ARCHAEOLOGICAL PROJECT BRIEF

FOR

PROPOSED CONVERSION OF EXISTING MILL BUILDINGS

AT

LODEMATIC LTD

PRIMROSE WORKS

PRIMROSE ROAD

CLITHEROE

LANCASHIRE

BB7 1B2

SUNDERLAND PEACOCK ARCHITECTS SURVEYORS

Sunderland Peacock and Associates Ltd

Hazelmere, Pimlico Road, Clitheroe, Lancashire, BB7 2AG

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1.0 INTRODUCTION

1.1 This document has been produced in order to provide a project design / brief by which the discharge of condition no.13 of planning approval application no. 3/2016/0764 can be satisfied. Works have commenced on site prior to the discharge of the relevant pre-commencement planning condition relating to archaeological investigation. However, the client has since ceased all construction operations under the current approval. A revised planning application has been submitted to Ribble Valley Borough Council and all future construction works will be carried out under any forth coming approval related to the currently pending application. Any planning conditions relating to the requirement for an archaeological investigation attached to any forthcoming approval will be discharged prior to the re-commencement of works.

1.2 The potential for archaeological deposits is a material consideration in the planning process under the National Planning Policy Framework (NPPF) in which paragraph 199 outlines the requirement to record and contribute to the understanding and significance of heritage assets to be affected by development proposals. Paragraph 199 of the NPPF states;

"Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted."

2.0 RELEVANT PLANNING CONDITION

2.1 Condition no. 13 of the approved planning application states;

"No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

REASON: To ensure and safeguard the recording of any archaeological deposits in accordance with Policies DMG1 and DME4 of the Ribble Valley Core Strategy (Adopted Version)."

2.2 The condition itself is quite vague in what constitutes 'a programme of archaeological work' but it has been assumed that an archaeological watching brief is required in order to 'safeguard the recording of any archaeological deposits' as stated within the condition. It has been assumed that a programme of historic building recording and analysis is not required given that the building was recorded to level 2 standards on 2012.

2.2 In order to fulfil this condition (and any relevant future condition), a fully qualified and experienced Archaeologist, preferably a member of the Chartered Institute for Archaeologists (CIFA), is to be appointed in order to conduct a written scheme of investigation (WSI) and once approved by the local planning authority, they are then to undertake a watching brief on site during certain works i.e. breaking ground / concrete etc. The results of the watching brief are then to be compiled into a written report which will then be issued to the local planning authority for approval and also to the Lancashire Historic Environment Record for archiving.

3.0 GEOLOGY

4.1 The underlying geology of the site consists of Clitheroe Limestone Formation and Hodder Mudstone Formation (undifferentiated) - Mudstone. Sedimentary Bedrock formed approximately 337 to 347 million years ago in the Carboniferous Period and is overlain by superficial deposits of Devensian Till - Diamicton. Superficial Deposits formed up to 2 million years ago in the Quaternary Period (British Geological Survey 2019).

4.0 HISTORICAL BACKGROUND

4.1 The history and subsequent development of the site is relatively well documented and a number of sources provide information relating to this in the form of publicly accessible documents including historical documents, published works and grey literature. These include the following;

- Briden, C. (2011) Primrose Mill, Clitheroe, Lancashire: A Note on the Dating and Development of the Mill Building
- Briden, C & Moore, G. (2012) Primrose Mill, Woone Lane, Clitheroe, Lancashire: Level 2 Historic Building Record
- Harrison, Willis, & Moore. (1854) The Well Known Primrose Print Works, Clitheroe... to be sold by auction 28th June 1854 (Lancashire Archives DDHH 1/128)
- Langshaw, A. (1953) How Cotton came to Clitheroe
- Rothwell, M. (1990) Industrial Heritage: A Guide to the Industrial Archaeology of the Ribble Valley
- Haigh, S. (2015) Heritage Assessment and Statement of Significance: The premises of Lodematic Ltd.

4.2 The above documents provide a clear and detailed history of the building and its historical development which is underpinned by historical research and physical inspection of the extent-built fabric.

5.0 AIMS AND OBJECTIVES OF ARCHAEOLOGICAL WATCHING BRIEFS

5.1 The principal aim of a programme of archaeological supervision and recording is to recover and record any potential archaeological features, deposits or building remains associated with the former mill building and its historical development.

