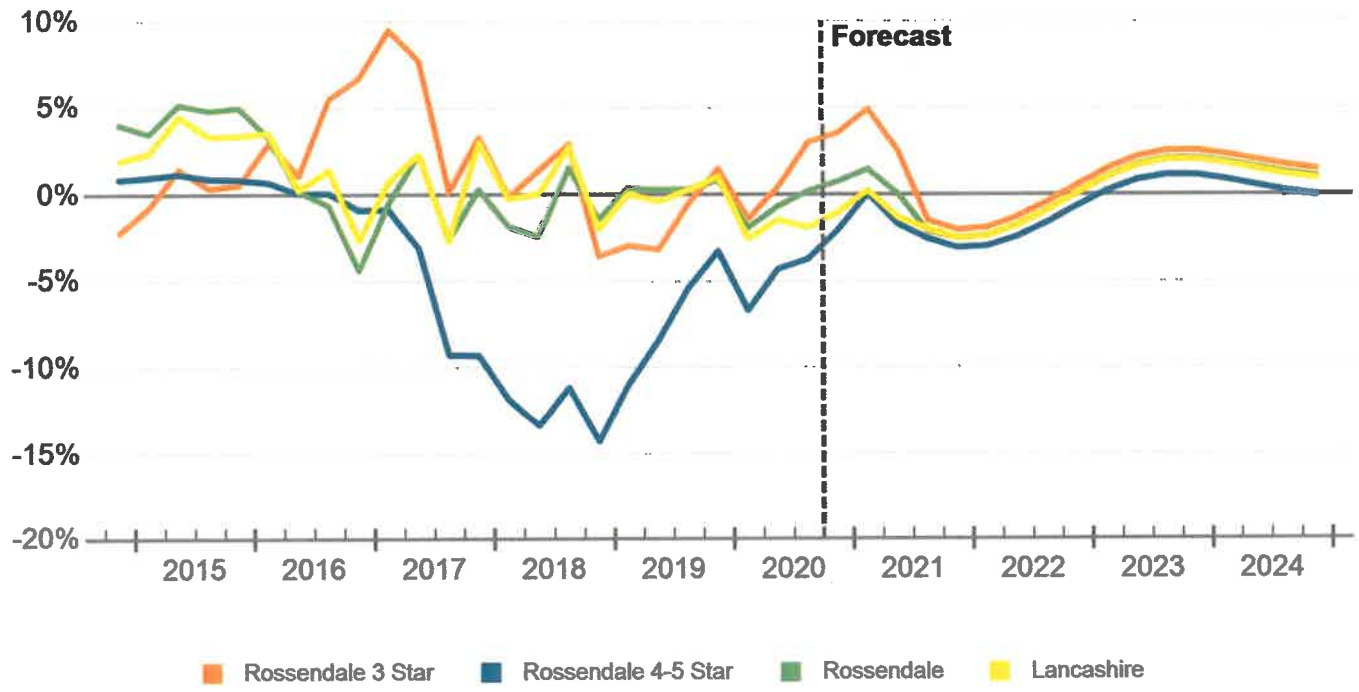
Property Name/Address	Rating	NIA	Deals	Leased SF	12 Mo Vacancy	12 Mo Net Absorp SF
Units 6-9 - Block C Rising Bridge Business & Enter	★★★★☆	12,917	1	3,465	0%	0

3 STAR MOST ACTIVE BUILDINGS IN SUBMARKET - PAST 12 MONTHS

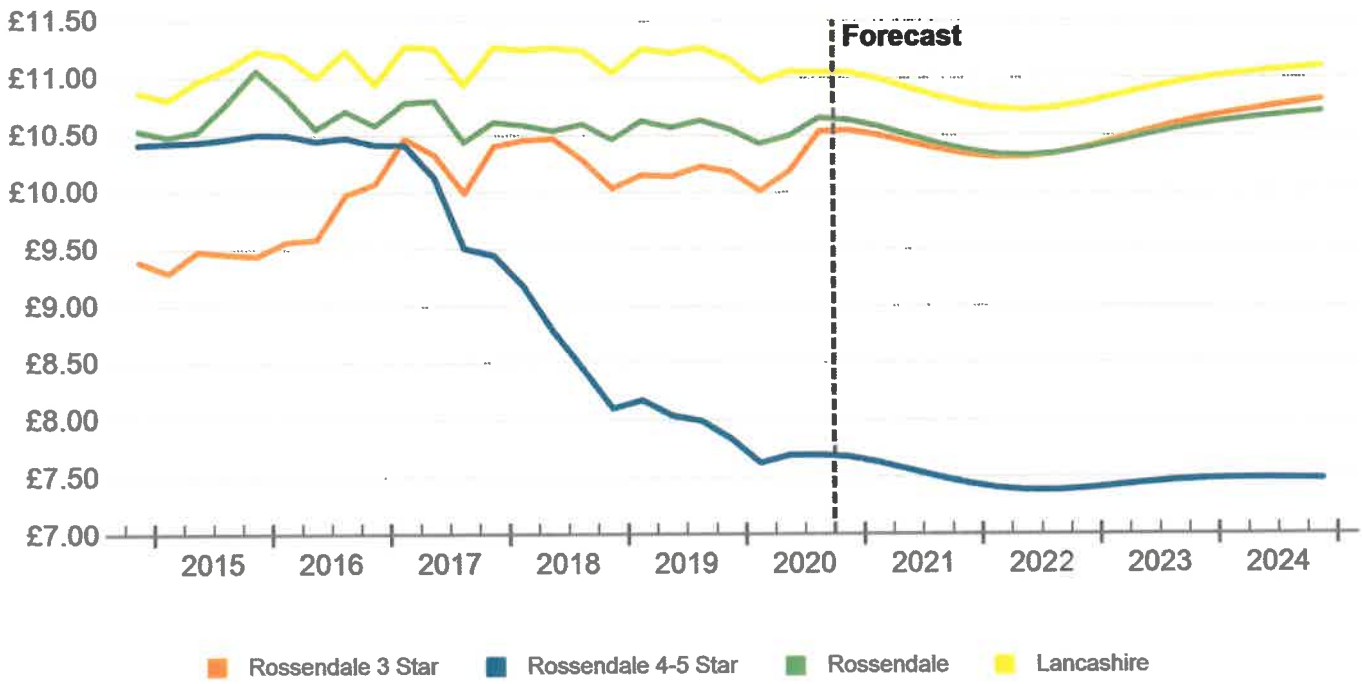
Property Name/Address	Rating	NIA	Deals	Leased SF	12 Mo Vacancy	12 Mo Net Absorp SF
331 Burnley Rd	★★★☆☆	3,600	1	3,600	0%	0

Rent

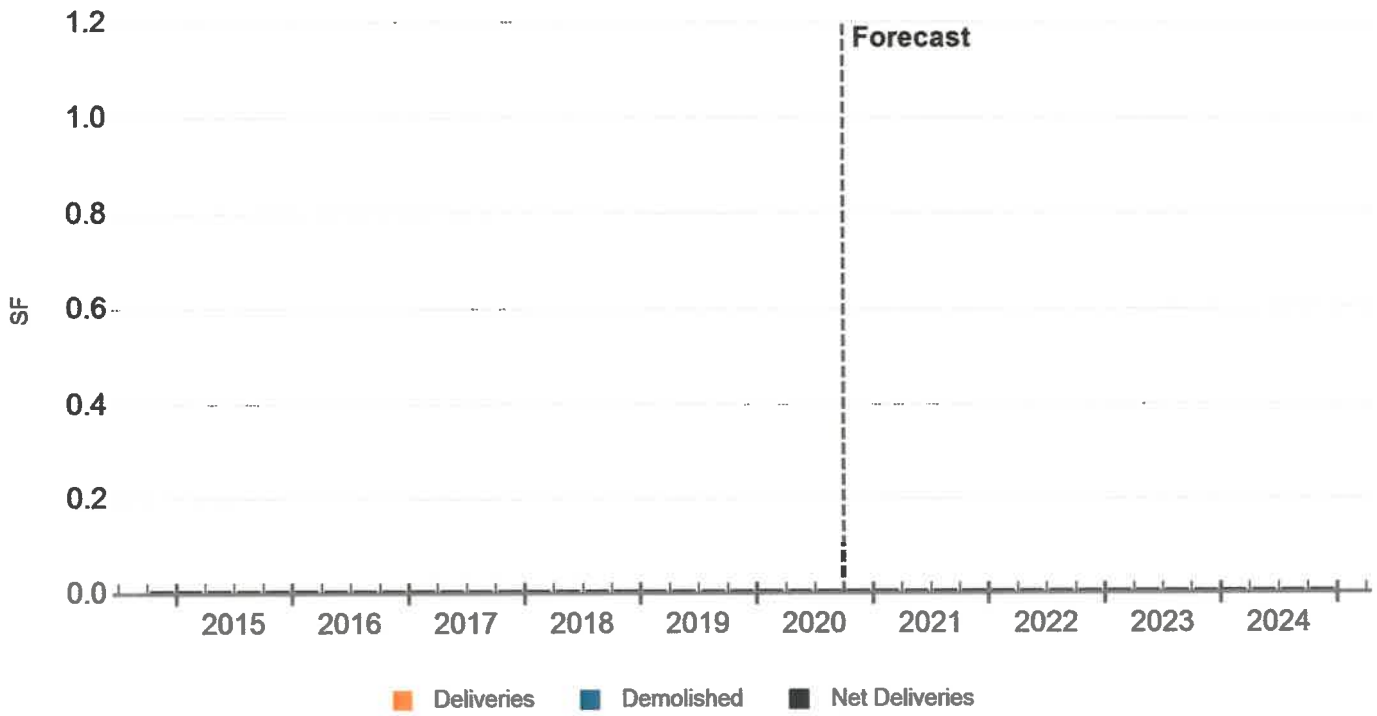
MARKET RENT GROWTH (YOY)



MARKET RENT PER SQUARE FEET



DELIVERIES & DEMOLITIONS



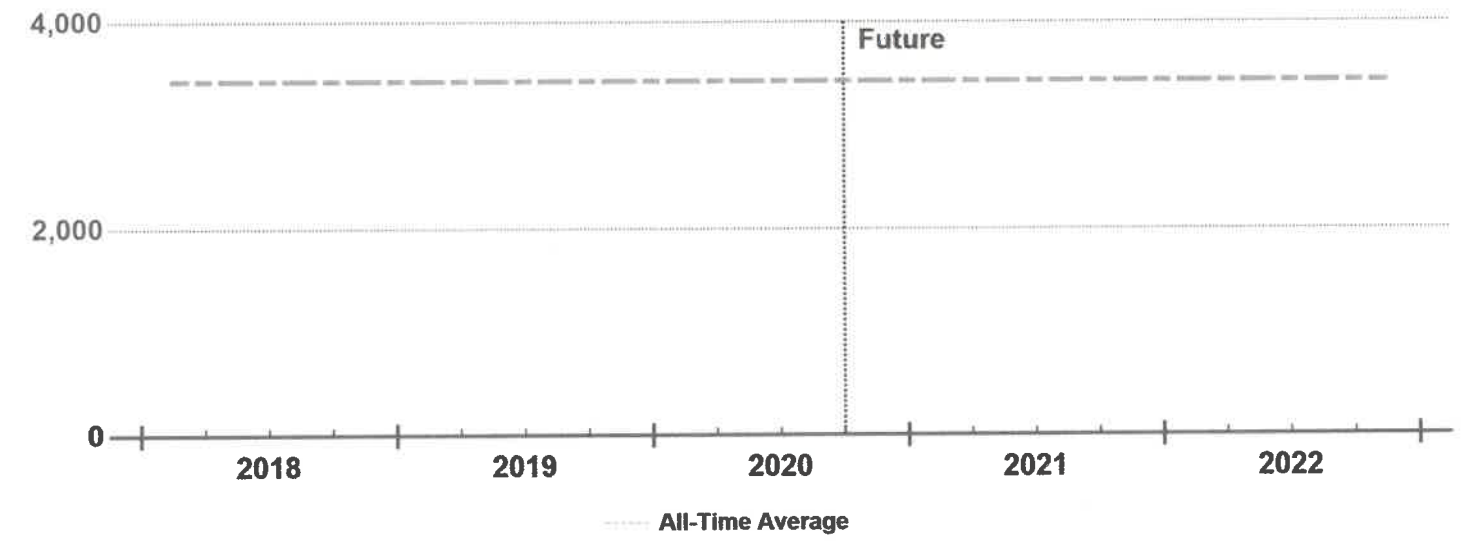
Construction

Rossendale Office

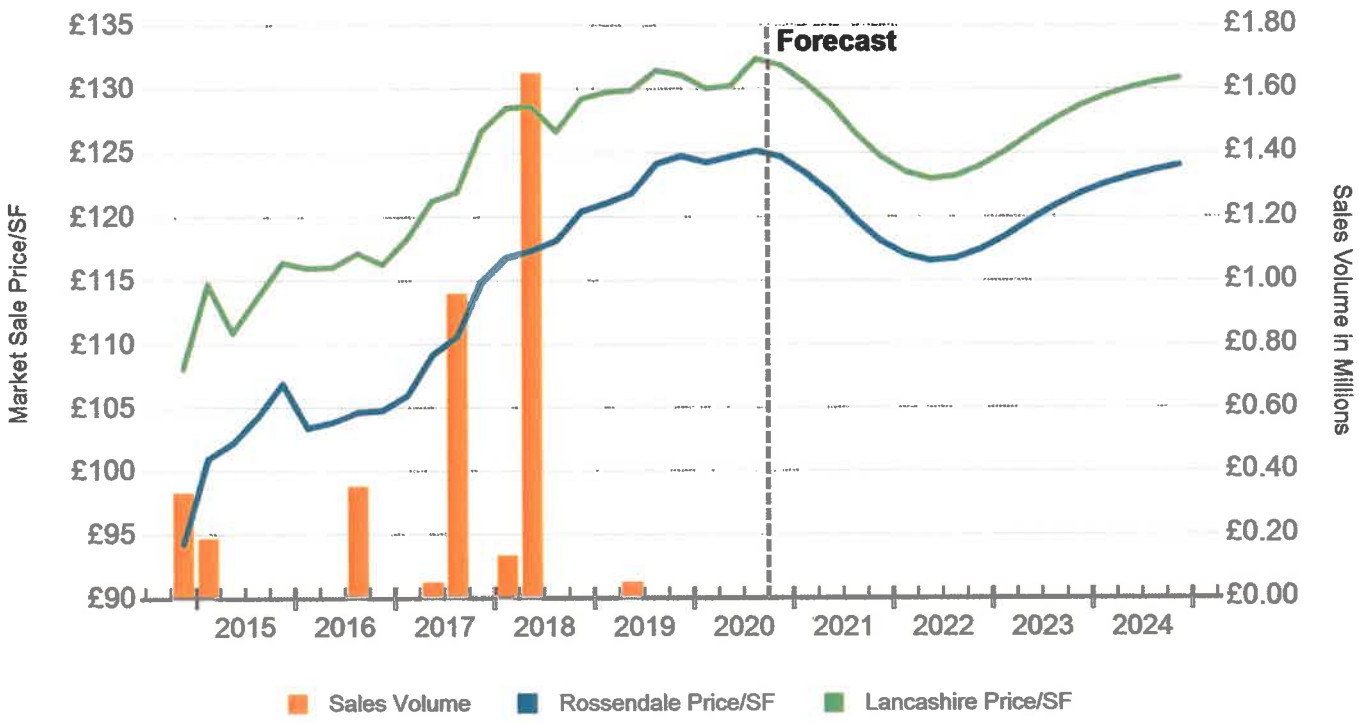
All-Time Annual Avg. Square Feet	Delivered Square Feet Past 8 Qtrs	Delivered Square Feet Next 8 Qtrs	Proposed Square Feet Next 8 Qtrs
13,728	0	0	0

PAST 8 QUARTERS DELIVERIES, UNDER CONSTRUCTION, & PROPOSED

PAST & FUTURE DELIVERIES IN SQUARE FEET



SALES VOLUME & MARKET SALE PRICE PER SF



Sales Past 12 Months

Rossendale Office

Sale Comparables	Avg. Yield	Avg. Price/SF	Avg. Vacancy At Sale
4	-	-	0%

SALE COMPARABLE LOCATIONS

SALE COMPARABLES SUMMARY STATISTICS

Sales Attributes	Low	Average	Median	High
Sale Price	-	-	-	-
Price/SF	-	-	-	-
Yield	-	-	-	-
Time Since Sale in Months	9.0	10.7	11.3	11.3
Property Attributes	**Low**	**Average**	**Median**	**High**
Building SF	3,465	9,128	11,001	12,917
Floors	2	2	2	2
Typical Floor SF	1,733	4,564	5,501	6,459
Vacancy Rate At Sale	0%	0%	0%	0%
Year Built	2009	2009	2009	2009
Star Rating	★★★★☆	★★★★☆ 4.0	★★★★☆	★★★★☆

Sales Past 12 Months

RECENT SIGNIFICANT SALES

	Property Name - Address	Property Rating	Yr Built	Bldg SF	Vacancy	Sale Sale Date	Price	Price/SF	NIY
1	12-12C Market St	★★☆☆☆	1964	2,427	0%	28/01/2020	-	-	-
2	Block B Blackburn Rd	★★★★☆	2009	3,465	0%	20/11/2019	-	-	-
3	Block A Blackburn Rd	★★★★½	2009	11,001	0%	20/11/2019	-	-	-
4	Block C Blackburn Rd	★★★★☆	2009	12,917	0%	20/11/2019	-	-	-

Supply & Demand Trends

Rossendale Office

OVERALL SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	423,047	0	0%	(176)	0%	-
2023	423,047	0	0%	(59)	0%	-
2022	423,047	0	0%	(515)	-0.1%	-
2021	423,047	0	0%	(2,707)	-0.6%	-
2020	423,047	0	0%	(8,302)	-2.0%	-
YTD	423,047	0	0%	(7,140)	-1.7%	-
2019	423,047	0	0%	(8,400)	-2.0%	-
2018	423,047	0	0%	8,510	2.0%	0
2017	423,047	0	0%	12,154	2.9%	0
2016	423,047	0	0%	14,461	3.4%	0
2015	423,047	0	0%	(3,471)	-0.8%	-
2014	423,047	0	0%	9,982	2.4%	0
2013	423,047	0	0%	22,491	5.3%	0
2012	423,047	0	0%	(14,341)	-3.4%	-
2011	423,047	0	0%	(2,703)	-0.6%	-
2010	423,047	0	0%	(10,533)	-2.5%	-
2009	423,047	27,383	6.9%	14,300	3.4%	1.9
2008	395,664	0	0%	46,420	11.7%	0

4 & 5 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	27,383	0	0%	(18)	-0.1%	-
2023	27,383	0	0%	(12)	0%	-
2022	27,383	0	0%	(41)	-0.1%	-
2021	27,383	0	0%	(190)	-0.7%	-
2020	27,383	0	0%	(82)	-0.3%	-
YTD	27,383	0	0%	-	-	-
2019	27,383	0	0%	3,464	12.7%	0
2018	27,383	0	0%	3,464	12.7%	0
2017	27,383	0	0%	3,464	12.7%	0
2016	27,383	0	0%	8,499	31.0%	0
2015	27,383	0	0%	3	0%	0
2014	27,383	0	0%	2,989	10.9%	0
2013	27,383	0	0%	-	-	-
2012	27,383	0	0%	(8,187)	-29.9%	-
2011	27,383	0	0%	-	-	-
2010	27,383	0	0%	-	-	-
2009	27,383	-	-	13,687	50.0%	-
2008	-	-	-	-	-	-

Supply & Demand Trends

Rossendale Office

3 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	148,223	0	0%	(81)	-0.1%	-
2023	148,223	0	0%	(36)	0%	-
2022	148,223	0	0%	(204)	-0.1%	-
2021	148,223	0	0%	(1,013)	-0.7%	-
2020	148,223	0	0%	(8,955)	-6.0%	-
YTD	148,223	0	0%	(8,521)	-5.7%	-
2019	148,223	0	0%	7,374	5.0%	0
2018	148,223	0	0%	850	0.6%	0
2017	148,223	0	0%	5,777	3.9%	0
2016	148,223	0	0%	7,400	5.0%	0
2015	148,223	0	0%	(1,677)	-1.1%	-
2014	148,223	0	0%	(100)	-0.1%	-
2013	148,223	0	0%	6,051	4.1%	0
2012	148,223	0	0%	3,030	2.0%	0
2011	148,223	0	0%	1,355	0.9%	0
2010	148,223	0	0%	(9,260)	-6.2%	-
2009	148,223	0	0%	8,992	6.1%	0
2008	148,223	0	0%	36,529	24.6%	0

1 & 2 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	247,441	0	0%	(77)	0%	-
2023	247,441	0	0%	(11)	0%	-
2022	247,441	0	0%	(270)	-0.1%	-
2021	247,441	0	0%	(1,504)	-0.6%	-
2020	247,441	0	0%	735	0.3%	0
YTD	247,441	0	0%	1,381	0.6%	0
2019	247,441	0	0%	(19,238)	-7.8%	-
2018	247,441	0	0%	4,196	1.7%	0
2017	247,441	0	0%	2,913	1.2%	0
2016	247,441	0	0%	(1,438)	-0.6%	-
2015	247,441	0	0%	(1,797)	-0.7%	-
2014	247,441	0	0%	7,093	2.9%	0
2013	247,441	0	0%	16,440	6.6%	0
2012	247,441	0	0%	(9,184)	-3.7%	-
2011	247,441	0	0%	(4,058)	-1.6%	-
2010	247,441	0	0%	(1,273)	-0.5%	-
2009	247,441	0	0%	(8,379)	-3.4%	-
2008	247,441	0	0%	9,891	4.0%	0

OVERALL RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£10.71	1.0%	-5.7%	34,853	8.2%	0%
2023	£10.60	2.1%	-6.7%	34,677	8.2%	0%
2022	£10.38	0.1%	-8.6%	34,618	8.2%	0.1%
2021	£10.37	-2.5%	-8.7%	34,103	8.1%	0.6%
2020	£10.63	0.8%	-6.4%	31,396	7.4%	2.0%
YTD	£10.60	0.5%	-6.6%	30,234	7.1%	1.7%
2019	£10.55	0.8%	-7.1%	23,094	5.5%	2.0%
2018	£10.47	-1.4%	-7.8%	14,694	3.5%	-2.0%
2017	£10.62	0.3%	-6.5%	23,204	5.5%	-2.9%
2016	£10.59	-4.4%	-6.8%	35,358	8.4%	-3.4%
2015	£11.07	5.0%	-2.5%	49,819	11.8%	0.8%
2014	£10.54	4.0%	-7.2%	46,348	11.0%	-2.4%
2013	£10.13	-6.4%	-10.7%	56,330	13.3%	-5.3%
2012	£10.83	-2.2%	-4.7%	78,821	18.6%	3.4%
2011	£11.07	2.4%	-2.6%	64,480	15.2%	0.6%
2010	£10.81	-1.4%	-4.8%	61,777	14.6%	2.5%
2009	£10.96	-3.5%	-3.5%	51,244	12.1%	2.5%
2008	£11.36	0.6%	0%	38,161	9.6%	-11.7%

4 & 5 STAR RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£7.48	0%	-41.5%	343	1.3%	0.1%
2023	£7.48	1.1%	-41.5%	325	1.2%	0%
2022	£7.39	-0.7%	-42.1%	313	1.1%	0.1%
2021	£7.44	-3.0%	-41.7%	272	1.0%	0.7%
2020	£7.68	-2.0%	-39.9%	82	0.3%	0.3%
YTD	£7.69	-1.8%	-39.8%	0	0%	0%
2019	£7.84	-3.3%	-38.7%	0	0%	-12.7%
2018	£8.10	-14.3%	-36.6%	3,464	12.7%	-12.7%
2017	£9.45	-9.3%	-26.0%	6,928	25.3%	-12.7%
2016	£10.42	-0.9%	-18.5%	10,392	38.0%	-31.0%
2015	£10.51	0.9%	-17.7%	18,891	69.0%	0%
2014	£10.42	0.9%	-18.4%	18,894	69.0%	-10.9%
2013	£10.33	-1.2%	-19.1%	21,883	79.9%	0%
2012	£10.46	-18.1%	-18.1%	21,883	79.9%	29.9%
2011	£12.77	22.2%	0%	13,696	50.0%	0%
2010	£10.46	-4.9%	-18.1%	13,696	50.0%	0%
2009	£11.00	-4.2%	-13.9%	13,696	50.0%	-
2008	£11.48	0.4%	-10.1%	0	-	-

3 STAR RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£10.81	1.5%	-0.1%	11,264	7.6%	0.1%
2023	£10.65	2.5%	-1.6%	11,183	7.5%	0%
2022	£10.39	0.6%	-4.0%	11,147	7.5%	0.1%
2021	£10.33	-2.0%	-4.5%	10,943	7.4%	0.7%
2020	£10.54	3.6%	-2.6%	9,930	6.7%	6.0%
YTD	£10.41	2.2%	-3.8%	9,496	6.4%	5.7%
2019	£10.18	1.5%	-5.9%	975	0.7%	-5.0%
2018	£10.04	-3.5%	-7.2%	8,349	5.6%	-0.6%
2017	£10.41	3.3%	-3.8%	9,199	6.2%	-3.9%
2016	£10.07	6.7%	-6.9%	14,976	10.1%	-5.0%
2015	£9.44	0.5%	-12.7%	22,376	15.1%	1.1%
2014	£9.39	-2.2%	-13.2%	20,699	14.0%	0.1%
2013	£9.60	-6.2%	-11.3%	20,599	13.9%	-4.1%
2012	£10.24	1.2%	-5.4%	26,650	18.0%	-2.0%
2011	£10.11	-2.6%	-6.5%	29,680	20.0%	-0.9%
2010	£10.38	-3.1%	-4.0%	31,035	20.9%	6.2%
2009	£10.71	-1.0%	-1.0%	21,775	14.7%	-6.1%
2008	£10.82	6.0%	0%	30,767	20.8%	-24.6%

1 & 2 STAR RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£11.00	0.9%	-9.1%	23,246	9.4%	0%
2023	£10.91	1.9%	-9.9%	23,169	9.4%	0%
2022	£10.71	-0.1%	-11.6%	23,158	9.4%	0.1%
2021	£10.72	-2.7%	-11.5%	22,888	9.2%	0.6%
2020	£11.01	-0.6%	-9.0%	21,384	8.6%	-0.3%
YTD	£11.04	-0.3%	-8.8%	20,738	8.4%	-0.6%
2019	£11.08	0.8%	-8.5%	22,119	8.9%	7.8%
2018	£10.99	1.0%	-9.3%	2,881	1.2%	-1.7%
2017	£10.87	-0.4%	-10.2%	7,077	2.9%	-1.2%
2016	£10.91	-9.9%	-9.9%	9,990	4.0%	0.6%
2015	£12.11	7.7%	0%	8,552	3.5%	0.7%
2014	£11.25	7.8%	-7.1%	6,755	2.7%	-2.9%
2013	£10.43	-7.0%	-13.8%	13,848	5.6%	-6.6%
2012	£11.22	-2.0%	-7.3%	30,288	12.2%	3.7%
2011	£11.45	3.2%	-5.5%	21,104	8.5%	1.6%
2010	£11.10	0%	-8.3%	17,046	6.9%	0.5%
2009	£11.10	-4.8%	-8.4%	15,773	6.4%	3.4%
2008	£11.66	-2.1%	-3.7%	7,394	3.0%	-4.0%

Sale Trends

Rossendale Office

OVERALL SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£124.04	119	9.7%
2023	-	-	-	-	-	-	£121.84	117	9.8%
2022	-	-	-	-	-	-	£117.44	112	9.9%
2021	-	-	-	-	-	-	£118.15	113	10.0%
2020	-	-	-	-	-	-	£124.69	119	9.7%
YTD	1	£0.00	0.6%	-	-	-	£124.91	120	9.6%
2019	4	£49K	6.7%	£49,000	£61.56	-	£124.74	119	9.4%
2018	7	£1.8M	15.2%	£891,000	£104.89	-	£120.40	115	9.4%
2017	3	£1M	4.2%	£505,000	£61.49	-	£114.86	110	9.4%
2016	1	£350K	0.8%	£350,000	£108.66	9.0%	£104.79	100	10.1%
2015	1	£185K	0.7%	£185,000	£58.88	-	£106.89	102	9.8%
2014	5	£738K	3.4%	£184,500	£65.18	9.9%	£94.22	90	10.4%
2013	1	£86K	0.3%	£86,000	£63.75	-	£89.53	86	11.0%
2012	-	-	-	-	-	-	£89.86	86	11.4%
2011	2	£150K	1.3%	£150,000	£37.79	-	£94.89	91	10.9%
2010	1	£325K	1.1%	£325,000	£70.74	9.6%	£98.67	94	10.7%
2009	1	£115K	0.4%	£115,000	£72.74	-	£98.98	95	10.9%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

4 & 5 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£179.46	131	11.3%
2023	-	-	-	-	-	-	£178.19	130	11.4%
2022	-	-	-	-	-	-	£173.77	126	11.5%
2021	-	-	-	-	-	-	£176.15	128	11.6%
2020	-	-	-	-	-	-	£186.04	135	11.3%
YTD	-	-	-	-	-	-	£186.36	136	11.2%
2019	3	£0.00	100%	-	-	-	£187.16	136	10.9%
2018	3	£0.00	141.5%	-	-	-	£178.89	130	11.0%
2017	-	-	-	-	-	-	£172.80	126	11.0%
2016	-	-	-	-	-	-	£155.30	113	11.8%
2015	-	-	-	-	-	-	£148.28	108	11.8%
2014	1	£330K	12.7%	£330,000	£95.24	-	£137.30	100	12.3%
2013	-	-	-	-	-	-	£124.35	90	13.4%
2012	-	-	-	-	-	-	£121.86	89	13.9%
2011	-	-	-	-	-	-	£129.21	94	13.3%
2010	-	-	-	-	-	-	£135.38	99	13.0%
2009	-	-	-	-	-	-	£135.05	98	13.2%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

Sale Trends

3 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£140.05	129	9.1%
2023	-	-	-	-	-	-	£136.90	126	9.1%
2022	-	-	-	-	-	-	£131.19	121	9.3%
2021	-	-	-	-	-	-	£131.35	121	9.3%
2020	-	-	-	-	-	-	£138.18	127	9.0%
YTD	-	-	-	-	-	-	£138.31	127	9.0%
2019	-	-	-	-	-	-	£137.24	126	8.8%
2018	3	£1.7M	14.8%	£1,650,000	£122.97	-	£131.56	121	8.8%
2017	1	£0.00	0.9%	-	-	-	£124.66	115	8.9%
2016	-	-	-	-	-	-	£112.92	104	9.5%
2015	-	-	-	-	-	-	£114.24	105	9.3%
2014	-	-	-	-	-	-	£99.89	92	10.0%
2013	-	-	-	-	-	-	£94.28	87	10.6%
2012	-	-	-	-	-	-	£94.94	87	10.9%
2011	-	-	-	-	-	-	£99.47	92	10.5%
2010	-	-	-	-	-	-	£104.01	96	10.3%
2009	-	-	-	-	-	-	£103.63	95	10.4%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

1 & 2 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£108.31	110	10.0%
2023	-	-	-	-	-	-	£106.58	108	10.0%
2022	-	-	-	-	-	-	£102.97	105	10.2%
2021	-	-	-	-	-	-	£103.83	106	10.2%
2020	-	-	-	-	-	-	£109.81	112	9.9%
YTD	1	£0.00	1.0%	-	-	-	£110.08	112	9.8%
2019	1	£49K	0.3%	£49,000	£61.56	-	£110.35	112	9.6%
2018	1	£132K	1.4%	£132,000	£36.95	-	£107.25	109	9.5%
2017	2	£1M	6.6%	£505,000	£61.49	-	£102.59	104	9.6%
2016	1	£350K	1.3%	£350,000	£108.66	9.0%	£94.33	96	10.2%
2015	1	£185K	1.3%	£185,000	£58.88	-	£97.90	100	9.8%
2014	4	£408K	4.5%	£136,000	£51.92	9.9%	£86.05	88	10.5%
2013	1	£86K	0.5%	£86,000	£63.75	-	£82.82	84	11.0%
2012	-	-	-	-	-	-	£83.28	85	11.4%
2011	2	£150K	2.2%	£150,000	£37.79	-	£88.35	90	10.9%
2010	1	£325K	1.9%	£325,000	£70.74	9.6%	£91.41	93	10.8%
2009	1	£115K	0.6%	£115,000	£72.74	-	£92.20	94	10.9%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

Appendix 6

Lancashire Offices Market Report

Office Market Report

Lancashire

PREPARED BY

Nolan Redshaw

Helen Hamer
Secretary/ PA

CoStar™

OFFICE MARKET REPORT

Overview

Lancashire Office

12 Mo Deliveries in SF	12 Mo Net Absorption in SF	Vacancy Rate	12 Mo Rent Growth
75.7 K	364 K	3.1%	-1.8%

Prior to the coronavirus outbreak, fundamentals in Lancashire strengthened over previous quarters. This followed 3 successive years of demand growth and increased net absorption, with current levels at the highest recorded in Lancashire for more than a decade. Activity has since been reduced, with the coronavirus outbreak impacting both new and potential occupiers in the market.

