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USER'S GUIDE

1. Hyndburn Borough Council, in common with all other local planning authorities, has a statutory duty to produce a local development plan.
2. The Plan provides a framework for future development in Hyndburn by way of guidance, incentive and control. It gives the policy background for future development decisions and takes account of the need to protect the natural and built environment.
3. The Plan consists of a written text which sets out policies and explanations for those policies, together with a Proposals Map. Both parts should be read together. The appendices at the end of the written text also form part of the Plan and should be read in conjunction with the relevant policy.
4. The Plan contains Hyndburn's policies and proposals for the development and use of land, set against a background of the Lancashire-wide Structure Plan and other relevant policies of Government departments etc.
5. The Draft Plan was the subject of public consultation during May - June 1992, and resulted in some changes to the Deposit Edition of the Plan which was available for comment between January and March 1993. A local public inquiry into objections was held between June and September 1994 and following the publication of proposed modifications and the holding of a second inquiry in July 1996 the Plan was formally adopted on 2nd November 1996.
6. Although much of the land in Hyndburn is covered by specific policies in the Plan e.g. rural land affected by Green Belt policies; urban land allocated for future residential use; many sites will not be directly affected by a particular policy or designation. In such cases, there is a presumption that existing land uses will remain, although individual proposals will continue to be considered against the Council's development control policies.
7. The Hyndburn Plan covers the period mid-1991 to mid-2006. This brings it into line with the Lancashire Structure Plan (which covers the same period). Because the base date of mid-1991 has been used in the preparation of the Plan, building may have already started on some of the sites identified for new housing and employment use.

INTRODUCTION

1. THE NEED FOR A BOROUGH WIDE PLAN

- 1.1 Hyndburn Borough Council, in preparing local plans to cover the area, has previously concentrated on those parts of the Borough which are likely to experience change. Consequently coverage has not been comprehensive.
- 1.2 New investment, particularly road investment, has placed the Borough in a central and strategic location within East Lancashire, and this has contributed to the growth in development throughout the Borough. The continuation of the M65 from the western boundary of the Borough to the M61 and M6 is likely to lead to further pressure for investment.
- 1.3 The Borough Council needs to adopt policies which enable and encourage investment whilst, at the same time, ensuring that it is not detrimental to the well-being and amenity of residents and the quality of the local environment. The best way to achieve this is through comprehensive up-to-date plan coverage in the form of the Borough Wide Local Plan.
- 1.4 It is proposed that the Hyndburn Borough Local Plan should be prepared and be operative for the period mid-1991 to mid-2006. This is a longer period than the ten years normally associated with a local plan. The reason for this is that, the County Council has prepared forecasts of housing and industrial land requirements in the Borough up to 2006. It is therefore appropriate to utilise these extended forecasts within the Plan.

2. BACKGROUND TO PLAN PREPARATION

- 2.1 To be effective, the Local Plan's policies should reflect national and regional planning policies and guidance, and their interpretation in the approved Lancashire Structure Plan.
- 2.2 The following factors have broad implications for the preparation of the Local Plan:-
 - a) The policies of Central Government which stress the importance of meeting the requirements of the market whilst giving proper recognition to urban regeneration and environmental protection;
 - b) The need for continuity with policies in previous Structure Plans and those of neighbouring strategic planning authorities. In particular, Green Belts should be seen as both long-term fixtures and as part of a regional system designed to prevent urban sprawl and coalesce;
 - c) The need to ensure an adequate supply of land for housing and industry in suitable locations;
 - d) The restructuring of the national and local economy from labour intensive manufacturing to services, retailing, tourism and high technology industries which have different site and accommodation requirements;
 - e) The need to deal with problems arising from economic restructuring, increased unemployment, obsolescence, disused buildings, vacant land;
 - f) The increasing importance being attached to good quality environment, heritage conservation and environmental improvement as a means of fostering new investment in industry, services and tourism;
 - g) The projected slower growth rate of population within Lancashire than previously assumed.

Planning Guidance

- 2.3 In preparing a new Local Plan, the Borough Council must have regard to the information and advice outlined by Central Government in its Planning Policy Guidance (PPG) Notes. PPG 12 'Development Plans and Regional Planning Guidance' stresses that, for the purposes of development control, the local plan sets out detailed policies and specific proposals for the use of land which should guide day to day planning decisions.
- 2.4 The Secretary of State for the Environment advises that local plans should be prepared in accordance with the policies in the County Structure Plan, and that particular regard should be given to the definition of the Green Belt boundary. Proposals for the Green Belt should relate to a longer time scale than that adopted for other aspects of the Plan so that boundaries will not need to be altered at the end of the Plan period. This may mean safeguarding land between the urban area and the Green Belt which may be required for long-term development needs.
- 2.5 The Plan should offer all concerned with development within the Borough a reasonable measure of certainty as to what types of development will and will not be permitted in the area during the plan period. It is also important that the Plan is regularly reviewed and kept up-to-date using the statutory procedures which provide an opportunity for public debate.

The Lancashire Structure Plan

- 2.6 The approved Structure Plan covering Hyndburn is the Lancashire Structure Plan which was adopted in February 1997. It not only carries forward certain policies of previous plans, but also sets out a hierarchy of settlements and other policies to achieve the strategy set out below.
- 2.7 The Structure Plan's strategy is concerned broadly with the following:-
 - a) The creation of conditions favourable to the further development of existing industrial and commercial enterprises, the formation of new local enterprises and the attraction of additional economic activity;
 - b) The guidance of pressures for residential and other development to locations that will enable the demand for land to be satisfied, whilst protecting environmentally and economically important areas of countryside;
 - c) To provide conditions that will help solve the range of environmental, economic and social problems of particular localities;
 - d) The maintenance of the basic infrastructure essential to support the functions of existing communities;
 - e) The conservation of the attractive features of the physical environment and improvement where appropriate;
 - f) The improvement of the level of accessibility of all in the community to a range of housing employment, health care, social, shopping, cultural and recreational opportunities, whilst ensuring that adequate facilities for freight movement exist;
 - g) To use scarce financial resources in an efficient and equitable way in pursuit of the above aims.

Relationship to other local plans

- 2.8 The Local Plan Scheme for Lancashire, which is now superseded by the requirement for the District to provide a Borough-wide local plan, referred to the following plans affecting Hyndburn:-

Church District Plan
Clayton-le-Moors Local Plan
Green Belt Subject Local Plan
West Pennine Moors Recreation Conservation Local Plan
Accrington Town Centre Action Area Local Plan
Oswaldtwistle Local Plan

- 2.9 The Borough Council previously had two adopted local plans: Church and Clayton-le-Moors. The broad policies contained in the adopted local plans for Church and Clayton-le-Moors are incorporated in the Borough Plan.
- 2.10 The draft Green Belt Subject Local Plan, with appropriate amendments has been incorporated in the Borough Plan, and the timescale of the Plan proposals is drafted to take account of the permanence of the Green Belt.
- 2.11 The area of Oswaldtwistle Moor in the south of the Borough lies within the West Pennine Moors Recreation Conservation Local Plan and the relevant policies relating to the provision of a network of bridleways have been incorporated in the comments section to policy L1.
- 2.12 The need for an Action Area Plan for Accrington town centre has been superseded by the decision to produce a Strategy document relating to all the commercial centres within Hyndburn and the need to protect and enhance their character.
- 2.13 General policies for Oswaldtwistle will be included in the Borough Plan, and detailed policies for the township centre produced as part of the Town Centres Strategy referred to above.
- 2.14 In accordance with Central Government guidance, separate County-wide Plans for Minerals and Waste Disposal are being prepared by Lancashire County Council.
- 2.15 The Appendices to the Plan incorporate the Council's adopted planning policies for development control purposes and form part of the Hyndburn Borough Local Plan.

3. PUBLIC CONSULTATION EXERCISE

- 3.1 The Consultation draft of the Plan was available for public comment between 18th May and 4th July 1992. As a result of comments received a number of changes were made to the Deposit Edition of the Plan which was available for public comment between 18th January and 1st March 1993. The Deposit consultation was the stage at which people objecting to policies in the Plan could demand that their objections be heard at a local public inquiry.
- 3.2 A local public inquiry chaired by an independent Inspector appointed by the Secretary of State for the Environment, into objections to the Local Plan was held between 14th July and 8th September 1994. The Inspector published his report in April 1995 and the Council published proposed modifications to the Plan in September 1995 giving the public the opportunity to comment between 11th September and 23rd October 1995. A second public inquiry was held in July 1996. The Council accepted the Inspector's recommendations published in September 1996 and the Plan was formally adopted on 2nd November 1996.

4. PLAN OBJECTIVES

- 4.1 Planning Policy Guidance 12 emphasises the importance of plan objectives and targets in both identifying priorities and as a basis for monitoring plan achievements.
- 4.2 The following objectives relate to the land use implications of the Council's wider corporate aims for encouraging growth, and to the Council's commitment to protecting and enhancing the environment.

GOAL 1

TO PROVIDE FOR SUFFICIENT DEVELOPMENT WHILST PROTECTING OPEN AREAS WITHIN THE BOROUGH

Objectives:-

- i) To encourage, permit and enable development within the main urban area of Accrington/Church/Oswaldtwistle/Clayton-le-Moors
- ii) To identify suitable land to accommodate expected new development requirements within the Plan period
- iii) To identify land for small scale development in towns outside the main urban areas
- iv) To draw up a green belt boundary to protect open areas within the Borough from inappropriate development and to prevent townships from merging
- v) To identify and provide suitable protection for areas of special landscape and countryside areas
- vi) To achieve objective i) to v) whilst seeking to reduce unnecessary travelling

GOAL 2

TO PROVIDE A SUFFICIENT RANGE OF HOUSING TO MEET LOCAL NEEDS AND DEMAND

Objectives:-

- i) To identify local housing requirements
- ii) To provide suitable replacement for cleared property
- iii) To provide sufficient new land for housing to meet Structure Plan requirements to the end of the plan period
- iv) To identify sites in a variety of locations to meet varying housing requirements
- v) To make effective use of derelict, vacant or under-used land for housing in appropriate locations

GOAL 3

TO PROVIDE SUITABLE LAND AND PREMISES TO ENABLE ECONOMIC GROWTH TO BE SUSTAINED

Objectives:-

- i) To identify land for industrial development
- ii) To make effective use of derelict, vacant or under-used land for industrial purposes in suitable locations

- iii) To identify small sites within urban areas for small industrial units
- iv) To have regard to the transport network in identifying land for industrial development

**GOAL 4
TO PROVIDE FOR THE RECREATION NEEDS OF LOCAL RESIDENTS**

Objectives:-

- i) To develop a strategy of informal countryside recreation
- ii) To improve access links from urban areas to adjoining countryside
- iii) To develop the recreation potential of the Leeds and Liverpool Canal and other water areas
- iv) To liaise with outside agencies in developing informal recreation facilities
- v) To develop formal recreation facilities to meet identified needs
- vi) To locate suitable areas of open space and play facilities within new developments
- vii) To develop and implement a District Sport & Recreation Strategy
- viii) To make effective use of derelict land for recreational use

**GOAL 5
TO PROMOTE THE DEVELOPMENT OF SOCIAL & COMMUNITY FACILITIES**

Objectives:-

- i) To develop community facilities throughout the borough
- ii) To provide suitable sites for health facilities
- iii) To identify educational needs arising from new developments and provide for them
- iv) To relate new development proposals to the transport network
- v) To encourage dual use of educational facilities for social and community purposes

**GOAL 6
TO ENCOURAGE TOURISM IN THE BOROUGH**

Objectives:-

- i) To encourage the provision of varied tourist accommodation
- ii) To support development proposals likely to generate tourism
- iii) To encourage the provision of accommodation for business tourism
- iv) To identify potential development proposals to be incorporated into the Red Rose Tourism Strategy

GOAL 7

TO PROTECT AND ENHANCE RURAL AND URBAN ENVIRONMENTS

Objectives:-

- i) To draw up a green belt boundary to protect open areas within the Borough from inappropriate development and to prevent townships from merging
- ii) To promote measures to enhance urban and rural environments, including tree planting
- iii) To identify and provide suitable protection for areas of special landscape and countryside areas
- iv) To carry out programmes of environmental improvement within older urban areas
- v) To ensure high quality of design in new developments
- vi) To implement a policy for the conservation and protection of architecturally or historically important buildings and urban areas
- vii) To protect and enhance the natural environment including watercourses and other areas of wildlife interest

5. IMPLEMENTATION

5.1 Plan implementation is related to the availability of public and private resources. Although the Council does not have direct control over private expenditure, public sector spending can assist in creating the right conditions to attract investment in Hyndburn. Public sector spending, however is dependent on resources available. Also, the Council has power to guide private development by the exercise of development control policies.

CHAPTER 1 - SETTLEMENT

1. INTRODUCTION

1.1 The purpose of this Chapter is:-

- (i) To examine the settlement pattern within the Borough
- (ii) To identify land which will allow for limited growth up to 2011 if needed
- (iii) To identify a green belt within Hyndburn
- (iv) To formulate policies which will protect land outside recognised settlements against undesirable development
- (v) To provide policies for the location of community facilities

1.2 Various facilities such as schools and community centres make an important contribution to the vitality of the area. Such facilities should be readily accessible to the communities they serve, and as part of the overall strategy of maintaining a compact built-up area, it is essential that such facilities are located, wherever possible, within the urban area.

2. SETTLEMENT PATTERNS IN HYNDBURN

2.1 Settlements in the Borough range from a single home, often a farm in the rural area, to the large urban concentrations of housing and other land uses, such as Accrington.

2.2 In assessing the future settlement pattern within the Borough, attention needs to be taken of the following:-

- (i) Central Government guidance as contained in Planning Policy Guidance Notes and Circulars
- (ii) Strategic guidance, as contained in the Lancashire Structure Plan
- (iii) Current Council policy, particularly in connection with the definition of a Green Belt for Hyndburn

2.3 The main urban areas in Hyndburn can be defined as Accrington (including Baxenden & Huncoat), Oswaldtwistle, Church and Clayton-le-Moors.

2.4 The 1991-2006 Structure Plan policies say that the majority of development will take place within the urban area of Accrington, Oswaldtwistle, Church and Clayton-le-Moors (Structure Plan Policy 34 Deposit Edition) whilst development within, or by way of rounding off, their built up area will take place in Great Harwood and Rishton (Structure Plan Policy 36 Deposit Edition). Rounding off is development which is part of, rather than an extension to, the existing built up area. It represents a form of urban development where a large part (about two thirds) of the existing area is already built up. Development in Altham is restricted by Policies 4 and 38 of the Structure Plan Deposit Edition whilst development in other settlements is controlled by the Green Belt policies or open countryside policies.