5.2 The following objective will contribute towards accomplishing this aim;

- To record the nature, extent and date of any surviving archaeological remains that may be encountered during the course of ground works i.e. breaking ground and breaking out concrete floors / slabs.

6.0 WRITTEN SCHEME OF INVESTIGATION

6.1 Prior to the commencement of works on site, a fully qualified and experienced Archaeologist is to be appointed. A Written Scheme of Investigation (WSI) is to be produced by them which is a written specification that outlines the methodology to be adopted in the undertaking of an Archaeological Watching Brief. The written scheme of investigation should include the following sections as specified within best practice guidance produced by the Chartered Institute for Archaeologists (2014) Standard and Guidance for an Archaeological Watching Brief;

1. A statement on the technical, research and ethical competences of the project team, including relevant professional accreditation.
2. Non-technical summary.
3. Site location (including map) and descriptions.
4. Context of the project.
5. Geological and topographical background.
6. Archaeological and historical background.
7. General and specific research aims of the project.
8. Methods.
9. Collection and disposal strategy for artefacts, ecofacts, and all paper, graphic and digital materials.
10. Arrangements for immediate conservation of artefacts.
11. Post-fieldwork assessment and analysis of project data.
12. Report preparation (method) m) publication and dissemination proposals, detailing how the needs of different relevant audiences will be met.
13. Copyright.
14. Archive deposition, including wherever possible identification of a recipient museum or other repository and its requirements.
15. Timetable.
16. Staffing.
17. A statement on the training and CPD built into the project, where appropriate.
18. A statement on compliance with relevant professional ethical and technical standards (including data standards).
19. A statement on public engagement and participation tailored to the project.
20. A statement on the research value of the results, referencing the success of the project in achieving its initial or other research aims with reference to published research frameworks or agenda where available.
21. A statement on public benefits for the client or commissioner, if appropriate, and in the context of developer-led investigation a statement on adding value to the scheme from the heritage asset or its investigation by archaeology.
22. A statement on the potential public relations and/or corporate social responsibility benefits for the commissioning body arising from the project should be considered.
23. Health and Safety considerations.
24. Environmental protection considerations.
25. Monitoring procedures.
26. Contingency arrangements (if appropriate).
27. Licence eligibility (where required).

6.2 Following the completion of the WSI this is to be submitted to the local planning authority for approval prior to commencement of the works and the archaeological watching brief.

7.0 ARCHAEOLOGICAL WATCHING BRIEF

7.1 An archaeological watching brief is defined by the Chartered Institute for Archaeologists as;

"...a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons. This will be within a specified area or site on land, inter-tidal zone or underwater, where there is a possibility that archaeological deposits may be disturbed or destroyed. The programme will result in the preparation of a report and ordered archive."

7.2 Following written approval of the WSI by the local planning authority an archaeological watching brief shall be undertaken by the appointed archaeologist in accordance with the WSI and best practice guidance and standards as issued by the Chartered Institute for Archaeologists.

7.3 The archaeological watching brief is to be undertaken in strict compliance with the approved written scheme of investigation and must be implemented using the agreed methodology.

7.0 Once all on-site field work and evaluation has been completed, the appointed archaeologist shall compile the findings into a report which shall be comprised of the following sections;

1. Non-technical summary
2. Introduction
3. Aims and Objectives
4. Methodology
5. Results and findings
6. Conclusions
7. Archive location
8. Appendices
9. Illustrations
10. References and bibliography

7.5 The completed project archive will then be deposited by the appointed archaeologist to the agreed depositories i.e. local Historic Environment Record and local archive.