The robust occupier demand and limited new supply, coupled with the loss of office stock due to residential conversions, caused the vacancy rate to drop to its lowest point in recent years in March before the beginning of lockdown restrictions, providing landlords some degree of protection entering the pandemic .

Despite positive occupier fundamentals, rent growth has been flat in Lancashire recently, with around half of the submarkets recording declining rents and even the highest performing submarkets struggling to post gains above 1%. This is likely to continue or even fall negative in coming quarters as the market responds to decreased demand and a fall in new leasing activity.

Demand from buyers has also been reduced by the impact of the coronavirus outbreak, forecasts estimate a continued restricted level of investment transaction activity in coming months.

KEY INDICATORS

Current Quarter	NIA	Vacancy Rate	Market Rent	Availability Rate	Net Absorption SF	Deliveries SF	Under Construction
4 & 5 Star	793,514	10.9%	£14.19	18.0%	0	0	0
3 Star	10,105,695	2.8%	£11.42	8.6%	20,341	0	54,374
1 & 2 Star	6,077,806	2.5%	£10.05	7.1%	24,214	0	0
Market	**16,977,015**	**3.1%**	**£11.06**	**8.5%**	**44,555**	**0**	**54,374**

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	-1.8%	7.5%	3.5%	10.9%	2012 Q4	3.1%	2020 Q4
Net Absorption SF	364 K	161,893	30,281	518,902	2020 Q1	(217,629)	2009 Q4
Deliveries SF	75.7 K	185,943	48,275	580,993	2008 Q4	5,395	2015 Q3
Rent Growth	-1.8%	0.2%	0.1%	9.3%	2006 Q2	-8.3%	2013 Q3
Sales Volume	£27.1 M	£17.8M	N/A	£40.4M	2018 Q4	£1M	2007 Q2

Leasing

Demand in Lancashire has been growing in recent years, with annual net absorption hitting a 10 year high of over 450,000 SF in early 2020. Absorption continued to outpaced deliveries in the months leading up to the coronavirus outbreak, compressing vacancies to their lowest point in more than a decade and delivering record levels of positive net absorption.

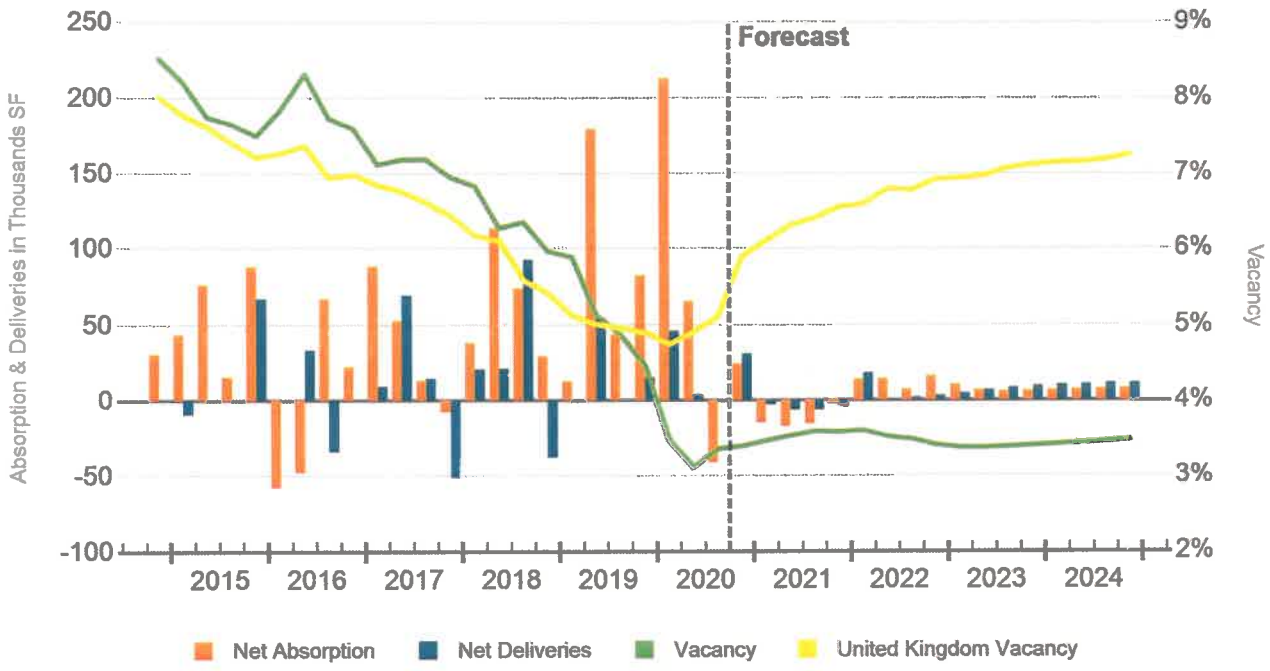
The improved market fundamentals look set to provide landlords with some degree of protection from the impact of the coronavirus outbreak and economic contraction, although the extent and severity of the impact is not yet clear, new leasing activity is likely to be reduced in the second half of 2020 after a near stop to all activity in Q2 2020, as both existing and potential occupiers face increased challenges and workers continue to operate from home.

Recent demand has been driven by a mix of occupiers from law and accounting firms to engineering companies.

Activity so far in 2020 has been restricted to deals under 10,000 SF, with the majority taking place in the Preston and Blackburn submarkets. Activity was higher in 2019, new lease deals included Assystem moving into 12,000 SF at Innovation Centre in 19Q2, Nixon Williams taking 10,000 SF at Apollo House in 19Q1 and KR Group moving into 12,000 SF at Turing House in 19Q3.

The market has lost significant amount of office stock over the past few years. A spate of conversions under permitted development rights means that several office blocks have given way to residential use in recent years. Notable examples include Lime House and Guild House, both in the Preston Submarket. More recently, the Exchange Building (40,000 SF) in the Blackburn with Darwen Submarket was demolished in 18Q4. This trend is likely to continue, with planning applications recently submitted to convert office buildings such as Red Rose House, Elizabeth House, and Winckley House.

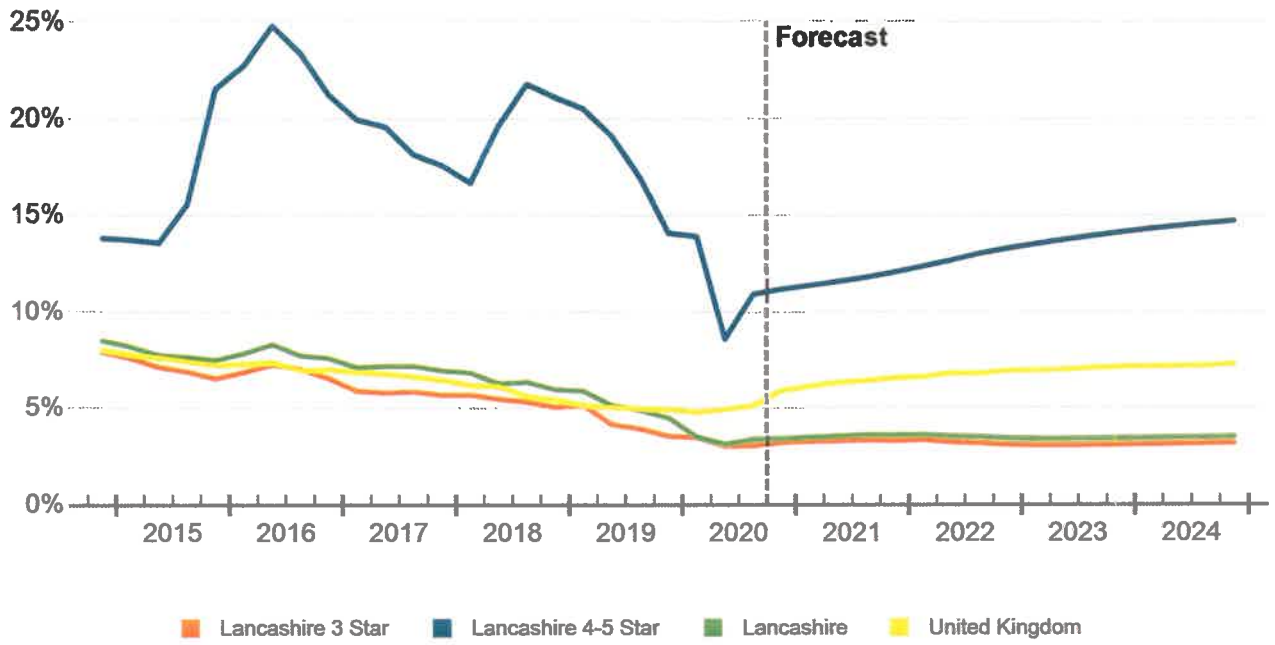
NET ABSORPTION, NET DELIVERIES & VACANCY



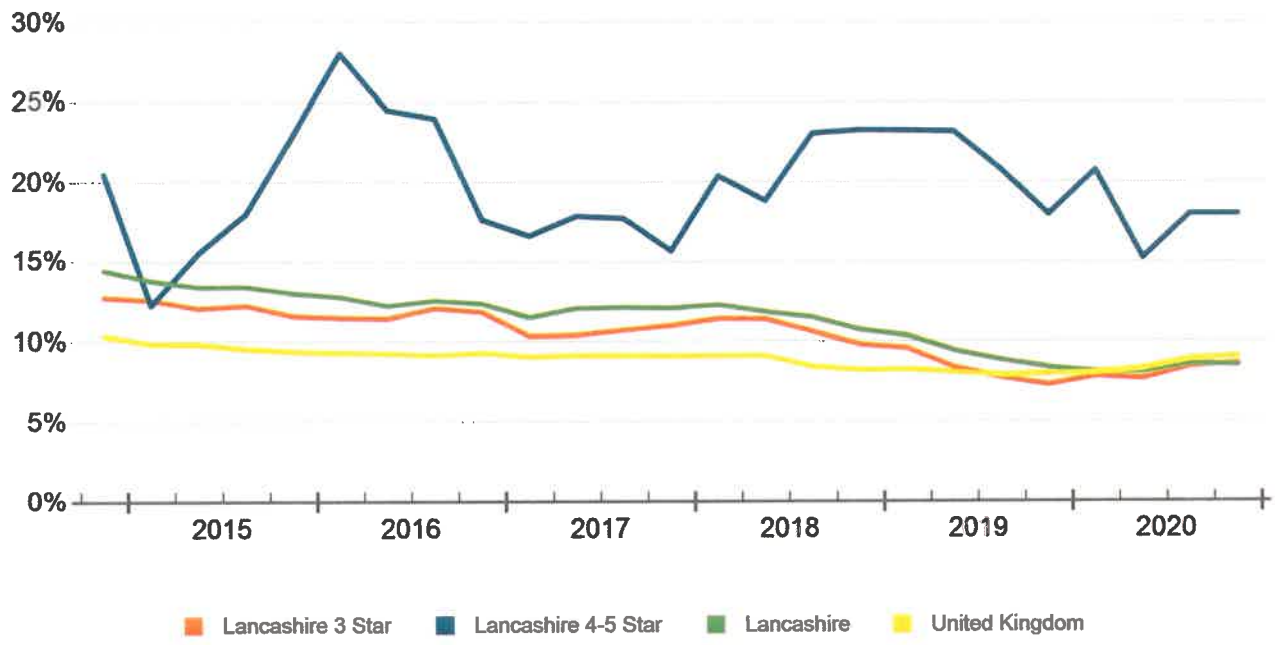
Leasing

Lancashire Office

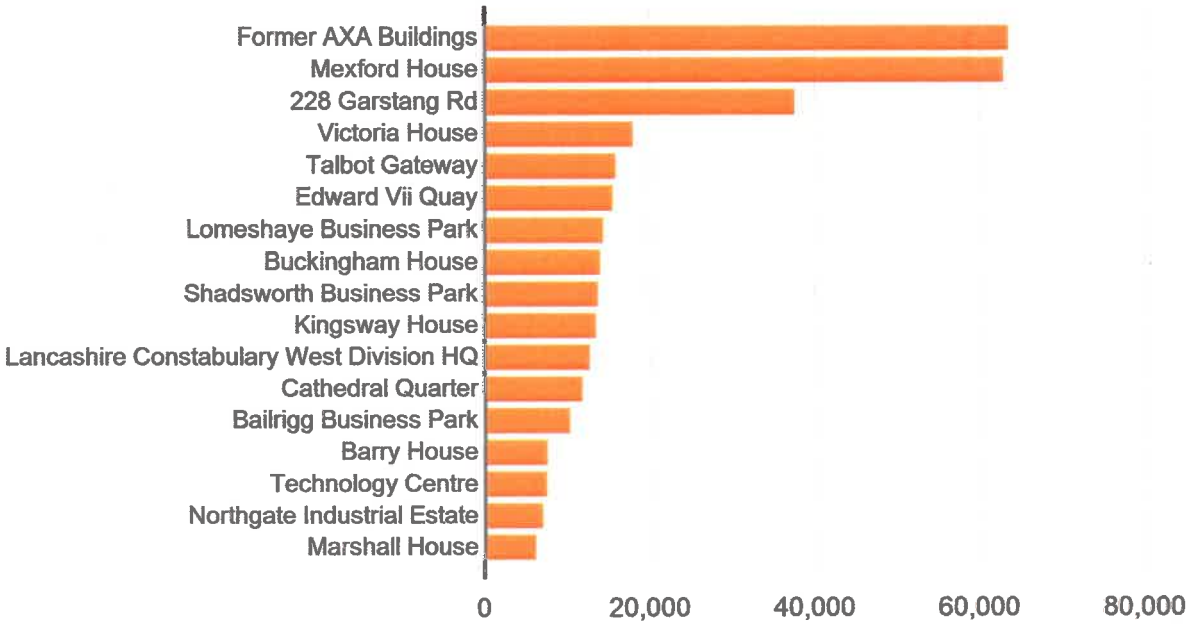
VACANCY RATE



AVAILABILITY RATE



12 MONTH NET ABSORPTION SF IN SELECTED BUILDINGS



Building Name/Address	Submarket	Bldg SF	Vacant SF	Net Absorption SF				
				1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	12 Month
Former AXA Buildings	Fylde	64,045	0	63,580	0	0	0	63,580
Mexford House	Blackpool	63,006	0	63,006	0	0	0	63,006
228 Garstang Rd	Preston	56,639	19,092	56,639	(19,092)	0	0	37,547
Victoria House	Preston	36,000	0	18,000	0	0	0	18,000
Talbot Gateway	Blackpool	125,000	1,490	0	14,762	(1,490)	0	15,841
Edward Vii Quay	Preston	67,163	10,726	0	0	0	9,613	15,489
Lomeshaye Business Park	Pendle	35,000	0	14,338	0	0	0	14,338
Buckingham House	Preston	34,521	0	13,965	0	0	0	13,965
Shadsworth Business Park	Blackburn With Darwen	37,714	0	0	0	13,674	0	13,674
Kingsway House	Burnley	89,629	13,476	13,476	0	0	0	13,476
Lancashire Constabulary West...	Blackpool	85,476	0	0	0	0	0	12,668
Cathedral Quarter	Blackburn With Darwen	32,093	5,875	0	11,782	0	0	11,792
Bailrigg Business Park	Lancaster	15,000	0	0	0	0	0	10,271
Barry House	Preston	32,345	0	0	0	7,588	0	7,588
Technology Centre	Pendle	16,155	0	7,562	0	0	0	7,562
Northgate Industrial Estate	Lancaster	20,912	0	7,041	0	0	0	7,041
Marshall House	Preston	37,368	0	0	0	6,170	0	6,170
Subtotal Primary Competitors		**848,066**	**50,659**	**257,607**	**7,452**	**25,942**	**9,613**	**332,008**
Remaining Lancashire Market		16,128,949	474,175	(44,434)	57,869	(67,850)	34,942	5,551
Total Lancashire Market		**16,977,015**	**524,834**	**213,173**	**65,321**	**(41,908)**	**44,555**	**337,559**

TOP OFFICE LEASES PAST 12 MONTHS

Building Name/Address	Submarket	Leased SF	Qtr	Tenant Name	Tenant Rep Compa...	Leasing Rep Company
Lancashire Constabulary West Divisi...	Blackpool	85,476	Q4 19	Lancashire Constabulary	-	-
Clayton Business Park	Hyndburn	7,000	Q2 20	Fairstone Group	-	Trevor Dawson & Co
Shadsworth Business Park	Blackburn With Darwen	6,820	Q1 20	-	-	Taylor Weaver
Buckshaw Link	Chorley	6,491	Q3 20	Machine Tool Technologi...	-	JLL;Taylor Weaver
Stanley House	Blackpool	5,862	Q3 20	-	-	Duxburys Commercial
Newfield House	Blackpool	5,630	Q3 20	-	-	Duxburys Commercial;...
Former Poundstretcher	Burnley	5,300	Q4 19	NPS	-	Cushman & Wakefield
Blackpool Business Park	Blackpool	4,058	Q3 20	-	-	Duxburys Commercial
Beech House	South Ribble	3,784	Q2 20	-	-	Robert Pinkus & Co
Myrtle House	Ribble Valley	3,656	Q1 20	-	-	Black Grace Cowley;C...
Petre Court	Hyndburn	3,605	Q3 20	-	-	Taylor Weaver
331 Burnley Rd	Rossendale	3,600	Q2 20	-	-	Pearson Ferrier
Rising Bridge Business & Enter	Rossendale	3,465	Q4 19	-	-	Petty Chartered Survey...
Spring Gardens	Lancaster	3,374	Q1 20	-	-	Fisher Wrathall
Sovereign Ct	Wyre	3,233	Q3 20	-	-	Duxburys Commercial
St Johns Court	Blackburn With Darwen	2,901	Q3 20	The Police and Crime Co...	-	Fletcher CRE;Trevor D...
3-9 Salmon St	Preston	2,750	Q3 20	-	-	Hazelwells
Millennium City Park	Preston	2,497	Q4 19	Morrison Utility Services Ltd	-	Eckersley
Signal Trading Estate	Blackpool	2,369	Q3 20	Party Avenue	-	Evans Easyspace
Trafalgar Court	Pendle	2,182	Q1 20	Surgease Innovations	-	Barnfield Construction Ltd
Shorebury Point	Fylde	2,030	Q3 20	-	-	Duxburys Commercial
29 Wood St	Fylde	1,901	Q3 20	-	-	Duxburys Commercial
Derby House	Preston	1,885	Q3 20	-	-	Morgan Martin (Lancs)
The Pavillions	Fylde	1,848	Q3 20	-	-	Duxburys Commercial
Burnley Wharf Offices - Block B & Bl...	Burnley	1,793	Q2 20	-	-	Trevor Dawson & Co
St Johns Court	Blackburn With Darwen	1,524	Q3 20	Ingeus	-	Fletcher CRE;Trevor D...
Market St	Lancaster	1,517	Q4 19	Finch Outdoors	-	Fisher Wrathall
Market St	Lancaster	1,517	Q4 19	Finch Outdoors	-	Fisher Wrathall
74-80 Market St	Chorley	1,516	Q4 20	Mahmood & Khan	-	Maryland Securities Ltd...
4 Market St	Rossendale	1,457	Q3 20	Grainger Nelson	-	Pearson Ferrier
Trident Park	Hyndburn	1,441	Q1 20	Blackburn Alarms Ltd	-	Bridge & Co
34 Watling Street Rd	Preston	1,311	Q2 20	-	-	Morgan Martin (Lancs)
Kensington House	Preston	1,259	Q4 20	-	-	Eckersley
Dominion Court	Burnley	1,258	Q1 20	GAG Print Solutions Ltd	-	Petty Chartered Survey...
Dominion Court	Burnley	1,209	Q2 20	-	-	Trevor Dawson & Co
Eastway Business Village	Preston	1,154	Q1 20	-	-	Morgan Martin (Lancs)
Millennium City Park	Preston	1,149	Q1 20	-	-	Eckersley
Blackburn Enterprise Centre	Blackburn With Darwen	1,130	Q4 19	-	-	Blackburn with Darwen...
Abingdon Street Market	Blackpool	1,068	Q1 20	Abingdon Studios	-	-
Millennium City Office Park	Preston	1,040	Q2 20	-	-	Eckersley

Renewal

Rent

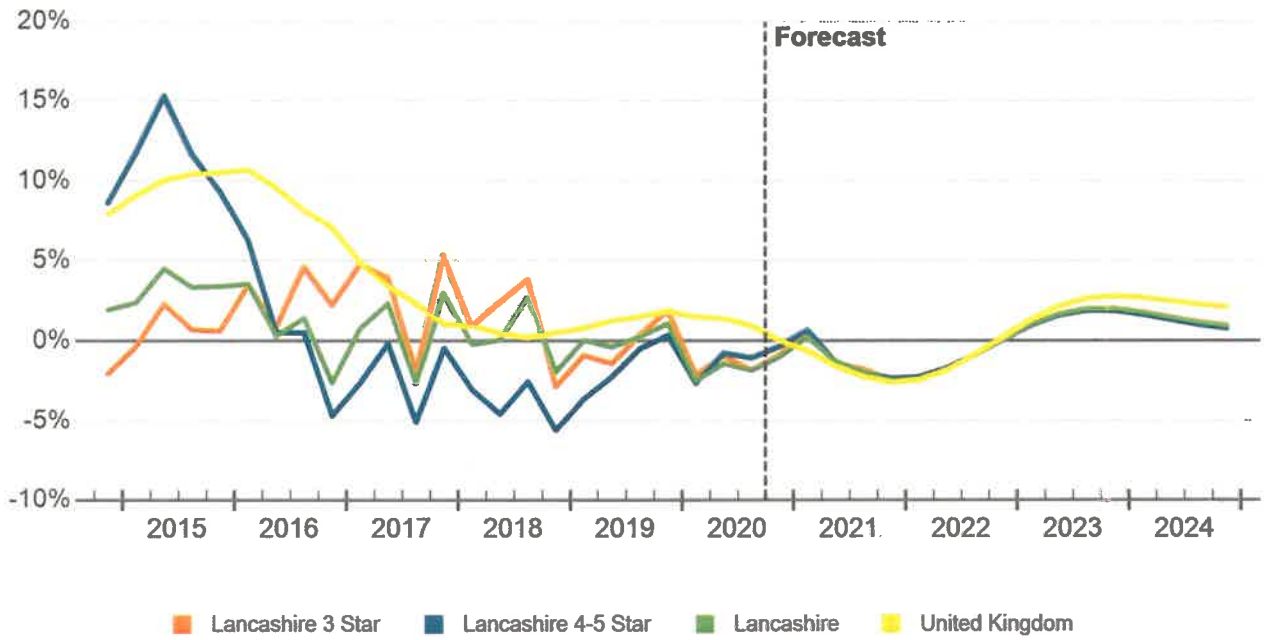
Annual rent growth is currently flat, after rising by 2% in 2019, a 5-year high for the Lancashire market, driven by limited new supply and record levels of net absorption in 2019, the outlook is for an easing back of growth over the next year, with both existing and potential occupiers suffering headwinds as the impact of the coronavirus slows activity into the second half of 2020.

At just £11.10 /SF, Lancashire remains one of the cheapest markets to rent office property in the North West. Rents here are more than 40% lower than in Manchester but slightly higher than rents in Cumbria, where rents are below £10/SF.

On the prime side, the gap between 4 & 5 Star (Grade A) and 3 Star (Grade B) offices has widened significantly over the past years. Prime rents in Lancashire can get as high as £15/SF for space at One Cathedral Square in Blackburn.

On a submarket level, the highest rents in the market, at just above £18/SF, are paid in Ribble Valley due to the limited office stock available in the submarket. This is double the rents paid in the cheapest submarkets such as Rossendale and Burnley.

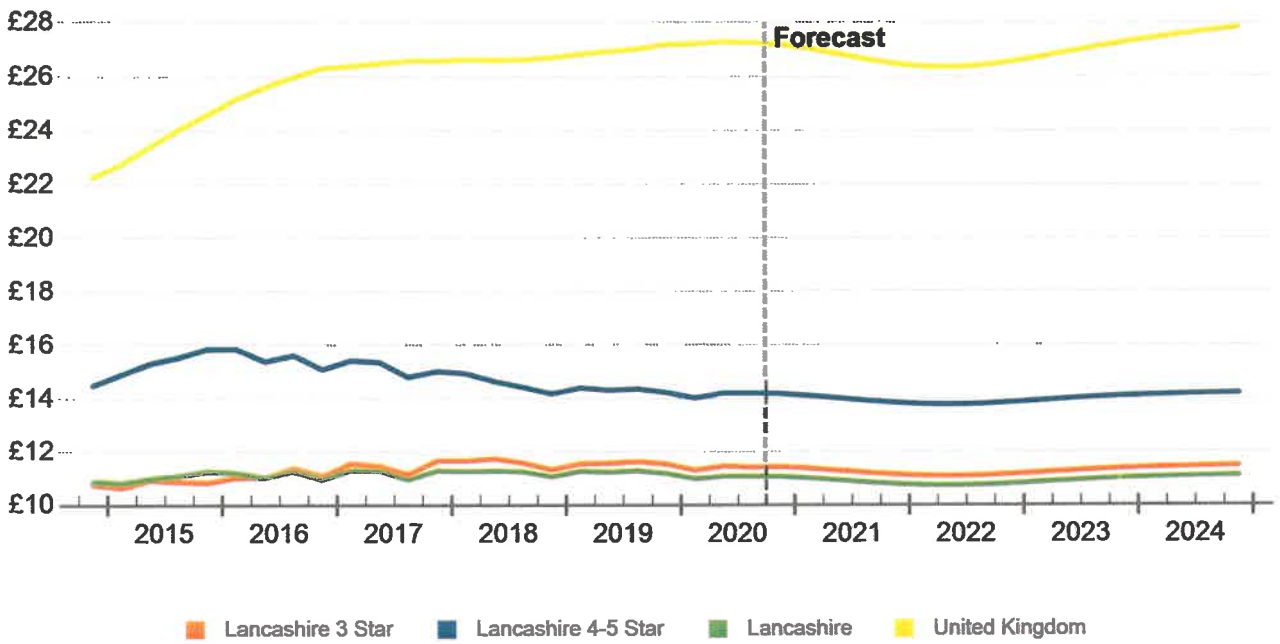
MARKET RENT GROWTH (YOY)



Rent

Lancashire Office

MARKET RENT PER SQUARE FEET



Construction

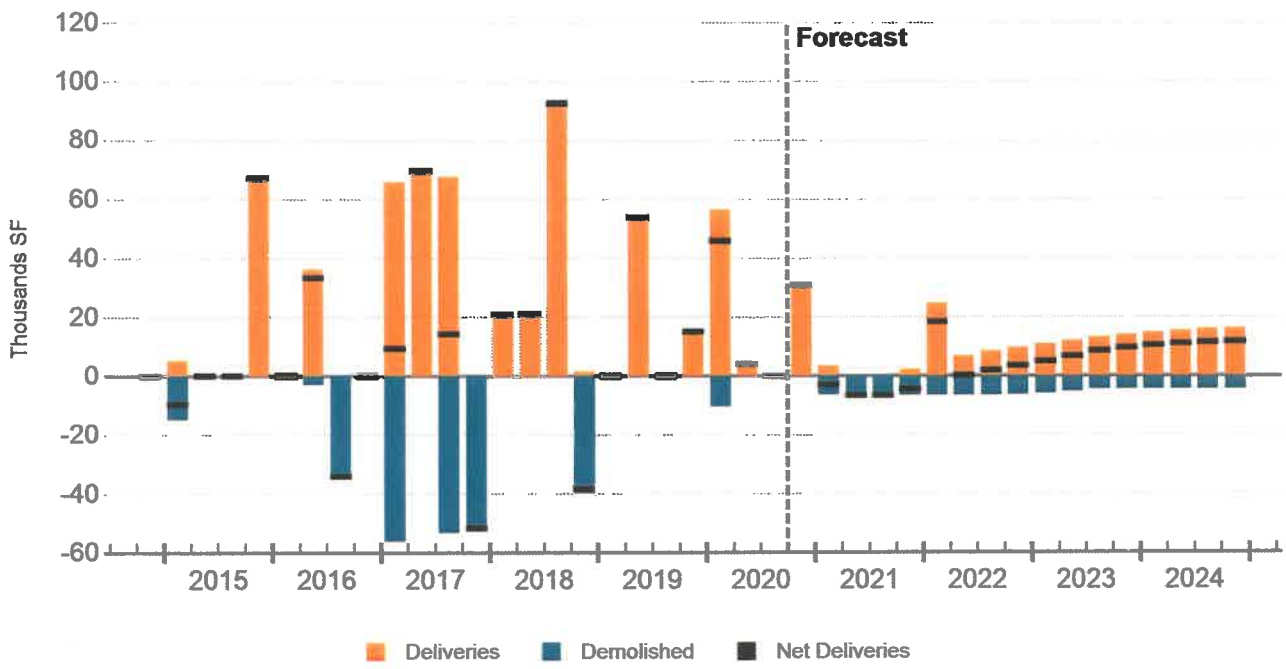
Falling vacancies encouraged development in Lancashire over the past three years. However, the supply pipeline has been relatively limited and failed to keep pace with demand, compressing vacancies further prior to the coronavirus outbreak.

Annual net deliveries of 60,000SF of new office space is on par with previous years. With around 54,000SF currently under construction in Lancashire, the low level of new supply should help to protect the vacancy rate in coming quarters, as potential and existing occupiers face corona-driven headwinds, reducing demand for new space and creating vacancy in existing schemes.

The most notable new development currently underway is the 30,000 SF building on Tollgate Road in Ormskirk, with the new office space due to deliver in the West Lancashire submarket later in 2020.

Conversely, the market has actually lost significant office stock over the past few years. A spate of conversions under permitted development rights means that several office blocks have given way to residential use in recent years. Notable examples include Lime House and Guild House in the Preston Submarket. More recently, the Exchange Building (40,000 SF) in the Blackburn with Darwen Submarket was demolished in 18Q4. This trend is likely to continue, with planning applications recently submitted to convert office buildings such as Red Rose House, Elizabeth House, and Winckley House.