2.5 The Local Plan covers the period 1991 to 2006. In this Plan a green belt is established which will not be reviewed until at least 2011. If there is a requirement for development beyond the urban boundary after 2006 then this can be accommodated on land shown on the Proposals Map as areas of special restraint and subject to Policy S4.

3. INDUSTRIAL LAND ALLOCATION

- 3.1 Approximately 132 hectares of land has been identified for future employment/industrial use.
- 3.2 Specific sites for the location of industrial development are listed in Chapter 3 (Policy I.1).

4. HOUSING LAND ALLOCATION

- 4.1 Within the Plan period, land for approximately 3,300 houses has been identified for development between 1991 and 2006. Sufficient land is safeguarded beyond the Plan period to allow for future housing and to ensure that the green belt boundary will not need to be altered before 2011.
 - 4.2 Specific sites for the location of housing development are listed in Chapter 2 (Policy H.1).
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POLICY S.1

IN THE GREEN BELT, AS DEFINED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL NOT BE GIVEN, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, FOR THE ERECTION OF NEW BUILDINGS OTHER THAN FOR THE PURPOSES OF AGRICULTURE, FORESTRY, ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND RECREATION AND CEMETERIES. LIMITED EXTENSIONS OR ALTERATIONS TO DWELLINGS IN THE GREEN BELT WILL ONLY BE ALLOWED PROVIDED THEY DO NOT RESULT IN DISPROPORTIONATE ADDITIONS OVER AND ABOVE THE SIZE OF THE ORIGINAL BUILDING. REPLACEMENT DWELLINGS WILL BE ALLOWED PROVIDED THAT THE NEW DWELLING IS NOT MATERIALLY LARGER THAN THE DWELLING IT REPLACES. THE NEED TO MAINTAIN THE OPENNESS OF THE GREEN BELT WILL BE AN OVERRIDING CONSIDERATION.

COMMENTS

The broad definition of the Green Belt boundary is set out in the Lancashire Structure Plan. In formulating this policy, note has been taken of the latest government advice contained in Planning Policy Guidance No. 2 Green Belts published in January 1995.

The Green Belt is an area of land, largely rural in character and next to the urban boundary. The main functions of the Green Belt in Hyndburn are to:-

- a) stop the unrestricted sprawl of large built-up areas.
- b) prevent neighbouring towns from merging into one another.
- c) assist in safeguarding the countryside from encroachment of built development.
- d) assist in urban regeneration, by encouraging the reuse of derelict and other urban land.

The Green Belt in Hyndburn performs the important strategic function of separating the large adjoining towns of Blackburn and Burnley. At the local level it performs an important role in separating the townships of Clayton-le-Moors/Church, Rishton and Great Harwood. The narrowest stretch of green belt lies between Clayton-le-Moors and Great Harwood where in places it is only 300-400 metres wide.

It is intended that the green belt boundary will not need reviewing until 2011 (five years after the end of the Plan period). In order to ensure the boundaries endure, safeguarded land which may be required for development after 2006 has been identified and is subject to Policy S4.

POLICY S.2

IN THE GREEN BELT, PLANNING PERMISSION MAY BE GIVEN FOR THE REHABILITATION AND RE-USE OF BUILDINGS, PROVIDED THAT THE PROPOSAL MEETS THE CRITERIA OF THE COUNCIL'S ADOPTED POLICY FOR THE CONVERSION OF BUILDINGS IN THE COUNTRYSIDE.

COMMENTS

It is often better for environmental and economic reasons to allow the re-use of buildings in specific circumstances. The Council's adopted policy on rural houses and the conversion of buildings in the countryside is set out in Appendix One.

In the case of buildings which may be used by protected species satisfactory investigation must be carried out into the possible presence of such species and, where appropriate, measures implemented to ensure that any damage to habitats is minimised.

POLICY S.3

IN THE GREEN BELT, STATIC RESIDENTIAL AND HOLIDAY CARAVANS, CHALETS AND CARAVAN STORAGE SITES WILL NOT BE PERMITTED.

COMMENTS

A 'static caravan' is one which remains permanently on site for all or part of the year. A 'chalet' is a lightweight construction with services permanently connected. Both types of accommodation contribute to the housing market and should be considered as new dwellings.

POLICY S.4

IN AREAS OF SPECIAL RESTRAINT AS DEFINED ON THE PROPOSALS MAP DEVELOPMENT OTHER THAN THAT PERMISSIBLE IN THE GREEN BELT WILL NOT BE ALLOWED DURING THE PLAN PERIOD. AFTER 2006, ONLY IF THERE IS A STRATEGIC REQUIREMENT WILL SUCH DEVELOPMENT BE PERMITTED.

COMMENTS

Government advice is that green belt boundaries should last longer than the life of a Local Plan. Although the Government has defined no time span for Green Belts to last, the Council intends it to last twenty years and to be reviewed in the year 2011. In order to prevent over concentration of development within the urban area or development in the countryside outside the Green Belt, safeguarded land, known as areas of special restraint, has been identified. This land will only be released for development after 2006 if there is a strategic requirement.

Projected housing requirement figures from 2006 to 2011 suggest there will be a need to provide for approximately 32 hectares of land. If current development levels are maintained on employment sites then there should be sufficient allocated land remaining at the end of the Plan period to meet any employment requirements to the year 2011.

The areas of special restraint that may be available for housing are:-

Rhoden Road, Oswaldtwistle	2.0 ha
John Street, Oswaldtwistle	7.0 ha
Land at Sankey House Farm, Altham	4.7 ha
Land north of Blackburn Road, Oswaldtwistle	5.3 ha
Tinker Brook allotments, Oswaldtwistle	3.0 ha
Hill Street allotments, Baxenden	3.5 ha
Land south of Stanhill Road, Knuzden	<u>4.0 ha</u>

TOTAL

29.5 ha

(see Proposals Map for location)

POLICY S.5

IN THE COUNTRYSIDE OUTSIDE THE GREEN BELT DEVELOPMENT WILL BE LIMITED TO:-

(A) THAT NEEDED FOR THE PURPOSES OF AGRICULTURE OR FORESTRY OR OTHER USES APPROPRIATE TO A RURAL AREA NAMELY EMPLOYMENT, LEISURE OR TOURISM USES PROVIDING SUCH DEVELOPMENTS:-

(I) ARE IN SCALE AND CHARACTER TO THE SURROUNDING BUILDINGS WITHIN THE RURAL COMMUNITY THEY SUPPORT AND

(II) DO NOT CAUSE DISTURBANCE BY REASON OF INCREASED TRAFFIC ACTIVITY INCLUDING CAR PARKING, NOISE, DUST, FUMES OR SMELL AND

(III) ARE CONSTRUCTED OF LOCAL OR SIMILAR MATERIALS AND

(IV) CAN BE SHOWN TO HAVE SATISFACTORY VEHICULAR ACCESS OR BE CAPABLE OF HAVING IT PROVIDED WITHOUT ADVERSELY AFFECTING THE CHARACTER OF THE RURAL LANDSCAPE OR

(B) THE REHABILITATION AND RE-USE OF BUILDINGS IN ACCORDANCE WITH THE CRITERIA IN APPENDIX ONE.

COMMENTS

The countryside can be defined as those areas which are predominantly open in character, outside the urban boundary and outside Green Belt.

For the purposes of clarification this policy will apply to the land east of Accrington and south of Haslingden Road/Lottice Lane/School Lane. In the County Structure Plan the area to the east of Manchester Road and stretching upwards towards the A56 Accrington Easterly Bypass is designated as a 'Countryside Area' i.e. an area of rural landscape capable of being enhanced with major programmes of tree planting and landscape management.

The Council believes that the pleasant rural landscape and open aspect of the area to the east of Accrington makes it particularly attractive to prospective developers. It will therefore seek to ensure that any development proposals in this area are in keeping with its predominantly rural character.

POLICY S.6

LAND WILL BE RESERVED FOR COMMUNITY CENTRES IN THE FOLLOWING LOCATIONS:-

- 1. BACK LANE, BAXENDEN**
- 2. BRADSHAW STREET, CHURCH**
- 3. BOLTON AVENUE, HUNCOAT**

COMMENTS

Community centres provide useful facilities for a range of activities including local meetings, pre-school playgroups and recreational sessions. It is important that in all parts of the Borough, local people have access to community facilities within easy reach of where they live.

The land reserved for future community centres is shown on the Proposals Map.

POLICY S.7

WHEN CONSIDERING PROPOSALS FOR NON-AGRICULTURAL STABLES IN RURAL AREAS THE COUNCIL WILL TAKE INTO ACCOUNT, AMONGST OTHER MATTERS, THE POLICIES FOR THE GREEN BELT WHERE RELEVANT AND THE CRITERIA IN APPENDIX TWO.

COMMENTS

The keeping and breeding of horses are not normally for agricultural purposes but for leisure uses. The associated buildings are often found in areas outside the urban boundary in attractive countryside or urban fringe locations. The appendix includes a number of criteria against which applications for the building of stables will be judged. The use of existing buildings as stables will be judged against the policy on the conversion of buildings in the countryside referred to in Policy S.6.

CHAPTER 2 - HOUSING

1. POLICY BACKGROUND

- 1.1 The Council considers the provision of a range of housing in Hyndburn to be of prime importance. Housing development is a major user of land, and is a determining factor in deciding the location of many other related facilities.
 - 1.2 The demand for varying types of housing is affected by:-
 - a) Natural population change: dependent on relative changes in the birth and death rates;
 - b) Migration: often related to economic activity and having a major impact on the demand for housing;
 - c) Changing household size: average household size decreasing, resulting in a need for smaller homes.
 - 1.3 The other main influence on the need for new housing is the condition of the existing housing stock and levels of clearance and rehabilitation. This, together with information on new household formation, provides a basis for assessing the amount of new land required for housing in the Plan.
 - 1.4 The relevant policies of Central Government and the County Council also have to be taken into account in the Local Plan's housing policies. The appropriate Central Government policies are set out in the Planning Policy Guidance Notes, particularly PPG 3 Housing, PPG 7 The Countryside and the Rural Economy and PPG 12 Development Plans and Regional Planning Guidance. County Council policies are set out in the Lancashire Structure Plan.
 - 1.5 On sites over one hectare in size and in local authority ownership the Council may enter into negotiation with a developer to provide an element of affordable housing. Such housing will benefit existing residents needing separate accommodation or occupying sub-standard housing, service workers needing local accommodation, those with family ties in the area or those obtaining work locally. It may also be appropriate to enter into agreements with a developer on the means by which such accommodation will be sold, let, managed and retained for its original purpose. Affordable housing is generally recognised to be housing which is accessible to people whose income does not enable them to afford to buy or rent appropriate to their needs in the free housing market.
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POLICY H.1

TO PERMIT RESIDENTIAL DEVELOPMENT OF THE SITES IDENTIFIED ON THE PROPOSALS MAP AND LISTED IN THE SCHEDULE OF HOUSING SITES.

COMMENTS

In accordance with Policy 42 of the Lancashire Structure Plan 1991-2006 (Deposit Edition) the Plan provides sufficient land to accommodate about 3,300 homes. This figure does not reflect the annual housing completion rate but is a constrained figure as the Borough contains extensive areas of green belt which not only separate a number of towns but also serve a key strategic function between the large urban areas of Blackburn and Burnley. It is essential to maintain the green belt to avoid the danger of urban coalescence and to assist urban regeneration.

Together with development on windfall sites, sufficient land has been identified in the Plan to accommodate a total of about 3,300 homes. Allocated sites are above 0.4 hectares in size and are shown on the Proposals Map and listed in the housing schedule at the end of this chapter. These sites will provide for a total of 2924 homes. Where sites have an extant full planning permission for development the number of homes for which planning permission has been granted has been used.

On sites which do not benefit from current planning permission a density of 25 houses to the hectare has been used.

Development on windfall sites will provide for 600 homes over the Plan period. Windfall sites are those within the urban boundary currently unallocated which are developed for housing during the Plan period. These will include all housing development on unallocated sites whether over or under 0.4 hectares and conversions.

POLICY H.2

WITHIN THE URBAN BOUNDARY THE DEVELOPMENT OR REDEVELOPMENT FOR HOUSING OF LAND NOT ALLOCATED FOR OTHER PURPOSES, AND HOUSING INFILL AND CONVERSION, WILL BE PERMITTED WHERE THE CHARACTER, APPEARANCE AND AMENITY OF THE SURROUNDING AREA WOULD NOT BE ADVERSELY AFFECTED AND THERE ARE NO INSURMOUNTABLE ACCESS OR PARKING DIFFICULTIES.

COMMENTS

An estimated 600 dwellings will be provided on windfall sites during the Plan period. This policy enables applications for such development to be assessed against specified criteria.

POLICY H.3

THE DENSITY OF NEW HOUSING DEVELOPMENT WILL NOT NORMALLY BE LESS THAN 20 DWELLINGS TO THE HECTARE NOR MORE THAN 30 DWELLINGS TO THE HECTARE.

COMMENTS

Densities on sites are referred to in the justification to Policy H.1 above. To be consistent with Structure Plan policy it is envisaged that development of housing sites will be at as high a density as can be achieved consistent with the physical characteristics of the site, the nature of the surrounding development and a satisfactory housing environment for all types of household. The type of housing development envisaged for a site may also result in densities being achieved outside those in the policy. For example higher densities may be achieved if development involves flats or accommodation for the elderly.

POLICY H.4

WITHIN OLDER EXISTING HOUSING AREAS:-

- A. MEASURES WHICH ENHANCE THE ENVIRONMENT WILL BE ENCOURAGED.**
- B. DEVELOPMENT FOR NON-RESIDENTIAL USES WILL NOT NORMALLY BE ALLOWED WHERE IT HAS A DETRIMENTAL EFFECT ON THE CHARACTER OR ENVIRONMENT OF EXISTING HOUSING AREAS BY REASON OF SIGNIFICANT INCREASE IN TRAFFIC, NOISE, SMOKE, DUST OR FUMES AND GENERAL DISTURBANCE.**

COMMENTS

Hyndburn possesses many areas of housing where there is considerable scope for environmental improvement. The Council is committed to the improvement of such areas, including the refusal of non-residential uses in predominantly residential areas where those uses will detract from the amenity of the areas.