DEMOLITION SCHEDULE AND METHODOLOGY

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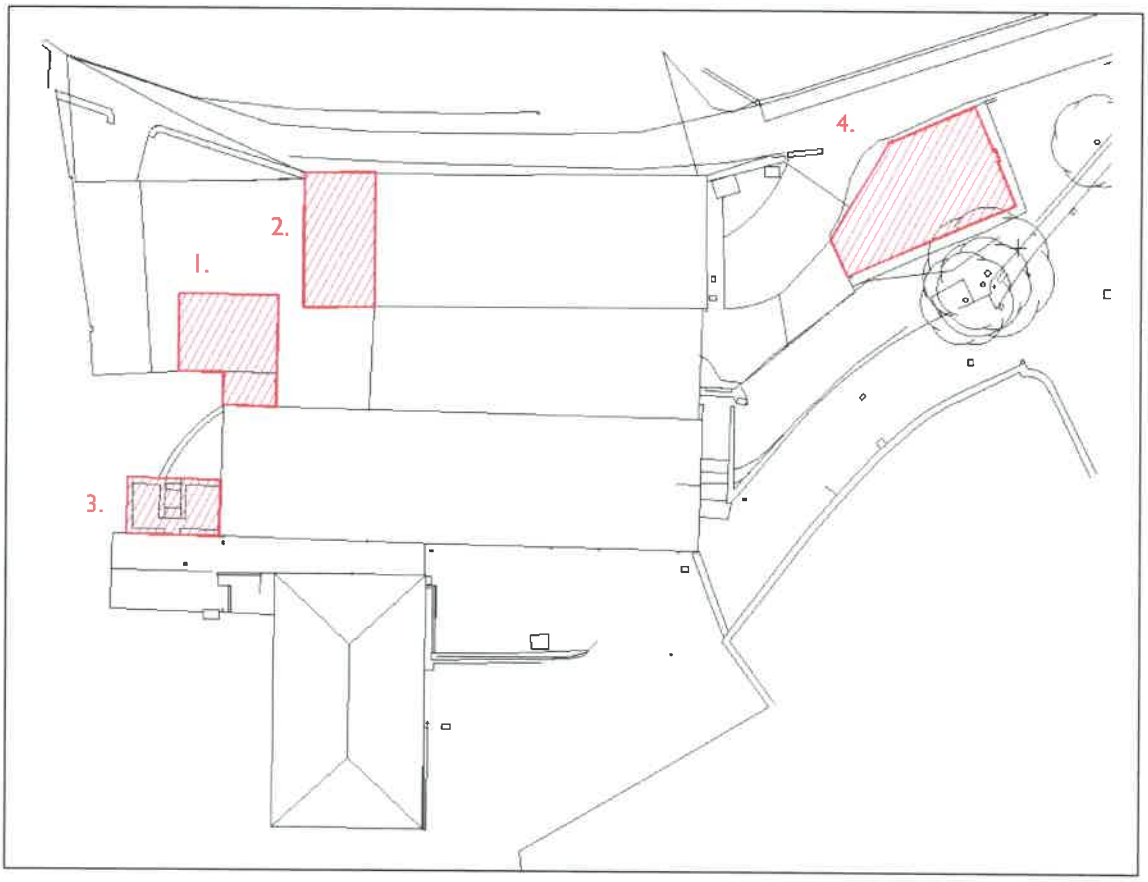
1.0 INTRODUCTION

1.1 This document relates to the demolition of 4no areas of the application site which will be demolished as part of the proposals. The areas to be demolished have been identified on the below plan and are to be demolished as follows;

- Building 1 (already demolished due to health and safety concerns)
- Building 2
- Building 3
- Building 4

1.2 Building no. 1 has been demolished due to its unsafe nature and the risk to operatives on site. Other than this aspect of demolition, no other demolition has been carried out and the only activities carried out on site are site / waste clearance works. It is not the intention of our client to implement to the approved scheme at this stage, however our client has now ceased all works on site and a revised scheme has been submitted.

1.3 This document is to be read in conjunction with SPA Construction and Demolition Method Statement.



PL01: Existing site plan showing building to be demolished.

2.0 DEMOLITION SCHEDULE / METHOD STATEMENT

2.1 The demolition of each building is to be carried out as in the following manner;

1. Existing services are to be fully disconnected or diverted where necessary. This will be carried out in relation to all water, gas and electrical supplies as well as both surface water and foul water drainage. All redundant pipework is to be capped off / sealed. All relevant systems are to be drained and pipework purged and certified as safe. All informative site safety is to be displayed at all site entrances and exits.

2. A demolition and refurbishment survey of each building is to be carried out to identify any and all areas of asbestos containing materials within all areas of the affected buildings.