DELIVERIES & DEMOLITIONS



Construction

Lancashire Office

SUBMARKET CONSTRUCTION

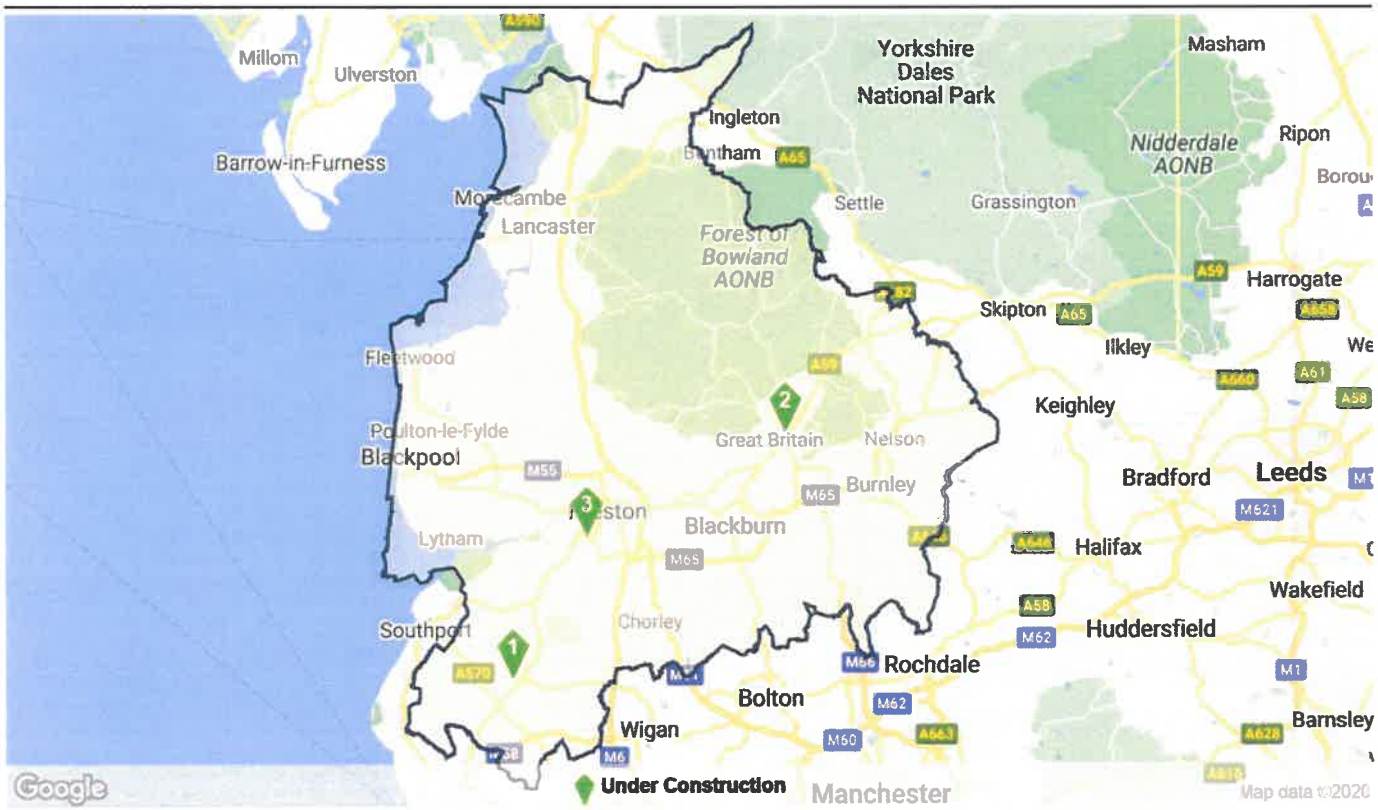
		Under Construction Inventory					Average Building Size		
No.	Submarket	Bldgs	SF (000)	Pre-Leased SF (000)	Pre-Leased %	Rank	All Existing	Under Constr	Rank
1	West Lancashire	1	31	31	100%	1	7,662	30,924	1
2	Ribble Valley	1	20	20	100%	1	7,588	20,000	2
3	South Ribble	1	3	3	100%	1	8,980	3,450	3
4	Blackburn With Darwen	0	-	-	-	-	8,369	-	-
5	Blackpool	0	-	-	-	-	7,454	-	-
6	Burnley	0	-	-	-	-	8,024	-	-
7	Chorley	0	-	-	-	-	5,747	-	-
8	Fylde	0	-	-	-	-	6,916	-	-
9	Hyndburn	0	-	-	-	-	7,217	-	-
10	Lancaster	0	-	-	-	-	7,825	-	-
	All Other	0	-	-	-		9,311	-	
	Totals	**3**	**54**	**54**	**100%**		**8,163**	**18,125**	

Under Construction Properties

Lancashire Office

Properties	Square Feet	Percent of Inventory	Preleased
3	54,374	0.3%	100%

UNDER CONSTRUCTION PROPERTIES



UNDER CONSTRUCTION

	Property Name/Address	Rating	Bldg SF	Floors	Start	Complete	Developer/Owner
1	Tollgate Rd	★★★☆☆	30,924	2	Jul 2019	Dec 2020	- -
2	Office Development At Whalley Rd	★★★☆☆	20,000	3	Nov 2019	Mar 2022	- Taylor Wimpey
3	Office Block 2 at Larch H... Lindle Ln	★★★☆☆	3,450	2	Feb 2020	Jan 2021	- Mattioli Woods Plc

Sales

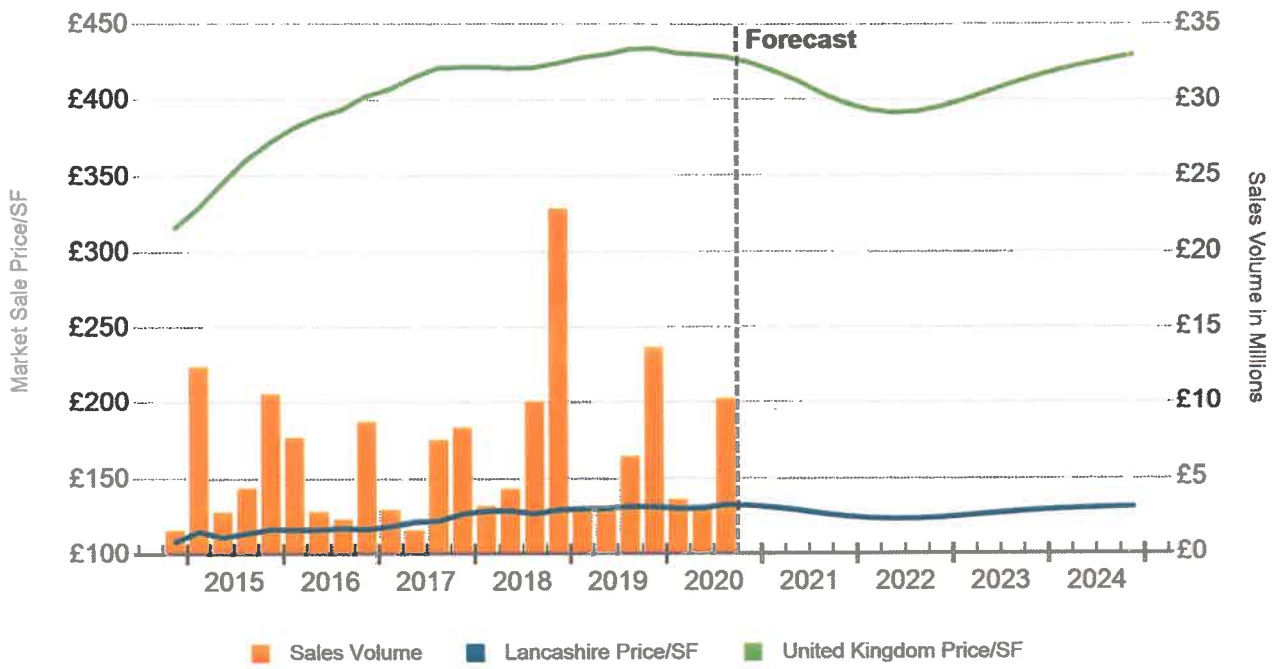
Lancashire Office

Investment in Lancashire has remained healthy in the 12 months , although with volumes nearly three times the market's historical average. Sales volumes have been reduced since the beginning of lockdown in March, although activity has ticked up a little since the easing of restrictions in the summer months.

Notable deals in 2019 included the £5.9 million sale of 2 properties at St Marks House in Preston by Curzon Advisers to Spirit 120 Ltd, and the £2.2 million acquisition of Ribble House by Saturn Land and Building Ltd. Other activity in the market included a number of smaller transactions, around half of which were made by private buyers and occupier purchasers.

2018 activity was dominated by the sale of Heysham Primary Care Centre in October. Assura acquired the property for £15.6 million as an investment. Furthermore, a Barclays Bank on 1 Broad Street in Ribble Valley was sold for £5 million in August. Another notable deal that year was B.S Pension Fund Trustee's acquisition of Lincs Gateway Business Park for £3.8 million in June. Over 80 transactions took place in Lancashire in that period. Although, most deals fell in the £1 million or less price bracket, it was a significant increase in the number of deals compared to the previous 12-month period in 2017.

SALES VOLUME & MARKET SALE PRICE PER SF



Sales Past 12 Months

Lancashire Office

Sale Comparables	Avg. Yield	Avg. Price/SF	Avg. Vacancy At Sale
34	8.3%	£70	12.2%

SALE COMPARABLE LOCATIONS

SALE COMPARABLES SUMMARY STATISTICS

Sales Attributes	Low	Average	Median	High
Sale Price	£154,002	£839,308	£925,000	£2,600,000
Price/SF	£33	£70	£72	£240
Yield	5.7%	8.3%	6.9%	16.1%
Time Since Sale in Months	1.0	7.7	8.9	11.5
Property Attributes	**Low**	**Average**	**Median**	**High**
Building SF	1,260	10,382	7,095	40,000
Floors	1	3	2	7
Typical Floor SF	630	4,956	3,355	36,440
Vacancy Rate At Sale	0%	12.2%	0%	100%
Year Built	1880	1959	1980	2009
Star Rating	★☆☆☆☆	★★☆☆☆ 2.6	★★★☆☆	★★★★☆

Sales Past 12 Months

Lancashire Office

RECENT SIGNIFICANT SALES

	Property Name - Address	Rating	Property Yr Built	Property Bldg SF	Property Vacancy	Sale Sale Date	Sale Price	Sale Price/SF	Sale NIY
1	Charles House 8-8A Winckley Sq	★★½☆☆	1968	39,264	0%	01/07/2020	£2,600,000	£66	7.6%
2	Derby House 12 Winckley Sq	★★★☆☆	1967	14,841	0%	29/11/2019	£1,259,500	£85	-
3	Charter House Dalton Sq	★★★½☆	1920	15,018	0%	04/02/2020	£1,175,000	£78	-
4	99 Fishergate	★★★½☆	-	4,868	0%	01/02/2020	£1,170,000	£240	6.3%
5	Golden Hill Ln	★★½☆☆	1980	10,581	100%	31/12/2019	£985,413	£93	-
6	Lingmell House Water St	★★★½☆	2008	13,254	0%	30/04/2020	£925,000	£70	16.1%
7	Kings Court Kings St	★★★☆½	2008	16,955	0%	03/12/2019	£925,000	£55	6.1%
8	Modern offices Golden Hill Ln	★★☆☆☆	2000	16,887	0%	31/12/2019	£564,465	£33	-
9	Job Centre Tydesley Rd	★★★☆☆	1990	11,835	0%	18/02/2020	£500,000	£42	-
10	Pittman Court Pittman Way	★★★☆☆	1980	4,400	0%	13/11/2019	£325,000	£74	-
11	28-30 St. Thomas's Rd	★★★☆½	1900	3,710	0%	20/01/2020	£275,000	£74	-
12	New Hall House New Hall St	★★☆☆☆	1981	3,000	0%	05/12/2019	£196,500	£66	-
13	Stonehouse School 90 School Ln	★★★½☆	1890	2,017	100%	31/12/2019	£181,121	£90	-
14	Itl House School Ln	★★½☆☆	1883	3,430	0%	31/12/2019	£154,002	£45	-
15	Newfield House Vicarage Ln	★★★½☆	1960	18,157	31.0%	30/09/2020	-	-	-
16	Calder Court 4 Amy Johnson Way	★★☆☆☆	2006	2,030	100%	30/09/2020	-	-	-
17	1-3 Grimshaw St	★★☆☆☆	1880	4,037	0%	24/08/2020	-	-	-
18	Transaction House Amy Johnson Way	★★½☆☆	2005	9,321	100%	20/08/2020	-	-	-
19	Sentinel Court Wilkinson Way	★★★☆☆	2009	2,782	0%	31/07/2020	-	-	-
20	Navigation Way	★★☆☆½	1990	3,539	4.6%	02/06/2020	-	-	-

Economy

Lancashire's economy has been going through a sharp and significant contraction due to the coronavirus outbreak. Resulting social distancing measures and restrictions on both the movement of people and operation of businesses brought about a sudden fall in consumer spending in Q2 2020. Economic activity is picking up but at a slower pace than originally forecast, with uncertainty remaining in the latter part of the year.

Lancashire looks set to enter recession in 2020 for the first time since 2009. The extent of the damage is difficult to gauge in the absence of hard data, but the local economy is set to contract significantly. Oxford Economics forecast that the global, UK and Lancashire economies will all rebound in the second half of 2020 as coronavirus restrictions are lifted and policy relaxations, plus lower oil prices, provide support for rising economic activity.

GVA estimates from Oxford Economics emphasise how the market is under represented in some of the high-value financial and professional service sectors. Although scaled down when compared to its 19th century heyday, manufacturing employment remains strong in certain Lancashire authorities. In particular, the defence industry is a key private sector employer. This resulted in the launch of the first Lancashire Enterprise Zone in April 2012. Two further Enterprise Zones were established in November 2015, at Blackpool Airport and Hillhouse in Thornton. These sites benefit from schemes such as Business Rates Relief and Enhanced Capital Allowances for businesses moving to the area, but some businesses will be facing headwinds, as the manufacturing sector feels a heavy impact from the coronavirus crisis and fall in production activity.

At a national level, coronavirus lockdown measures brought about the sharpest fall in quarterly output on record in 20Q2, with the country's real GDP estimated to have shrunk by 20.4%, following a 2.2% fall in 20Q1, meaning the UK has now officially entered recession for the first time since 2009. Initial estimates place the UK among the hardest hit of all advanced economies.

The unprecedented drop in quarterly GDP was concentrated in April, the height of lockdown. Office for National Statistics (ONS) figures released in August showed that the modest recovery in May (+2.4%) accelerated in June, when the economy expanded by an estimated 8.7% as shops re-opened and other lockdown measures eased. However, the UK economy remained 17.2% below February 2020 levels, before the coronavirus crisis began.

While the economy did return to growth in May and June, job losses are likely to mount as the furlough scheme unwinds in the second half of the year. Official jobs figures released by the ONS in August showed the number of people in employment fell by 220,000 in 20Q2, with further declines expected in the coming months.

In forecasts released on 21st July, Oxford Economics predicted a 15% rise in GDP in 20Q3 as economic activity picks up and lockdown measures ease. The firm expects UK economic output to fall by 10.9% in 2020 before recovering to grow by 10.3% in 2021, with the economy not returning to pre-pandemic levels until 2022. Total employment is predicted to decline by 1.8% in 2020–21, equating to 650,000 job losses, before rebounding by 2.2% in 2022.

Economy

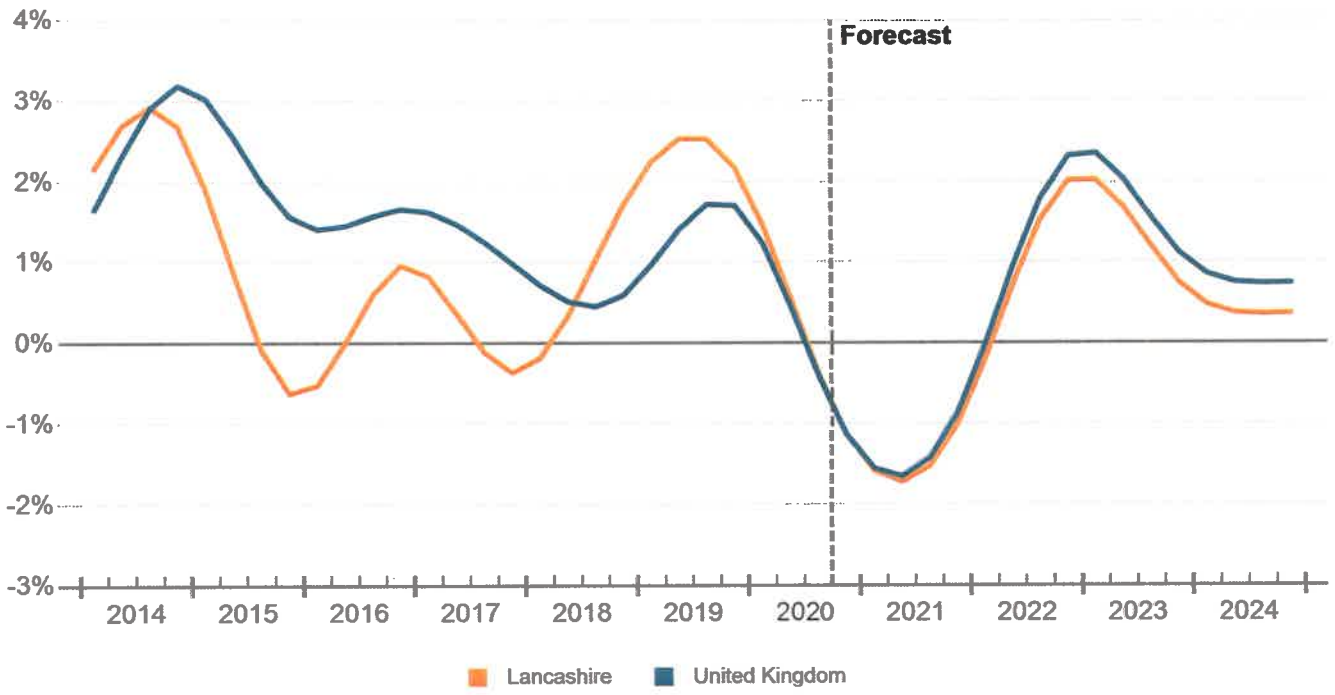
Lancashire Office

LANCASHIRE EMPLOYMENT BY INDUSTRY IN THOUSANDS

	Current Level		12 Month Change		10 Year Change		5 Year Forecast	
Industry	Jobs	LQ	Market	UK	Market	UK	Market	UK
Manufacturing	91	1.6	-2.21%	-1.76%	0.41%	0.33%	-1.36%	-1.27%
Transportation Warehouse Utilities	39	0.9	-1.33%	-0.71%	2.77%	2.08%	0.18%	0.32%
Retail Trade	125	1.2	-0.27%	-0.69%	1.05%	0.24%	0.51%	0.63%
Financial Activities	18	0.5	4.33%	3.06%	-1.53%	1.11%	0.15%	0.26%
Government	35	1.1	3.06%	2.64%	-1.25%	-1.14%	-0.34%	0.00%
Natural Resources, Mining and Construction	10	1.1	-3.25%	-3.33%	-0.37%	-0.66%	0.39%	0.28%
Education and Health Services	171	1.1	1.35%	0.85%	0.70%	1.10%	0.47%	0.73%
Professional and Business Services	92	0.7	-1.73%	-1.78%	1.25%	2.44%	1.13%	1.29%
Information	16	0.5	2.49%	1.48%	0.41%	2.64%	0.69%	1.00%
Leisure and Hospitality	66	0.9	-4.71%	-4.43%	0.52%	1.80%	1.22%	1.40%
Other Services	20	0.9	-1.09%	-0.55%	-1.32%	1.31%	0.64%	0.90%
Total Employment	**737**	**1.0**	**-0.61%**	**-0.64%**	**0.64%**	**1.17%**	**0.38%**	**0.68%**

Source: Oxford Economics
LQ = Location Quotient

YEAR OVER YEAR JOB GROWTH



Source: Oxford Economics

LANCASHIRE SUBMARKETS

Submarkets

Lancashire Office

SUBMARKET INVENTORY

		Inventory				12 Month Deliveries				Under Construction			
No.	Submarket	Bldgs	SF (000)	% Market	Rank	Bldgs	SF (000)	Percent	Rank	Bldgs	SF (000)	Percent	Rank
1	Blackburn With Darwen	236	1,975	11.6%	2	1	4	0.2%	3	0	-	-	-
2	Blackpool	219	1,632	9.6%	3	0	0	0%	-	0	-	-	-
3	Burnley	134	1,075	6.3%	5	0	0	0%	-	0	-	-	-
4	Chorley	150	862	5.1%	9	0	0	0%	-	0	-	-	-
5	Fylde	132	913	5.4%	8	0	0	0%	-	0	-	-	-
6	Hyndburn	85	613	3.6%	12	0	0	0%	-	0	-	-	-
7	Lancaster	130	1,017	6.0%	6	1	10	1.0%	2	0	-	-	-
8	Pendle	107	1,149	6.8%	4	0	0	0%	-	0	-	-	-
9	Preston	437	4,399	25.9%	1	1	57	1.3%	1	0	-	-	-
10	Ribble Valley	110	835	4.9%	10	0	0	0%	-	1	20	2.4%	2
11	Rossendale	75	423	2.5%	14	0	0	0%	-	0	-	-	-
12	South Ribble	113	1,015	6.0%	7	0	0	0%	-	1	3	0.3%	3
13	West Lancashire	85	651	3.8%	11	0	0	0%	-	1	31	4.7%	1
14	Wyre	69	434	2.6%	13	0	0	0%	-	0	-	-	-

SUBMARKET RENT

		Market Rent		12 Month Market Rent		QTD Annualised Market Rent	
No.	Submarket	Per SF	Rank	Growth	Rank	Growth	Rank
1	Blackburn With Darwen	£10.33	10	-1.7%	9	-0.2%	12
2	Blackpool	£9.94	12	-2.0%	12	0.4%	8
3	Burnley	£9.49	14	-2.0%	13	0.2%	9
4	Chorley	£12.16	2	-0.4%	2	0%	11
5	Fylde	£10.02	11	-1.7%	10	0.6%	6
6	Hyndburn	£9.81	13	-3.1%	14	0.4%	7
7	Lancaster	£11.16	5	-1.5%	7	2.7%	1
8	Pendle	£10.42	9	-1.4%	4	1.4%	3
9	Preston	£10.87	6	-1.6%	8	0.7%	5
10	Ribble Valley	£18.13	1	-1.4%	5	-0.9%	13
11	Rossendale	£10.60	7	-0.1%	1	-6.1%	14
12	South Ribble	£12.15	3	-1.3%	3	1.1%	4
13	West Lancashire	£11.78	4	-1.5%	6	1.4%	2
14	Wyre	£10.51	8	-1.9%	11	0.2%	10

Submarkets

SUBMARKET VACANCY & NET ABSORPTION

		Vacancy			12 Month Absorption			
No.	Submarket	SF	Percent	Rank	SF	% of Inv	Rank	Construc. Ratio
1	Blackburn With Darwen	79,721	4.0%	10	32,173	1.6%	4	0.1
2	Blackpool	31,889	2.0%	4	87,432	5.4%	2	-
3	Burnley	27,883	2.6%	7	13,536	1.3%	7	-
4	Chorley	19,127	2.2%	5	5,512	0.6%	8	-
5	Fylde	54,182	5.9%	12	53,294	5.8%	3	-
6	Hyndburn	22,950	3.7%	9	1,356	0.2%	9	-
7	Lancaster	7,200	0.7%	1	30,931	3.0%	5	-
8	Pendle	47,661	4.1%	11	25,325	2.2%	6	-
9	Preston	111,391	2.5%	6	102,166	2.3%	1	0.6
10	Ribble Valley	61,011	7.3%	14	(1,201)	-0.1%	11	-
11	Rossendale	30,234	7.1%	13	(7,140)	-1.7%	14	-
12	South Ribble	14,361	1.4%	3	(2,992)	-0.3%	13	-
13	West Lancashire	5,617	0.9%	2	(1,831)	-0.3%	12	-
14	Wyre	11,607	2.7%	8	(1,001)	-0.2%	10	-

Supply & Demand Trends

Lancashire Office

OVERALL SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	17,085,647	44,475	0.3%	30,040	0.2%	1.5
2023	17,041,172	29,911	0.2%	29,714	0.2%	1.0
2022	17,011,261	23,932	0.1%	52,135	0.3%	0.5
2021	16,987,329	(20,610)	-0.1%	(51,677)	-0.3%	-
2020	17,007,939	81,034	0.5%	260,698	1.5%	0.3
YTD	16,977,015	50,110	0.3%	281,141	1.7%	0.2
2019	16,926,905	68,991	0.4%	318,345	1.9%	0.2
2018	16,857,914	96,236	0.6%	255,135	1.5%	0.4
2017	16,761,678	41,446	0.2%	146,835	0.9%	0.3
2016	16,720,232	(781)	0%	(17,088)	-0.1%	-
2015	16,721,013	57,375	0.3%	223,258	1.3%	0.3
2014	16,663,638	51,763	0.3%	298,380	1.8%	0.2
2013	16,611,875	34,632	0.2%	176,966	1.1%	0.2
2012	16,577,243	104,205	0.6%	(23,351)	-0.1%	-
2011	16,473,038	162,811	1.0%	(15,243)	-0.1%	-
2010	16,310,227	238,733	1.5%	419,384	2.6%	0.6
2009	16,071,494	227,462	1.4%	(217,629)	-1.4%	-
2008	15,844,032	573,878	3.8%	249,758	1.6%	2.3

4 & 5 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	918,074	53,717	6.2%	40,752	4.4%	1.3
2023	864,357	43,195	5.3%	30,286	3.5%	1.4
2022	821,162	25,720	3.2%	12,417	1.5%	2.1
2021	795,442	1,928	0.2%	(5,410)	-0.7%	-
2020	793,514	4,052	0.5%	26,447	3.3%	0.2
YTD	793,514	4,052	0.5%	28,477	3.6%	0.1
2019	789,462	53,991	7.3%	97,990	12.4%	0.6
2018	735,471	92,841	14.4%	50,507	6.9%	1.8
2017	642,630	57,015	9.7%	68,377	10.6%	0.8
2016	585,615	0	0%	1,731	0.3%	0
2015	585,615	32,093	5.8%	(17,349)	-3.0%	-
2014	553,522	125,000	29.2%	100,843	18.2%	1.2
2013	428,522	0	0%	18,039	4.2%	0
2012	428,522	0	0%	(14,445)	-3.4%	-
2011	428,522	19,829	4.9%	15,429	3.6%	1.3
2010	408,693	32,000	8.5%	54,045	13.2%	0.6
2009	376,693	27,383	7.8%	17,449	4.6%	1.6
2008	349,310	0	0%	(2,211)	-0.6%	-

Supply & Demand Trends

Lancashire Office

3 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	10,181,421	9,218	0.1%	330	0%	27.9
2023	10,172,203	7,410	0.1%	6,991	0.1%	1.1
2022	10,164,793	24,411	0.2%	44,601	0.4%	0.5
2021	10,140,382	3,763	0%	(5,096)	-0.1%	-
2020	10,136,619	87,563	0.9%	116,947	1.2%	0.7
YTD	10,105,695	56,639	0.6%	124,726	1.2%	0.5
2019	10,049,056	15,000	0.1%	168,899	1.7%	0.1
2018	10,034,056	3,395	0%	65,671	0.7%	0.1
2017	10,030,661	19,931	0.2%	105,617	1.1%	0.2
2016	10,010,730	29,108	0.3%	26,307	0.3%	1.1
2015	9,981,622	25,282	0.3%	161,557	1.6%	0.2
2014	9,956,340	(73,237)	-0.7%	114,653	1.2%	-
2013	10,029,577	42,109	0.4%	180,692	1.8%	0.2
2012	9,987,468	104,989	1.1%	42,263	0.4%	2.5
2011	9,882,479	111,156	1.1%	(48,856)	-0.5%	-
2010	9,771,323	173,959	1.8%	316,895	3.2%	0.5
2009	9,597,364	179,014	1.9%	18,194	0.2%	9.8
2008	9,418,350	485,140	5.4%	190,654	2.0%	2.5

1 & 2 STAR SUPPLY & DEMAND

	Inventory			Net Absorption		
Year	SF	SF Growth	% Growth	SF	% of Inv	Construction Ratio
2024	5,986,152	(18,460)	-0.3%	(11,042)	-0.2%	-
2023	6,004,612	(20,694)	-0.3%	(7,563)	-0.1%	-
2022	6,025,306	(26,199)	-0.4%	(4,883)	-0.1%	-
2021	6,051,505	(26,301)	-0.4%	(41,171)	-0.7%	-
2020	6,077,806	(10,581)	-0.2%	117,304	1.9%	-
YTD	6,077,806	(10,581)	-0.2%	127,938	2.1%	-
2019	6,088,387	0	0%	51,456	0.8%	0
2018	6,088,387	0	0%	138,957	2.3%	0
2017	6,088,387	(35,500)	-0.6%	(27,159)	-0.4%	-
2016	6,123,887	(29,889)	-0.5%	(45,126)	-0.7%	-
2015	6,153,776	0	0%	79,050	1.3%	0
2014	6,153,776	0	0%	82,884	1.3%	0
2013	6,153,776	(7,477)	-0.1%	(21,765)	-0.4%	-
2012	6,161,253	(784)	0%	(51,169)	-0.8%	-
2011	6,162,037	31,826	0.5%	18,184	0.3%	1.8
2010	6,130,211	32,774	0.5%	48,444	0.8%	0.7
2009	6,097,437	21,065	0.3%	(253,272)	-4.2%	-
2008	6,076,372	88,738	1.5%	61,315	1.0%	1.4

Rent & Vacancy

Lancashire Office

OVERALL RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£11.10	0.9%	-11.0%	593,632	3.5%	0.1%
2023	£11.00	2.0%	-11.9%	579,245	3.4%	0%
2022	£10.78	0.1%	-13.6%	579,092	3.4%	-0.2%
2021	£10.77	-2.5%	-13.6%	607,322	3.6%	0.2%
2020	£11.05	-1.0%	-11.4%	576,200	3.4%	-1.1%
YTD	£11.06	-1.0%	-11.4%	524,834	3.1%	-1.4%
2019	£11.17	1.0%	-10.5%	755,865	4.5%	-1.5%
2018	£11.05	-2.0%	-11.4%	1,005,219	6.0%	-1.0%
2017	£11.27	3.0%	-9.7%	1,164,118	6.9%	-0.6%
2016	£10.94	-2.6%	-12.3%	1,269,507	7.6%	0.1%
2015	£11.24	3.4%	-9.9%	1,253,200	7.5%	-1.0%
2014	£10.87	1.9%	-12.9%	1,419,083	8.5%	-1.5%
2013	£10.67	-7.7%	-14.5%	1,665,700	10.0%	-0.9%
2012	£11.55	-0.6%	-7.4%	1,808,034	10.9%	0.7%
2011	£11.62	-1.3%	-6.9%	1,680,478	10.2%	0.8%
2010	£11.77	-3.2%	-5.6%	1,530,259	9.4%	-1.2%
2009	£12.16	-2.5%	-2.5%	1,708,230	10.6%	2.7%
2008	£12.48	3.0%	0%	1,263,139	8.0%	1.8%