POLICY H.5

WHEN CONSIDERING PROPOSALS FOR RESIDENTIAL DEVELOPMENT OR REDEVELOPMENT THE COUNCIL WILL HAVE REGARD TO THE EXISTING OR PROPOSED ON-SITE OR LOCAL PROVISION OF RECREATIONAL AND AMENITY OPEN SPACE AND CHILDREN'S PLAY AREAS IN ACCORDANCE WITH THE POLICIES IN APPENDIX THREE.

COMMENTS

In order to ensure that play and open space provision serves immediate local needs, the Council will require new residential development to provide as a minimum standard sufficient open space in accordance with the Council's adopted policy, as indicated in Appendix Three and to provide for the maintenance of open areas. Where appropriate, the Council will enter into planning obligations under Section 106 of the Town and Country Planning Act 1990 to secure the provision of public open space and sporting or recreational facilities. This may be by the provision of on-site facilities, by a contribution to nearby provision or alternative provision where open space is lost.

POLICY H.6

PLANNING APPLICATIONS TO CONVERT LARGE HOUSES OR OTHER PROPERTIES INTO FLATS WILL BE CONSIDERED ON THEIR MERITS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICY.

COMMENTS

Although there are a number of larger properties in Hyndburn which are suitable for conversion to self-contained units, many smaller houses cannot provide the degree of space provision and noise insulation which is required. The Council has adopted a series of criteria against which to judge the suitability of

conversion into units, as set out in Appendix Four.

POLICY H.7

THE CONVERSION AND CHANGE OF USE OF BUILDINGS INTO FLATS WILL BE PERMITTED SUBJECT TO THE CRITERIA IN APPENDIX FOUR AND THE PARKING STANDARDS IN APPENDIX EIGHT.

COMMENTS

Appendix Four sets out the criteria for the use of existing buildings as flats, bedsits and homes in multiple occupation and Appendix Eight sets out the criteria for car parking standards in the Borough.

POLICY H.8

PLANNING APPLICATIONS TO CONVERT LARGE HOUSES OR OTHER PROPERTIES INTO RESIDENTIAL ACCOMMODATION WITH CARE WILL BE CONSIDERED ON THEIR MERITS, IN ACCORDANCE WITH THE BOROUGH COUNCIL'S ADOPTED POLICY.

COMMENTS

Nationally there is an increasing demand for the provision of residential care facilities. Where residential accommodation with care is offered in existing properties, the Council has adopted a policy to ensure the proper provision of facilities and integration into the community, as set out in Appendix 5.

Housing Schedule

Allocated Sites - Base Date: Mid 1991

Site No	Site location	Size (ha)	No.of Homes	Comments
1.	Barnfield Street, Accrington	1.60	40	Outline permission 92/0083
2.	Hopwood Street, Accrington	0.93	30	Outline permission 88/0511, Reserved matters 91/0567
3.	Charter Street, Accrington	4.00	100	Full permission for first phase 94/0324
4.	Fairfield Street, Accrington	0.40	10	
5.	Newark Street/Pearl Street, Accrington	0.48	12	
6.	Paxton Street, Accrington	0.70	54	Development complete
7.	Dale Street, Accrington	1.18	66	Development complete
8.	Peel Park Avenue, Accrington	1.00	25	Full permission 96/0098
9.	Lupin Road/Lancaster Avenue, Accrington	1.34	30	Full permission 89/0821 and 89/0784. Development started
10.	Former reservoir, Burnley Road, Accrington	3.75	70	Outline permission 89/0806, Reserved matters 90/0762, Development started
11.	Spring Vale, Accrington	0.40	10	Outline permission 93/0195
12.	Ribblesdale Avenue, Accrington	3.60	97	
13.	Lobbies Farm, Baxenden	2.96	56	Full permission 87/0543 Development started
14.	Higher Antley Reservoir, Accrington	4.00	314	Full permission 94/0271
15.	Leyland Street, Accrington	0.80	20	
16.	Land at Hillside Farm, Accrington	1.00	25	
17.	Field no. 4678, Burnley Road, Accrington	2.16	54	
18.	Thwaites Road, Oswaldtwistle	2.20	60	Full permission 77/0184 remains extant
19.	Lovers Walk, Oswaldtwistle	1.00	25	
20.	Harvey Street, Oswaldtwistle	0.85	33	Full permission 94/0195 Development started
21.	Tower Street, Oswaldtwistle	1.70	58	Full permission 89/0731 Development complete.
22.	Bent Street, Oswaldtwistle	0.46	57	Full permission 92/0340 Development complete
23.	New Lane, Oswaldtwistle	1.80	35	Outline permission 88/0475, Full permission 90/0318, Development complete
24.	Back Heys Lane, Oswaldtwistle	0.50	12	Outline permission 93/0277 Development started
25.	Heys Lane/Catlow Hall Street, Oswaldtwistle	0.79	28	Full permission 92/0697
26.	Charles Street, Clayton-le-Moors	3.80	86	Full permission 88/0330 Development started.
27.	Lower Barnes Street, Clayton-le-Moors	0.45	12	Development brief available
28.	Clayton Triangle, Clayton-le-Moors	0.90	27	Full permission 93/0569
29.	Former Accrington Brick Works, Haworth Street, Altham	6.00	150	Full permission 95/0225 Development started

Site No	Site location	Size (ha)	No.of Homes	Comments
30.	GEC/Hygiene, Clayton-le-Moors	0.50	12	
31.	Earl Street/Hazel Avenue, Clayton-le-Moors	0.90	11	Full permission 90/0159 Development complete
32.	Burnley Road, Clayton-le-Moors	0.50	21	Full permission 93/0360 Development started.
33.	Land at Sefton Farm, Clayton-le-Moors	17.28	388	Development brief available
34.	Delph Road, Great Harwood	0.50	18	Full permission 93/0316 Development complete.
35.	James Street, Great Harwood	1.33	68	Full permission 93/0597, Development complete
36.	Lyndon Avenue, Great Harwood	0.40	24	Full permission 89/0270 Development complete.
37.	Harwood Lane, Great Harwood	1.60	40	Full permission for part of site 94/0194 Development started.
38.	Former Record Mill, Great Harwood	3.70	92	
39.	Somerset Road, Rishton	5.10	61	Full permission 89/0325 Development complete.
40.	Former Unity Mill, Spring Street, Rishton	0.74	36	Full permission 91/0684
41.	Spring Street, Rishton	0.70	17	Outline permission 92/0358
42.	Higher Gate, Huncoat	4.00	96	Full permission 88/0737 Development started.
43.	Central Huncoat, Huncoat	23.50	391	Development brief available
44.	Woodside, Burnley Road, Huncoat	1.80	16	Reserved matters 89/0583 Development started
45.	Willows Lane/Miller Fold Avenue, Accrington	1.51	37	
TOTAL			2,924	

NB As a date of mid 1991 has been used, some of the sites listed are developed or nearing completion.

CHAPTER 3 - INDUSTRY AND EMPLOYMENT

1. INTRODUCTION

- 1.1 In 1987 there were some 25,000 people employed within the Borough of Hyndburn. Of these, around half were employed in service activities and half in the manufacturing sector. The mechanical engineering, electrical engineering, food and drink, footwear and clothing, paper and printing sectors are of particular importance. Within the service sector, retail distribution and education are the most important sources of employment.
- 1.2 In spite of job losses in the 1980's, the manufacturing sector is still very important to the Hyndburn local economy. The wide range of industries within the manufacturing sector is one of the Borough's strengths. There has already been considerable reorganisation in certain sectors like textiles, but there is a continuing need to adapt to economic change and new technology.
- 1.3 A number of industrial sites in Hyndburn comprise older premises located in predominantly housing areas. It is unlikely that these buildings will sustain the needs of employers, and will be lost from industrial allocation as they are gradually redeveloped for housing purposes. This will affect communities such as Great Harwood, and it is essential that the Borough safeguard its stock of strategic employment sites to offset this effect.
- 1.4 In the period 1981-86 it is estimated that Lancashire's workforce fell by about 1%. In comparison, the Hyndburn workforce is estimated to have increased marginally by about 0.2%. It is forecast that the population of working age within the Borough will increase by 1867 (3.9%) over the period 1986 to 2006. Although this is not a significant increase, an expanding road network means that Hyndburn must be seen as part of a wider job market. There is, therefore, a continuing need to increase job opportunities in the Borough.

2. RELATIONSHIP TO THE ECONOMIC DEVELOPMENT STRATEGY

- 2.1 The Hyndburn Borough Local Plan is a land use planning document and, as such, only deals with those aspects of industrial development and employment creation that have land use implications. Whilst the availability of a balanced portfolio of industrial and commercial development sites is a necessary prerequisite for industrial development to take place, it is recognised that many aspects of the development process are concerned with other factors, such as promotion, finance, marketing and organisation. In order to respond to the economic development challenges of the 90's, the Borough Council has prepared an Economic Development Strategy. The strategy deals with those aspects of economic development that are outside the scope of the Local Plan.

3. NATIONAL POLICIES AND GUIDELINES ON EMPLOYMENT DEVELOPMENT

- 3.1 Central Government advice on the relationship between the planning system and the process of industrial development is contained in Planning Policy Guidance Note 4 - Industrial and Commercial Development and Small Firms.
- 3.2 Central Government advice incorporates two main elements:-
 - (i) That Local Planning Authorities should react swiftly in handling planning applications for industrial and commercial development;
 - (ii) That the planning system should not act as an unnecessary constraint to the development process, and that Local Planning Authorities should aim to ensure within national guidelines and Structure Plan policies that there is sufficient land available for employment uses.

4. THE STRATEGIC CONTEXT

- 4.1 The Lancashire Structure Plan provides strategic and statutory guidelines for the future development of land, including the amount and distribution of industrial land to be provided in the Borough over the Structure Plan period and in relation to the improvement of existing industrial areas.

5. INDUSTRIAL LAND REQUIREMENTS

- 5.1 Within the context of this Plan, ‘employment use’ and ‘employment land’ are taken to include industrial, warehousing and business uses including scientific, technological and research establishments. This definition relates to Classes B1, B2 and B8 of the Town & Country Planning Use Classes Order 1987. It excludes those uses which are primarily concerned with retail development. Issues relating to retail development are covered in Chapter 7 of this Plan.
- 5.2 The future demand for industrial land in the Borough depends on a number of variables. The most widely used method of assessing future needs is to examine past trends and extrapolate these forward. Past rates have fluctuated during the 1970’s and 80’s. Approximately 35 hectares of industrial land were developed in Hyndburn over the period 1974 to 1986. The rate of development slowed down sharply during the recession of the early 1980’s recovered, but has subsequently been affected by the recession of the early 1990’s. The County Council’s most recent estimates of industrial development in Lancashire indicates that, over the period mid-1986 to mid-1989, some 26 hectares of industrial land were developed in Hyndburn. It is estimated that an additional 9.25 ha were developed up to mid-1990 (Hyndburn Borough Council Industrial Land Survey 1990).
- 5.3 A number of factors have contributed to the Borough’s success in achieving relatively high rates of industrial development:-
- (i) The declaration of the North East Lancashire Enterprise Zone in December 1983 including 29.8 ha of land at Altham, Huncoat and Clayton-le-Moors;
 - (ii) The improvement of the local road network including the opening of the M65 and the completion of the A56 Accrington Easterly By-Pass;
 - (iii) The existence of the Council’s Industrial Strategy;
 - (iv) The availability of financial assistance from both Central Government and the European Commission.
- 5.4 Unlike the neighbouring boroughs of Blackburn and Burnley, Hyndburn is not an Urban Programme Authority. In order to successfully attract new businesses to the area it must therefore be able to offer a good supply of readily available employment land in an appropriate range of sizes. The provision of an adequate supply of employment land is required to:-
- (i) Ensure that no opportunities for attracting and generating new employment activity are missed or constrained due to lack of suitable land;
 - (ii) Take account of short term difficulties in developing the existing portfolio of sites for industry;
 - (iii) Assist in meeting the identified requirement for additional jobs over the Plan period.

POLICY I.1

TO PERMIT THE DEVELOPMENT BETWEEN 1991 AND 2006 OF THE FOLLOWING SITES, DEFINED ON THE PROPOSALS MAP, FOR EMPLOYMENT PURPOSES WITHIN

CLASS B OF THE USE CLASSES ORDER 1987 (BUSINESS, INDUSTRY, DISTRIBUTION & STORAGE):

Site	Size
A Hindle Street, Accrington	0.2 ha
B Walter Street, Accrington	0.2 ha
C Crown Street, Accrington	0.2 ha
D Broad Oak Industrial Estate, Accrington	0.4 ha
E Huncoat Industrial Estate, Huncoat	1.8 ha
F Duckworth Street, Church	0.6 ha
G GEC Test Beds site, Clayton-le-Moors	3.0 ha
H GEC Industrial Park, Clayton-le-Moors	0.6 ha
K Whinney Hill Road, Clayton-le-Moors	2.7 ha
L Altham Industrial Estate, Altham	25.7 ha
M Moorfield Industrial Estate, Altham	19.3 ha
N Heys Lane, Great Harwood	7.0 ha
P Whitebirk 1, Rishton	2.0 ha
Q Whitebirk 2, Rishton	2.0 ha
R Whitebirk 3, Rishton	4.5 ha
S Whitebirk 4, Rishton	1.0 ha
T Whitebirk 5, Rishton	1.0 ha
U Whitebirk/M65, Rishton	35.0 ha
V Huncoat Power Station, Huncoat	22.0 ha
W Nuttall Avenue, Great Harwood	3.0 ha
TOTAL	<u>132.2 ha</u>

COMMENTS

The employment land requirement for Hyndburn is set out in the emerging Lancashire Structure Plan for 1991 - 2006. The requirement is derived mainly from past take-up rates and the supply of employment land available at mid-1991. It also reflects the strategic importance of Hyndburn which serves a catchment area beyond its borough boundaries. Policy 56 of the Structure Plan (Deposit Edition) requires the provision of about 120 hectares of employment land in Hyndburn for the period mid 1991 to mid 2006.

The supply of employment land as provided for in the Hyndburn Borough Local Plan is 145.8 hectares. This is comprised of:-

- | | |
|--|---|
| - vacant employment land
(Mid 1991 estimate) | 13.6 hectares |
| - allocated employment sites
(defined on the Proposals Map) | <u>132.2</u> hectares
145.8 hectares |

Notwithstanding that the supply exceeds the Structure Plan requirement, the Council considers it necessary to allocate for employment Huncoat Power Station (22 hectares), in order to (a) give effect to the Structure Plan which identifies the site as a strategically important business location and (b) improve the chances of achieving complete reclamation of the site. A wide range of employment sites will maximise the opportunities for job creation.