3. The site compound is to be set up ensuring that all fencing / hoarding, welfare facilities, muster / evacuation locations, site exits and entrances points are in place prior to the commencement of any works. The buildings to be demolished are to be secured to prevent unauthorised access. Protective measures are to be in place prior to demolition to prevent contamination of the existing site surface water drainage system during the works.

4. The removal of all asbestos from each area of the site is to be carried out in relation to the recommendations of the demolition and refurbishment. All asbestos removal is to be undertaken by a fully licensed and qualified asbestos removal contractor. No further works shall commence on site until a clean air certificate has been issued. At the same time soft strip-out works may be undertaken to removal deleterious in order to facilitate asbestos removal and to remove any obstructions relating to asbestos removal.

5. Following the completion of all asbestos removal and the provision of a clean air certificate, all adjoining structures will be partially demolished by hand in order to sperate the affected buildings from the principal building which Is to be retained. Once separated, the remaining sections to be demolished will be demolished by mechanical down to ground floor level. This can also be said for the detached building (building 4) which is to be demolished also. All rubble is to be transported off site for recycling / disposal.

6. All ground slabs, foundations, buried redundant drainage / services are to be grubbed up and all material removed off site for recycling / disposal.

7. Following the demolition of all required areas, a building condition survey of the retained structures will be carried out to assess its condition following the isolated demolition works. A report of the buildings condition will then be issued to the local planning authority,

8. Should any temporary propping / structural support be required during the demolition / construction works this is to be designed by a Structural Engineer and all details will be submitted to the local planning authority when such need is determined.

9. The timing and phasing of all demolition works shall be submitted to the local planning authority prior to the commencement of further demolitions works. This is currently unknown as our client has since submitted a revised planning application to Ribble Valley Borough Council, however no further work will be carried out until any forthcoming approval has been granted and any associated planning conditions discharged.

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1.0 INTRODUCTION

1.1 This method statement has been produced in order to satisfy a pre-commencement condition attached to planning approval application no. 3/2016/0764 which relates to the conversion of the existing mil buildings into apartments. This document will set out the details of the proposed working practices of our client in order to undertake and complete the works so as not to have a significant impact in the environment and local community and to ensure that the works are undertaken in accordance with legislative requirements and construction industry best practices.

1.2 This document aims to satisfy condition no. 8 of the above-mentioned approved planning application, which states;

"No development shall take place, including any demolition, until a Construction & Demolition Method Statement has been submitted to and approved in writing by the local planning authority has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

1. *The parking of vehicles of site operatives and visitors*
2. *The loading and unloading of plant and materials*
3. *The storage of plant and materials used in constructing the development*
4. *The erection and maintenance of security hoarding*
5. *Wheel washing facilities*
6. *Measures to control the emission of dirt and dust during construction*
7. *Details of working hours*
8. *Contact details of the site manager*
9. *The timing of the delivery of plant and material to site*
10. *A programme and timing for the mechanical sweeping of all adjacent roads during the construction and demolition phase of the development*

REASON: In the interests of protecting residential amenity from noise and disturbance in accordance with Policy DMG1 of the Ribble Valley Core Strategy (Adopted version)."

2.0 PARKING OF VEHICLES OF SITE OPERATIVES AND VISITORS

2.1 Due to the nature of the site there will be limited parking for site operatives on site. However, a high amount of site operatives is not expected to be on site at any given time. Visitors are encouraged to use public transport if possible.

3.0 LOADING AND UNLOADING OF PLANT AND MATERIALS

3.1 All loading and unloading of plant and materials is to take place within the defined boundaries of the site. All vehicle movements and deliveries will be closely monitored. Due to the size and arrangement of the site, an adequate area were site deliveries / loading / unloading will be taken will be set up and is expected to be able to accommodate one HGV at any time.

4.0 STORAGE OF PLANT AND MATERIALS USED IN CONSTRUCTING THE DEVELOPMENT

4.1 All large plan and machinery is to remain on site and be kept locked up with all security measures in places as per the manufacturers' instructions and guidance. All small plant and machinery are to be safely stored within the building or within a separate lock up or container which is also to remain on site and kept locked during the time of site closures. All keys are to be kept within a lockable container or safe and kept on site within locked premises within he building itself or other on-site lockable building.