4 & 5 STAR RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£14.22	0.7%	-14.2%	135,224	14.7%	0.6%
2023	£14.11	1.9%	-14.8%	122,319	14.2%	0.8%
2022	£13.86	0.1%	-16.4%	109,462	13.3%	1.2%
2021	£13.85	-2.4%	-16.4%	96,212	12.1%	0.9%
2020	£14.18	-0.4%	-14.4%	88,887	11.2%	-2.9%
YTD	£14.19	-0.3%	-14.3%	86,856	10.9%	-3.2%
2019	£14.24	0.3%	-14.1%	111,281	14.1%	-7.0%
2018	£14.19	-5.6%	-14.3%	155,280	21.1%	3.5%
2017	£15.03	-0.5%	-9.3%	112,946	17.6%	-3.7%
2016	£15.10	-4.7%	-8.8%	124,308	21.2%	-0.3%
2015	£15.85	9.3%	-4.3%	126,039	21.5%	7.7%
2014	£14.50	8.6%	-12.5%	76,597	13.8%	1.6%
2013	£13.35	-6.8%	-19.4%	52,440	12.2%	-4.2%
2012	£14.32	-5.6%	-13.5%	70,479	16.4%	3.4%
2011	£15.18	0.7%	-8.4%	56,034	13.1%	0.4%
2010	£15.08	-5.3%	-9.0%	51,634	12.6%	-6.9%
2009	£15.92	-3.9%	-3.9%	73,679	19.6%	1.3%
2008	£16.57	0.4%	0%	63,745	18.2%	0.6%

Rent & Vacancy

Lancashire Office

3 STAR RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£11.47	0.9%	-9.6%	321,550	3.2%	0.1%
2023	£11.36	2.0%	-10.4%	312,755	3.1%	0%
2022	£11.14	0.1%	-12.2%	312,423	3.1%	-0.2%
2021	£11.13	-2.5%	-12.3%	332,694	3.3%	0.1%
2020	£11.42	-0.9%	-10.0%	323,862	3.2%	-0.3%
YTD	£11.42	-0.9%	-10.0%	285,161	2.8%	-0.7%
2019	£11.52	1.9%	-9.2%	353,248	3.5%	-1.5%
2018	£11.31	-2.9%	-10.8%	507,147	5.1%	-0.6%
2017	£11.65	5.3%	-8.2%	569,423	5.7%	-0.9%
2016	£11.06	2.2%	-12.8%	655,109	6.5%	0%
2015	£10.82	0.6%	-14.7%	652,308	6.5%	-1.4%
2014	£10.75	-2.0%	-15.2%	788,583	7.9%	-1.8%
2013	£10.98	-7.1%	-13.5%	976,473	9.7%	-1.4%
2012	£11.82	1.8%	-6.8%	1,115,056	11.2%	0.5%
2011	£11.61	-3.7%	-8.5%	1,052,330	10.6%	1.4%
2010	£12.05	-4.3%	-5.0%	904,153	9.3%	-1.6%
2009	£12.59	-0.7%	-0.7%	1,044,409	10.9%	1.5%
2008	£12.69	6.7%	0%	883,589	9.4%	2.8%

1 & 2 STAR RENT & VACANCY

	Market Rent			Vacancy		
Year	Per SF	% Growth	Vs Hist Peak	SF	Percent	Ppts Chg
2024	£10.07	1.0%	-15.5%	136,858	2.3%	-0.1%
2023	£9.98	2.0%	-16.3%	144,171	2.4%	-0.2%
2022	£9.78	0.1%	-18.0%	157,207	2.6%	-0.3%
2021	£9.78	-2.5%	-18.0%	178,416	2.9%	0.3%
2020	£10.02	-1.4%	-15.9%	163,451	2.7%	-2.1%
YTD	£10.05	-1.2%	-15.8%	152,817	2.5%	-2.3%
2019	£10.16	-0.4%	-14.8%	291,336	4.8%	-0.8%
2018	£10.20	0.5%	-14.5%	342,792	5.6%	-2.3%
2017	£10.15	-0.5%	-14.9%	481,749	7.9%	-0.1%
2016	£10.20	-10.0%	-14.4%	490,090	8.0%	0.3%
2015	£11.34	7.0%	-4.9%	474,853	7.7%	-1.3%
2014	£10.59	8.1%	-11.2%	553,903	9.0%	-1.3%
2013	£9.80	-8.8%	-17.8%	636,787	10.3%	0.2%
2012	£10.74	-3.8%	-9.9%	622,499	10.1%	0.8%
2011	£11.17	2.7%	-6.3%	572,114	9.3%	-0.1%
2010	£10.88	-0.6%	-8.8%	574,472	9.4%	-0.3%
2009	£10.95	-5.5%	-8.2%	590,142	9.7%	4.5%
2008	£11.59	-2.8%	-2.8%	315,805	5.2%	0.2%

Sale Trends

Lancashire Office

OVERALL SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£130.87	108	9.7%
2023	-	-	-	-	-	-	£128.68	106	9.8%
2022	-	-	-	-	-	-	£123.96	102	9.9%
2021	-	-	-	-	-	-	£124.71	103	9.9%
2020	-	-	-	-	-	-	£131.89	109	9.6%
YTD	26	£17.1M	1.3%	£1,706,868	£130.11	8.7%	£132.07	109	9.6%
2019	72	£26.2M	3.4%	£923,022	£76.78	10.1%	£131.09	108	9.3%
2018	93	£40.4M	4.2%	£1,135,843	£112.41	8.4%	£129.22	106	9.2%
2017	73	£20.4M	3.5%	£515,571	£45.76	8.7%	£126.66	104	9.1%
2016	82	£21.6M	4.2%	£634,503	£50.84	8.2%	£116.27	96	9.7%
2015	69	£30.1M	5.5%	£856,423	£90.25	4.6%	£116.41	96	9.5%
2014	96	£12.9M	3.2%	£345,026	£42.29	9.1%	£108.11	89	9.8%
2013	85	£13.8M	2.7%	£485,625	£52.67	6.9%	£101.89	84	10.5%
2012	40	£19.8M	1.8%	£815,984	£76.08	8.1%	£101.48	84	10.8%
2011	46	£14M	1.4%	£379,398	£79.15	11.9%	£109.61	90	10.3%
2010	36	£6.1M	1.6%	£236,163	£42.15	9.8%	£113.80	94	10.1%
2009	28	£21.5M	1.5%	£1,133,863	£130.10	7.5%	£113.49	93	10.2%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

4 & 5 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£194.06	99	8.7%
2023	-	-	-	-	-	-	£190.89	97	8.8%
2022	-	-	-	-	-	-	£183.70	94	8.9%
2021	-	-	-	-	-	-	£184.77	94	8.9%
2020	-	-	-	-	-	-	£195.77	100	8.6%
YTD	-	-	-	-	-	-	£195.03	100	8.6%
2019	3	£0.00	3.5%	-	-	-	£189.46	97	8.4%
2018	3	£0.00	5.3%	-	-	-	£192.37	98	8.1%
2017	-	-	-	-	-	-	£201.91	103	7.9%
2016	-	-	-	-	-	-	£186.68	95	8.4%
2015	1	£9.1M	5.5%	£9,101,800	£283.61	4.6%	£185.69	95	8.2%
2014	1	£330K	0.6%	£330,000	£95.24	-	£173.89	89	8.5%
2013	-	-	-	-	-	-	£161.23	82	9.1%
2012	1	£10.3M	8.2%	£10,250,000	£290.34	-	£155.79	80	9.5%
2011	-	-	-	-	-	-	£179.22	91	8.8%
2010	-	-	-	-	-	-	£183.83	94	8.7%
2009	-	-	-	-	-	-	£181.59	93	8.9%

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Sale Trends

Lancashire Office

3 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£143.76	111	9.4%
2023	-	-	-	-	-	-	£141.33	109	9.4%
2022	-	-	-	-	-	-	£136.07	105	9.6%
2021	-	-	-	-	-	-	£136.89	105	9.6%
2020	-	-	-	-	-	-	£144.91	112	9.3%
YTD	17	£13.2M	1.3%	£1,653,995	£196.69	9.0%	£144.99	112	9.3%
2019	36	£22M	3.5%	£1,275,690	£77.47	10.1%	£143.67	111	9.1%
2018	45	£31.4M	4.2%	£1,616,789	£141.69	8.4%	£141.27	109	8.9%
2017	43	£17.3M	4.7%	£840,479	£46.46	8.7%	£136.77	105	8.9%
2016	48	£12.6M	4.4%	£787,365	£51.07	8.5%	£125.89	97	9.5%
2015	28	£17.5M	7.4%	£1,236,539	£80.23	-	£126.12	97	9.2%
2014	50	£8M	3.4%	£697,448	£44.26	8.6%	£117.25	90	9.5%
2013	41	£10.5M	2.8%	£1,045,084	£60.25	-	£110.52	85	10.1%
2012	12	£7.3M	2.0%	£791,857	£40.32	10.2%	£109.56	84	10.4%
2011	18	£9.2M	1.3%	£542,375	£80.98	11.9%	£117.39	90	10.0%
2010	17	£3.4M	2.0%	£281,829	£35.19	-	£122.15	94	9.8%
2009	16	£19.9M	2.0%	£1,990,500	£148.03	7.7%	£121.75	94	9.9%

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(2) Market price trends data is based on the estimated price movement of all properties in the market, informed by actual transactions that have occurred.

1 & 2 STAR SALES

	Completed Transactions (1)						Market Pricing Trends (2)		
Year	Deals	Volume	Turnover	Avg Price	Avg Price/SF	Avg Yield	Price/SF	Price Index	Yield
2024	-	-	-	-	-	-	£100.88	104	10.4%
2023	-	-	-	-	-	-	£99.15	102	10.4%
2022	-	-	-	-	-	-	£95.65	98	10.6%
2021	-	-	-	-	-	-	£96.25	99	10.6%
2020	-	-	-	-	-	-	£101.49	104	10.3%
YTD	9	£3.8M	1.5%	£1,918,357	£60.03	7.6%	£101.76	105	10.3%
2019	33	£4.2M	3.2%	£377,989	£73.32	-	£101.97	105	9.9%
2018	45	£9M	4.0%	£564,719	£65.43	8.2%	£100.36	103	9.8%
2017	30	£3.1M	2.0%	£154,561	£42.20	-	£99.45	102	9.7%
2016	34	£9M	4.2%	£498,626	£50.53	8.0%	£90.55	93	10.4%
2015	40	£3.6M	2.4%	£178,072	£42.40	-	£90.68	93	10.1%
2014	45	£4.6M	3.0%	£184,126	£37.84	10.0%	£83.81	86	10.6%
2013	44	£3.3M	2.7%	£174,814	£37.56	6.9%	£79.34	82	11.2%
2012	27	£2.2M	1.1%	£154,189	£51.15	6.0%	£80.51	83	11.5%
2011	28	£4.8M	1.6%	£240,868	£75.89	-	£87.10	90	10.9%
2010	19	£2.8M	1.2%	£197,021	£55.64	9.8%	£90.27	93	10.7%
2009	12	£1.6M	0.6%	£182,044	£52.65	7.4%	£90.35	93	10.9%

(1) Completed transaction data is based on actual arms-length sales transactions and levels are dependent on the mix of what happened to sell in the period.
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Rossendale Emerging Local Plan 2019 – 2034 Examination

Highways England Position Statement:

Access to Site NE3 – Carrs Industrial Estate North, Haslingden

Highways England's concerns regarding the proposal by Rossendale Borough Council (RBC) for a permanent access road to be created between Commerce Street, Haslingden, and the proposed land allocation NE3 of the emerging Rossendale Local Plan are well documented in our response to the Pre-Submission Local Plan and submission for the Inspectors' Matters, Issues and Questions.

Following the October 2019 Examination in Public, the Inspectors examining the emerging Local Plan requested that further work be done to address these concerns under Item 15.8 of the Local Plan Examination Schedule of Actions. As part of this, we note that that RBC subsequently commissioned MottMacDonald to undertake a desktop geotechnical study to identify potential highway access arrangements based on the widening and realignment of the existing unnamed highway accommodation access from Commerce Street that was created when the A56 Haslingden Bypass was built in 1980/81. This access crosses over land in Highways England's ownership forming the major engineered slope that has previously been discussed.

Highways England's prime consideration is safety, and so any proposed scheme affecting this land must not destabilise the slope and therefore pose a risk to the safety of the A56 trunk road, which is a critical national asset.

Having considered the MottMacDonald study report ("the study"), our overall view is that it provides a good background to the risks and issues associated with providing safe access across the land in our ownership that should inform a potential developer (providing that the report is made available to them). Indeed, the recorded presence of a landslip involving the section of the slope immediately to the south-west of that in our ownership also highlights the need to approach any scheme affecting the slope in both an informed and very careful way. We must point out however that the study does not highlight all of the risks present at this site; our site visit of 12th March 2020 noted the presence of a significant groundwater seepage issue at the foot of the slope above the existing access close to the junction with Commerce Street. This tallies with the referrals to seepage from previous construction and inspection records referred to in the report's Executive Summary and in Section 5.1. The likelihood is that this issue was not evident at the time that Mott MacDonald conducted their site visit for the study, due to it coinciding with the exceptionally dry spring of 2020.

An access can only be delivered safely provided that it is suitably engineered. The study does not contain the further detailed investigation and analysis required to identify the form of the suitable engineering necessary to create a safe and sustainable new access from Commerce Street.

We note from recent discussions that RBC does not intend to undertake any further work at this time (such as a ground investigation survey) to inform its assessment of the likely feasibility, form and cost of the road access arrangements suggested by the study. We therefore counsel RBC and any development interest(s) to ensure that appropriate due diligence regarding the slope as a whole is undertaken before decisions are made. Doing that may help avoid a situation where delivery of an appropriately engineered access solution is disproportionately expensive in relation to any development of the site. This is, of course, a risk for RBC and prospective developers of the site to be aware of and manage.

Any formal consent from Highways England (sale or Licence) for the use of its land in connection with any proposal relating to site allocation NE3 would therefore not be actioned until such time as detailed design matters pertaining to the use of our land are fully agreed between the promoting developer of site NE3 and Highways England. If not agreed prior to the granting of planning approval, this should form a planning condition of any development approval associated with the proposed NE3 employment land allocation.

For the purpose of finalising the emerging Rossendale Local Plan, Highways England could accept the principle of our land being used for the provision of a suitable access to development as identified for the proposed NE3 Local Plan site allocation on the following basis:

1. Highways England's prime concern is safety, and so any scheme involving the land in question would need to be designed and constructed in a way that would not destabilise the slope and therefore pose a risk to the A56 trunk road, which is a critical national asset.

2. Of the three access concept options presented within the study, in our view Option 3 (the westerly route) represents the best basis for the access road and could be safely constructed provided that it is suitably engineered. In our view, Option 3 is likely to present the least risk to delivery in geotechnical terms. It is the only access concept presented in the study that could be likely to be acceptable to Highways England. We note that the study does not in itself contain the level of further detailed investigation and analysis required to identify the form and extent of the suitable engineering necessary to provide an access road safely. The risk of an access not ultimately being able to be provided safely, or that the scope of the suitable engineering required is disproportionately expensive to deliver, is for RBC and any promoting developer of site NE3 to be aware of and manage.

3. The study report does not provide or offer any information as regards to the detailed design requirements of the Option 3 access concept (or any of the others for that matter). Further detail would therefore be required at planning application stage or through the discharge of an associated planning condition. Our recommendation is that this is scoped with Highways England prior to

submission of any planning application. Any access proposal would need to demonstrate full accordance with Standard CD622 ‘Managing geotechnical risk’ of the Design Manual for Roads and Bridges.

4. The content and risks identified in the MottMacDonald study report must be acknowledged by both RBC and any developer of the proposed site allocation NE3.

5. Any proposals involving use of the land in which Highways England has an interest must be designed and executed taking into account:

   - the risks and mitigations outlined in the MottMacDonald study report;

   - the condition of the land and any ground issues present (either within the land or outside of it) that may affect the stability of the slope or improved highway, or that may pose a risk to the A56 trunk road at the time that Highways England may give legal consent for the use of its land by any other party in connection with the development of the land forming the proposed NE3 site allocation. This requirement may be incorporated into any legal agreement for the use of the land (sale or Licence).

6. The full length of the access road from Commerce Street to the land forming the proposed allocation NE3 shall be classed as Highway and that all features comprising of that Highway (for example, but not limited to carriageways, footways, lighting, drainage and safety barrier) are adopted by the local highway authority upon its completion.

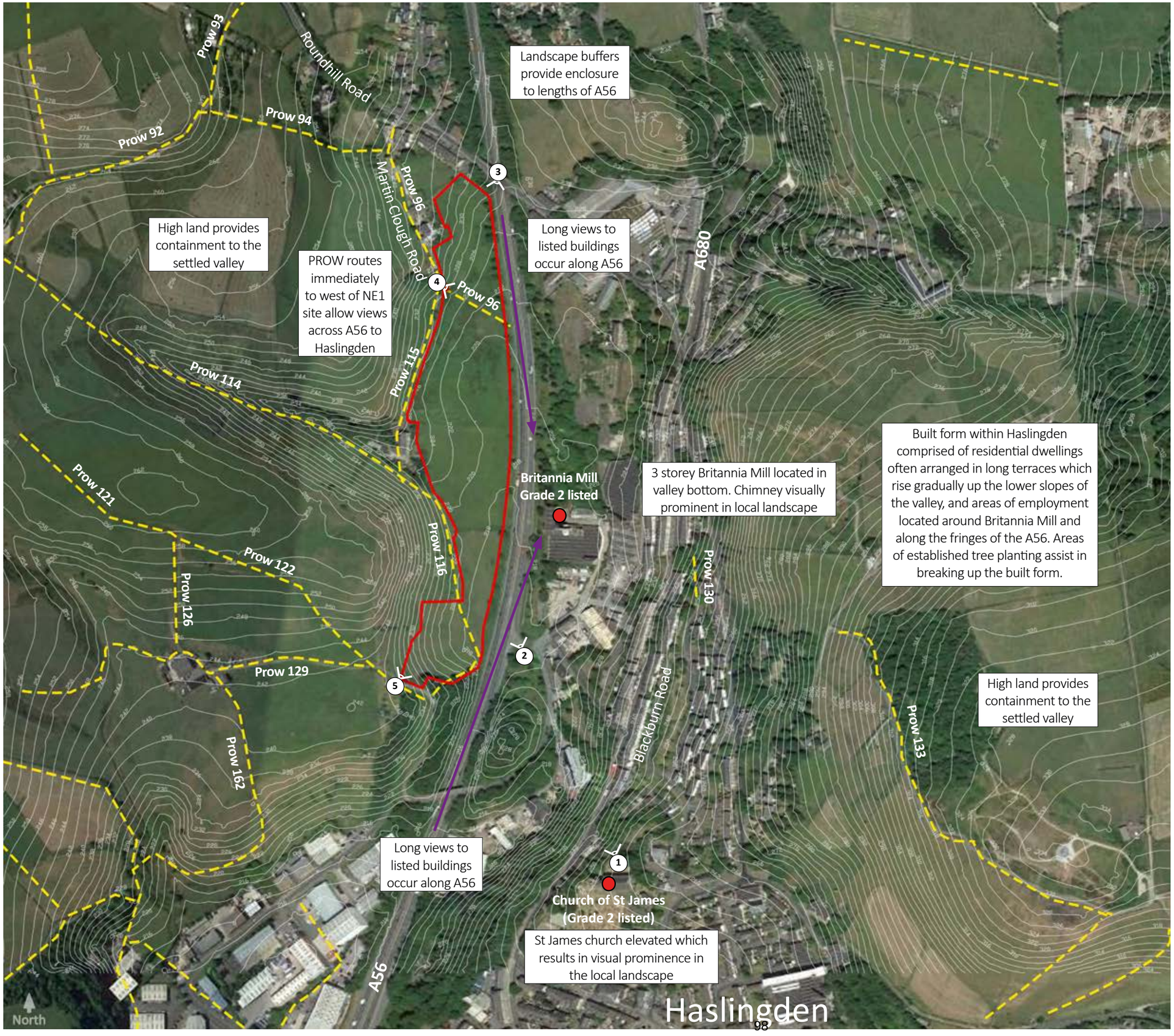
7. No development of any land within Highways England’s control could begin until:

   - Full design and constructional detail relating to the provision of the access road to site NE3 has been agreed in writing with Highways England and the local highway authority that is in accordance with the Design Manual for Roads and Bridges; in particular standard CD622 ‘Managing geotechnical risk’.

   - A separate legal agreement has been concluded to the satisfaction of Highways England for the use of its land in connection with the provision of a highway access to site NE3. The precise mechanism to enable use of the land would be determined by Highways England at a later date. This response should not be taken as an indication that heads of terms on any legal agreement with Highways England for the use of the land would be reached; irrespective of any planning approval granted. As part of this legal agreement, Highways England has a duty to the taxpayer and will seek financial compensation for the use of the land at an associated commercial rate.

Our comments above reflect the basis on which Highways England could now accept the principle of an access from Commerce Street in connection with employment site allocation NE3 being created. We believe that, subject to the acceptance by RBC of these principles, our position is now sufficient to enable progression of the emerging Rossendale Local Plan 2019 – 2034.

Highways England
2nd October 2020



LANDSCAPE ARCHITECTURE
ENVIRONMENTAL PLANNING
MASTERPLANNING
URBAN DESIGN

RANDALL THORP

Canada House, 3 Chepstow Street, Manchester M1 5FW
0161 228 7721 mail@randallthorp.co.uk www.randallthorp.co.uk

KEY:

- NE1 Allocation Boundary
- Listed building
- 2m contours
- Photograph locations
- Public Rights of Way

Carrs North Proposed Employment Area, Haslingden

Landscape analysis plan

Drwg No: 825A-01
Drawn by: NJ
Rev by: -
QM Status: Checked
Scale:1:5000 @ A3

Date: 03.07.20
Checker: NJ
Rev checker: -
Product Status: Issue

Viewpoint 1 - View from northern perimeter of Church of St James loking north towards the site (no views obtained from the church itself)

Viewpoint 2 - View from the junction of Booth Street and A56 looking north towards the site

Viewpoint 3 - View from B6236 Hud Hey Road bridge across A56 looking south across the site

LANDSCAPE ARCHITECTURE
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Carrs North Proposed Employment Area, Haslingden

Photographs (sheet 1 of 2)

Drwg No: 825A-02
Drawn by: NJ
Rev by: -
QM Status: Checked
Scale: NTS @ A3

Date: 03.07.20
Checker: NJ
Rev checker: -
Product Status: Issue

Viewpoint 4 - View from junction of PROW 96 and 115 looking east across the site towards Haslingden

Viewpoint 5 - View from access track off Commerce Street looking north-east across the site towards Haslingden

LANDSCAPE ARCHITECTURE
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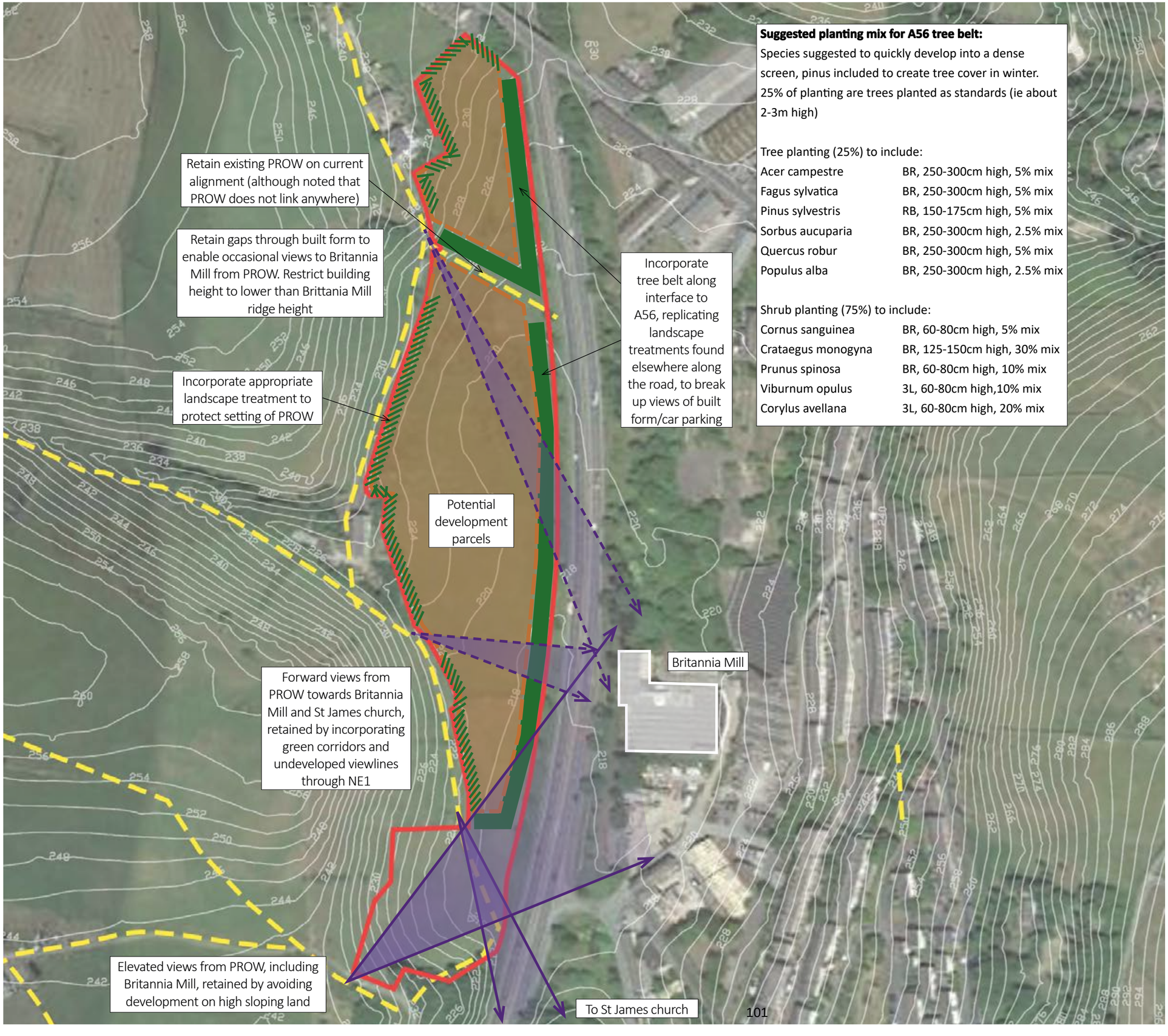
Carrs North Proposed Employment Area, Haslingden

Photographs (sheet 2 of 2)

Drwg No: 825A-03	Date: 03.07.20
Drawn by: NJ	Checker: NJ
Rev by: -	Rev checker: -
QM Status: Checked	Product Status: Issue
Scale: NTS @ A3	



Suggested planting mix for A56 tree belt:

Species suggested to quickly develop into a dense screen, pinus included to create tree cover in winter. 25% of planting are trees planted as standards (ie about 2-3m high)

Tree planting (25%) to include:

Acer campestre	BR, 250-300cm high, 5% mix
Fagus sylvatica	BR, 250-300cm high, 5% mix
Pinus sylvestris	RB, 150-175cm high, 5% mix
Sorbus aucuparia	BR, 250-300cm high, 2.5% mix
Quercus robur	BR, 250-300cm high, 5% mix
Populus alba	BR, 250-300cm high, 2.5% mix

Shrub planting (75%) to include:

Cornus sanguinea	BR, 60-80cm high, 5% mix
Crataegus monogyna	BR, 125-150cm high, 30% mix
Prunus spinosa	BR, 60-80cm high, 10% mix
Viburnum opulus	3L, 60-80cm high,10% mix
Corylus avellana	3L, 60-80cm high, 20% mix

LANDSCAPE ARCHITECTURE
ENVIRONMENTAL PLANNING
MASTERPLANNING
URBAN DESIGN

RANDALL THORP

Canada House, 3 Chepstow Street, Manchester M1 5FW
0161 228 7721 mail@randallthorp.co.uk www.randallthorp.co.uk

KEY:

- NE1 Allocation Boundary
- Public right of way
- Potential development parcels
- Tree belt, 10-15m deep
- Landscape treatment adjacent to PROW
- Viewline across greenspace
- Viewline across development parcel

Carrs North Proposed Employment Area, Haslingden

Landscape framework plan

Drwg No: 825A-04
Drawn by: NJ
Rev by: -
QM Status: Checked
Scale: NTS @ A3

Date: 03.07.20
Checker: NJ
Rev checker: -
Product Status: Issue

MOTT MACDONALD

Rossendale Local Plan - Carrs Industrial State Extension Access Road

Preliminary Sources Study Report

June 2020

Mott MacDonald
Spring Bank House
33 Stamford Street
Altrincham WA14 1ES
United Kingdom

T +44 (0)161 926 4000
mottmac.com

Rossendale Local Plan - Carrs Industrial State Extension Access Road

Preliminary Sources Study Report

June 2020

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
01	June 2020	S Myles	S Del Castillo-Rubio	N Haynes	First Issue

Document reference: | 391034GEO-01 |

Information class: Standard

Contents

Executive summary

Mott MacDonald have been commissioned by Rossendale Borough Council (RBC) to complete a study identifying potential highway access arrangements for a series of key employment allocation sites identified within the draft Rossendale Local Plan from 2019 to 2034. This report focusses on the widening and redevelopment of an unnamed road off Commerce Street as an access road for the proposed Carrs Industrial Estate Extension (ADD 6 – NE3).

The proposed access road traverses Highways England land, and this report commission is to provide an assessment of geotechnical risk to Highways England's asset. Current designs propose widening the existing unnamed access road into the western face of Highways England's A56 cutting, to form an 8m-wide two-lane carriageway. Two preliminary access road option alignments have been considered as presented within Section 6 of this report

The A56 was constructed circa 1980 along the alignment of a former railway and comprised excavation of a large cutting through the North Hag ridge, through which the railway had previously passed in tunnel. Historic OS plans, together with site investigation data from the A56 design phase and historic construction records downloaded from HAGDMS, were interrogated to determine the original ground level across the proposed access road alignment. These confirm that the existing unnamed access road berm is constructed entirely below original ground level.

Ground conditions on site - as defined by the A56 site investigation reports – comprise Glacial Deposits, predominantly in the form of Glaciofluvial Deposits (sand and gravel) with lenses of Glacial Till (soft to firm clay) and Glaciolacustrine Deposits (varved clay/silt). Solid deposits comprise sandstone of the Lower Haslingden Flags (Rossendale Formation, Millstone Grit Group) and mudstone of the same formation. Bedrock is reported to dip 4-5° to the north and rockhead 10° to the west, subcropping along parts of the A56 and deepening beneath the hillside of the site. Localised perched groundwater seepage was recorded within the cut slope during construction with the main groundwater body situated above rockhead at the toe of the cutting

A variety of sources show opencast quarrying of Millstone Grit and Haslingden Flags to have occurred in this region of Lancashire. Whilst one database classifies the site as having a 'Very High' hazard rating, it appears to have been produced at a high scale suitable for generalised regional classifications only. Based on the sources reviewed, there is no evidence of mining or quarrying on site or within distance to affect the site.

Slope stability has been assessed utilising knowledge of the existing ground conditions and conservative geotechnical design parameters. We conclude that the majority of the proposed alignment through Highways England land is stable and is capable of supporting construction and operation of the proposed access roadway without imposing additional risk to the Highways England asset. Nevertheless, face drainage of Glaciolacustrine Deposits at mid-slope height is anticipated and subject to detailed design, retaining walls of between 2-5m height may be required on the upslope side of the proposed access road, with attendant construction and maintenance costs for RBC.