POLICY I.2

APPLICATIONS FOR PLANNING PERMISSION TO PROVIDE, IMPROVE OR REDEVELOP INDUSTRIAL OR WAREHOUSE PREMISES WITHIN THE URBAN BOUNDARY WILL NORMALLY BE PERMITTED PROVIDED THAT ADEQUATE PROVISION IS MADE FOR SERVICING, ACCESS, CAR PARKING, LANDSCAPING, NOISE AND SMOKE/DUST EMISSIONS. PROPOSALS WHICH CONFLICT WITH SURROUNDING LAND USES OR ADVERSELY AFFECT ADJACENT RESIDENTIAL AREAS WILL NOT NORMALLY BE PERMITTED.

COMMENTS

The Council is committed to industrial development within the Borough and, in determining all applications for planning permission, will take full account of their potential for employment generation.

When assessing proposals for industrial development within defined industrial areas, and on land not specifically allocated for this use, the Council will ensure that the proposed use is acceptable in terms of adjacent and nearby land uses and meets other normal development control criteria.

Where proposals involve industrial development in predominantly residential areas, applicants will be expected to demonstrate that their proposal will not harm the character or amenity of the area. In cases where non-conforming industries are causing environmental problems, the Council will endeavour to secure the co-operation of the industry concerned to seek improvement or relocation to a more suitable site.

The Council accepts the advice of Central Government as outlined in PPG.4 (Industrial and Commercial Development and Small Firms) and appreciates the need to encourage small businesses. A flexible attitude will therefore be taken to the location of premises for small businesses.

POLICY I.3

THE DEVELOPMENT FOR OTHER PURPOSES OF LAND USED, ALLOCATED, OR WITH A LAWFUL USE FOR BUSINESS, INDUSTRY, DISTRIBUTION OR STORAGE WILL NOT BE PERMITTED EXCEPT WHERE THE RESULTING ENVIRONMENTAL IMPROVEMENTS OR OTHER MATERIAL CONSIDERATIONS OUTWEIGH THE LOSS OF EMPLOYMENT CAPACITY OR WHERE EXPRESSLY PROVIDED FOR IN THE PLAN.

COMMENTS

The requirement in the Lancashire Structure Plan 1991-2006 is for about 120 hectares of employment land in Hyndburn. This figure is required as a net increase on the stock of active employment land at mid 1991. The policy seeks to minimise losses from the mid 1991 stock, which if allowed to occur could result in the need for further allocations on greenfield sites.

POLICY I.4

NEW INDUSTRIAL DEVELOPMENT OR EXTENSIONS TO EXISTING INDUSTRIAL USES WHICH, BY REASON OF THE PROPOSED PROCESS, WOULD INCREASE THE NUMBER OF PERSONS AT RISK FROM HAZARDOUS INSTALLATIONS WILL NOT NORMALLY BE ALLOWED.

COMMENTS

Certain industries because of the process used and the type and quantity of materials used or stored create risks which extend beyond the premises used by the industry concerned. The Health and Safety Executive is consulted about proposals for new hazardous installations, and about developments in the vicinity of existing notifiable installations.

The Council will seek to prevent the development of further hazardous installations in the Borough which would have adverse effects on land, buildings or local residents.

POLICY I.5

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT IN THE VICINITY OF NOTIFIABLE INSTALLATIONS AS SHOWN ON THE PROPOSALS MAP THE COUNCIL WILL GIVE DUE WEIGHT TO THE NATURE AND SENSITIVITY OF THE DEVELOPMENT AND THE RELATIVE RISK TO HEALTH AND SAFETY. IN SOME CASES PERMISSION MAY BE GRANTED SUBJECT TO CONDITIONS TO MINIMISE THE DEGREE OF RISK INVOLVED.

COMMENTS

Within a specified distance of notifiable installations, certain development proposals are required to be notified to the Health and Safety Executive.

The Borough is affected by the following notifiable installations:-

NIPA Laboratories Ltd., Oswaldtwistle
William Blythe Ltd., Church
Balfour Street/Heys Lane Gasholders, Great Harwood
Philips, Simonstone (located outside the borough)
and
8 High Pressure Gas Pipelines

The installations and their relevant consultation zones are shown on the Proposals Map. Please Note: the consultation requirements do not apply to certain types of development. Developers are advised to contact the local planning authority to check the requirements which apply to their own proposal.

POLICY I.6

WHERE DEVELOPMENT PROPOSALS ON EMPLOYMENT SITES ARE LIKELY TO HAVE A SIGNIFICANT IMPACT ON ADJACENT OR NEARBY LAND BY REASON OF APPEARANCE OR NOISE, THE COUNCIL WILL REQUIRE THAT APPROPRIATE CONTOURED LANDSCAPED BUFFER ZONES BE PROVIDED. SUBSTANTIAL LANDSCAPING PROVISION WILL ALSO BE REQUIRED WHERE SITES LIE ADJACENT TO AREAS OF OPEN COUNTRYSIDE.

COMMENTS

A number of sites allocated for employment purposes in Policy I.1 lie adjacent or near to areas of housing or proposed housing. Also, the topography of the Borough is such that some sites are visible from a wide range of locations. To protect the amenities of these areas and the possible visual impact of the development, the Council will aim to ensure that effective buffer zones of high quality landscaping are incorporated into industrial developments where appropriate.

CHAPTER 4 - ENVIRONMENTAL ENHANCEMENT AND PROTECTION

1. INTRODUCTION

- 1.1 The Borough Council recognises that the protection and enhancement of the natural and built environment in Hyndburn is of a paramount importance in maintaining the unique character of the Borough. The importance of environmental issues has already been recognised by the fact that the first of the Council's strategy documents related to the environment. The Council is now actively involving local people in the preparation of Hyndburn's Local Agenda 21 - "PROSPECTS Your Place in the Future".
- 1.2 The County Structure Plan sets out a range of six policies relating to environmental issues such as design and visual improvement, nature conservation and heritage. The County Council has also published a Wildlife and Landscape Strategy with a range of policies to be implemented during the period 1990-95. The Borough Council fully accepts the aims of these documents and seeks to implement them at a local level.
- 1.3 The Council will promote the restoration and enhancement of neglected and despoiled land in rural areas, especially on the urban fringe, through programmes of tree planting and landscape management. The value of undisturbed land and naturally regenerated woodland for wildlife is fully recognised by the Council and appropriate bodies will be consulted prior to the implementation of restoration schemes.
- 1.4 The Council will continue to identify derelict land, particularly within the urban area, and will undertake a programme of reclamation to bring the land into beneficial use. The re-use of derelict land is important in the regeneration of urban areas and helps to reduce the demand for greenfield development sites.
- 1.5 The Council is firmly committed to the environment and invests in a number of capital programmes to improve environmental quality. These include:
- Facelift; mainly for the improvement of cleared sites and untidy areas of land
 - Outer Town Centres; to improve the environment of towns outside Accrington
 - East Lancashire Line Railside Revival; to improve the rail corridor
 - Leeds and Liverpool Canal Programme; to improve the canal environment

The Council also uses statutory powers to prevent and remedy some environmental problems.

- 1.6 The Council encourages residents, schools and voluntary groups to initiate environmental improvements and offers grants through its Community Environment Fund.
- 1.7 The Council promotes the enhancement and creation of woodlands through development control and its own planting programmes - Amenity Tree Planting and Urban Forestry. The Council has adopted a long-term programme of urban forestry on land in its ownership. This involves using all trees in urban areas as a resource, with equal weight given to commercial forestry, recreational, amenity and wildlife benefits. Future phases of the programme will involve other public bodies and the promotion of planting and management on private land.

The Hyndburn Forestry Strategy will identify the needs and priorities for woodland management within the Borough and will set out mechanisms for encouraging good management.

English Nature's publication, "Provisional Inventory of Ancient Woodlands: Lancashire", forms the basis of the Council's approach to ancient woodlands in the Forestry Strategy.

POLICY E.1

WHEN CONSIDERING A PROPOSAL FOR DEVELOPMENT WITHIN THE AREA OF SPECIAL LANDSCAPE THE COUNCIL WILL TAKE INTO ACCOUNT, AMONGST OTHER MATTERS, THE SCALE AND CHARACTER OF THE DEVELOPMENT AND THE QUALITY OF ITS DESIGN.

COMMENTS

Within Hyndburn, the area of special landscape is the area to the west of Whalley Road and the built-up area of Great Harwood, and to the north of the Leeds and Liverpool Canal. In conserving this area, the Council will seek to promote the effective management of the existing landscape in order to ensure that the natural beauty of the area can be enjoyed by future generations.

Please Note - The whole of the Area of Special Landscape is also defined as green belt and any development will therefore be subject to Policy S1.

POLICY E.2

WHERE DEVELOPMENT IS PROPOSED FOR ANY SITE WHICH IS UNSTABLE OR CONTAMINATED, PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT UNTIL THE NATURE OF THE HAZARD OR CONTAMINATION HAS BEEN FULLY IDENTIFIED AND DETAILS GIVEN OF ANY MEASURES NECESSARY TO SOLVE THE PROBLEM.

COMMENTS

Applications for planning permission in areas known to be unstable or contaminated must be accompanied by a report describing and analysing the problem and indicating the measures necessary to deal satisfactorily with the problems identified. The disturbance of contaminated land can mobilise pollutants and either cause first time pollution or worsen existing problems. Leachate and drainage from contaminated land can potentially pollute watercourses or ground water.

The Council will seek to secure the treatment of contaminated sites in order to make them safe for beneficial use. This may create an opportunity to promote a nature conservation after-use. This may be achieved either directly via derelict land reclamation or other environmental initiatives, or indirectly by development control. The Council will continue to seek Central Government funding for the improvement of contaminated and derelict land.

POLICY E.3

IN DETERMINING APPLICATIONS FOR DEVELOPMENT THE BOROUGH COUNCIL WILL SEEK THE RETENTION OF IMPORTANT WOODLANDS, TREES, HEDGEROWS, STONE WALLS, PONDS AND BOGS. TREE PRESERVATION ORDERS MAY BE MADE WHERE TREES OF LANDSCAPE OR TOWNSCAPE SIGNIFICANCE ARE CONSIDERED TO BE UNDER THREAT.

COMMENTS

The Council has the power under Section 198 of the Town and Country Planning Act 1990 to make provision for the preservation of trees or woodlands by making orders prohibiting cutting down or damage thereto without the consent of the Authority.

Major areas of woodland and important groups of individual trees are already protected by Tree Preservation Orders. Where other important trees and/or woodlands are perceived to be under threat e.g. from proposed development, the Council will use its statutory powers to preserve them.

POLICY E.4

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT WITHIN OR IN THE VICINITY OF SITES OF SPECIAL SCIENTIFIC INTEREST, BIOLOGICAL HERITAGE SITES, OR SITES OF LOCAL NATURAL/BIOLOGICAL IMPORTANCE, THE COUNCIL WILL TAKE INTO ACCOUNT, AMONGST OTHER MATTERS, THE POSSIBLE HARM TO NATURE CONSERVATION INTERESTS. THE COUNCIL MAY REFUSE PERMISSION WHERE THE USE OF CONDITIONS OR PLANNING OBLIGATIONS WILL NOT AVOID DAMAGE TO WILDLIFE HABITATS OR IMPORTANT NATURAL FEATURES.

COMMENTS

This policy applies to a hierarchy of sites. The Site of Special Scientific Interest at Harper Clough and Smalley Delph is a statutory site notified by English Nature under Section 28 of the National Parks & Access to the Countryside Act 1949. The Biological Heritage Sites have been identified by Lancashire County Council as being of County importance. The Sites of Local Natural/Biological Importance have been identified as important at borough level through the Hyndburn Wildlife Habitat Survey, commissioned by the Council.

The various sites are shown on the Proposals Map.

POLICY E.5

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT OR OTHER USE OF LAND WITHIN OR ADJACENT TO IDENTIFIED WILDLIFE CORRIDORS AND LINKS THE COUNCIL WILL TAKE INTO ACCOUNT, AMONGST OTHER MATTERS, THE NEED AND OPPORTUNITY TO PROTECT, STRENGTHEN, AND CONSOLIDATE THE CONTINUITY OF WILDLIFE HABITATS.

COMMENTS

Linear biological features or closely grouped areas of natural/semi-natural habitat can act as “corridors” or “links” along which wildlife can live and move. These routes may also have important recreational or amenity value.

Wildlife Corridors:

are linear areas of wildlife habitat often linking urban and rural areas. They consist mainly of greenspace and/or important wildlife sites in which a variety of plants and animals can live and move.

Wildlife Links:

are narrower than corridors, but may be longer because they follow continuous linear features like canals, streams, railways, etc. They are important principally because they allow movement of wildlife from one important site, or corridor, to another.

To maximise the benefit to wildlife the corridors and links should be as wide as possible. The Proposals Map shows the general location of wildlife corridors and links.

BUILT CONSERVATION

POLICY E.6

THE COUNCIL WILL SAFEGUARD LISTED BUILDINGS AND STRUCTURES BY STRICT CONTROL OF DEVELOPMENT PROPOSALS IN RELATION TO THE STRUCTURE OR DEVELOPMENT ON NEIGHBOURING SITES.

COMMENTS

The Department of the Environment has listed over 100 buildings in Hyndburn because of their special architectural or historic interest, under Section 1 of the Planning (Listed Building and Conservation Areas) Act 1990. These range from private houses to churches, mills, canal and railway bridges.

POLICY E.7

THE COUNCIL WILL NOT GRANT LISTED BUILDING CONSENT FOR THE DEMOLITION OF A LISTED BUILDING OTHER THAN IN THE MOST EXCEPTIONAL CIRCUMSTANCES.

COMMENTS

The Council will only consider demolition of a listed building providing that every possible effort has been made to continue the present use or find a suitable alternative. An 'exceptional circumstance' would be where demolition is vital to ensure implementation of a development which would enhance the street scene and result in retention of other important buildings of historic or architectural merit.

POLICY E.8

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT IN CONSERVATION AREAS THE COUNCIL WILL HAVE REGARD TO THE SITING, FORM, MASS, DESIGN AND MATERIALS OF THE PROPOSED STRUCTURES AND THE EXTENT TO WHICH THEY TAKE ACCOUNT OF EXISTING BUILDING LINES AND ENABLE REPAIR RATHER THAN REPLACEMENT. NORMAL PLANNING STANDARDS MAY EXCEPTIONALLY BE RELAXED IN ORDER TO PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF THE AREA.