4.2 All materials are to be stored within he defined boundaries of the site. Materials with the potential to cause pollution i.e. cement oil, fuel and other chemicals, must be stored on an impermeable base with a secured bund around the entire perimeter of the relevant area and shall have a suitable storage capacity. They should be stored away from the site boundary and nearby properties / premises.

4.3 Any other inert materials to be stored on site shall be kept in a secure lockable container where practicable.

5.0 ERECTION AND MAINTENANCE OF SECURITY HOARDING

5.1 All necessary site protection and hoardings will be installed around the perimeter of the site to ensure it is secure with controlled access points i.e. entrances and exits, all of which will be for security and health and safety reasons. On closure of the site, all buildings, cabins and offices will be locked and alarmed.

6.0 WHEEL WASHING FACILITIES

6.1 If deemed to be necessary, wheel washing facilities will be provided to all entrances and exits to the site. This will reduce the spread of any unwanted site debris onto the nearby highways during demolitions and construction works from the wheels and chassis' of construction vehicles. The exits from all wheel washing facilities is to be sited as far away as possible from the entrance to the nearest affected highways. The surface of the wheel washing faciality shall be constructed from a suitable hard surface treatment. Any waste water from the heel washing facility shall be disposed of on site and shall not be discharges into nearby watercourses or public sewer systems without prior treatment to removal all suspended matter.

7.0 MEASURES TO CONTROL THE EMISSION OF DIRT AND DUST DURING CONSTRUCTION

7.1 Best reasonable measures to prevent, reduce and minimise the cause and migration of dust will be implemented and will adhere to the relevant codes of practice and best practice guidance during demolition and construction activities.

7.2 The following measures will be implemented;

- Provision of wheel washing facilities.
- All vehicles carrying waste materials / spoil will be covered prior to leaving site to prevent material spillage or blowing onto the highway during transportation.

- Dust generating activities are to be kept to a minimum where possible and kept away from site boundaries where possible.
- Significant dust producing activities are to be carried out within a defined area which is to be screened and with all equipment being fitted with means of dust suppression.
- All demolition is to be carried out by hand but supported by suitable mechanical means also. During demolition a method of water suppression will be implemented to prevent the migration of dust.
- All site roadways and delivery areas are to be regularly inspected, sprayed and swept as and when required, allowing vehicles to be kept relatively clean and reducing the likelihood of dust and debris to the surround highways.
- All skips are to be kept within the defined boundaries of the site and will be covered when not in use. Any waste materials are to be carefully placed within skips as opposed to being dropped in i.e. from a Height. During dry and windy weather conditions the contents of all skips are to be dampened.
- The burning of any materials is prohibited on site.
- Surfaces of dust generating materials are to be dampened down by the spraying of water during dust generating activities.
- Dust suppression / collection equipment is to be utilised on all power tools as per manufacturer's instructions and guidance.
- The vacuuming up of any dust deposits is the preferred means of dust collection as opposed to sweeping.
- Debris and dust screens are to be installed to any and all scaffolding.

8.0 DETAILS OF WORKING HOURS

8.1 Site working hours will be restricted to the following days and times;
Monday to Friday: 08:00am to 06:00pm.
Saturday: 08:00am to 01:00pm.
Site is to remain closed on Sundays.

9.0 CONTACT DETAILS OF THE SITE MANAGER

9.1 The following person will be responsible for the undertaking of the wok and the day to day operating of the site;

Mr R Evans
Email: robertmichaelevans@hotmail.com

10.0 TIMING OF THE DELIVERY OF PLANT AND MATERIAL TO SITE

10.1 All deliveries will be closely monitored by the site manager. The site is to be set up so as to provide adequate storage of materials such as masonry materials. However larger building components will be programmed to be delivered to site just-in-time.

11.0 PROGRAMME AND TIMING FOR THE MECHANICAL SWEEPING OF ALL ADJACENT ROADS DURING THE CONSTRUCTION AND DEMOLITION PHASES OF THE DEVELOPMENT

11.1 It is expected that significant mechanical sweeping of the surrounding / affected road network will not be required due to the provision of wheel washing facilities. All vehicles leaving site carrying demolition waste or other waste materials will be covered to prevent any spillage onto the highway. However, should road sweeping be required then a programme will be provided to the Local Authority when the need for such action has been established, but this is not anticipated.