The Option 3 alignment appears to offer the lowest geotechnical risk of the current considered alignments. The Option 2 alignment will require construction of an embankment to allow transition down across a steep north facing slope (40 degree) which may represent the historic North Hag ridge historic slope face or a landscaped berm, and this embankment will extend on

to the Swinnel Brook floodplain to the north where significant Alluvial Deposits were encountered during the A56 construction. Both the original slope face / landscaped berm and the Alluvial Deposits would likely require treatment prior to embankment construction. By contrast the Option 3 alignment is not anticipated to require any significant extent of ground improvement works.

Both alignment options may encounter localised unsuitable subgrade conditions associated with the Glaciolacustrine layer, hence localised subgrade treatment may be required.

Mining risk and contamination risk are deemed low for both alignment options.

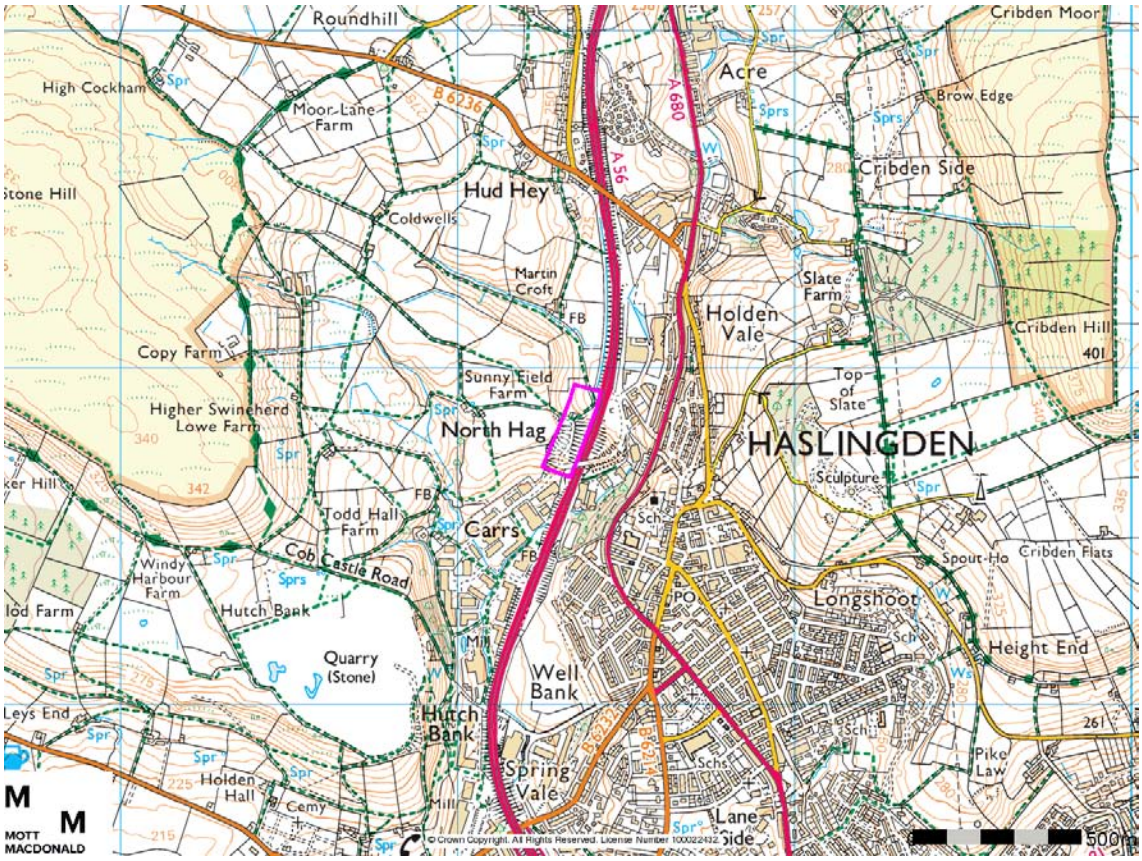
A site-specific ground investigation is recommended in order to identify the ground conditions on site via sampling, testing and in-situ testing. This will help validate the potential geotechnical and geo-environmental risks identified and will subsequently allow the relevant actions to be taken to reduce the risk.

1 Introduction

1.1 Site location

The site is located in the town of Haslingden in Rossendale, Lancashire, approximately 19 miles north of Manchester. It follows 150m of an unnamed road that appears to be on sidelong ground of a hill, the top of which is farmland and the bottom the A56. More farmland is located to the north of the hillside on a low-lying floodplain. A site location plan is provided in Figure 1.1 and a more detailed description of the site in Section 3.1.

Figure 1.1: Site Location Plan



Source: Envirocheck Report 241411014_1_1

1.2 Scheme details

Mott MacDonald have been commissioned by Rossendale Borough Council to complete a study identifying potential highway access arrangements for a series of key employment allocation sites identified within the draft Rossendale Local Plan from 2019 to 2034. This study identifies a series of potential new access points from these sites to the existing highway network.

This report focusses on the widening and redevelopment of an unnamed road off Commerce Street as an access road for Carrs Industrial Estate Extension (ADD 6 – NE3). The proposed

works involve widening the existing unnamed road into the hillside to form an 8m-wide two-lane carriageway. The carriageway then falls to the north where the employment area is proposed.

1.3 Previous geotechnical studies

A ground investigation and interpretive report were undertaken by Lancashire County Council for the Manchester to Burnley Trunk Road: A56 Diversion, Haslingden By-Pass Section in 1972 to 1976. Findings are reported in Site Investigation Report No. 367 (1976).

As described in the report, '*the A56 Diversion as a whole is a scheme intended to form part of a through route to link the M62 near White Field with the M65 Calder Valley Route at Huncoat*'.

The ground investigation was phased with preliminary surveys undertaken in 1972 and the main survey in 1975. Drilling predominantly took the form of cable percussion and rotary drilling (core and open hole) with total lengths of 1678m and 102m respectively. 19 boreholes are considered to be relevant to this report and are detailed in Section 1.8. They are mainly within a linear corridor along the alignment of the A56 but some boreholes were places across the hillside on site and on the floodplain below.

1.4 Geotechnical category

As per the requirements of Eurocode 7 (BS EN 1997-1:2004 +A1:2013), the works have been classified as Category 2 with the following description:

"Geotechnical Category 2 should include conventional types of structure and foundation with no exceptional risk or difficult loading conditions."

2 Sources of Information

The following sources have been consulted in the preparation of this report.

- British Geological Survey, 2008, Rochdale, England and Wales Sheet 76. Bedrock and Superficial Deposits. 1:50,000.
- British Geological Survey, 2008, Rochdale, England and Wales Sheet 76, Bedrock. 1:50,000.
- Highways England Geotechnical Data Management System (HAGDMS). Available from http://www.hagdms.co.uk/. Last accessed May 2020.
- Landmark Information Group, 2020, Envirocheck Report, Order Number 241411014_1_1
- NERC, 2020, BGS Open Geoscience Borehole Scans. Available from http://mapapps.bgs.ac.uk/geologyofbritain/home.html. Last accessed May 2020
- The Coal Authority, 2020, The Coal Authority Interactive Map. Available from http://mapapps2.bgs.ac.uk/coalauthority/home.html. Last accessed May 2020
- Lancashire County Council, 1976, Site Investigation Report No. 367, Manchester to Burnley Trunk Road A56 Diversion, Haslingden Bypass.
- Historic England, 2017, Strategic Stone Study, A Building Stone Atlas of Lancashire
- Zetica, 2020, Unexploded Bomb Risk Map

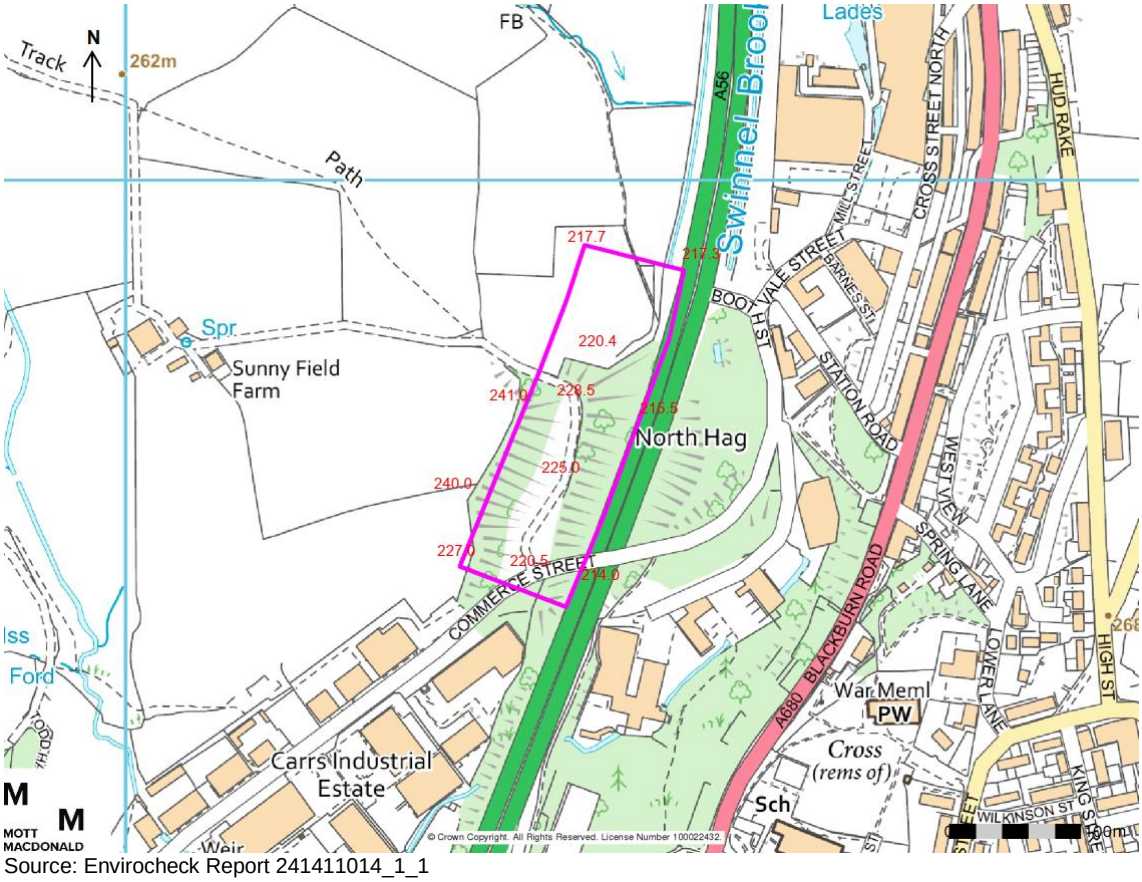
3 Site Description

3.1 Site location and topography

The site is located in the town of Haslingden in Rossendale, Lancashire, approximately 19 miles north of Manchester. It follows 150m of an unnamed road that branches to the north off Commerce Street and then bends to the west outside of the site area. The road in the site area appears to be on sidelong ground of a hill which falls to the east and rises to the west (historical evidence shows this area to have been cut as part of the A56 construction – see Section 3.2). Dense mature trees are present across the hillside but are up to 18m from the road along its western side. A site location plan and site layout plan is provided as Figure 1.1 and Figure 3.1 respectively.

The A56 travels roughly north-south at the bottom of the slope 40m to the east. Agricultural fields associated with the Sunny Field farmstead 300m to the west and Martincroft farmstead 300m to the north surround the hillside. Commerce Street extends into an industrial park 70m to the south of the site.

Figure 3.1: Site Layout Plan



Source: Envirocheck Report 241411014_1_1

Open-source LiDAR (light detection and ranging) data is provided by DEFRA (Department for Environment Food & Rural Affairs) for the site area. It shows carriageway level to be at 220.5m AOD where it joins Commerce Street, gradually rising to 228.5m AOD 150m to the north where

the road curves to the west. The hilltop on the western side of the western slope forms a plateau at 240.0-241.0m AOD. The field to the north of the road (where it curves westwards) drops to 220.4m AOD next to the slope and continues to gently fall to the north. The A56 at the base of the hillside rises slightly to the north, from 214.0m AOD where it passes beneath Commerce Street to 215.5m AOD parallel to the northern extent of the site, and 217.3m AOD along the edge of the farmed fields. These elevations are annotated on Figure 1.1 above. Based on this data, slope gradients are estimated at up to 22° for the western slope and 19° for the eastern slope. On the site walkover (Section 4) these angles were confirmed to be largely accurate, though localised slope sections reached as steep as 40°. In addition to this, Site Investigation Report No. 367 recommended slope angles of 21.8° whilst also suggesting that shallower angles may be adopted in order to win additional suitable material for reuse.

3.2 Site history

Site history is inferred from historical OS maps and aerial photographs provided in Envirocheck Report 241411014_1_1. A summary is provided below and a detailed review in Appendix A.

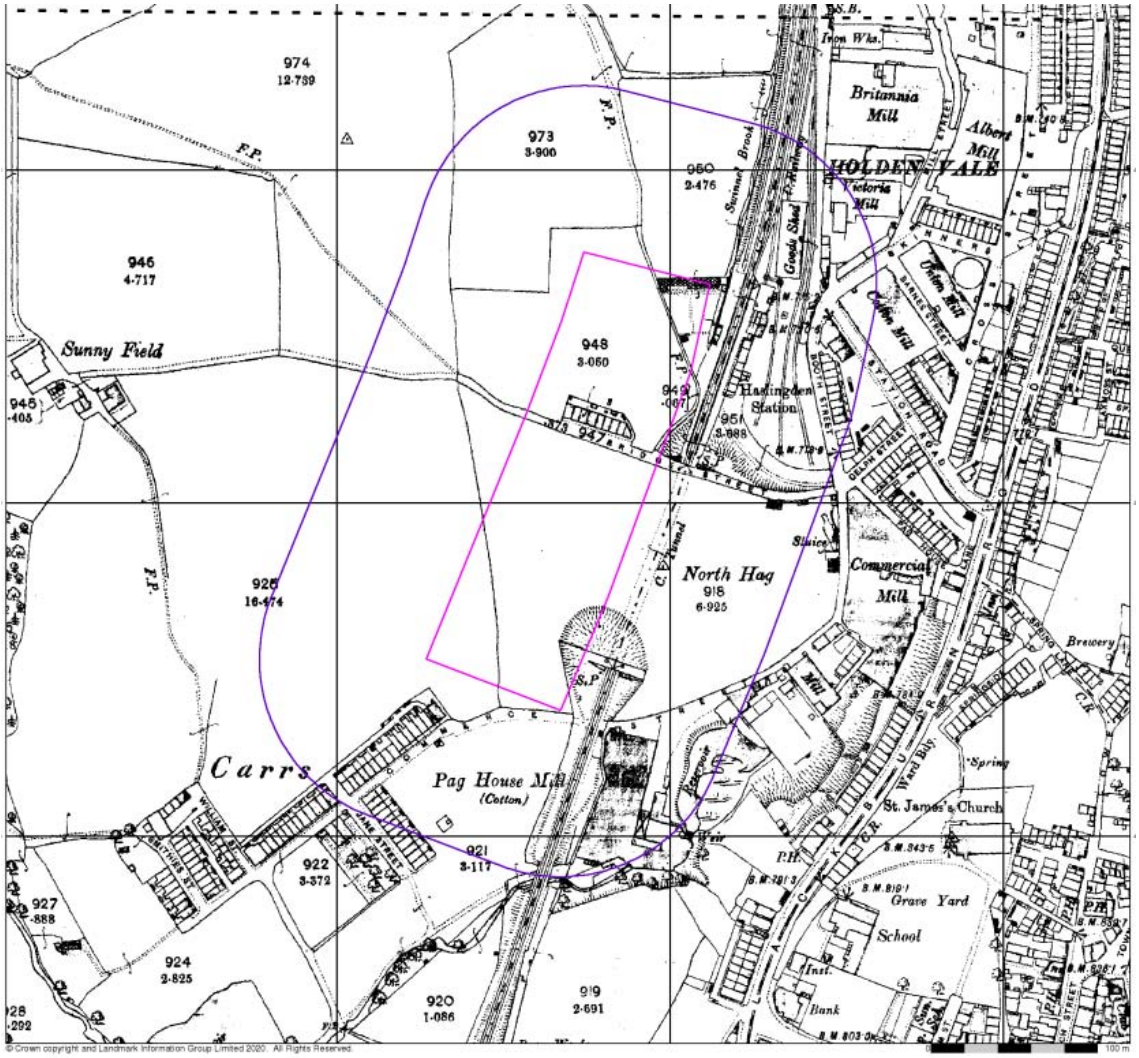
In 1849 the site is shown to comprise fields and, at its northern extent, a road named Bridge Street that runs east-west. At this time there was a railway along the current alignment of the A56 and Haslingden Station located near the current junction of the A56 and Booth Street. The railway was tunnelled through a hill (North Hag ridge) to the south of the station, roughly parallel to the northern and southern site extents. Cotton mills predominated the local industries at this time but quarries, a tannery and a brass & iron foundry were also present around Haslingden. A view of the station and the railway tunnel through North Hag is shown in Figure 3.2.

Figure 3.2: Haslingden Station (1950's)

Source: disused-stations.org.uk; RM Nostalgic Railway Images

Significant residential and industrial developments occurred around Haslingden between 1849 and 1893, with one row of houses being built at the northern edge of the site on Bridge Street. This stage of development is shown in Figure 3.3.

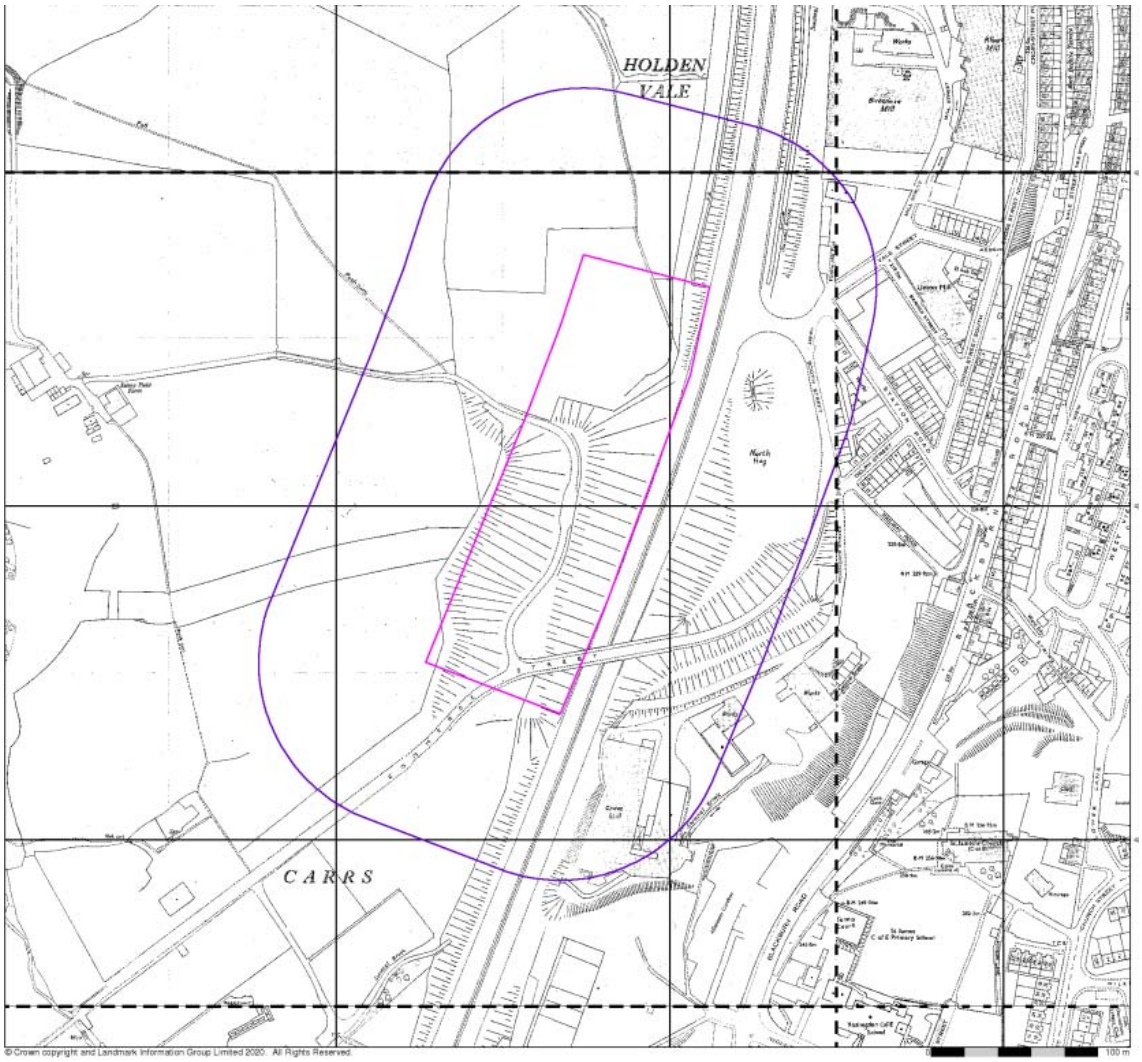
Figure 3.3: 1893 Historic Map (1:2,500)



Source: Envirocheck Report 241411014_1_1

Other than the site being used as allotment gardens in the mid 1900's there were no further changes until the station and line were closed in 1966, the tracks lifted in 1971 and the station demolished in 1976. Following this, construction works started to redevelop the remnant earthworks and trackbed of the railway line into the A56 Haslingden bypass. North Hag ridge was excavated (reportedly via blasting) in order to reach the tunnel and create a cutting for the new road which opened in 1981. As part of these works, an unnamed road was built through the site area, branching off Commerce Street and merging with part of Bridge Street that was left untouched from the works. The resulting scene, as seen today, is essentially a cut valley with the A56 at the bottom and the unnamed road on sidelong ground of the western slope. This is shown below in Figure 3.4.

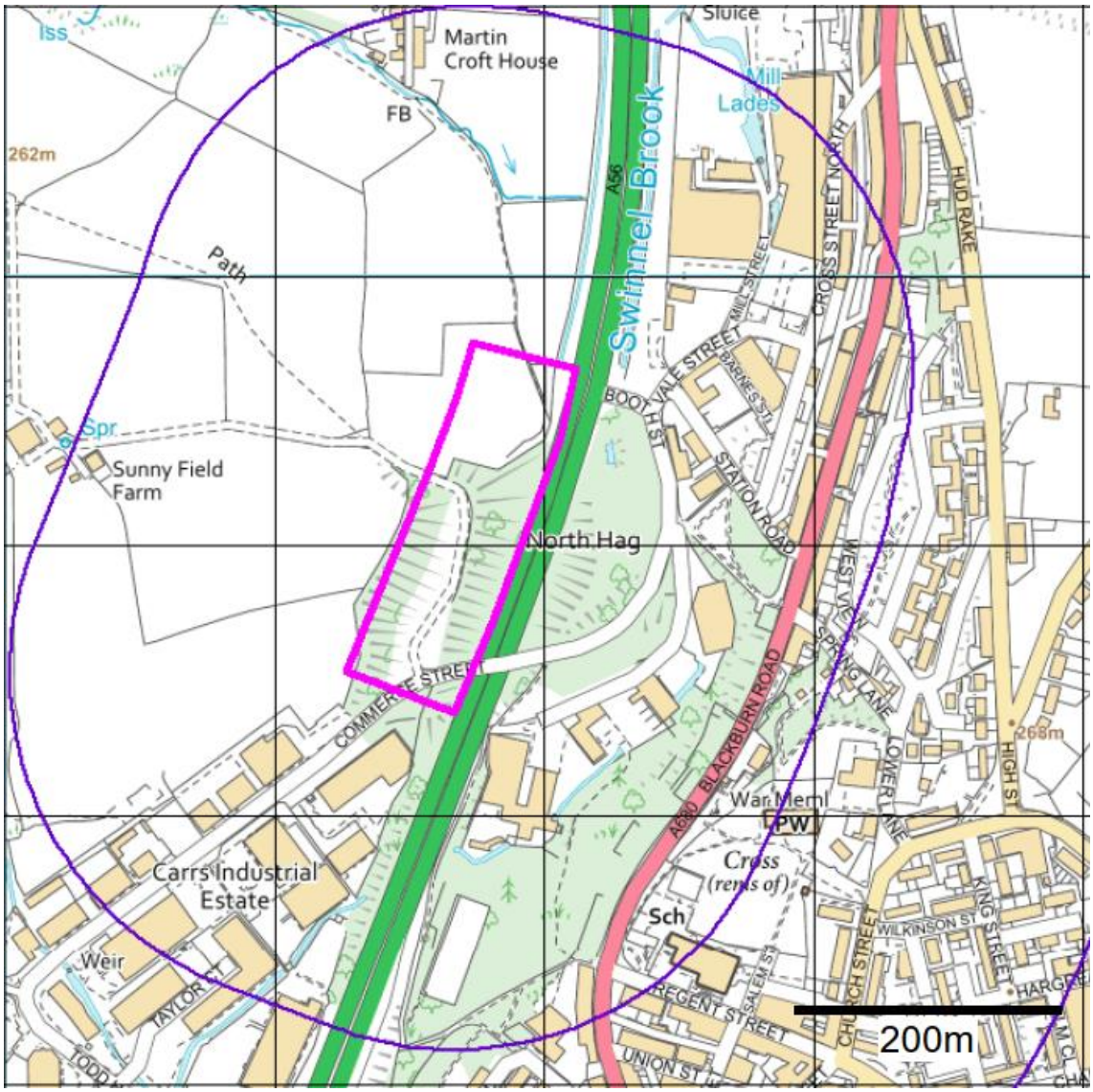
Figure 3.4: 1893-1897 Historic Map (1:1,250)



Source: Envirocheck Report 241411014_1_1

The only changes on site since the construction of the A56 is the addition of trees along the cut slopes either side of the unnamed road and on the eastern side of the A56, shown as clusters of relatively dense mature trees in 2001. Offsite, Carrs Industrial Estate was established Circa 1990 and is now as close as 50m to the south of the site. The most recent OS map is shown below in Figure 3.5.

Figure 3.5: 2020 OS Map (1:10,000)



Source: Envirocheck Report 241411014_1_1

3.3 Published geology

This section refers to information taken from British Geological Survey (BGS) 1:50,00 geological mapping for Rochdale (Sheet 76), the BGS Onshore GeoIndex, and A Building Stone Atlas of Lancashire (2017).

3.3.1 Artificial deposits

Artificial deposits across the hillside are classified as Infilled Ground: *'areas where the ground has been cut away then wholly or partially backfilled.'* Historical evidence shows this to be related to the excavation works through North Hag ridge that were undertaken during the construction of the A56.

A number of landslide deposits are shown across Haslingden Moor to the northwest of the site area. One deposit is shown on its south-western edge next to Carrs Industrial Estate. Aerial

images also show clear signs of solifluction (gradual mass movement of soil) occurring on some slopes in the region, the nearest of which is immediately north/ northwest of the site area.

Figure 3.6: Artificial Deposits

Map Colour	Lex Code	Rock Name	Rock Type	Min and Max Age
	MGR	Made Ground (Undivided)	Artificial Deposit	Holocene - Holocene
	WMGR	Infilled Ground	Artificial Deposit	Holocene - Holocene
	WGR	Worked Ground (Undivided)	Void	Holocene - Holocene
	SLIP	Landslide Deposit	Unknown/Unclassified Entry	Quaternary - Quaternary

Source: Envirocheck Report 241411014_1_1

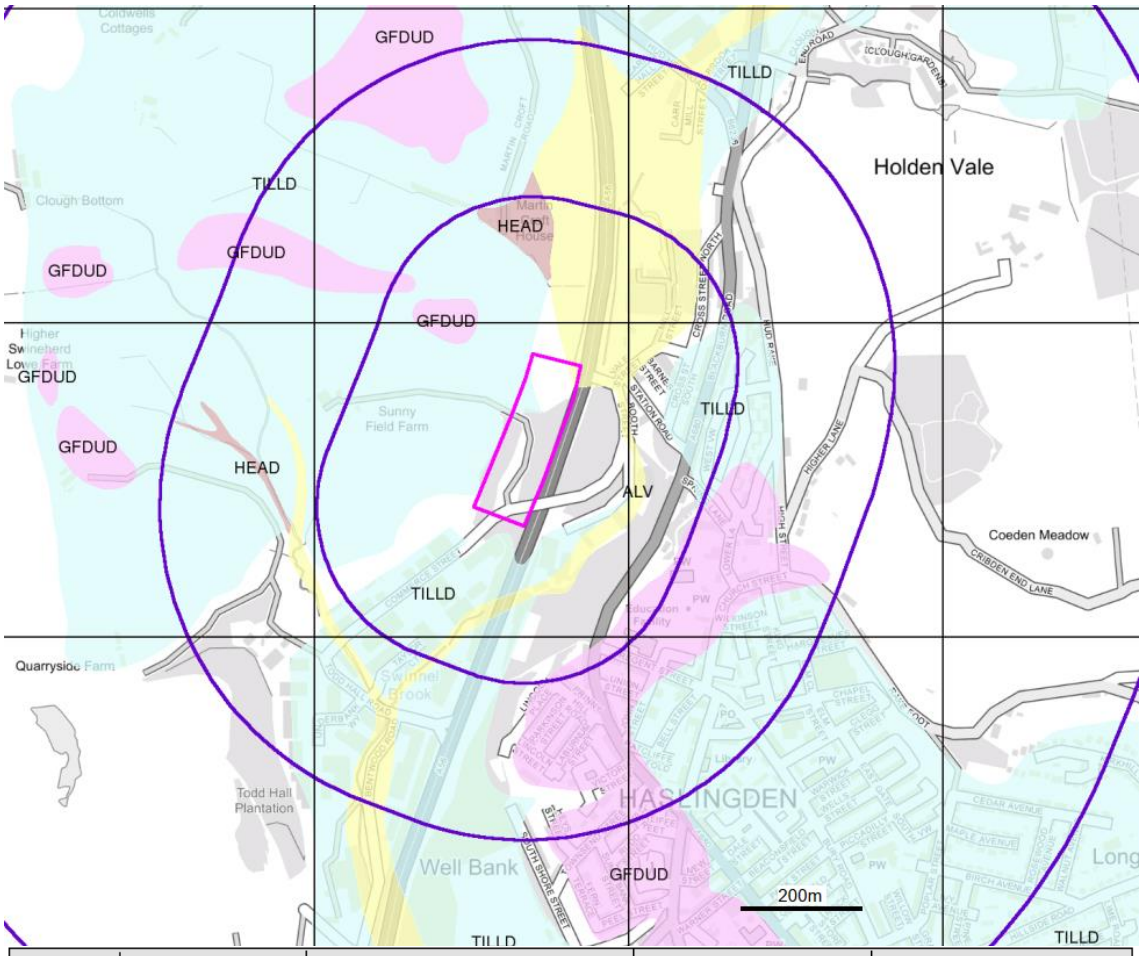
3.3.2 Superficial deposits

Superficial deposits are shown to be absent across the site at the ground surface in Figure 3.7 due to the presence of Infilled Ground mentioned above. However, Glacial Till is mapped along the north-western boundary and Alluvium at the northern boundary of the site. In contrast to the mapping, evidence suggests that Glacial Deposits on site are predominantly granular (Glaciofluvial) with discrete lenses of Glacial Till and Glaciolacustrine Deposits. These may all

be encountered as part of the widening works, and Alluvium for any works that occur on the low-lying floodplain to the north.

The published BGS Map describes Glacial Till in the area as *'clay to sandy clay, unsorted, with common pebbles, cobbles and some boulders'*, Glaciofluvial Deposits as *'undifferentated sand and gravel with lenses of clay and stony clay'*, and Alluvium as *'silt, clay and sand with gravel and peat lenses'*. Glaciolacustrine Deposits are typically '*varved'* with interlaminations of clay and silt.