COMMENTS

Under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 the Council has powers to designate Conservation Areas i.e. 'Areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. There are currently nine conservation areas in Hyndburn, and the Council will designate new areas as appropriate. The nine areas, which are shown on the Proposals Map are:-

Town Centre, Accrington
St. James, Altham
Christ Church, Accrington
Mercer Park, Clayton-le-Moors
Stanhill, Oswaldtwistle
Town Centre, Great Harwood
Tottleworth, Rishton
Rhyddings, Oswaldtwistle
The Straits, Oswaldtwistle

The Council has published a series of advisory leaflets giving information about each conservation area.

Conservation Area Partnerships operate in Accrington Town Centre and The Straits, Oswaldtwistle, whereby grant assistance is available for the enhancement of certain properties in those Conservation Areas.

POLICY E.9

DEVELOPMENT ADVERSELY AFFECTING THE SCHEDULED ANCIENT MONUMENT AT ASPEN COLLIERY, OSWALDTWISTLE WILL NOT BE PERMITTED.

COMMENTS

Under the terms of the Ancient Monuments and Archaeological Areas Act 1979 the Secretary of State has compiled a list of ancient monuments. No action to demolish, remove, repair, alter or add to a scheduled monument may be undertaken without 3 months notice to the Secretary of State. Scheduled Monument Consent is also required.

The only scheduled site in Hyndburn is the Coke Ovens and Canal Basin at Aspen Colliery in Oswaldtwistle (SD737285).

As well as this scheduled site, there are other sites of archaeological interest in the Borough. When considering development proposals which may affect these sites, the Council will consult with and take into account the advice of the Lancashire Sites and Monuments Record.

POLICY E.10

WHEN CONSIDERING PROPOSALS FOR THE DEVELOPMENT OR OTHER USE OF LAND THE COUNCIL WILL HAVE REGARD, AMONGST OTHER THINGS, TO THE FOLLOWING MATTERS:

- (A) LOCATION AND NATURE OF PROPOSED DEVELOPMENT, INCLUDING ITS RELATIONSHIP TO EXISTING AND OTHER PROPOSED LAND USES.**

- (B) SIZE AND INTENSITY OF PROPOSED DEVELOPMENT.**
- (C) RELATIONSHIP TO EXISTING SERVICES AND COMMUNITY FACILITIES.**
- (D) RELATIONSHIP TO ROAD AND PUBLIC TRANSPORT NETWORK.**
- (E) LIKELY SCALE AND TYPE OF TRAFFIC GENERATION.**
- (F) LIKELY LEVEL OF AIR, WATER AND OTHER ENVIRONMENTAL POLLUTION, INCLUDING NOISE NUISANCE AND THE POSSIBLE CREATION OF ANY RISK OR HAZARD TO SURROUNDING LAND USES.**
- (G) LIKELY EFFECT ON EXISTING TREES AND OTHER NATURAL FEATURES OF THE DEVELOPMENT SITE.**
- (H) ARRANGEMENTS FOR SERVICING AND ACCESS TO PROPOSED DEVELOPMENT, INCLUDING ACCESS FOR PEDESTRIANS, DISABLED PEOPLE AND EMERGENCY SERVICES.**
- (I) CAR PARKING PROVISION.**
- (J) SUNLIGHTING, DAYLIGHTING AND PRIVACY PROVIDED.**
- (K) DENSITY, LAYOUT AND RELATIONSHIP BETWEEN BUILDINGS.**
- (L) VISUAL APPEARANCE AND RELATION TO SURROUNDINGS.**
- (M) LANDSCAPING AND OPEN SPACE PROVISION.**
- (N) THE LIKELY FLOOD RISK AND EFFECT ON RIVER CORRIDORS AND LAND VISUALLY LINKED TO WATERCOURSES, WETLANDS, LAKES AND PONDS.**

COMMENTS

In order to give guidance to prospective developers and applicants on the type and standard of design that the Council will require, a number of design guides published by the Council and Lancashire County Council are available free of charge. These include:-

- Extensions to Terraced Houses
- Extensions to Detached and Semi-Detached Houses and Bungalows
- Garages
- Alterations to Walls, Windows, Doors and Roofs
- Shop Fronts
- Porches
- Advertisements
- Shop Front Security
- Conservation Areas

In criterion (F) the reference to water should be taken to include both surface and groundwater.

POLICY E.11

ALL APPLICATIONS FOR CONSENT TO DISPLAY ADVERTISEMENTS WILL BE ASSESSED AGAINST THE CRITERIA INCLUDED IN APPENDIX SIX. SPECIAL ATTENTION WILL BE GIVEN TO ADVERTISEMENTS ON SITES OR BUILDINGS WITHIN DESIGNATED CONSERVATION AREAS.

COMMENTS

The Council's adopted policy on the display of advertisements is set out in Appendix Six. Further guidance is included in the Council's Design Guides referred to above.

POLICY E.12

WHEN CONSIDERING PROPOSALS FOR TELECOMMUNICATIONS DEVELOPMENT THE COUNCIL WILL TAKE INTO ACCOUNT, AMONGST OTHER MATTERS, THE TECHNICAL AND OPERATIONAL REQUIREMENTS OF THE SYSTEM, THE POSSIBILITY OF SHARED SYSTEMS OR MASTS, THE EFFECT ON THE EXTERNAL APPEARANCE OF A BUILDING, AND THE LOCATION, SITING, HEIGHT, DESIGN, LANDSCAPING AND SCREENING OF THE PROPOSED INSTALLATION, WHETHER OR NOT UNDER PERMITTED DEVELOPMENT RIGHTS.

COMMENTS

The exercise of Permitted Development rights by code system operators is, in certain circumstances, subject to prior application to and approval by the Council: GDO 1988 Part 24 and PPG8 Annex 1.

POLICY E.13

THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH WOULD MATERIALLY HARM THE QUALITY AND ECOLOGY OF THE WATER ENVIRONMENT.

POLICY E.14

PROPOSALS FOR WIND TURBINE DEVELOPMENTS WILL BE ASSESSED AGAINST THE COUNCIL'S ADOPTED POLICIES AS SET OUT IN APPENDIX 7 OF THE PLAN.

POLICY E.15

WHERE OPPORTUNITIES EXIST THE COUNCIL WILL SEEK AGREEMENT WITH DEVELOPERS TO INCLUDE PUBLIC ART IN DEVELOPMENT SCHEMES. PUBLIC ART IS NEW AND ORIGINAL WORK DESIGNED AND/OR MADE BY PROFESSIONAL ARTISTS AND CRAFTS PEOPLE FOR THE PURPOSE OF ENHANCING THE PUBLIC APPEARANCE OF A DEVELOPMENT.

CHAPTER 5 - LEISURE: RECREATION AND TOURISM

1. RECREATION

- 1.1 Recreation provision includes both formal facilities such as sports centres, swimming pools, golf courses, play grounds and parks; and informal initiatives such as the promotion of access to the countryside.
- 1.2 Formal recreation and sports facilities form a significant and growing use of land. The Hyndburn Sports Centre, centrally located at Henry Street, Church, is a modern facility with provision for a wide range of indoor and outdoor activities. Other centres include Mercer Hall Leisure Centre, Great Harwood and Rishton Primetime. Football pitches, tennis courts and bowling greens are available in many of the Borough's parks and recreation grounds. There are also a number of private facilities, notably cricket and golf clubs.
- 1.3 Planning Policy Guidance Note 17: Sport & Recreation provides advice on standards for the provision of pitches, playgrounds and public open space. Generally there is sufficient open space within Hyndburn to meet the National Playing Fields Association standard of 2.43 hectares per 1000 population. Policy H.5 of the Housing Chapter sets out requirements based on this standard for the provision of open space in new housing developments.
- 1.4 Throughout the borough the countryside lies within easy reach and there is an extensive footpath network providing good public access. A number of sites used for recreation have nature conservation value and are protected by Policies E.4 and E.5 of the Environment Chapter. Part of the Borough around Oswaldtwistle Moor is within the West Pennine Moors area and is managed and promoted for its recreation and conservation value by the County Council, North West Water plc. and the relevant Borough Councils.
- 1.5 The Council intends to prepare a District Sport and Recreation Strategy which will set out its approach to the provision of sports and recreation facilities in the Borough.

2. TOURISM

- 2.1 Tourism is one of the major growth industries in Lancashire, and has potential benefits to the local economy, including new employment opportunities, additional revenue, promotion of a positive image and attendant finance for improvements in the area.
- 2.2 In 1990, tourism expenditure in Hyndburn was about £7.8m., and some 400,000 tourist nights were spent in the Borough. Tourism is therefore of some significance to the local economy, although visits tend to be of a short duration.
- 2.3 It is anticipated that, over the Local Plan period, the development of new tourism and leisure related facilities will continue to make a significant contribution to the local economy. The Council recognises the importance of tourism, and actively supports the development of the local tourism industry.
- 2.4 The role of the Local Plan is to set the land use framework in which tourism and leisure developments can take place, whilst protecting the quality of the local environment and amenity of local residents. Provision is made within the Lancashire Structure Plan for the location of new tourism developments outside the County's seaside resorts and urban areas.

- 2.5 A sufficient supply of accommodation of the right quality and in the correct location is a vital component towards achieving success in the tourism market. The North West Tourist Board currently records that there are 210 bed spaces and over 100 units on caravan and camping sites within the Borough.
- 2.6 The expanding motorway network makes Hyndburn a potentially important strategic location with regard to the expanding market for business tourism. This in turn may require the location of hotel and tourist developments in the vicinity of major roads and interchanges. The Council recognises that if Hyndburn is to compete and succeed in this new market situation it must continue and intensify its activities in promoting Hyndburn as a desirable tourist destination, including the further development of high quality tourist facilities.
- 2.7 Although the urban areas will continue to be the main focus for the development of tourist facilities in the Borough, there is scope for the development of small scale tourist and visitor accommodation throughout the Plan area. For example, the development of farm tourist accommodation can help provide locally based employment and diversify farm incomes.

Central Government's current policy for rural areas is to encourage growth and diversification in the rural economy in ways that will enhance the quality of life and economic opportunities available in rural communities.

- 2.8 Pressure for the provision of leisure and tourism facilities in rural areas is likely to continue. Proposals for development in the Green Belt will be subject to Settlement Policy S.1. Policy S.2 will apply where the proposal involves the reuse of an existing building. Elsewhere in the countryside Policy S.5 will be used in considering proposals.
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POLICY L.1

THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH REDUCES, SEVERS OR ADVERSELY AFFECTS THE AMENITY OF FOOTPATHS, BRIDLEWAYS AND CYCLE ROUTES LINKING TO THE COUNTRYSIDE AND LONG DISTANCE ROUTES UNLESS SATISFACTORY PROVISION IS MADE FOR THEIR DIVERSION.

COMMENTS

Developing informal recreation facilities means concentrating on those facilities such as footpaths and bridleways which require relatively modest maintenance and little direct control over use. Walking in rural areas is popular, and proper enjoyment of the countryside by walkers requires paths which are clear, free from obstruction and adequately signposted. Horseriders and off-road cyclists should be provided for via networks complementary to but distinct from footpaths. Providing links between urban areas and surrounding rural areas is important in Hyndburn, where the six towns of the Borough are set within attractive countryside which is in easy reach. The links protected by Policy L.1 are shown on the Proposals Map. Access can be achieved through a variety of methods such as publicising access points and encouraging new access links. The Leeds and Liverpool canal towpath in particular has the potential to provide an important link between town and country.

In identifying future footpaths and bridleways, the Council will give particular attention to the needs of the disabled and disadvantaged and ensure that adequate signing and waymarking is provided.

The Borough Council's tourism strategy stresses the importance of the moorlands and hills surrounding the Borough. The Red Rose Tourism Action Programme also gives consideration to the high scenic quality of the area and suggests the investigation of further long-distance footpaths to complement those already existing, such as the Hyndburn Way and Rossendale Way.

POLICY L.2

THE DEVELOPMENT OR USE FOR OTHER PURPOSES OF PUBLIC OR PRIVATE PLAYING FIELDS AND OPEN SPACE OF RECREATION VALUE WILL NOT BE PERMITTED EXCEPT WHERE:

- (A) ALTERNATIVE PROVISION OF EQUIVALENT COMMUNITY BENEFIT IS MADE**
- (B) THE DEVELOPMENT OF A SMALL AREA WILL SECURE THE RETENTION AND IMPROVEMENT OF THE REMAINDER**
- (C) THERE IS AN UNJUSTIFIABLE EXCESS PROVISION IN THE AREA HAVING REGARD TO THE STANDARDS IN APPENDIX THREE**
- (D) IN THE CASE OF SCHOOL PLAYING FIELDS THE DEVELOPMENT IS FOR EDUCATION PURPOSES OR THE COUNCIL IS SATISFIED THAT THE SITE IS NO LONGER REQUIRED FOR SCHOOL USE AND ITS LOSS WOULD NOT RESULT IN A CONTINUING DEFICIENCY IN RECREATIONAL OPEN SPACE FOR THE LOCAL COMMUNITY.**

COMMENTS

The Council attaches great importance to the provision of public open space. Whilst there is adequate public open space and outdoor recreation land to meet minimum standards, the current wide distribution of land should be retained and safeguarded. As set out in Policy H.5, all new housing development should include as a minimum standard at least 2.43 hectares of open space per 1000 population.

Commercial and educational playing fields are increasingly at risk from development, potentially causing a deficit in open space provision for the local community.

Areas of open space over 0.4 hectares in size are shown on the Proposals Map. Smaller open spaces can also be important. In considering development proposals which result in the loss or reduction of such spaces the Council will balance the merits of the proposal against the impact on amenity value.

POLICY L.3

PROPOSALS FOR THE CONVERSION AND REUSE OF SUITABLE BUILDINGS WITHIN THE MAIN URBAN AREAS OF THE BOROUGH IN ORDER TO PROVIDE ADDITIONAL FACILITIES FOR TOURISTS, WILL NORMALLY BE PERMITTED.

COMMENTS

Hyndburn has a number of old buildings within the urban areas which have potential to provide facilities, accommodation or attractions for visitors to the Borough.

POLICY L.4

PROPOSALS THAT PROTECT, IMPROVE AND DEVELOP THE LEEDS AND LIVERPOOL CANAL AS A MAJOR RECREATIONAL RESOURCE AND TOURIST ATTRACTION WILL BE PERMITTED SUBJECT TO GREEN BELT CONSIDERATIONS WHERE RELEVANT.