Figure 3.7: Superficial Deposits



Map Colour	Lex Code	Rock Name	Rock Type	Min and Max Age
	ALV	Alluvium	Clay, Silt, Sand and Gravel	Flandrian - Pleistocene
	TILLD	Till, Devensian	Diamicton	Devensian - Ipswichian
	GFDUD	Glaciofluvial Deposits, Devensian	Sand and Gravel	Devensian - Ipswichian
	HEAD	Head	Diamicton	Quaternary - Ryazanian

Source: Envirocheck Report 241411014_1_1

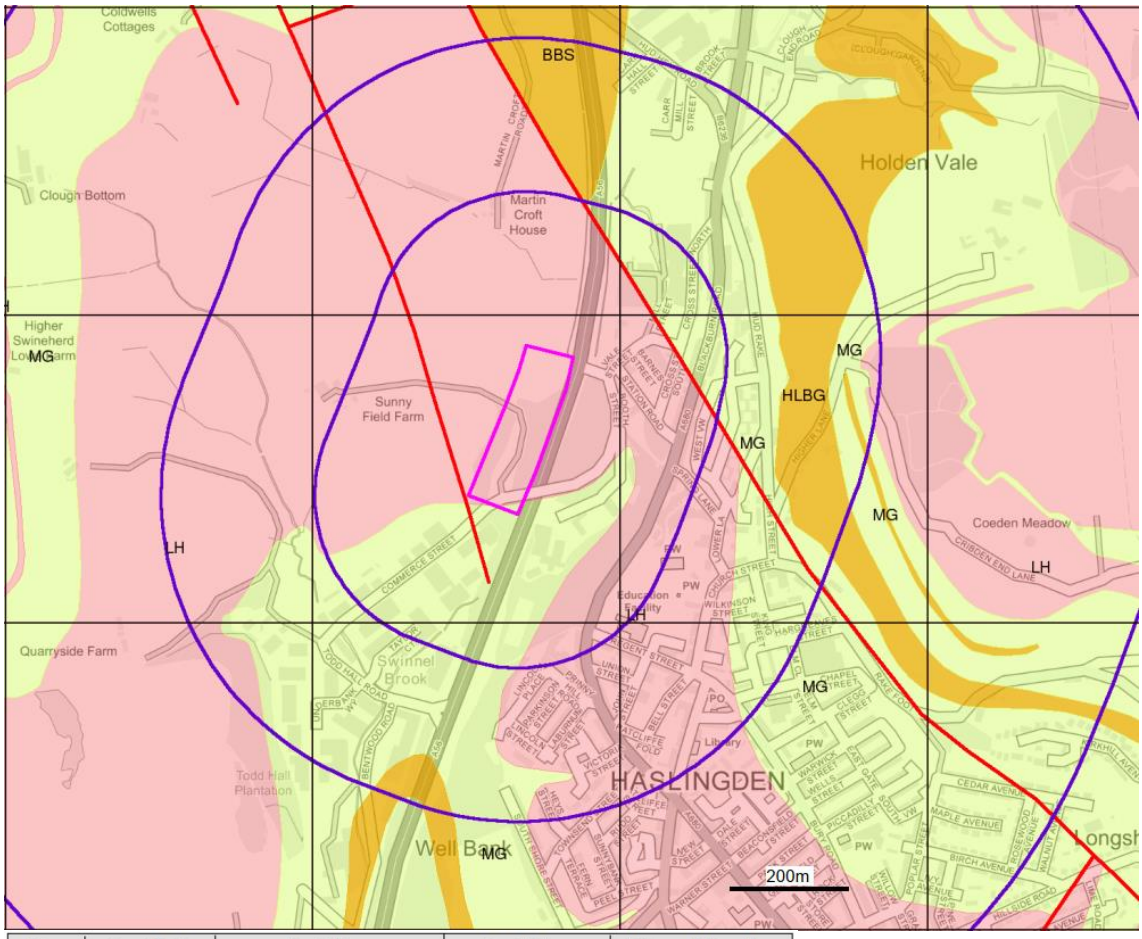
3.3.3 Solid deposits

Solid deposits on site comprise sandstone of the Lower Haslingden Flags (Rossendale Formation, Millstone Grit Group), as shown in Figure 3.8. Mudstone and siltstone of the same formation are shown to be present at Commerce Street at the southern end of the site. A Building Stone Atlas of Lancashire (2017) describes Haslingden Flags as *'yellowish brown, fine-grained silica-rich siltstones and very fine-grained sandstones, which weather to darker shades of brown. They frequently have ripple marks associated with fine cross-bedding, and characteristically split into thin, uniform beds that are often separated by mica 'partings'. Distributed amongst the flaggy sandstones are the 'Lonkey' beds (in particular, a 3.5 m thick bed at the base of the sequence), which are much harder, pale, massive, quartzitic sandstones'.*

The Rossendale Formation is suggested to dip up to 4° to the northeast on the BGS map and is reported to dip 5° to the north in Site Investigation Report No. 367.

Rockhead is expected at shallow depths across the region. This is based on BGS rockhead contours and mapped outcrops; recorded rockhead in historical boreholes along parts of the A56; and hilly topography to the north and west. A dip in rockhead of 10° to the west is suggested within Site Investigation Report No. 367. However, some historical boreholes located on the A56 and on the plateau upslope of the site record thick Glacial Deposits, suggesting rockhead to vary significantly. This is discussed more in Section 5.

Figure 3.8: Solid Deposits



Map Colour	Lex Code	Rock Name	Rock Type	Min and Max Age
	LH	Lower Haslingden Flags	Sandstone	Yeadonian - Yeadonian
	RR	Rough Rock	Sandstone	Yeadonian - Yeadonian
	UH	Upper Haslingden Flags	Sandstone	Yeadonian - Yeadonian
	BBS	Brooksbottoms Grit	Sandstone	Marsdenian - Marsdenian
	HLBG	Holcombe Brook Grit	Sandstone	Marsdenian - Marsdenian
	HZG	Hazel Greave Grit	Sandstone	Marsdenian - Marsdenian
	MG	Millstone Grit Group [See also Migr]	Mudstone and Siltstone	Namurian - Namurian
	MG	Millstone Grit Group [See also Migr]	Sandstone	Namurian - Namurian
	Fault			

Source: Envirocheck Report 241411014_1_1

3.4 Previous investigations

The BGS borehole database and HAGDMS were used to identify historical investigations in and around the site area. They all correspond to investigations undertaken as part of the A56 construction and are given in Site Investigation Report No. 367.

Five boreholes are present within 40m of the site area and a further 11 within 100m to the east and west. Two boreholes beyond 100m were also considered in order to gauge the thickness and extent of Alluvium associated with Swinnel Brook. All boreholes were drilled in 1973 to 1975 as part of the A56 Diversion scheme (Lancashire County Council) before North Hag ridge had been cut through. Details are provided below and the logs have been reviewed and used to inform the ground conditions discussed in Section 5.

BGS Borehole ID	A56 Diversion Hole ID	Date	Location (relative to site)	Borehole Depth (m bgl)
SD72SE130	67	1973	On site	32
SD72SE134	72	1973	On site	26
SD72SE135	73A	1974	On site	30.6
SD72SE129	5616/1	1973	15S	19
SD72SE128	66A	1975	20SW	4.1
SD72SE119	5616/5R	1975	50E	14.5
SD72SE145	73B	1975	50E	10.7
SD72SE139	69	1973	55E	18.8
SD72SE120	5616/5AR	1975	60E	6.6
SD72SE122	66J	1975	60E	1.4
SD72SE131	66C	1975	65W	18.8
SD72SE121	5616/5BR	1975	66E	6.3
SD72SE123	66K	1975	70E	1.4
SD72SE124	70	1973	73E	19.5
SD72SE132	66L	1975	75E	0.2
SD72SE125	5616/4	1975	85E	13
SD72SE136	74R	1975	85NE	7.2
SD72SE140	77	1973	120NE	2.1
SD72SE7D	P5	Unspecified	140NE	8.0

Source: Site Investigation Report No. 367 via BGS Borehole Database and HAGDMS

Figure 3.9: BGS Borehole Map Extract

Source: Microsoft product screenshot reprinted with permission from Microsoft Corporation via Holebase SI.

3.5 Hydrogeology

Rocks of the Rossendale Formation and superficial deposits of Alluvium and Glaciofluvial Deposits are classified as a Secondary A Aquifer, defined as '*permeable layers capable of supporting water supplies at a local scale and in some cases forming an important source of base flow to rivers'.*

Superficial deposits of Glacial Till are classified as a Secondary Undifferentiated Aquifer, given to layers which *'may be permeable and capable of supporting water supplies at a local scale, or less permeable and capable of storing and yielding limited amounts of groundwater due to localised features'.*

3.6 Hydrology and flood risk

This section uses Environment Agency (EA) data accessed on the Groundsure Enviro Data Viewer and the EA Main River Map viewer.

3.6.1 Local water courses

Swinnel Brook is an EA Main River that flows roughly north to south as close as 100m to the east of the site. An unnamed tributary flows northwest to southeast as close as 500m to the west and joins the river at Carrs Industrial Estate.

3.6.2 Surface water flooding

Commerce Street and the southern half of the unnamed road on site is at low risk of surface water flooding, defined as *'surface water that could result from a flood with a high (0.1%) chance of happening in any given year'.* A maximum flooding depth of 150mm is shown.

3.6.3 Flood from rivers and seas

Negligible risk shown.

3.7 Coal mining

The site is within a Coal Mining Reporting Area. However, there are no coal outcrops, past or probable coal mine workings, mine shafts or surface mine workings within 1km based on Coal Authority records, BGS records, and historical OS mapping. As a result, the BGS classifies the site area as having a *Low* coal mining hazard rating.

3.8 Other mining

A variety of sources show opencast quarrying of Millstone Grit and Haslingden Flags to have occurred in this region of Lancashire. Whilst one database classifies the site as having a 'Very High' hazard rating, it appears to have been produced at a high scale suitable for generalised regional classifications only.

Based on the sources reviewed, there is no evidence of mining or quarrying on site or within distance to affect the site. A summary of available information is provided below.

- The site has a 'Very High' non-coal mining hazard rating from the BGS, which also applies to the entirety of Haslingden and Accrington.
- There is an area of 'conclusive metalliferous mining' 150m north of the site based on Ove Arup & Partners mining instability database.
- The BGS Non-coal mining areas of Great Britain database classifies areas around Haslingden and Accrington, including the site, as 'Rare', where *'sporadic underground mining of restricted extent may have occurred'*.
- Wardell Armstrong's database of Potential Mining Areas shows mining of gritstone 2.8km to the southeast.
- 16 BGS Mineral Resource Sites are shown within 1km of the site pertaining to the opencast quarrying of Rossendale Flags and Millstone Grit. The nearest is 500m to the northeast.
- At least six individual quarries are shown for sandstone flagstones within 1km of the site, the majority of which were inactive by 1930 and all by 1963. An unspecified quarry (infilled and built over by 1893) is also shown 150m to the northeast which corresponds to the location of 'conclusive metalliferous mining' above.

3.9 BGS ground stability hazards and radon hazard

The table below summarise the site ground stability hazards based on Envirocheck Report 241411014_1_1.

Table 3.1: Ground stability hazard summary

Ground Stability	Hazard Rating
Compressible Ground	Moderate
Collapsible Ground	Very Low

Ground Stability	Hazard Rating
Landslide	Low to Moderate
Running Sand	Negligible
Ground Dissolution	Negligible
Shrinking or Swelling Clays	Very Low
Radon	'Basic radon protective measures are necessary in the construction of new dwellings or extensions'

Source: Envirocheck Report 241411014_1_1

3.10 UXO risk

The Unexploded Bomb Risk Map provided by Zetica classifies the site as *Low Risk* based on bomb density and the absence of historic strategic targets in the region.

As stated on the map, *'a low risk really means that there is no greater probability of encountering UXO than anywhere else in the UK'.*

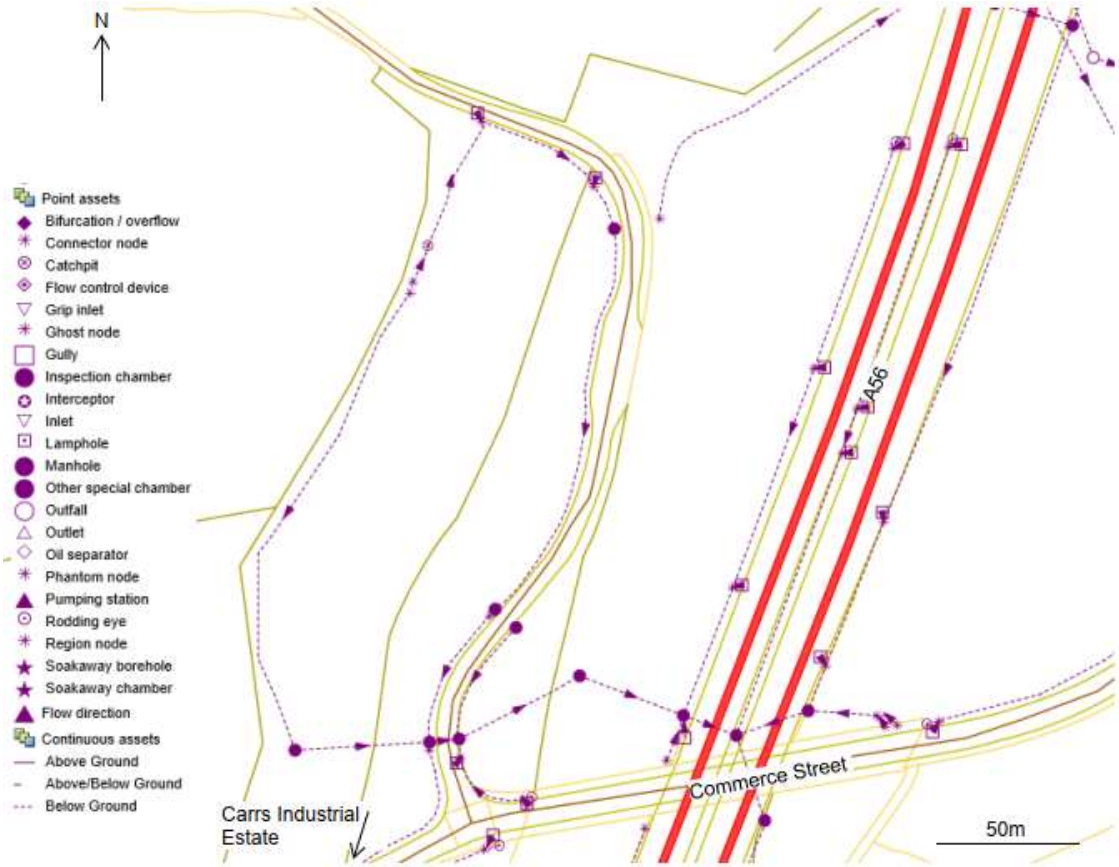
3.11 Services

3.11.1 Drainage

Three sets of continuous surface water filter drains are shown through the slope in Figure 3.10.

- One travels from the crest of the western slope to the north, and then east and south, along the western side of the unnamed road, continuing along Commerce Street to Carrs Industrial Estate.
- Another travels from the same point but to the south along the crest of the western slope and then downslope, continuing through the unnamed road and eastern slope to the A56
- The third starts at the unnamed road (where the road starts to curve westwards) and travels downslope to the northeast to the A56.

Figure 3.10: Slope drainage



Source: HAGDMS

Site Investigation Report No. 367 makes recommendations of formation drains and french drains to be laid at depths of 300 – 600mm below formation level (depending on rock head). Evidence of these drains were not confirmed during the site walkover but may be present.

3.12 Water abstractions and discharge consents

Envirocheck Report 241411014_1_1 reports there to be one discharge consent and no abstraction points within 200m of the site. Details are provided below.

Table 3.2: Discharge Consents

Location	Distance from site	Operator	Permit Dates	Receiving Watercourse	Purpose
P & P Micro Distributors Swo Carrs Ind Estate, Haslingden, Rossendale	160m NE	P & P Micro Distributors Ltd	Revoked 1991	Swinnel Brook – freshwaster river	Discharge of other matter-surface water

Source: Envirocheck Report 241411014_1_1

3.13 Pollution incidents

There are two pollution incidents to controlled waters within 200m of the site. Details are provided below.

Table 3.3: Pollution Incidents

Location	Distance from site	Incident Date	Severity	Pollutant	Catchment
Field north of Sunny Field Farm	150m NW (upstream of site)	1998	Category 3 - Minor	Oils – diesel (including agricultural)	River Irwell (fed by Swinnel Brook south of Haslingden)
Cam Industrial Estate	190m S (downstream of site)	1998	Category 3 - Minor	Miscellaneous – foam	River Irwell (fed by Swinnel Brook south of Haslingden)

Source: Envirocheck Report 241411014_1_1

3.14 Landfills and Infilled Land

Three landfills are recorded within 500m of the site, all of which are inactive. Details are provided below.

Table 3.4: Landfills

Name and Location	Distance from Site	License Holder	Dates of Operation	Waste Type (includes)
Sunny Field Farm, off Commerce Street, Haslingden	180m W	Tarmac Construction Limited	1980 to 1989	Inert
Martin Croft Farm, Martin Croft Road, Hud Hey, Haslingden	240m N	Tarmac Construction Limited	1985 to 1989	Inert
South Shore, Charles Lane, Well Bank, Haslingden	350m S	Tarmac Construction Limited	1951 to 1972	Industrial and commercial

Source: Envirocheck Report 241411014_1_1

There are three areas of infilled land within 200m of the site. Details are provided below.

Table 3.5: Infilled Land

Type of Infilled Land	Distance from Site	Land Use	Other Details
Non-water	150m E	Unknown filled ground at an historic quarry that is classified as 'conclusive metalliferous mining'	Infilled and built over by 1893
Water	50m SE	Unknown Filled Ground (Pond, marsh, river, stream, dock etc)	Reservoir originally associated with industries Circa 1893 to 1979
	100m S	Unknown Filled Ground (Pond, marsh, river, stream, dock etc)	Intersection of the A56 and Swinnel Brook. Envirocheck suggests the intersected section to be infilled but more likely culverted as the brook remains on either side of the road.

Source: Envirocheck Report 241411014_1_1

3.15 Licensed industrial activity

There are two active contemporary trade directory entries for sheet metal work (Lodge Sheet Metal Fabrications Limited) and manufacturers (Warton Metals Limited) at Carrs Industrial Estate 70m southeast of the site. At the same location there are inactive entries for works including mechanical engineers, fibre optics and concrete contractors.

Also at Carrs Industrial Estate on the other side of the A56, 120m – 150m southwest of the site, there are four active entries for mechanical engineers (W H Good Limited), catering equipment (Falcon Products Limited), refrigeration equipment manufacturers and distributors (Solomon) and sealant compounds and applications (M C T Brattberg). An inactive entry is shown for chemical manufacturers.

There are two active contemporary trade directory entries for machine shops (Rossendale Plastics) and a builders' merchants (Valley Building Supplies) 100m and 150m east of the site respectively. Inactive entries around this area include window frame manufacturers and adhesives glues and sealants manufacturers.

3.16 Potential Sources of Contamination

Based on historic and existing land uses there are several potential sources of contamination which may have affected the ground conditions on site. They are summarised below.

- **Historic landfill sites**. There are historic landfills at Sunny Field Farm 180m to the west and and Martincroft Farm 240m to the north, both recorded to have received inert waste. Contaminants can migrate from buried waste at landfills via groundwater flow or surface water flow during periods of rain.

  Given its position uphill of the site, contaminants at Sunny Field Farm are likely to have migrated downslope. However, if the waste is correctly identified as inert, these contaminants are unlikely to have adversely affected the ground conditions on site. Nonetheless, the possibility of non-inert waste being buried at the landfill site cannot be discounted. If this is the case, the severity and therefore the risk posed to the works increases.

  Contaminants at Martincroft Farm have the potential to migrate via groundwater flow to the south in the flow direction of Swinnel Brook, affecting the low ground on the floodplain and any works that extend onto it. As above, it is unlikely that inert contaminants will adversely affect the ground conditions but the possibility of non-inert waste being buried at the landfill cannot be discounted.
- **Made Ground**. There is evidence of Made Ground on site, namely within the northern slopes and below them on the floodplain. However, their contamination status is unknown and there may be more unknown occurrences of Made Ground across the site; no ground investigations are known to have been undertaken since the construction of the A56, where Made Ground may have played a part in regrading the hillside.
- **Roadways**. Potentially contaminated water run-off from hazardous tar-based road building materials and spilled vehicle oil and fuels along the unnamed road and A56.

There are a number of other potential sources of contamination across the local area, including infilled ground (quarries and watercourses) of unknown composition, and historical and contemporary industries that likely used harmful contaminants in their production line. However, any contaminants present at these locations are very unlikely to have migrated on site due to distance from the site and differences in topography.

4 Site Walkover

A site walkover was undertaken by two Mott MacDonald Limited engineering geologists on 30th April 2020 in windy and sunny weather conditions. A site walkover plan and photographs are provided in Section 8 and a summary is given below. It should be noted that certain areas marked on the plan were obscured by bushes and long grasses where important features may have gone unseen.

4.1 Site description

- The unnamed road is on sidelong ground and travels northwards along a hillside from Commerce Street (Carrs Industrial Estate). Much of the hillside on either side of road is forested with predominantly mature trees at regular 2-4m spacings. At the base of the hillside, which dips to the east, is the A56. Livestock farmland is present at the top of the hill to the west and in a floodplain to the north of the site.
- The hillside upslope of the unnamed road (Area 1 – Photograph 2) is characterised by areas of long grass, bushes and brambles on its mid to lower slope, and semi-mature to mature trees on its mid to upper slope. The undergrowth beneath the trees generally comprises thick medium to long grass. Slope angles as high as 30-32° were recorded along the upper slope and lower angles of 18-23° across the rest of the slope.
- The entire hillside downslope of the unnamed road (Area 2 – Photographs 5-8) is forested with semi mature to mature trees. Undergrowth is characterised by areas of exposed soil/ detritus, short to long grass and thorns. Recorded slope angles are fairly consistent at 19-22° but the start of the lower slope, which forms the verge of the A56, appears to be much shallower.
- The downslope forest curves round the hillside to the north where the unnamed road veers westwards towards Sunny Field Farm (Area 3 – Photograph 4). The slopes in this area dip to the north and are highly variable with some clear breaks visible. Slope angles range from 5° along the lower slope to 40° along the upper slope. Trees in this area appear smaller and less-regularly spaced than elsewhere across the hillside. The undergrowth is characterised by exposed soil/ detritus with some patches of short grass.

4.2 Visible movement indicators

- Leaning trees were observed at the eastern end of Area 1 (Photograph 16 & 19), some of the bases of which are partially buried. They are relatively small and branch from the ground surface as opposed to the majority of trees across the site that stand straight as one thick trunk, branching at head height. These observations suggest some historic movement of soil along the slope, likely when younger or slower-growing trees were less established and only rooted at shallow levels.
- Leaning trees were also observed at Area 3 (Photograph 4). As above, they tend to comprise thinner branches than elsewhere across the site and branch out near the ground surface. In addition, there are obvious breaks in slope in this area which, given the leaning trees, is suggestive of historical slope failure as opposed to intentional benching.
- There are no obvious breaks in slope across Area 1 and Area 2 but localised variations of slope angle were observed.
- There is no evidence of cracking in the road surface that would be suggestive of ground movement, nor damage that would be suggestive of shallow groundwater flow.

4.3 Animal activity

- There are at least three animal burrows located in Area 1. Two are next to each other on the central – upper slope section with openings 15-20cm wide. They appear to be partially infilled 0.5m bgl and may be inactive. The other burrow (Photograph 18) is located on the eastern – mid-slope section with an opening that is 30cm wide. In front of it is an appreciable mound of arisings (Photograph 17) with dimensions 3m x 3m x 1m high. The floor of the burrow is too deep to be seen. One 10cm-wide burrow was also observed in the mid-slope at the western end of Area 2.
- A small animal trail (5-10cm wide) was observed in the grass of Area 1.

4.4 Visible ground conditions

- Whilst it was difficult to observe the material of the hillside due to vegetation and topsoil (silty clay/ clayey silt), some areas were exposed and give an indication of the ground on site.
  - Arisings from animal burrows in Area 1 show ground material to be brown silty gravelly sand with no evidence of man-made components. A sandstone flag cobble was also seen in the walls of one of the central – upper slope burrows. Borehole 66C was drilled on the hilltop plateau and records orange-brown silty gravelly sand (Glaciofluvial Deposits) at 0 – 1.5m bgl, which may correspond to the material seen here.
  - The northern side of the unnamed road, where it curves westwards and climbs towards Sunny Field Farm, is built out by cobbles and small boulders of sandstone flags and occasional bricks (Photograph 1). This appears to have been done to increase the distance between the road and the slope crest whilst attempting to increase its stability. The road surface and fence posts along this section do not show signs of deterioration that would be indicative of slope instability.
  - A ramp has been built into the hillside where the road starts to curve westwards, descending to the farmland on the floodplain. The top of the ramp, which currently hosts metal storage units, has been made level using sandstone cobbles and boulders. Borehole 73A also records 0.7m of broken sandstone fill at this location at a similar elevation. This suggests that part of this slope section comprises Made Ground and that it was present prior to the construction of the A56. The side of the storage unit at the top of the ramp is currently hanging off the slope crest and is supported by stacked pieces of sandstone (Photograph 3).
  - The edge of the floodplain where it meets Area 3 comprises Made Ground of soft silty sandy gravelly clay with gravel of brick fragments, plastic, glass and mixed lithologies at the ground surface.
  - Sandstone flagstones are piled at the edge of the road and are used as fill around the northern area of the site. Whilst not in situ, their presence suggests local outcrops of bedrock (also confirmed by the abundance of quarries in the local region, as described in Section 3.8).

4.5 Services and drainage

- Manholes and gullies were seen along the unnamed road in line with the drainage plan of Figure 3.10. However, some features on the plan could not be verified on site due to being either obscured or absent. The majority of those that could be seen were blocked with wet debris at around 1m bgl, but despite this, all slopes were dry and there were no obvious signs of drainage issues (hydrophyllic vegetation, run-off channels or ponding water).
- The marker post for a medium pressure gas pipeline (0800 688 588 for queries) is located off Commerce Street at the southern end of the site (Photograph 13)

5 Ground Conditions

Key points from Site Investigation Report No. 367 pertaining to the likely ground conditions on site are summarised in Section 5.1. This information (including borehole records) and BGS mapping has been used to develop a ground model for the site. Leapfrog Works (3D subsurface modelling software) was used to compile available data and produce a 3D ground model which, along with cross sections and strata descriptions, are given in Section 5.2.

Relevant extracts from Site Report No. 367 are provided in Appendix E. They relate to the construction of the A56 main carriageway; Commerce Road Diversion and bridge construction; and Bridge Street Diversion.

5.1 Ground conditions summary (Site Investigation Report No. 367)

- The existing unnamed road is positioned on the western face of the North Hag cut slope that was excavated Circa 1980. Original ground levels were of the order of 235-239m AOD across much of the proposed road alignment, save for the southern-most 60m where original ground level declined towards the existing at Commerce Street. The existing road therefore comprises a cut berm.
- Ground conditions appear consistent with a Glacial Outwash Channel palaeo-environment and comprise superficial material consisting of stratified deposits of silty sand and sandy gravel, interspersed at mid-height with layers of silt and varved clay. Superficial deposits overlie bedrock of the Lower Haslingden Flags (sandstone) and Rossendale Formation (sandstone and mudstone). Bedrock possesses a 5° dip to the north. Rockhead possesses a 10° dip to the west and was encountered 22m depth beneath the western bank-seat of Commerce Street overbridge; elsewhere it is recorded as anticipated to be situated 2m above the western verge of the A56.
- Construction records state that granular deposits above and below the silt and varved clay were well-drained. This may suggest a localised line of seepage associated with the silt and varved clay layer. Construction drawings detail that face drainage was installed during excavation of the cutting, which would appear to support this assumption.
- Despite the suggestion of a seepage line above, the investigation recorded very little groundwater above rockhead, at which point there was underdrainage towards the former rail tunnel.
- Side-slopes of 1V:2.5H (21.8 degrees) were proposed for the A56 slope.
- From HAGDMS the current cut slope is identified to be ‘Good Quality’ and is subject to a 5-yearly inspection period, though the inspection records available are dated 2004, 2012 and 2014. Whilst no features or descriptions are provided for the slope in the 2004 record, those for 2012 report hydrophillic vegetation with ‘*high moisture content throughout’*, and for 2014 *‘wet area mid-slope, possibly minor seepage’*. Despite these observations there are no significant historical concerns regarding the cut slope.

5.2 Ground Model

Table 5.1: Indicative Ground Model

Strata		Typical Thickness and Depth	Top of Strata Elevation	Typical Description	Strata Distribution
Made Ground	*Made Ground Granular*	*0 - 0.7m bgl recorded in Borehole 73A on the forested slope.* *0 - 1.5mbgl seen where the road and slope section has been built out on approach to Sunny Side Farm.*	*Ground surface:* *226 – 236m AOD*	*Fill – pieces of broken sandstone*	*Slopes on the northern side of the unnamed road where it curves westwards*
River Deposits	*Alluvium*	*0 – 8m bgl*	*Ground surface:* *215m AOD*	*Alternating layers of:* *Soft to very soft blue grey sandy clay with organic inclusions;* *Loose blue grey sand and gravel / silt;* *Brown fibrous peat*	*Present only on the farmed floodplain to the north of the site.*
Glacial Deposits	Glaciofluvial Deposits	Deposits up to 10m thick separated by layers of Glacial Till. 0 – 29m bgl (with increasing thickness away from the A56)	Ground surface: 215 – 241m AOD	Dense to very dense dark grey brown sandy gravel/ gravelly sand; Very loose to loose grey brown clayey silty sand	Site-wide
	Glacial Till	Alternating layers up to 4m thick within Glaciofluvial Deposits. 0 – 29m bgl (with increasing thickness away from the A56)	Ground surface: 215 – 241m AOD	Soft mottled grey/orange/brown silty sandy clay/ clayey sandy silt	Site-wide
	Glaciolacustrine Deposits	0.8 – 4m thick within Glaciofluvial Deposits 0 – 8m bgl	221 – 227m AOD	Very loose/ soft dark grey-brown varved clayey silt with partings of clay or sand.	Possibly site-wide. Confirmed in boreholes along the unnamed road and at the northern slope
Rossendale Formation	Sandstone (Lower Haslingden Flags)	0 – 14m bgl (with increasing thickness towards the A56)	213 – 215m AOD	Soft to hard broken weathered light grey-brown sandstone	Site-wide but unlikely to be encountered.
	Mudstone	Interlayered (layers to at least 3.5m thick) within deposits of sandstone. 3 – 12m bgl	204 – 211m AOD	Soft to hard broken weathered dark grey-grey Mudstone	Site-wide but unlikely to be encountered.

Figure 5.1: Ground Model View 1

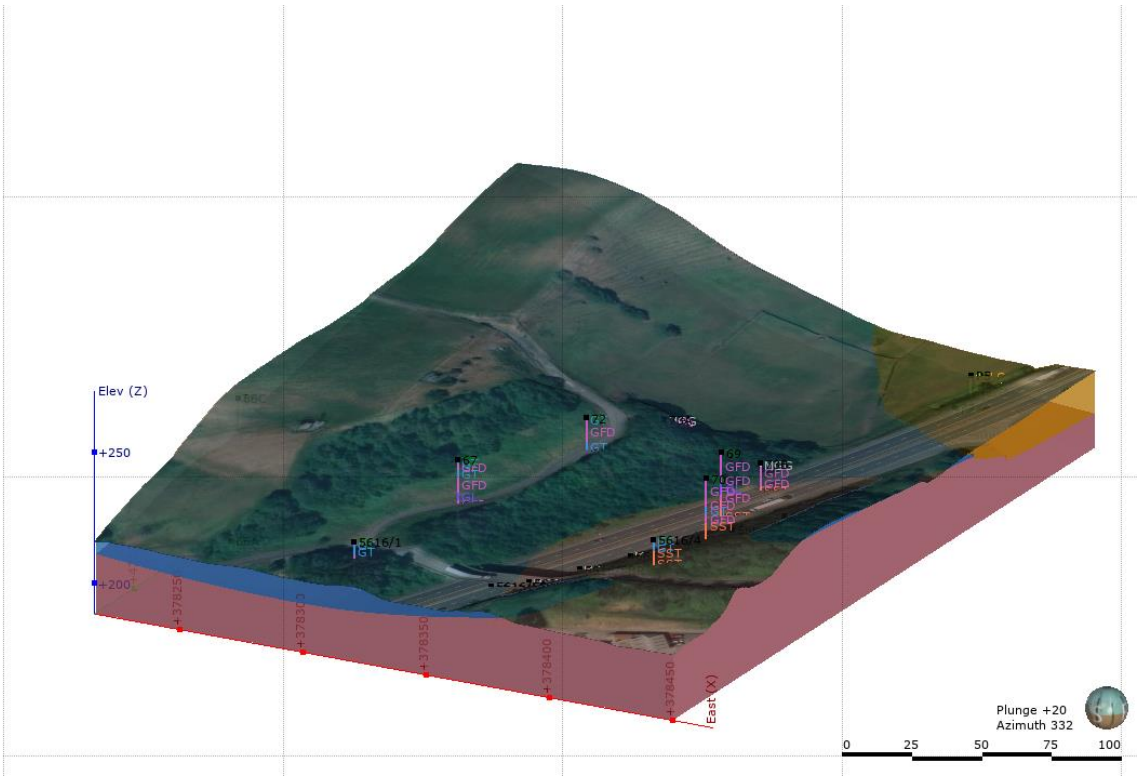


Figure 5.2: Ground Model View 2

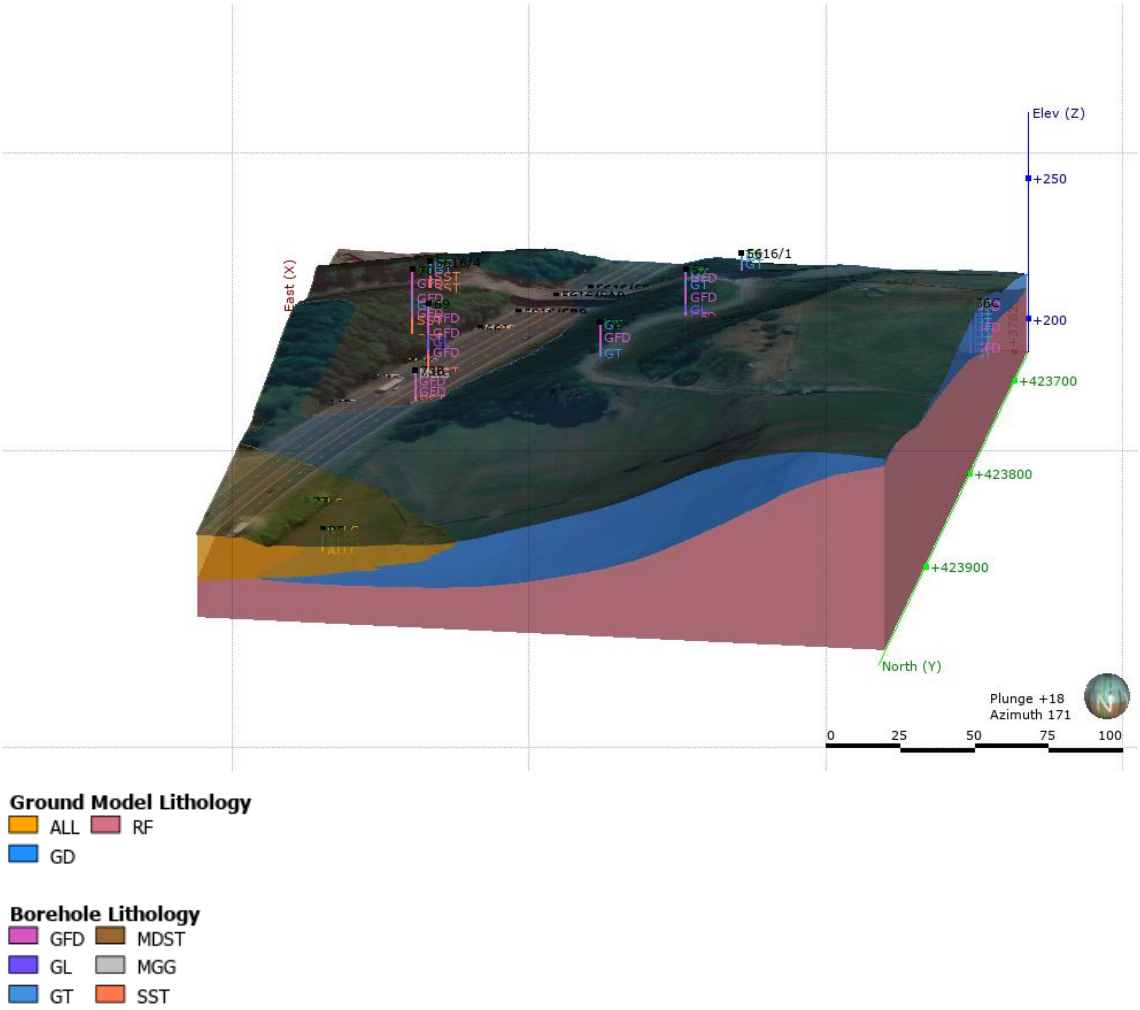


Figure 5.3: Ground Model View 3

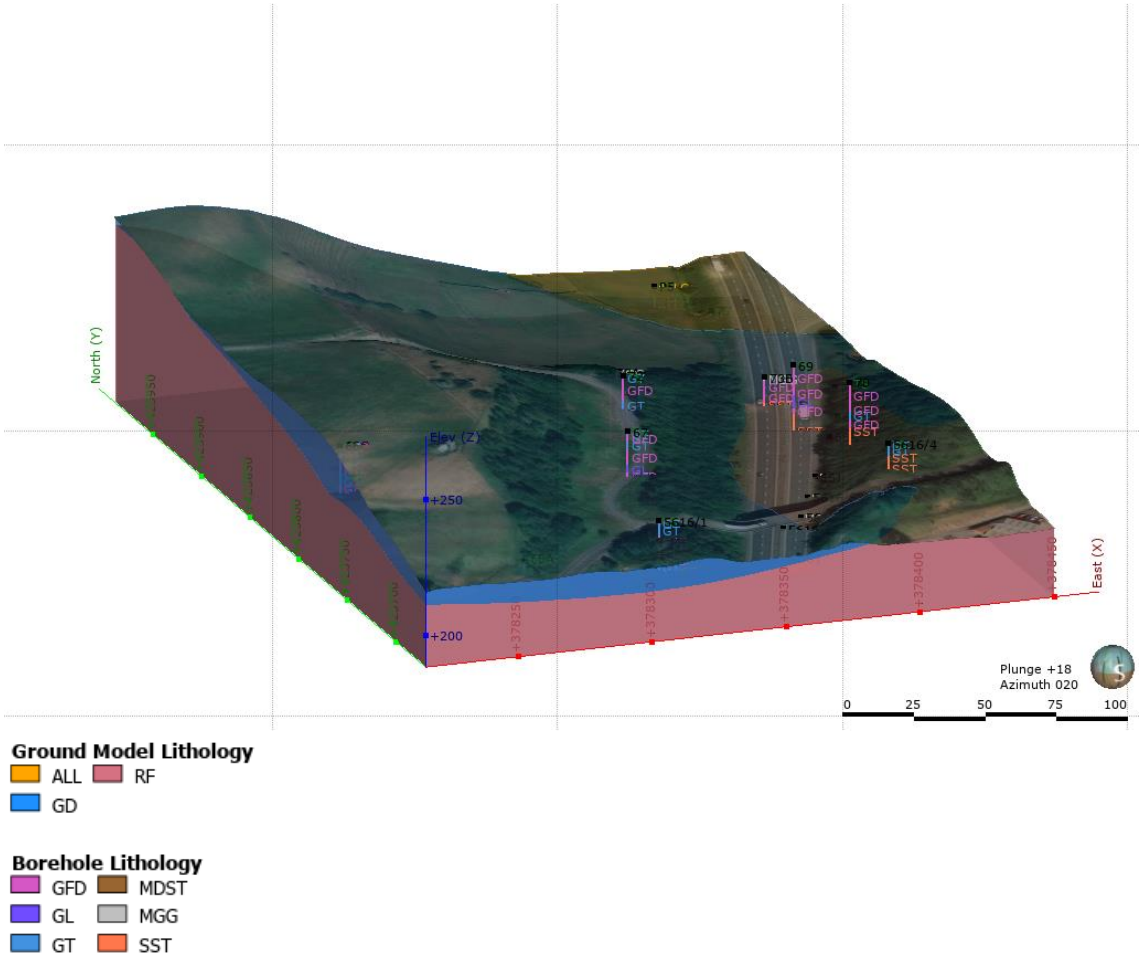


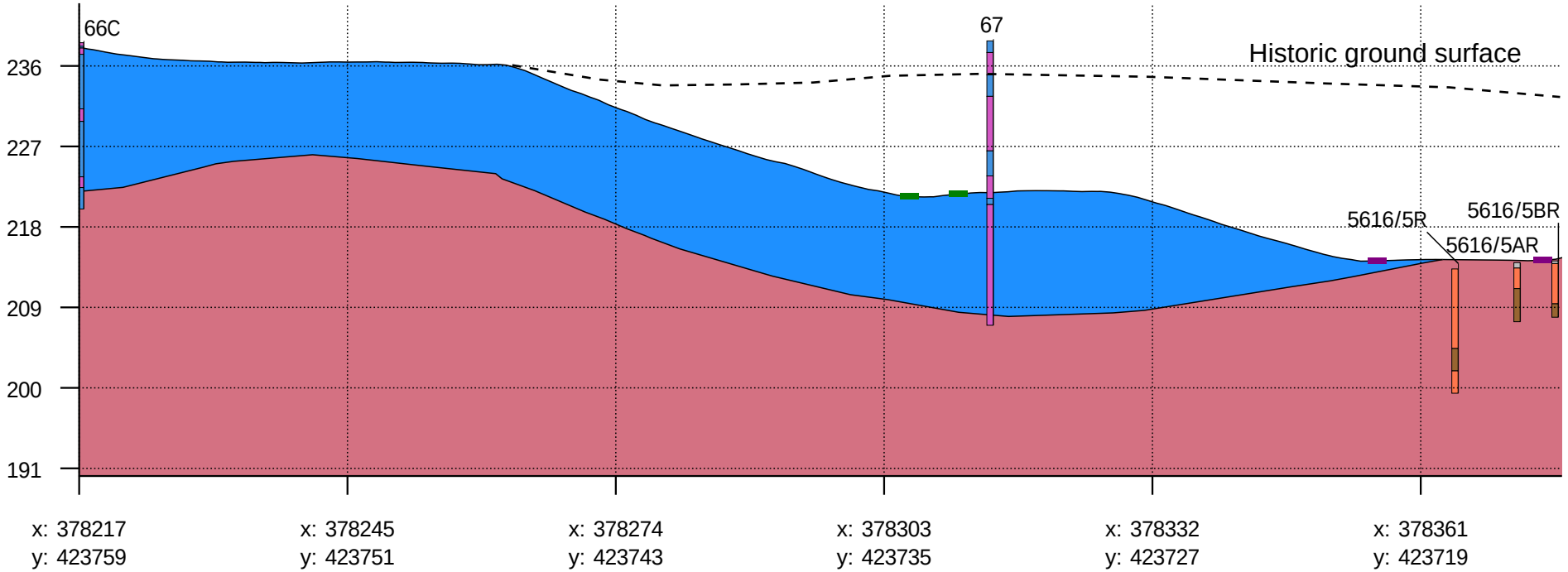
Figure 5.4: Cross Section Layout Plan

Figure 5.5: Cross Section 1

Cross Section 1

W

E



Ground Model Lithology

- GD
- RF

Borehole Lithology

- GFD
- MGG
- GT
- SST
- MDST

Road Extents

- A56
- Unnamed Road

Scale: 1:700

Vertical exaggeration: 1x

0m 40m

140

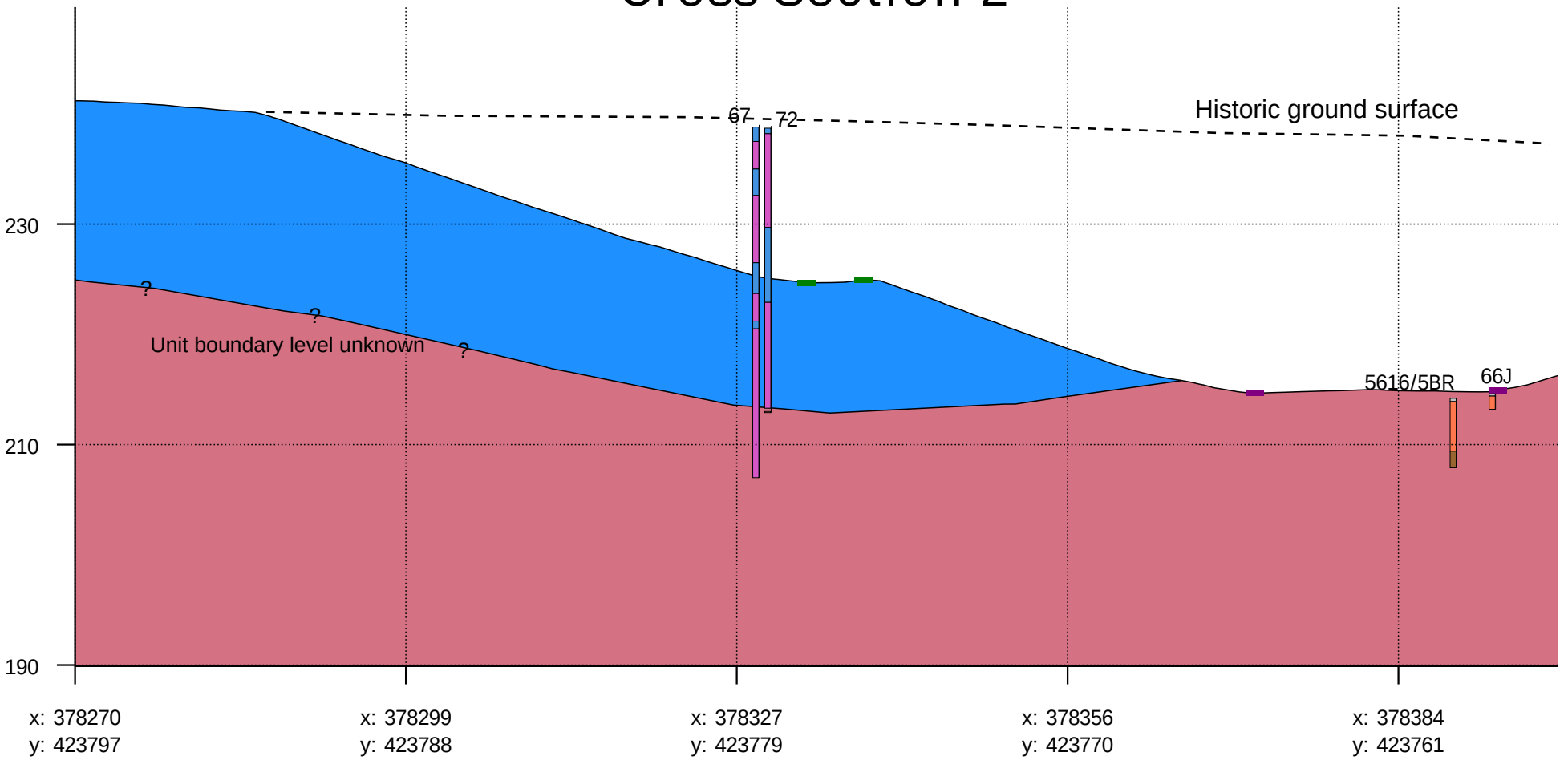
Notes

GD: Glacial Deposits, RF: Rossendale Formation, MGG: Made Ground Granular, GFD: Glaciofluvial Deposits, GT: Glacial Till, SST: Sandstone, MDST: Mudstone

Boreholes shown are within 20m of the cross section line and therefore may not directly correspond with the unit boundaries along this plane.

Figure 5.6: Cross Section 2

Cross Section 2



Ground Model Lithology
- GD
- RF

Borehole Lithology
- GFD
- MGG
- GT
- SST
- MDST

Road Extents
- A56
- Unnamed Road

Scale: 1:550

Vertical exaggeration: 1x

0m — 40m

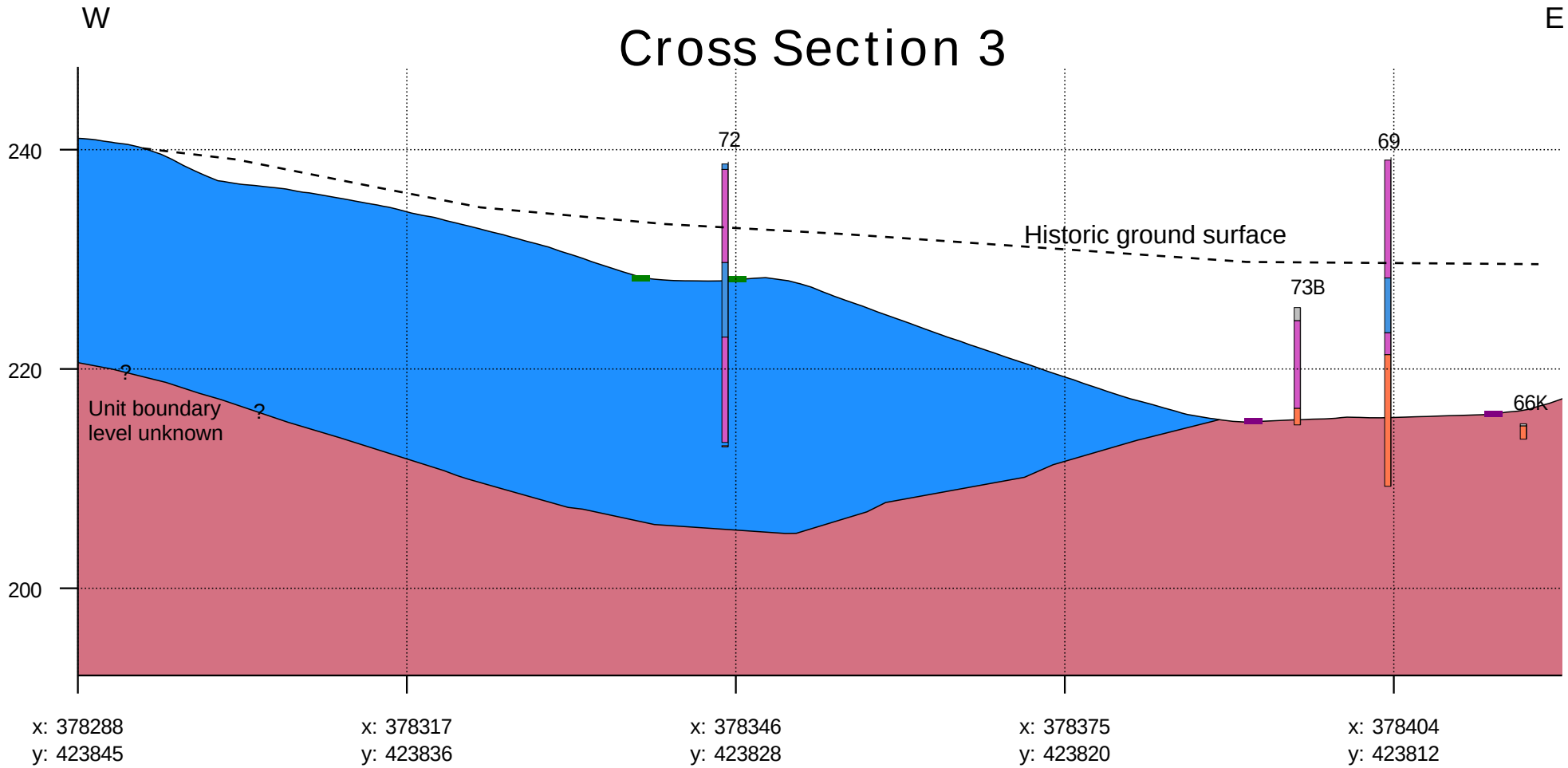
142

Notes

GD: Glacial Deposits, RF: Rossendale Formation, MGG: Made Ground Granular, GFD: Glaciofluvial Deposits, GT: Glacial Till, SST: Sandstone, MDST: Mudstone

Boreholes shown are within 35m of the cross section line and therefore may not directly correspond with the unit boundaries along this plane.

Figure 5.7: Cross Section 3



Ground Model Lithology

- GD
- RF

Borehole Lithology

- GFD
- MGG
- GT
- SST
- MDST

Road Extents

- Unnamed Road
- A56

Scale: 1:550

Vertical exaggeration: 1x

0m 40m

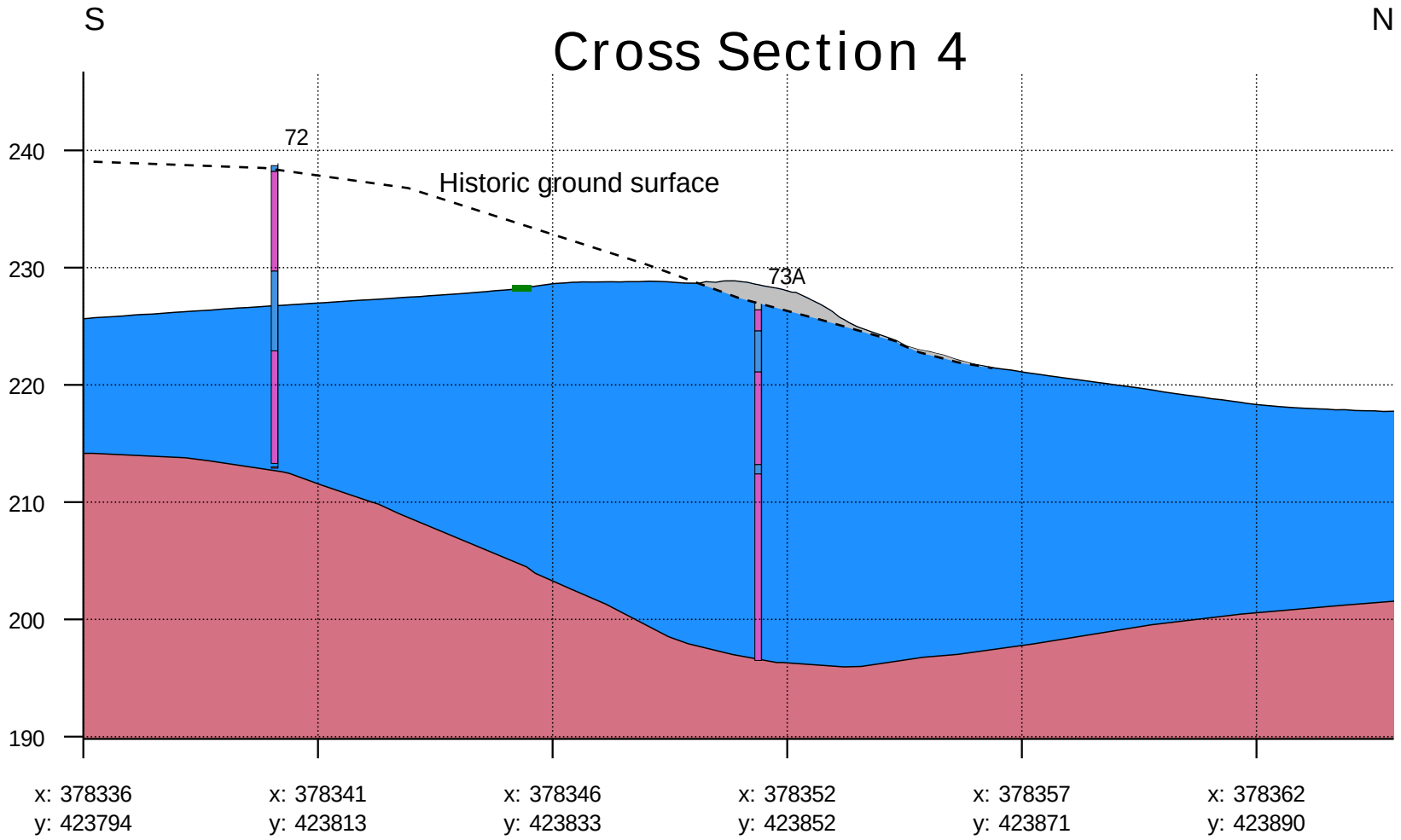
144

Notes

GD: Glacial Deposits, RF: Rossendale Formation, MGG: Made Ground Granular, GFD: Glaciofluvial Deposits, GT: Glacial Till, SST: Sandstone, MDST: Mudstone

Boreholes shown are within 20m of the cross section line and therefore may not directly correspond with the unit boundaries lines along this plane.

Figure 5.8: Cross Section 4



Ground Model Lithology

- ALL
- RF
- GD

Borehole Lithology

- GFD
- MGG
- GT
- SST
- MDST

Road Extents

- Unnamed Road

Scale: 1:550

Vertical exaggeration: 1x

0m — 40m

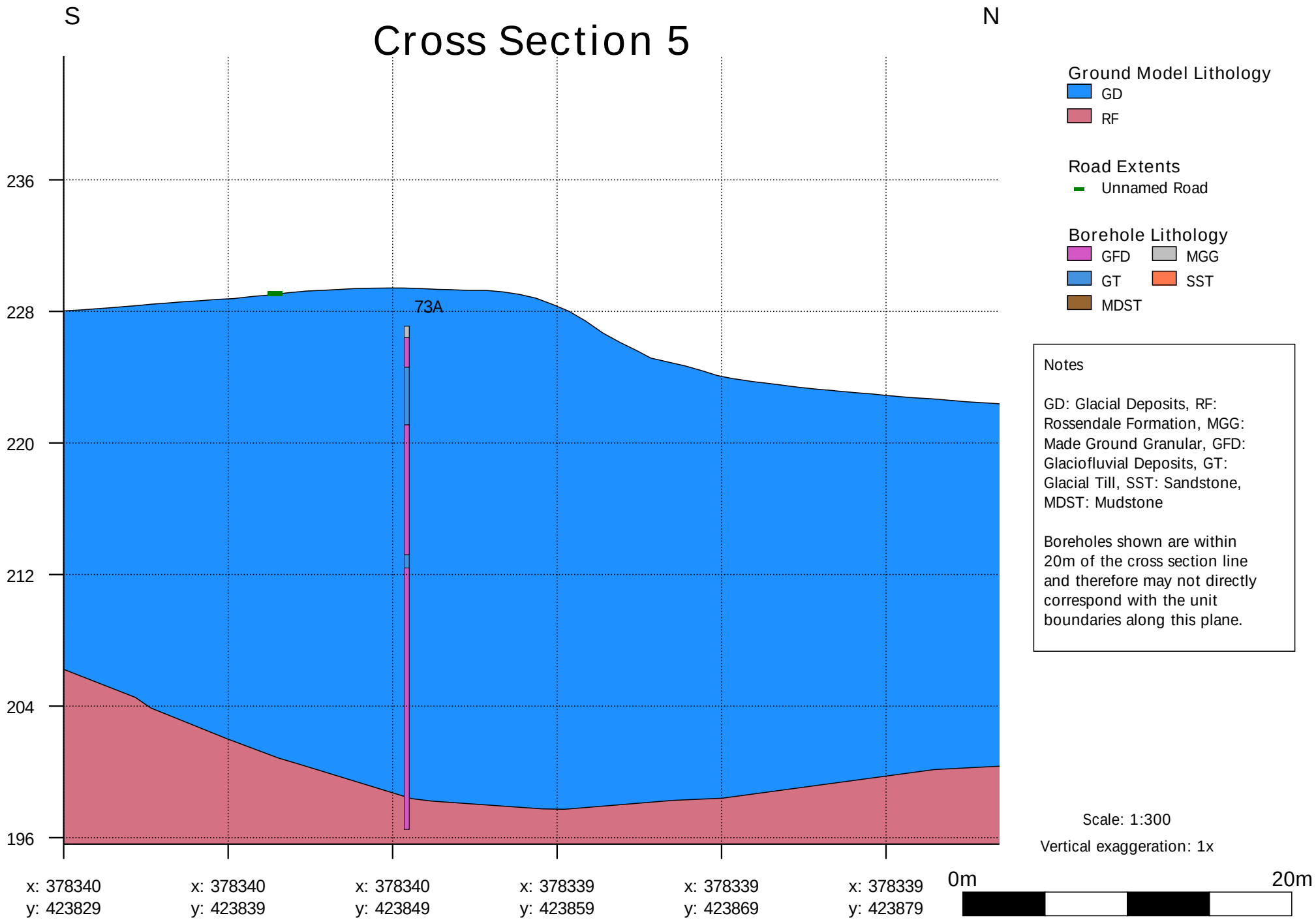
146

Notes

GD: Glacial Deposits, RF: Rossendale Formation, MGG: Made Ground Granular, GFD: Glaciofluvial Deposits, GT: Glacial Till, SST: Sandstone, MDST: Mudstone

Boreholes shown are within 20m of the cross section line and therefore may not directly correspond with the unit boundaries along this plane.

Figure 5.9: Cross Section 5


S
N
Cross Section 5
236
228
220
212
204
196
73A
Ground Model Lithology
GD
RF
Road Extents
Unnamed Road
Borehole Lithology
GFD
MGG
GT
SST
MDST
Notes
GD: Glacial Deposits, RF: Rossendale Formation, MGG: Made Ground Granular, GFD: Glaciofluvial Deposits, GT: Glacial Till, SST: Sandstone, MDST: Mudstone
Boreholes shown are within 20m of the cross section line and therefore may not directly correspond with the unit boundaries along this plane.
Scale: 1:300
Vertical exaggeration: 1x
0m
20m
x: 378340 y: 423829
x: 378340 y: 423839
x: 378340 y: 423849
x: 378339 y: 423859
x: 378339 y: 423869
x: 378339 y: 423879

5.3 Groundwater

Standing water levels are recorded in the historical borehole logs. In terms of the existing ground surface, levels range from 9 to 26m bgl (230 to 213m AOD) across the hillside and 0.3 to 1.5m bgl (214m AOD) along the A56 and on the floodplain to the north. This places the groundwater table at the base of the cutting near rockhead. Localised perched groundwater seepage was also recorded within the cut slope during construction, and minor seepages have been recorded in more recent HAGDMS inspection reports.

Based on this information, the groundwater table is not expected to be encountered during the proposed works on the hillside but may be encountered at shallow levels on the floodplain. However, localised seepages may occur on the slope associated with more cohesive lenses of material.

6 Preliminary Engineering Assessment

6.1 Existing slope stability

A preliminary Slope Stability analysis have been carried out for the existing utilising ground conditions as outlined in the historic Site Investigation Report No. 376 which pre-dates excavation of the cutting and adopting conservative ground parameters.