COMMENTS

The Leeds and Liverpool Canal crosses the Borough and represents an important recreational resource and link between urban and rural areas (see Policy L.1). The waterway and towpath are popular for walking, boating and fishing. The recreational use of the canal would be enhanced by the building of boating marinas and associated facilities. Proposals which result in environmental improvements to the canal, improve access or improve wildlife habitats will normally be encouraged. However, the function of the canal as a wildlife link should not be impaired by any development or improvement proposals.

POLICY L.5

WHEN CONSIDERING PROPOSALS FOR TOURING CARAVAN AND CAMPING SITES THE COUNCIL WILL TAKE INTO ACCOUNT, AMONGST OTHER MATTERS, THE EFFECT ON NATURE CONSERVATION AND ON THE QUALITY AND CHARACTER OF THE LOCAL ENVIRONMENT, LANDSCAPING PROVISION, FLOOD RISK, AND ACCESS TO THE PRIMARY ROAD NETWORK.

COMMENTS

The demand for touring caravan sites and camping sites has increased. This type of tourist accommodation can help to supplement the income of people living in rural areas and the possible

viability of farms. The Council will also make reference to the County Council's policies on caravan development.

POLICY L.6

THE COUNCIL WILL NORMALLY ONLY PERMIT THE DEVELOPMENT OF NEW STATIC CARAVAN SITES WHERE THEY FORM AN INTEGRAL PART OF EXISTING OR PLANNED MAJOR RECREATIONAL FACILITIES AND SATISFY LOCAL ENVIRONMENTAL, DRAINAGE AND FLOOD RISK CONSIDERATIONS.

COMMENTS

A static caravan is defined as a caravan which remains permanently on site for all or part of the year. These may be owned by private individuals who use their vans as weekend homes. However, their poor visual appearance can be damaging to the amenity of an area and extreme care is needed to ensure that sites are properly screened.

CHAPTER 6 - SHOPPING

1. INTRODUCTION

- 1.1. The adequacy, distribution and quality of shopping facilities is of concern to most people who live and work within the Borough. The major shopping centre of the Borough is Accrington, which contains some 63% of retail floorspace. The other main concentration of convenience shopping facilities is located in the townships of Great Harwood, Rishton, Oswaldtwistle and Clayton-le-Moors.
- 1.2. There are other smaller neighbourhood centres in the Borough, as well as a large number of free standing shops in residential areas. There is also the development of an out-of-town retail centre at the Peel Centre, Whitebirk (to the west of the Borough and adjacent to the M65).

2. POLICY BACKGROUND

- 2.1. Structure Plan policies offer guidance for major retail developments, restricting such development in Hyndburn to within or adjacent to the main shopping centre of Accrington, and indicating that such development outside urban areas will be refused.
- 2.2. Planning Policy Guidance Note No. 6 also deals with major retail development.
- 2.3. In September 1982, the Council published a draft Shopping Subject Local Plan for Hyndburn which, although never formally adopted, provided Council shopping policy for development control purposes. Information in that document has provided useful background for the policies contained in this Chapter.
- 2.4. In July 1991, the inaugural meeting of the Council's Town Centre Strategy Panel took place, and amongst the terms of reference, it was agreed to recognise and strengthen the role of Accrington as the main competitive town centre for shopping, and to strengthen the vital role played by the town centres in meeting the shopping and other needs of their communities.

POLICY R.1

WITHIN THE PRIMARY SHOPPING ZONE FOR ACCRINGTON TOWN CENTRE, AS SHOWN ON THE PROPOSALS MAP, PROPOSALS WHICH RESULT IN THE LOSS OF EXISTING GROUND FLOOR RETAIL FLOORSPACE WILL NOT BE PERMITTED AND PROPOSALS FOR NON-RETAIL USES AT GROUND FLOOR LEVEL WHICH DO NOT CONSTITUTE PERMITTED DEVELOPMENT WITHIN THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 WILL NOT BE PERMITTED.

AN EXCEPTION MAY BE MADE FOR DEVELOPMENT WITHIN CLASS A3 (FOOD AND DRINK) OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 WHERE THE SALE OF HOT FOOD IS FOR CONSUMPTION BOTH ON AND OFF THE PREMISES.

COMMENTS

In order to retain a compact shopping centre it is desirable to restrict the introduction of non-retail uses. It is recognised that not all the premises within this area are in retail use at ground floor level, but the policy will prevent any further loss of ground floor retail floorspace within the primary shopping area. It is accepted that premises for the sale of hot food both on and off the premises can contribute towards enhancing the vitality and viability of the town centre. Retail use is defined by Class A1 of the Town and Country Planning (Use Classes) Order 1987.

POLICY R.2

EXCEPT AS PROVIDED FOR IN POLICIES R.1, R.3, R.4, R.5, R.6 AND R.9 DEVELOPMENT WITHIN USE CLASSES A1 (SHOPS), A2 (FINANCIAL SERVICES) AND A3 (FOOD AND DRINK) OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 WILL BE PERMITTED ONLY WITHIN THE SHOPPING AREAS DEFINED ON THE PROPOSALS MAP.

COMMENTS

The centralising of shopping facilities will enable the retention of compact shopping centres and the co-ordination of development with public facilities such as car parking (policies for car parking are contained in Chapter 7).

In exceptional circumstances, the provision of retailing will be permitted where it forms an element within a comprehensive development package for a major site.

POLICY R.3

NON MAJOR RETAIL DEVELOPMENT WILL BE PERMITTED ON SITES ADJACENT TO THE DEFINED SHOPPING CENTRES AS SHOWN ON THE PROPOSALS MAP ONLY WHEN IT HAS BEEN SHOWN THAT IT CANNOT REASONABLY BE ACCOMMODATED ON SITES WITHIN THEM.

COMMENTS

There may be sites on the perimeter and adjoining town centres which become available for development. Such sites may be appropriate for retail development and as they adjoin existing centres may often enhance the vitality and viability of those centres. Whether retail development is classed as major or minor depends upon the size of settlement such development serves.

POLICY R.4

MAJOR RETAIL DEVELOPMENT WILL BE PERMITTED:-

- (A) WITHIN OR ADJACENT TO ACCRINGTON TOWN CENTRE AS DEFINED ON THE PROPOSALS MAP AND**
- (B) WITHIN OR ADJACENT TO THE OTHER TOWN CENTRES AS DEFINED ON THE PROPOSALS MAP PROVIDED THAT IT:-**
 - (i) IS IN SCALE AND CHARACTER WITH THE AREA SERVED AND**
 - (ii) WILL NOT SERIOUSLY AFFECT THE VITALITY AND VIABILITY OF ANY EXISTING TOWN CENTRE AS A WHOLE AND**
 - (iii) WILL NOT CAUSE INSURMOUNTABLE TRAFFIC, PARKING OR ENVIRONMENTAL PROBLEMS.**

COMMENTS

In accordance with retail Structure Plan policies major retail development will be permitted within or adjoining Accrington town centre and within or adjoining the other town centres subject to a number of criteria. In order to retain and enhance the viability and vitality of the existing town centres it is important that major retail development is encouraged to locate within or adjacent to those centres whether retail development is classed as major or minor depends upon the size of settlement such development serves.

POLICY R.5

APPLICATIONS FOR THE PROVISION OF SHOPS WITHIN CLASS A1 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 SERVING A LOCAL COMMUNITY WILL NORMALLY BE PERMITTED PROVIDED THAT THE USE WOULD NOT CAUSE DETRIMENT TO LOCAL AMENITIES BY REASON OF NOISE, CAR PARKING, SERVICING, LOSS OF VISUAL AMENITY OR GENERAL DISTURBANCE.

COMMENTS

Local shops of this type often meet community need by offering trading outside normal shopping hours.

POLICY R.6

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT OF OR THE CHANGE OF USE TO PREMISES FOR THE SALE OF HOT FOOD SOLELY FOR CONSUMPTION OFF THE PREMISES WITHIN CLASS A3 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 THE COUNCIL WILL TAKE INTO ACCOUNT, AMONGST OTHER MATTERS, THE EFFECT ON THE AMENITY OF LOCAL RESIDENTS AND ON THE CHARACTER OF THE AREA THROUGH NOISE, DISTURBANCE, TRAFFIC AND PARKING, SMELL AND LITTER, AND THE EFFECT ON THE VITALITY AND VIABILITY OF LOCAL RETAILING.

COMMENTS

Food and drink establishments fall within a separate use class in the Town and Country Planning (Use Classes) Order 1987. Those selling hot food solely for consumption off the premises tend to create problems of smell, litter, noise or disturbance which are not as significant with other retail uses. However restaurants which incorporate an element of hot food sales may be appropriate in primary shopping localities. In assessing applications for the use of premises for the sale of hot food for consumption off the premises (hot food take-aways) the Council will be mindful of the number of hot food takeaways in that particular location and whether further additions would adversely affect the character of the particular location.

POLICY R.7

WHEN CONSIDERING PROPOSALS INVOLVING THE EXTERNAL APPEARANCE OF RETAIL PREMISES THE COUNCIL WILL HAVE REGARD TO THEIR SCALE, PROPORTION, USE OF MATERIALS AND WINDOW AREA IN RELATION TO THE PREDOMINANT CHARACTER AND APPEARANCE OF THEIR SURROUNDINGS.

COMMENTS

Good design can assist in the retention of the environmental quality of the area and, improve it by ensuring new development conforms to the existing building character. The Council issue a design guide for alterations to shop fronts which includes information on good practice.

The shopping centres of Accrington and Great Harwood include conservation areas, and any development proposals will be assessed to take account of this policy (E.8) and other relevant policies in Chapter 4 'Environmental Enhancement and Protection'. The Council's Environment Strategy (approved in August 1990) is concerned, amongst other things, with improvements to the Borough's shopping streets and to shop fronts.

POLICY R.8

THE DEVELOPMENT OF ANCILLARY RETAIL FACILITIES WITHIN EXISTING NON-RETAIL PREMISES WILL NORMALLY BE ALLOWED, PROVIDED THAT:-

- 1. THE PRODUCTS ARE MANUFACTURED AND SOLD FROM THE SAME PREMISES.**
- 2. THE RETAIL ELEMENT CAN BE ACCOMMODATED WITHOUT AN ADVERSE EFFECT ON EXISTING SERVICING AND CAR PARKING ARRANGEMENTS OR THAT ADDITIONAL APPROPRIATE REQUIREMENTS CAN BE PROVIDED.**
- 3. THE PROPOSAL IS UNLIKELY TO LEAD TO SIGNIFICANT LOSS OF AMENITY TO RESIDENTS IN THE IMMEDIATE LOCALITY BY REASON OF NOISE OR DISTURBANCE.**

COMMENTS

There are a number of manufacturing premises within the Borough which may benefit from the opportunity to open factory shops. This policy sets out the circumstances in which the Council would be likely to approve such retail use in areas which are outside traditional shopping centres.

POLICY R.9

MAJOR RETAIL DEVELOPMENT WILL BE PERMITTED ON SITES WITHIN THE URBAN BOUNDARY PROVIDED THAT:-

- (A) A GOOD ROAD ACCESS AND SUFFICIENT ADJACENT CAR PARKING FOR CUSTOMERS CAN BE PROVIDED AND**
- (B) THE VITALITY AND VIABILITY OF ANY NEARBY SHOPPING CENTRE AS A WHOLE WOULD NOT BE SERIOUSLY AFFECTED AND**
- (C) THERE WOULD BE NO ADVERSE EFFECT ON THE AMENITY OR ENVIRONMENT OF LOCAL RESIDENTS AND**
- (D) THE PROPOSAL IS AN APPROPRIATE USE OF LAND HAVING REGARD TO THE OTHER PROVISIONS OF THE DEVELOPMENT PLAN AND**
- (E) THE DEVELOPMENT COULD NOT REASONABLY BE ACCOMMODATED ON AN ALTERNATIVE SITE WITHIN OR ADJACENT TO A DEFINED SHOPPING CENTRE AS PROVIDED FOR IN POLICY R.4.**

COMMENTS

The Council recognises that developing trends in retailing have resulted in demand for sites for specialist retail developments that require large floorspace and adjacent customer car parking. At the present time the Peel Centre, Whitebirk is the Borough's principal non-food out of town retail park. Unrestricted siting of such retail uses can have a detrimental effect on the viability of existing town centre retail outlets which in turn may reduce the variety of shops accessible to shoppers travelling on public transport or non-car owners.

The Council may seek to restrict a change of use of retail warehouses to general retailing by planning conditions or voluntary planning obligations.

In criterion (D) reference is made to an appropriate use of land. This means that major retail development will not be allowed on sites allocated for future residential and employment uses in the Plan nor will it be allowed on areas of special restraint, within the green belt or within the countryside area.

POLICY R.10

WITHIN THE SHOPPING AREAS OF THE BOROUGH, AS SHOWN ON THE PROPOSALS MAP, THE USE OF THE UPPER FLOORS FOR RESIDENTIAL USE WILL BE ALLOWED.

COMMENTS

Upper floors of retail premises are often under used being used for general storage or left vacant. In accordance with Planning Policy Guidance Note No. 6 Town Centres and Retail Developments

paragraph 7 the use of upper floors for residential purposes can increase town centre activity, add to security and ensure that buildings are kept in good repair.

CHAPTER 7 - TRANSPORT

1. INTRODUCTION

- 1.1 The importance of transportation planning is emphasised by the fact that annual traffic growth is now running at about 7%. The 1989 traffic forecasts predict an increase in total traffic on the roads of between 38% (low growth) and 66% (high growth) by the year 2005. Car ownership rate is forecast to grow between 32% and 48% by the year 2005 and between 60% and 84% by 2025.
- 1.2 The transport system is used to move goods and people between different locations and land uses. The distribution of land uses in turn influences the form and efficiency of the transport system. Transportation is therefore closely related to all aspects of land use.
- 1.3 Given the increasing levels of car ownership, and the close links between transport and land use, the Council attaches considerable importance to ensuring that new development allows for less environmentally damaging forms of travel. This includes walking, cycling and the use of public transport. Major land user proposals should be located close to existing town centres and public transport routes to minimise the need to travel, especially by car.
- 1.4 The Council does not have sole control over the transport system. Primary responsibility for overseeing the transport system lies with Lancashire County Council. The Hyndburn Borough Local Plan deals with those aspects of transportation with land use and traffic management implications, and translates broader County wide policies to the local level.

2. THE TRANSPORT NETWORK IN HYNDBURN

ROAD

- 2.1 The Lancashire Structure Plan establishes a hierarchy for the County Road network of which two categories of road are identifiable at district level: Primary Roads and District Distributors i.e. roads catering for local movements and links to the main road network. A list of primary roads and district distributors appear in the Schedule at the end of this Chapter.
- 2.2 The Borough's main strategic road links are the M65 motorway, which crosses the Plan area and provides a link between the A6119 (T) at Whitebirk and the other Calder Valley towns of Burnley and Nelson, and the A56 Accrington Easterly Bypass which provides a north/south link between Junction 8 of the M65 and the M66 at Edenfield. Hyndburn is therefore at the crossroads of the East Lancashire road network.
- 2.3 Of lesser importance is the B6231 which provides a north/south link between Clayton-le-Moors and Oswaldtwistle. The A678 linking Junction 6 of the M65 with the Shuttleworth Hall Link Road through Rishton and Clayton-le-Moors is also important in providing access to major industrial areas, particularly at Altham.

RAIL

- 2.4 The North East Lancashire railway line crosses the Plan area, with local stations located at Rishton, Church and Oswaldtwistle, Accrington and Huncoat. This is now part of the 'Roses' link providing a fast and efficient service between Blackpool and Leeds. The North East Lancashire railway line affords links with main Inter City rail services and the national rail network at Preston.

BUS

- 2.5 The Borough Council recognises the importance of the bus service to the local community and supports the maintenance and improvement of the local bus network.
- 2.6 A number of local bus companies provide a network of services linking Hyndburn to surrounding towns, and providing internal linkages between the different townships within the Borough. The County Council has a duty to provide services it considers appropriate to meet any needs not provided for by the market. The Borough Council has similar powers to provide public transport services. The major bus station in the Borough is located in Accrington Town Centre.
- 2.7 Policy 40 of the Structure Plan provides for the potential development of unconventional transport schemes to complement and improve upon conventional bus and rail networks. The County already supports the Hyndburn Dial-A-Ride scheme. The Borough Council recognises the role that community and innovatory transport services can play in providing transport for people who are unable to use conventional transport services. In the future, new public transport systems, for example guided bus services, may be justified.

CANAL

- 2.8 The Leeds and Liverpool Canal crosses the Plan area and passes through the townships of Rishton, Church and Clayton-le-Moors. The canal is now used almost exclusively for recreation purposes.

FOOTPATHS

- 2.9 There is an extensive network of footpaths and bridleways throughout the Plan area.
-

3. **POLICY TR.1**

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT THE COUNCIL WILL HAVE REGARD TO THE AIM TO REDUCE THE NEED TO TRAVEL AND WILL TAKE INTO ACCOUNT, AMONGST OTHER MATTERS, THE LIKELY IMPACT ON TRAVEL DEMAND, THE POTENTIAL USE, AND IMPROVEMENT BY THE DEVELOPER, OF PUBLIC TRANSPORT, AND ACCESS TO THE SECONDARY ROAD NETWORK AND BY CYCLE OR ON FOOT.

COMMENTS

Motorised traffic is a major cause of air pollution, ground level ozone and global warming. Cars are particularly polluting when used for short journeys. Planning Policy Guidance Note 13: Transport emphasises the importance of reducing the need to travel, especially by car, and avoiding direct access to the primary road network or its use for local travel.

The Council will require development proposals to be designed to maximise opportunities for travel on foot, cycle or public transport.

POLICY TR.2

DEVELOPMENT WHICH WOULD PREJUDICE THE ROUTE OF THE M65 BLACKBURN SOUTHERN BYPASS AS SHOWN ON THE PROPOSALS MAP WILL NOT BE ALLOWED.

COMMENTS

The construction during the 1980's of the M65, A56 Accrington Easterly Bypass and the Shuttleworth Hall Link Road improved Hyndburn's access to the rest of North East Lancashire, Greater Manchester and the national motorway network. The improvement of transport links has increased the availability of job opportunities outside the Borough to local residents and provided a stimulus to development within the Borough.

Improvements have also taken place within the urban area, including the construction of the Hyndburn Link Road and the Accrington Town Centre Relief Road. However, further road construction is needed to provide a sub-regional road network that is capable of carrying anticipated traffic levels. In particular, the construction of the M65/M6 extension from Whitebirk westwards to the M6/M61 at Bamber Bridge will provide the 'missing link' which will increase the importance of Hyndburn as a location for inward investment.

In addition to the construction of major new roads there is a continuing programme of road improvement schemes. The timing of implementation of these schemes will depend on the priority of the County Council and the resources available to finance different schemes.

POLICY TR.3

IN ORDER TO SUPPORT THE PROVISION OF A REGULAR PASSENGER AND FREIGHT RAILWAY LINE LINKING HYNDBURN WITH THE REGIONAL AND NATIONAL RAIL NETWORK, PROPOSALS FOR THE PROVISION OF NEW STATIONS AND THE CONTINUED IMPROVEMENT OF EXISTING STATIONS WILL BE PERMITTED.

COMMENTS

The continued existence of the North East Lancashire Railway Line is considered to be vital to the economic wellbeing of the area. A fast and frequent service enables Hyndburn to attract employment opportunities and inward migration to the Borough.

POLICY TR.4

PEDESTRIAN PRIORITY IS PROPOSED FOR:-

- 1. BLACKBURN ROAD, ACCRINGTON IN FRONT OF THE TOWN HALL AND MARKET HALL**
- 2. TOWN HALL STREET/CURATE STREET, GREAT HARWOOD**

COMMENTS

The Council, in conjunction with Lancashire County Council, will seek to improve and provide facilities for improved pedestrian movement.

In town centres, pedestrians are to be given priority when through traffic is removed, and selected streets pedestrianised where appropriate. The Council has already implemented pedestrianisation schemes in Accrington Town Centre.

Many journeys in Hyndburn are still made on foot, reflecting the relatively low level of car ownership and the compact nature of the main urban area. The Council considers the safety and comfort of pedestrians to be of paramount importance throughout the Plan area. Measures to improve the environment of pedestrians such as pavement widening, separate pedestrian/vehicle routes, traffic calming and the provision of pedestrian crossings will therefore be encouraged.

POLICY TR.5

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT THE COUNCIL WILL TAKE INTO ACCOUNT THE PROVISION TO BE MADE FOR CYCLISTS AND FOR SECURE CYCLE PARKING.

COMMENTS

County Council policy is to actively pursue the needs of cyclists in new road schemes, road improvements and traffic management schemes. The Borough Council considers that there are individual and community benefits which would accrue from a growth in cycling, provided that standards of safety can be maintained.

POLICY TR.6

PROPOSALS FOR OFF-STREET CAR PARKING WILL NORMALLY BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:-

- 1. THE PROPOSAL DOES NOT ADVERSELY AFFECT THE ENVIRONMENT OF THE LOCAL AREA OR THE AMENITY OF NEARBY RESIDENTS.**
- 2. ACCESS, LAYOUT AND DESIGN ARE SATISFACTORY.**
- 3. THE PROPOSAL IS WELL RELATED TO THE EXISTING ROAD NETWORK.**

COMMENTS

Structure Plan policies aim to restrict private non-operational car parking in the main towns, prohibit on-street car parking and provide adequate off-street parking in towns and district centres.

In order to ensure the success of commercial centres, the Council considers that it is essential that car parking is well located in relation to existing shopping facilities.

The Council will seek to maintain existing car parking levels and will keep under review the need to provide additional public car parks within Accrington and the other township in the Borough.

POLICY TR.7

THE COUNCIL REQUIRE ALL DEVELOPMENT PROPOSALS TO PROVIDE ON-SITE OPERATIONAL AND NON-OPERATIONAL CAR PARKING SPACE, AND LOADING AND UNLOADING SPACE, IN ACCORDANCE WITH THE STANDARDS AND OTHER GUIDANCE IN APPENDIX EIGHT. FOR DEVELOPMENT FOR NON-RESIDENTIAL PURPOSES WITHIN THE DEFINED SHOPPING CENTRES OF ACCRINGTON, GREAT HARWOOD, AND OSWALDTWISTLE THE COUNCIL MAY ALTERNATIVELY SEEK AN OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 FOR CONTRIBUTIONS TOWARDS ALTERNATIVE ARRANGEMENTS FOR ALL OR PART OF THE REQUIRED PROVISION OR TOWARDS MEASURES TO REDUCE CAR USAGE.

COMMENTS

Current car parking standards are to be reviewed by the County Council in the light of national Planning Policy Guidance Note No. 13 Transport. Once the standards are reviewed new advice will be taken into account during the review and monitoring of the Plan.

POLICY TR.8

THE COUNCIL WILL EXPECT ALL DEVELOPMENT PROPOSALS AND HIGHWAY IMPROVEMENTS TO TAKE ACCOUNT OF THE NEEDS OF DISABLED PEOPLE FOR ACCESS TO PUBLIC AND EDUCATIONAL BUILDINGS AND PLACES OF WORK.

COMMENTS

The Council places high priority on equality of opportunity, and is concerned to provide access to jobs and opportunities for all the Borough's residents. In the design of a building the needs of disabled people can normally be catered for by appropriate provisions within the building, allied with suitable access provision from the adjoining street or car parking area.

Although the provision of disabled facilities is not within the scope of the current planning legislation, the Council can assist in encouraging developers to provide facilities for disabled people. The Council's Building Control officers provide advice to developers on regulations for handicapped facilities in relation to the design of new buildings.

Transport Schedule.

PRIMARY ROADS AND DISTRICT DISTRIBUTORS

PRIMARY ROADS

- A.** The A56 (Accrington Easterly By-Pass) between the Borough boundary and its junction with A679.
- B.** The A679 between Accrington town centre and its junction with the A56.
- C.** The A680 between Rising Bridge and northern boundary of the Borough.
- D.** The M65 between Junctions 6 (Whitebirk) and 8 (Huncoat).
- E.** The A678 between Whitebirk and Altham.
- F.** The Hyndburn Link Road A6185 between Junction 7 of M65 and its junction with A679 Hyndburn Road.
- G.** The A679 between Knuzden and Accrington Town Centre.
- H.** The B6232 in the south of the Borough.

DISTRICT DISTRIBUTORS

- A.** The A677 to the south of Oswaldtwistle.
- B.** The B6231, the Borough boundary at Guide and its junction with A679 Blackburn Road.
- C.** The B6234 between Knuzden and Oswaldtwistle.
- D.** The B631 between its junction with Dunkenhalgh Way and its junction with A680.
- E.** The B6535 between Rishton and its junction with the A680.
- F.** Hyndburn Road between the Heys Lane Industrial Estate and its junction with the A680.

CHAPTER 8 - MONITORING AND REVIEW

1. THE IMPORTANCE OF MONITORING AND EVALUATION

- 1.1 Monitoring and evaluation are important components of any policy formulation process. They allow existing policies and proposals to be measured and tested against agreed criteria and new policies to be developed as appropriate.

2. MONITORING AS PART OF THE PLANNING PROCESS

- 2.1 The policies and proposals contained in the Hyndburn Borough Local Plan seek to guide and control development in the Borough over the period 1991 to 2006. The policies have been formulated on the basis of information currently available to the Council together with its best assessment of future trends. However, it must be accepted that circumstances may change in the future and that this may necessitate amendments to the proposals.
- 2.2 The planning process is cyclical. It is therefore important that the plan and its implementation are monitored if it is to continue to provide adequate guidance for development control purposes and meet the development needs of the Borough over the plan period.

3. CONTINUAL MONITORING

- 3.1 Monitoring of the plan will be undertaken on a continual basis. In particular the supply of housing, industrial, retail and commercial land will be assessed on an annual basis. A report identifying the amount of land developed over the previous year and the impact of this on the overall supply of development land will be prepared each year and made available to the general public.

4. REVIEW OF THE PLAN

- 4.1 Whilst it is hoped that the plan is sufficiently flexible to allow for some changes in circumstances, close monitoring of the progress of the plan proposals and the pressures for development will be important. The normal time span for a Local Plan is ten years. The proposed time span for the Hyndburn Borough Local Plan is fifteen years from mid 1991 to mid 2006. This reflects the availability of forecasts of industrial and residential land requirements up to 2006.
- 4.2 A formal review of the plan will be undertaken every five years. This will include a complete and comprehensive assessment of the progress and success of the plan and will allow land allocation to be re-assessed and updated to make provisions for the next plan period. This will allow for the rolling forward of the Council's land use policies.
- 4.3 The Lancashire Structure Plan covering the period 1991 to 2006 became operative in February 1997. The review of the Local Plan will need to take account of current Structure Plan policies.

5. ALTERATIONS AND AMENDMENTS TO THE LOCAL PLAN

- 5.1 Once a Local Plan has been adopted the Local Planning Authority may at any time make proposals for its alteration repeal or replacement. Alteration may be necessary when, amongst others:-

- The Local Plan is no longer in general conformity with the Structure Plan

- Updating is required to take account of proposals for major developments which have substantial implications for the plan area

- Directed to do so by the Secretary of State

5.2 The process for the alteration or amendment of an adopted local plan reflects that used in its preparation and adoption. However, the 1990 Town and Country Planning Act allows the Local Planning Authority to utilise a shorter procedure in cases where the authority considers that the issues involved in alteration, repeal or replacement are not of sufficient importance to warrant the use of the full procedure. The Council will not make any significant changes to the proposals and policies contained in the Local Plan without allowing adequate opportunity for public comment.

6. IMPLEMENTATION

6.1 The implementation of the Local Plan's policies is related to the availability of resources both public and private many of which are not directly under the control of the Council.

6.2 It is, therefore, important that the Local Plan creates the right conditions to attract investment and channel resources into the Plan area. This takes the form of expenditure in the public sector and of providing guidance over private developments by the implementation of development control policies.

HYNDBURN BOROUGH LOCAL PLAN

APPENDICES

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APPENDIX ONE

RURAL DWELLINGS AND THE CONVERSION OF BUILDINGS IN THE COUNTRYSIDE.

Policy 1

The Council will only be likely to approve new build residential development in the open countryside where there is a genuine or real need for occupation by an agricultural or forestry worker. The main reasons for this policy are to protect the open countryside from irregular development and avoid urban sprawl, preserve good agricultural land and to avoid unnecessary expense on public services.

Reason for the Policy

This policy makes no change to the general rule, established in line with national policy, indicated in policy notes, planning policy guidance, circulars and appeal decisions, that new build residential development in the countryside is undesirable, unless there is a proven need for occupation by an agricultural or forestry worker. The main reasons for this policy are to protect the open countryside from scattered development and avoid urban sprawl, preserve good agricultural land and to avoid unnecessary expense on public services.