The analysis was carried out using slope stability software SLOPE/W, and to the requirements of EC7 for design approach 1 combination 2.

The analysis describe in this document relates to two sections, Section 2 and Section 5. Section 2 is representative for the majority of the route (where it runs parallel to the A56); Section 5 represents the proposed route to drop down off the steep slope at the north, considered the steepest part of the route. Cross Section located as per Figure 5.6 Cross Section Layout.

In Table 6.1 ground and groundwater conditions used for the Slope analysis are summarised. The soil parameters have been adopted according to the utilising ground conditions outlined in the historic Site Investigation Report No. 376.

Table 6.1: Summary of the characteristics material properties and groundwater conditions used for the analysis.

Material	Material Properties			
	Y_b (KN/m^3)	c' (kPa)	Φ' (°)	Ru
Infilled Material	18	0	34	
Glaciofluvial Deposits	19	0	30	0.2
Varved Clays	17	1	24	0.2
Mudstone (Bedrock)Unsaturated	22	22	20	0.2
Mudstone (Bedrock)Saturated	23	22	24	

A surcharge of 20kPa (variable unfavourable) has been assumed for the proposed road.

The outputs of the slope stability analyses are presented in Appendix F.The results are presented as Factor of Safety. A Factor of Safety (FoS) over 1 is considered acceptable. The output of the analysis suggests that the majority of the route (where it runs parallel to the A56), has a FoS over 1, and corroborate the walkover observations of the apparently stability of the slope. However, the north site of the route presents a small slip surface with a FoS less than 1 .This slip surface seems circumscribed to the Infilled material, that has been defined for the analysis with overconservative parameters and thickness due to the lack of data.

A site-specific ground investigation in the way of exploratory boreholes and a topographic survey is recommended to obtain more accurate geotechnical parameters in order to undertake a detailed slope stability assessment.

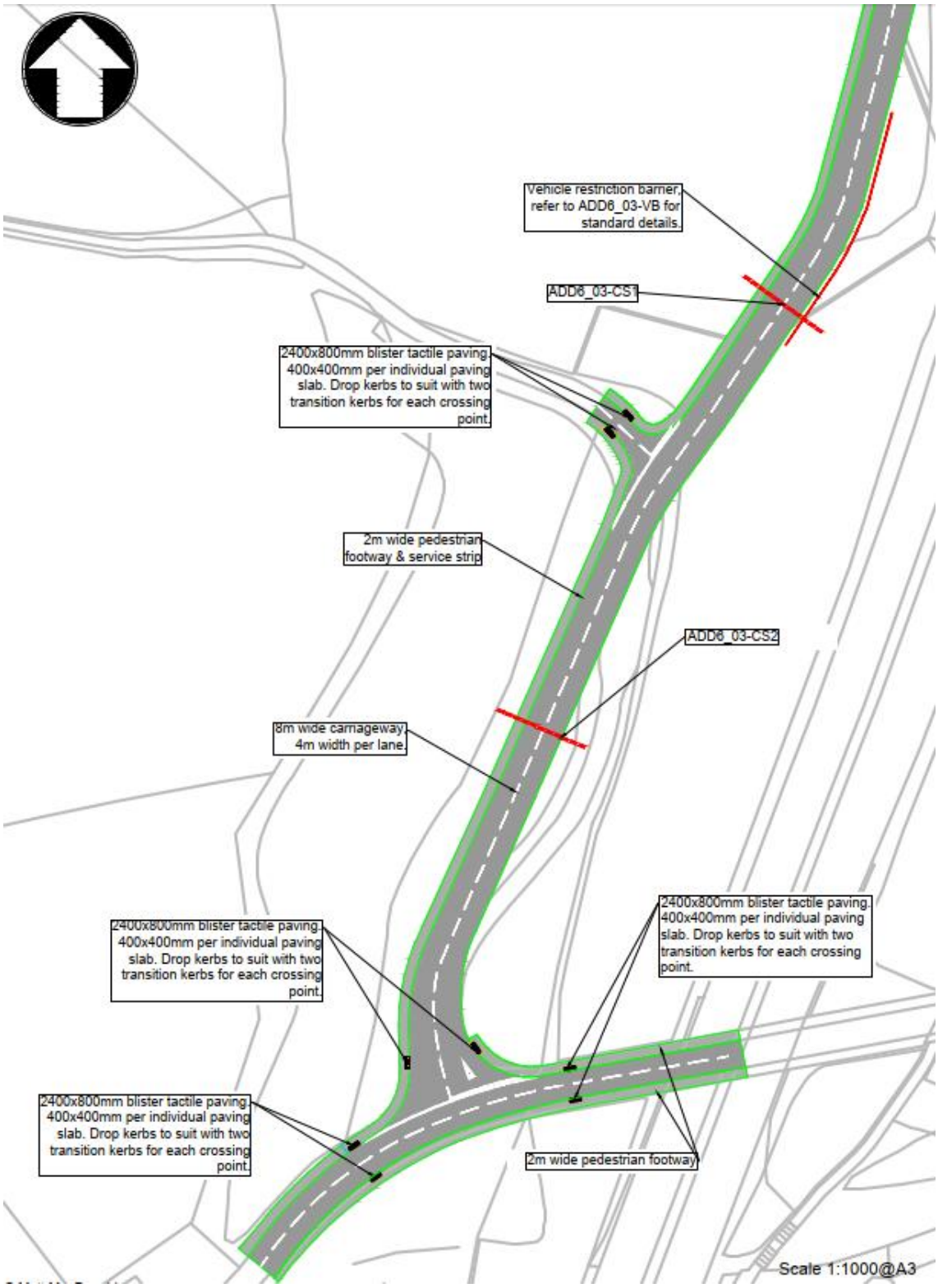
6.2 Required works

The proposed roadway preliminary design has allowed for B8 vehicle use and hence an allowance has been made for two 4m width carriageways with a 2m pedestrian footway. The proposed road vertical alignment is to follow the existing access road hence approximately 221mAOD at the junction with Commerce Road climbing to 228-230mAOD at the northern edge of the Highways England land at an approximate 6% gradient. The proposed widened carriageway effectively doubles the existing access road width, and the proposal is to accommodate this additional width by widening on the up-slope side to the west. Two options have been developed (Options 2 & 3 – see Figures 6.1 and 6.2 below).

Option 2 continues the proposed roadway in a NNE direction, parallel to the existing A56, descending the 40 degree slope area which may comprise the remnant North Hag slope or a potential landscaped berm, before traversing the lower slope to allow entry to the proposed employment site from the eastern boundary.

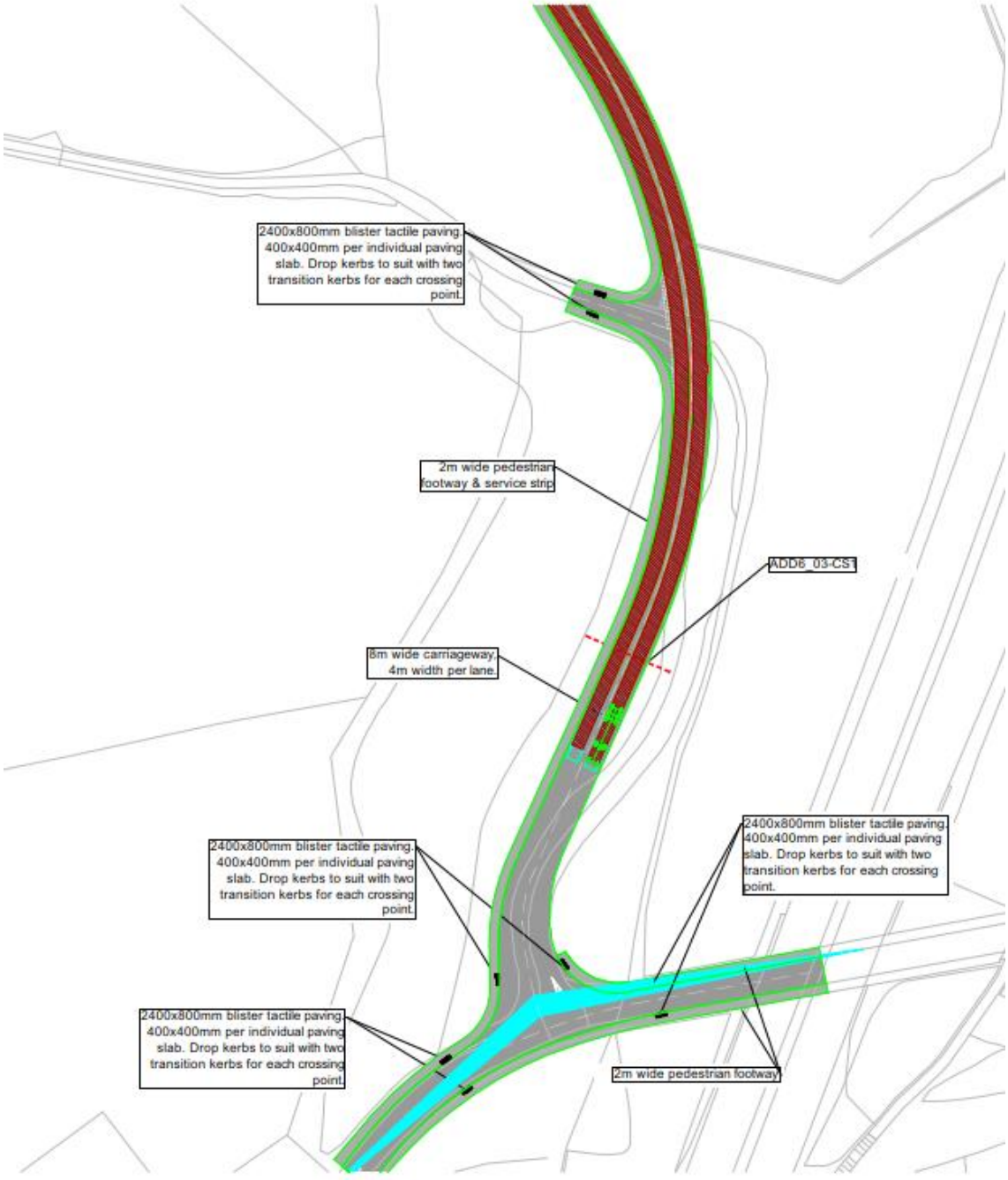
Option 3 continues the proposed roadway in a NNW direction, essentially following the existing land contours (ie. sidelong across the existing topography which appears to possess a slope angle of 15-20 degrees), before descending gradually towards the western employment area boundary.

Figure 6.1: Proposed highways alignment (Option 2)



Source: Mott MacDonald

Figure 6.2: Proposed highways alignment (Option 3)



Source: Mott MacDonald

6.3 Earthworks

6.3.1 Cuttings

Both options follow the same route through the Highways England land. At present the options show a maximum lateral cut into the western verge of 14m, which, assuming a slope-regrade to match existing slopes, would require land-take beyond the Highways England boundary. Alternatively retaining walls varying up to 5-6m in height or steepened reinforced slopes (ie. soil

nailing) could be adopted. Such Civils works could be minimised at later design stages by aligning the proposed roadway with the existing berm, such that retaining walls heights could be reduced to the order of 2m maximum.

Section 4 presents a long section along the existing access road and Sections 1-3 present cross-sections through the proposed road. It may be seen that the existing cut slope predominantly comprises loose to dense bedded Glaciofluvial sands and gravels with localised interbeds of Glaciolacustrine soft to firm clay and silt, locally varved. The Glaciolacustrine Deposits are encountered as a 1-3m thick unit at elevations between 227-220mAOD. As detailed in Cross Section 4, this unit is therefore anticipated be traversed by the proposed alignment, underlying it to the north.

The construction records available from the HAGDMS database highlight that the existing slope had face drainage installed during construction. It seems likely that these were installed to capture localised perched groundwater flow associated with this impermeable horizon, and such an horizon would likely act as a preferable failure horizon for any future instability. Instability in Glacial cut slopes is predominantly associated with varved or laminated horizons.

Slope stability analyses have been undertaken modelling this horizon adopting conservative geotechnical parameters and applying a UDL traffic load of 20kPa (Appendix F). The results indicate that construction of the new road is not anticipated to cause instability of the existing Highways England cutting.

Nevertheless, further consideration of the stability of the cut slopes will be required at detailed design stage. Using the results of a site-specific ground investigation, it is recommended that a detailed slope stability assessment is undertaken in order to determine suitable slope cut angles and, if required due to land boundary restrictions and unstable slope faces, suitable retaining structures. It should also be noted that there was no evidence of historic shallow failures on the northern and western slopes during the site walkover. This highlights the need to consider the stability of all slopes, even those that will not be worked but may still be affected as part of the proposed works. This includes the eastern slope face that may experience increased traffic loading following the works.

A key target for future investigation will be the lateral and vertical extent, composition and geotechnical properties of the silt and varved clay layers.

Face drainage will be required for any proposed slopes through the silt and varved clay horizons, hence it is recommended that design allowance is made for re-instatement of any existing face drainage intercepted by the works through Highways England's land.

6.3.2 Embankments

Option 2 will require an embankment or berm to be constructed to allow descent at a safe gradient from the northern end of the current access road to the proposed employment area. Ground conditions comprise the existing man-made berm at the outside of the existing bend (former Bridge Street alignment), underlain by Glacial Deposits as described in Section 6.3.1. Figure 3.2 suggests an element of translational creep on this original slope, hence the soils beneath this slope may possess relict shear planes at shallow depth. Further north, beyond the Highways England boundary, this route will traverse the floodplain of the now culverted Swinnel Brook and hence soft alluvial ground conditions may be anticipated.

Potential problems arise when new fill is benched against existing material. Firstly, differences in soil composition and the level of compaction can result in differential settlement between the two materials. In addition, differing material properties and a poor interface between the different materials can result in ground movement along the embankment under traffic loading. Some of these issues may already be in effect based on the presence of soft layers of varved clay/silt

within the Glacial Deposits. Hence, this will need to be designed with a suitable benching detail following the results of a site-specific ground investigation.

A key task when designing the embankment will be to verify stability and estimate its settlement. A site-specific ground investigation is needed to identify areas of incompetent founding soils that may need to be dug out and replaced with suitable fill, lest allowable settlement limits be exceeded. This is likely to apply to Made Ground Cohesive encountered at the ground surface where the floodplain meets the hillside, and any Alluvium that is also present in that area.

By contrast to the above, Option 3 proposes to follow the existing ground contours, hence embankments would be minimal for this route alignment. In addition, the higher alignment of this route option would avoid the Alluvial floodplain deposits.

6.3.3 Material reuse

As described in Site Investigation Report No. 367, *'granular deposits both above and below the silt and varved clay appear to be well drained and have been classified as suitable for re-use as filling'.* These deposits predominate the hillside and are therefore expected to be excavated in the biggest proportion.

Assuming these deposits are proven to be suitable through lab testing, there is unlikely to be a deficit of suitable site-won material.

6.4 Subgrade

Glacial Deposits are expected to be at subgrade level for the section of road widening on the hillside. Whilst Glaciofluvial Deposits predominate the hillside, Glacial Till and Glaciolacustrine Deposits are shown to be at the level and location of proposed widening and will likely also be encountered at subgrade level. Re-worked materials (Made Ground) may be encountered forming the steep northern face of the Option 2 descent, and beyond the extent of Highways England land subgrade materials are likely to encounter Alluvium.

6.4.1 Made Ground and Alluvium

Made Ground Cohesive where the floodplain meets the hillside was proven to be soft in dry conditions on the site walkover. Alluvium is recorded in historical boreholes as loose and very soft to soft, with layers of peat up to 1.7m thick. These deposits are not suitable founding strata for embankment construction. Hence, provision is recommended for an element of ground treatment or strengthening.

6.4.2 Glacial Till

Glacial Till is generally described as either soft to firm clayey silt/ silty clay or soft silty sandy clay/ clayey sandy silt with an estimated design CBR of 2 – 5%. (IAN 73/06, Draft HD25 (2009)).

6.4.3 Glaciolacustrine Deposits

Glaciolacustrine Deposits are recorded to consist of soft/ loose varved clayey silt. They are unlikely to be suitable subgrade for carriageway construction. Hence provision is recommended for an element of localised ground treatment or strengthening.

6.4.4 Glaciofluvial Deposits

Glaciofluvial Deposits are generally described as dense to very dense sandy gravel/ gravelly sand or very loose to loose clayey silty sand. A minimum CBR of 20% is suggested (IAN 73/06, Draft HD25 (2009)) for granular deposits.

6.5 Contaminated land

There do not appear to be any definitive sources of contamination affecting the ground conditions on site. However, potential sources of contamination may exist and include hot spots associated with Made Ground on the northern slope; coal-tar from carriageway building materials and fuel/ diesel run off from vehicles on the road; and migrating contaminants from two nearby landfill sites (both reportedly containing inert waste).

Geo-environmental sampling and testing done as part of a site-specific ground investigation will be required in order to identify areas of contamination and possible options of remediation and/or mitigation. Relevant PPE and good site practices will help mitigate the risk posed to ground investigation/construction workers and other sensitive receptors.

6.6 Utilities

A medium pressure gas pipeline marker post is shown at the junction of Commerce Street and the unnamed access road that runs through the site. Service plans from statutory undertakers (and follow-up GPR surveys) should be obtained in order to ensure that existing utilities are duly considered as the design progresses, as it is possible that they pass through the site area to reach Sunny Field Farm.

7 Project Risks

7.1 Geotechnical risk register

The three tables below summarise the methodology used for production of the Geotechnical Risk Register.

Table 7.1: Negative consequence score table

Impact			Health and Safety	Time	Cost	Reputation	Environment
1	very low	negligible	negligible	negligible effect on programme	negligible	negligible	negligible
2	low	minor	minor injury	5% effect on programme	1% budget	minor effect on local company image/ business relationship mildly affected	minor environmental incident
3	medium	serious	major injury	12% effect on programme	10%budget	local media exposure/ business relationship affected	environmental incident requiring management input
4	high	threat to future work and client relations	fatality	25% effect on programme	20% budget	nationwide media exposure / business relationship greatly affected	environmental incident leading to prosecution or protestor action
5	very high	threat to business survival and credibility	multiple fatalities	50% effect on programme	50% budget	permanent nationwide affect on company image/ significant impact on business relationship	major environmental incident with irreversible effects and threat to public health or protected natural resource

Table 7.2: Likelihood score table

Likelihood			Probability
1	very low	negligible / improbable	<1%
2	low	unlikely / remote	>1%
3	medium	likely / possible	>10%
4	high	probable	>50%
5	very high	very likely / almost certain	>90%

Table 7.3: Risk matrix

			Likelihood				
			Very Low	Low	Medium	High	Very High
		Score	1	2	3	4	5
Negative Consequence	Very Low	1	n	n	n	n	t
	Low	2	n	n	t	t	s
	Medium	3	n	t	t	s	s
	High	4	n	t	s	s	i
	Very High	5	t	s	s	i	i

Risk Key			
intolerable	RED	i	20 to 25
significant	AMBER	s	10 to 16
tolerable	YELLOW	t	5 to 9
negligible / trivial	GREEN	n	1 to 4

GEOTECHNICAL RISK REGISTER

Date: **May-20** **Rossendale Access Road**

Risk Assessment carried out by: Scott Myles

Ref No.	Location Affected	Threat	Consequences	IMPACT	LIKELIHOOD	RISK	RISK TYPE	Potential Risk Control Measures / Actions	IMPACT	LIKELIHOOD	RESIDUAL RISK	OWNER	Action (by whom and when)
1	Site-wide	The site is within a Coal Mining Reporting Area and the region is known for historical quarrying of sandstone flags. Construction over unconsolidated ground associated with infilled quarries and opencast coal mining	* Potential for differential settlement of the ground with resulting damage to any infrastructure and structures proposed as part of the scheme.	M	M	T	HSCR	1) PSSR has consulted coal mining and non-coal mining sources, including Coal Authority maps, historical OS maps, BGS non-coal mining hazard ratings and mineral resources areas, Ove Arup & Partners mining instability database and Wardell Armstrong's potential mining area database - there is no evidence for mining within the immediate vicinity, and the site investigation data and pre-construction reporting for the A56 downloaded from HAGDMS corroborate this.	M	VL	N	Designer/Client	None required.
2	Site-wide	Slope instability from cutting into existing slopes as part of carriageway widening. Existing site investigation data suggests the presence of a Glaciolacustrine unit at mid-slope height. Such horizons are commonly the cause of slope instability due to wash out drainage at the upper horizon. Moreover these tend to possess increased plasticity and hence reduced friction angles.	* Damage to equipment and existing or partially constructed elements of the proposed work. * Risk of injury to the site workers and end users	H	H	S	HSTCR	1) Preliminary slope assessment has been undertaken in the PSSR, assuming conservative ground models and geotechnical parameters to assess the influence of the proposed road construction. Results indicate that the proposed road satisfies stability criteria, however it is acknowledged that further investigation of the glacio-lacustrine deposits will be required. 2) Ground investigation to establish ground conditions including unit boundaries and suitable geotechnical parameters for detailed slope assessment 2) Detailed slope stability assessment to be carried out to assess the temporary and permanent case for the slopes at locations of cutting and embankment 3) Suitable retaining structures to be adopted if required	H	L	T	Designer/Client	Designer to design GI and undertake stability assessments, with subsequent design of earthworks and structures. Client to enable investigations to take place.
3	Northern Site (Option 2)	To achieve an acceptable road gradient to descend towards the employment area, construction of an embankment will be required. Slope and ground instability from inadequate benching of a possible new embankment against existing slope, or indeed slope instability due to pre-existing relict shear planes or poorly compacted Made Ground berms.	*Settlement induced damage to the proposed roadway and in the worst instance failure of the embankment slope. *Increased maintenance liability.	M	M	T	HSTCR	1) Ground investigation to establish ground conditions including unit boundaries and suitable geotechnical parameters for detailed slope assessment.	M	M	T	Designer/Client	Designer to design GI and undertake stability assessments, with subsequent design of earthworks and structures. Client to enable investigations to take place.
4	Site-wide	Poor slope drainage. Construction records reveal the site possesses face drainage installed to drain perched waters.	* Damage to the proposed carriageway through shallow groundwater flow * Slope instability through increased pore fluid pressures within the slope, and wash-out erosion above the springline.	M	M	T	HSTCR	1) Ground investigation to establish ground and groundwater conditions including unit boundaries and suitable geotechnical parameters for detailed slope assessment 2) Slope stability assessment to be carried out to assess the temporary and permanent case for the slopes at locations of cutting and embankment 3) Suitable drainage systems to be considered in design and implemented if required.	M	VL	N	Designer/Client	Designer to design GI and undertake stability assessments, with subsequent design of earthworks and structures. Client to enable investigations to take place.
5	Site-wide	Potential contamination associated with localised Made Ground; carriageway building materials and fuel/ diesel run off from vehicles on the road; and migrating contaminants from two nearby landfill sites (both reportedly containing inert waste).	* Harm to construction and ground workers * Mobilisation of pollutants into local environmental receptors (including Swinnel Brook) * Additional costs for treatment and disposal of excavated soil and groundwater.	M	M	T	HSCE	1) PSSR has consulted with historical mapping, industrial records and EA records to identify potential sources of contamination within the PSSR. No evidence of contamination is evident, other than the small Made Ground berm at the northern edge of the site. 2) Site staff to wear appropriate PPE. Vigilance by site staff during Ground Investigation/ Construction. 3) GI to include suitable contamination testing of soil and groundwater samples 4) Material to be screened by appropriately trained/competent sub-contractor if the material is being removed and replaced. 5) Findings of the ground investigation to be incorporated into the detailed design and construction planning.	M	VL	N	Construction contractor/Designer/ Client	Designer to identified areas of possible contamination with the PSSR and scope the GI accordingly. Client to enable access for the GI Construction contractor and designer to consider GI results in detailed design and during construction works.
6	Northern part of the site	Obstructions encountered during construction. A row of residential housing used to be present on the historic Bridge Street that passed over North Hag ridge and joined the unnamed road	* Delays in the construction programme. * Damage to drilling and construction equipment.	M	M	T	TCR	1) Carry out ground investigation to identify the nature and depth of any obstructions at the targeted locations, if present. 2) Risk mitigation strategy for obstructions to be developed based on proposed construction methodology, and appropriate equipment to be deployed. 3) Design to seek to avoid clash	L	VL	N	Designer/Client/ Construction contractor	Designer to identify areas of possibly obstructions and scope the GI accordingly. Client to enable access for the GI. Contractor to remove obstructions with suitable equipment during construction.
7	Site-wide	Unknown ground conditions. Some historical data is avaialable from before the construction of the A56 and the excavation of North Hag ridge. It is currently unknown if Made Ground was used to regrade the hilside and where. Reworked materials have the potential to form a preferential weak horizon at the interface with insitu materials.	* Inappropriate design and construction methodologies. * Impact on suitability and stability of design. * Impact on cost and project programme.	H	M	S	TCR	1) PSSR includes construction records downloaded from HAGDMS and has established that the entire length of the proposed road through HE land is situated within cutting of the original North Hag ridge. Moreover material won from the cut is recorded to be suitable for engineering re-use. 2) Scope and carry out a ground investigation to further understand the ground conditions on site, including the presence and nature of any Made Ground 2) Use GI results to infer suitable geotechnical parameters for design. 3) Construction Control - logging of excavation and pile arisings during works, where required.	H	VL	N	Designer/Client Construction contractor	Client to enable GI access. Designer to scope GI and determine geotechnical parameters for use in detailed design work. Construction contractor to ensure ground is as assumed in design during works.

GEOTECHNICAL RISK REGISTER

Date: **May-20** **Rossendale Access Road**

Risk Assessment carried out by: Scott Myles

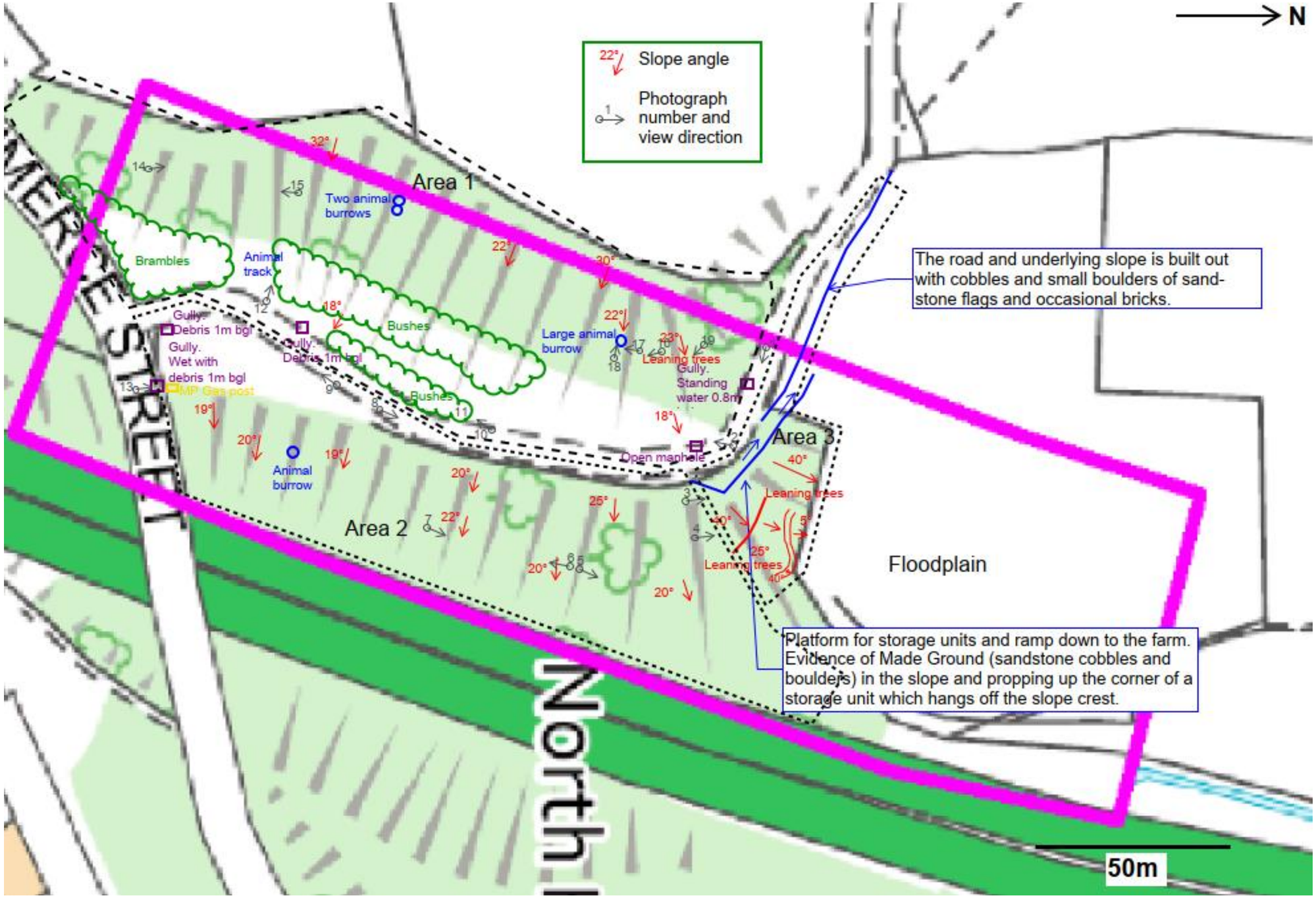
Ref No.	Location Affected	Threat	Consequences	IMPACT	LIKELIHOOD	RISK	RISK TYPE	Potential Risk Control Measures / Actions	IMPACT	LIKELIHOOD	RESIDUAL RISK	OWNER	Action (by whom and when)
8	Site-wide	Encountering services including a medium pressure gas main, the marker post of which is seen on Commerce Street.	* Damage to services/culvert. * Possible damage to rig/construction equipment * Delay to construction programme. * Human helath risk to construction workers	H	M	S	HSTCR	1) All available services information/drawings for the site area to be passed to the GI Contractor and Construction Contractor by designer in pre-construction information. 2) Service diversion to be designed where required. 3) Construction Contractor to satisfy himself as to the adequacy of available information and make additional enquires as necessary. 4) Appropriate methods to be utilised whist constructing the diversion and the main proposed works.	H	L	T	Designer/Construction Contractor	Designer to provide available stats plans. Construction Contractor to obtain additional info if needed prior to and during construction works.

NOTES: RISK TYPES; HS = Health & Safety, T = Time, C = Cost, R = Reputation, E = Environment
Risk level: I = Intolerable, S = Significant, T = Tolerable, N = Negligible

		Likelihood				
		Very Low	Low	Medium	High	Very High
Impact	Very Low	N	N	N	N	T
	Low	N	N	T	T	S
	Medium	N	T	T	S	S
	High	N	T	S	S	I
	Very High	T	S	S	I	I

8 Drawings and Photographs

Figure 8.1: Site Walkover Plan



Photograph 1: Unnamed road and ramp

Photograph 2: Area 1 hillside - 1

Photograph 3: Area 3 storage unit

Photograph 4: Area 3 leaning trees

Photograph 5: Area 2 forest - 1

Photograph 6: Area 2 forest - 2

Photograph 7: Area 2 forest - 3

Photograph 8: Unnamed road - 1

Photograph 9: Unnamed road - 2

Photograph 10: Area 1 hillside - 2

Photograph 11: Area 1 bushes

Photograph 12: Area 1 animal track

Photograph 13: Medium pressure gas marker post

Photograph 14: Area 1 forest - 1

Photograph 15: Area 1 forest - 2

Photograph 16: Area 1 leaning trees - 1

Photograph 17: Area 1 animal burrow arisings mound

Photograph 18: Area 1 animal burrow

Photograph 19: Area 1 leaning trees - 2