Policy 2

In appropriate circumstances buildings in the countryside may be converted to uses which would help diversify the rural economy or provide employment opportunities as well as to use as individual residences, subject to other material considerations including amenity, access or visual intrusion.

Reason for the policy

Uses such as tourist facilities and accommodation, leisure uses or uses within Class B1 of the Town and Country Planning (Use Classes) Order 1987 (light industry, offices, research and development uses) would all help to diversify the local economy and provide employment opportunities. However, the Council will take other considerations into account in particular questions of access, amenity and the compatibility of the proposed use with farming activities or with its rural location which might preclude certain commercial activities. Conversion schemes should be compatible with the character, appearance and setting of the area and have a minimal impact on the rural landscape. Therefore noisy, visually intrusive* uses or uses requiring access for heavy commercial vehicles may not be acceptable.

Policy 3

The building must be large enough to be converted to its proposed use without the need for substantial extensions or alterations which would change its existing form or character.

Reasons for the policy

Conversion schemes should retain the character of the building and enhance the rural landscape. The building must be of a reasonable size, suitable for conversion without the need for additions or alterations which would significantly change its existing form or character. Any extensions necessary should be smaller than the original building.

Policy 4

The building should be structurally sound and not require substantial rebuilding.

Reason for the policy

Any planning application for change of use should be accompanied by a structural survey identifying the structural condition of the building. The survey should consider in particular any problems concerning foundations and leaning, cracked or bulging walls. Drawings should indicate which parts of the existing structure will require removal or rebuilding. Planning permission will not normally be granted where there is a need to reconstruct more than 30% of the external wall length from the foundations upwards. The condition of the roof of the building will also be considered. A major collapse (or demolition) during conversion such that extensive rebuilding becomes necessary will mean the planning permission is no longer valid and a further application will be necessary. Since the original planning permission will have been for the conversion of the building and not for rebuilding, a new permission may well not be granted. An informative note to this effect should be attached to all planning permissions.

Policy 5

The building must have a satisfactory vehicular access or a satisfactory access must be capable of being achieved without adversely affecting the character of the rural landscape.

Reason for the policy

The building to be converted should have an existing satisfactory vehicular access in terms of the access itself and its junction with the main road network. If access improvements are required they should be undertaken without adversely affecting visual amenity or the character of the rural landscape. Major works to achieve satisfactory access roads or sight lines may not be acceptable if they are detrimental to the character of the rural landscape. Vehicle access tracks and passing places should be constructed of sympathetic surface materials and be screened or landscaped where necessary.

Policy 6

Where foul and surface water cannot be discharged to mains sewers, applicants must demonstrate that satisfactory discharge of foul and surface water can be achieved.

Reason for the policy

Most rural buildings will not be within a reasonable distance of a main drainage system. Consequently a septic tank or a sealed sewage disposal tank will often be required.

Policy 7

The design, materials and architectural detailing of the building and the design and layout of the curtilage of the site shall be appropriate to the building and its surroundings.

Reason for the policy

Planning permission for the conversion of rural buildings is granted on the basis that there is already a building on the site where its form, bulk and general design is in keeping with its surroundings. Planning permission would not be likely to be forthcoming for the construction of a new building in a similar location. It is therefore essential that conversion schemes should be compatible with the

character of the building to be converted and with the surrounding rural landscape. The Council will publish design guidance on the conversion of agricultural buildings.

Other Matters

Applications for planning permission for the conversion of buildings in the countryside must include fully detailed plans and elevations to a satisfactory scale. Large scale drawings of particular architectural details may also be required.

In order to safeguard against later alterations or extensions which are out of character with the building the Local Planning Authority will impose a condition on any planning permission granted removing permitted development rights. It may also be necessary in certain circumstances to grant planning permission subject to a Section 106 Agreement (Town and Country Planning Act 1990).

In certain cases it may be necessary for a detailed drawn and photographic record to be produced for archive purposes if a building is of particular historic or architectural interest. The Local Planning Authority would consider imposing a condition on any planning permission requiring such a record to be produced in certain circumstances.

Reason

To clarify the policy.

* here visually intrusive uses means unacceptable features that are not in keeping with the surrounding landscape.

APPENDIX TWO

THE CONSTRUCTION OF STABLES IN RURAL AREAS

Introduction

Horses are not normally bred or kept for agricultural purposes but for leisure uses. Therefore, a full planning application is normally required for buildings which are required for the keeping of horses.

There are a variety of different uses involving horses, which include the following:

Riding School: This provides horses, staff and facilities in connection with the business of teaching horse riding for payment.

Livery Stables: Accommodation hired out for privately owned horses.

Non-commercial Stables: Private individuals owning stables for housing their own horses.

Horse riding Arena: An area formed for the riding of horses.

This policy relates to the construction of non-commercial stables and livery stables in rural and urban fringe areas.

The use of existing buildings as stables will be judged against the Council's policy on rural dwellings and the conversion of buildings in the countryside.

Policy 1

The site must have a vehicle access which is satisfactory in highway safety terms or it must be capable of being achieved without adversely affecting the character of the rural landscape.

Access

The site should have an existing satisfactory vehicular access in terms of the access itself and its junction with the main road network. If access improvements are required, they should be such improvements that can be undertaken without adversely affecting visual amenity or the character of the rural landscape. Major works to achieve satisfactory access roads or sight lines may not be acceptable if they are detrimental to the character of the landscape. Vehicle access tracks and passing places shall be constructed of sympathetic surface materials and be screened or landscaped where necessary.

The views of the Head of Engineering and Contracts will be sought where access improvements are required and where there will be a significant increase in the volume of traffic using a particular road as a result of the proposal.

Policy 2

The proposed building must be capable of being sited without causing harm to visual amenity or the rural character of the area. In such cases the location of the stables within the site must be carefully chosen to minimise the visual impact of the structure paying particular attention to a), b) and c) below and the need for additional landscaping or screening.

Siting

Careful consideration should be paid to the location of the stable within the site to ensure that it is not visually intrusive and harmful to the character and appearance of the area. On some land it will not be possible to satisfactorily site a building without harming visual amenity or the rural character. Building should be located to:

- a) relate to existing buildings/landscape features.
- b) not infringe on the skyline.
- c) relate to the profile of the land, by utilising any hollows etc.

Additional landscaping/screening will be required where necessary.

Policy 3

Stables shall be designed specifically for housing horses and shall relate to the character of the area in respect of architectural style and detail and materials. Buildings proposed in temporary materials will only be permitted in appropriate locations and permission will be granted for a temporary period only.

Design

The design, materials and architectural detail of a building shall be appropriate to its surroundings and should make a worthwhile contribution to the rural landscape. Where materials of a temporary nature are proposed, planning permission is likely to be limited to a temporary period in order to ensure that the premises are kept in a good state of repair.

Planning permission will not normally be granted for the siting of non purpose built structures e.g. vehicle bodies, containers, sheds, portacabins, since they will invariably have an adverse visual impact on the locality.

APPENDIX THREE

OPEN SPACE - PROVISION IN NEW RESIDENTIAL DEVELOPMENT

This Policy was adopted by the Development Services Committee on 11th May 1994.

POLICY 1

THE PROVISION OF PUBLIC OPEN SPACE IN NEW RESIDENTIAL DEVELOPMENTS WILL NORMALLY BE REQUIRED TO MEET THE NATIONAL PLAYING FIELDS ASSOCIATION STANDARD OF 2.43 HA PER 1,000 POPULATION (NPFA 6 ACRE STANDARD).

Notes

- (i) Depending on the population profile of the locality concerned, the total standard should be met by an aggregation of space within the following ranges:

Youth and adult use - pitches, greens, courts etc. 1.6 - 1.8 ha per 1,000. Developments resulting in less than 65 dwellings will not be required to provide on site sports facilities.

Children's use - outdoor equipment, playgrounds etc. 0.2 - 0.3 ha per 1,000. Developments resulting in less than 30 houses will not be required to provide children's play areas.

Amenity space - 0.4 - 0.5 ha per 1,000.

- (ii) Where the proposed residential development is situated within the vicinity of existing playing fields of adequate capacity and/or public open space this will be taken into account in calculating the area which is required to be set aside as open space. Within such areas a provision of 0.8 ha per 1,000 population to provide for children's play areas and amenity open space will normally be considered to be a minimum standard.
- (iii) In instances where developments benefit from the provision of existing open space facilities nearby, a commuted sum will be required by the local authority to assist in the maintenance and upkeep of those areas. The commuted sum will be calculated having regard to the level of provision of open space which would otherwise have been required.
- (iv) Within developments intended for occupation solely by persons over 55 years of age the reduced use of formal recreational facilities by this age group will be taken into consideration in determining the level of provision of such facilities.

POLICY 2

THE OPEN SPACE PROVIDED SHOULD BE EASILY ACCESSIBLE TO ALL HOUSES WITHIN THE DEVELOPMENT AND SHOULD FORM AN INTEGRAL PART OF THE LAYOUT OF THE DEVELOPMENT.

Notes

- (i) In the case of children's play areas, no area should normally be situated more than 400 metres from the house it is intended to serve. In the interests of children's safety, play areas should not be located adjacent to busy access roads and should provide for adequate adult supervision.

- (ii) Play areas and kick-about areas can often result in disturbance to those residents occupying properties in close proximity to such areas. Where possible play areas should be situated to the front of dwellings and not adjacent to private garden space. Where play areas are situated adjacent to private garden space adequate screening will be required, in order to minimise disturbance to adjoining residents.

POLICY 3

NATURAL FEATURES SUCH AS MOUNDS, VALLEYS, STREAMS AND TREES WILL NORMALLY BE REQUIRED TO BE RETAINED AND, WHEREVER POSSIBLE, INCORPORATED INTO AREAS OF PUBLIC OPEN SPACE.

- (i) The retention of large growing trees within residential curtilages may result in pressure to fell those trees due to overshadowing of houses or private garden areas. Such trees, when retained, should therefore be situated in areas of public open space.
- (ii) Where trees are affected by a proposed development the local planning authority will normally require the submission of a full tree survey.
- (iii) It must be recognised that the provision of amenity open space forms an integral part of the layout of any housing development. Such space should normally be as important in terms of design as the housing and should not result from “space left over after planning”. Open spaces will be required to be of a suitable size and shape to provide for future maintenance purposes if they are to be adopted by the local authority.

POLICY 4

LANDSCAPING WORKS AND THE PROVISION AND ERECTION OF CHILDREN’S PLAY EQUIPMENT WILL NORMALLY BE CARRIED OUT BY THE DEVELOPER. RESPONSIBILITY FOR THE FUTURE MAINTENANCE OF AREAS OF PUBLIC OPEN SPACE IS THAT OF THE DEVELOPER, BUT IN APPROPRIATE CASES CAN BE TAKEN OVER BY THE LOCAL AUTHORITY.

Notes

- (i) Advice can be obtained from the local planning authority with regard to the suitable landscape treatment of sites and the provision of play equipment.
- (ii) Where a landscaping scheme has been agreed by the local planning authority and implemented to their satisfaction areas of incidental open space and play space may be transferred to the local authority by deed of gift together with a commuted sum to provide for 10 years’ maintenance.

APPENDIX FOUR

USE OF EXISTING BUILDINGS AS FLATS, BEDSITS & HOMES IN MULTIPLE OCCUPATION

(i) Location of site

New residential units should preferably be within established residential areas and are unlikely to be acceptable if located in predominantly industrial areas as such a location would be likely to be detrimental to the amenities of occupiers of the flats.

The upper storeys of commercial premises, in particular retail shops, are often underused which can lead to their falling into disrepair. In potential housing terms, this may be regarded as a wasted asset. Especially in central locations, the conversion of such floorspace into flats can provide a convenient and cheaper source of housing accommodation.

POLICY 1

THE CHANGE OF USE OF BUILDINGS TO PROVIDE NEW RESIDENTIAL UNITS SITUATED IN PREDOMINANTLY INDUSTRIAL LOCATIONS WILL NOT NORMALLY BE ALLOWED.

THE LOCAL PLANNING AUTHORITY WILL GIVE FAVOURABLE CONSIDERATION TO DEVELOPMENT PROPOSALS WHICH, AS LONG AS NORMAL DEVELOPMENT CONTROL STANDARDS ARE NOT SIGNIFICANTLY COMPROMISED, PROVIDE FOR THE RESIDENTIAL USE OF THE UPPER STOREYS OF RETAIL SHOPS OUTSIDE THE DEFINED SHOPPING CENTRES.

(ii) Erection of extensions and standard of accommodation

The Council's existing policy refers to the need to create satisfactory units of living accommodation including meeting Parker Morris standards. Parker Morris standards are no longer appropriate to use as guidelines and in fact it is questionable whether the internal layout of the flat and the standard of accommodation is really a planning matter. These matters are better controlled by the Building Regulations and under Environmental Health legislation. Nonetheless the Council would clearly not want to sanction the creation of obviously unfit dwellings.

In addition, the local planning authority should be satisfied that there is no overdevelopment of a site and that any conversion does not have an adverse affect on occupiers of adjacent properties.

POLICY 2

THE BUILDING SHOULD BE LARGE ENOUGH TO BE CONVERTED TO ITS PROPOSED USE WITHOUT THE NEED FOR SUBSTANTIAL EXTENSIONS WHICH WOULD RESULT IN AN OVERDEVELOPMENT OF THE SITE, AN UNNEIGHBOURLY FORM OF DEVELOPMENT OR A DETRIMENTAL CHANGE IN THE CHARACTER OF THE PROPERTY.

(iii) **Noise and disturbance to adjoining occupiers**

The Local Planning Authority should rightly be concerned to ensure that conversions do not result in unacceptable noise and disturbance to adjoining occupiers.

POLICY 3

THE PROPOSAL SHOULD BE UNLIKELY TO LEAD TO A LOSS OF AMENITY TO RESIDENTS OF ADJOINING PROPERTY OR TO RESIDENTS OF THE PROPOSED FLATS BY REASON OF NOISE AND DISTURBANCE.

ALL CONVERSIONS WILL BE REQUIRED TO MAKE PROVISION FOR ACOUSTIC INSULATION TO REDUCE THE TRANSMISSION OF SOUND BETWEEN FLOORS/CEILINGS OF UNITS AND BETWEEN THE UNITS AND ADJOINING PROPERTY WHERE THE PARTY WALL IS LESS THAN 200 MM THICK

Other Guidelines

- a) Applications for planning permission for the change of use and conversion of properties to residential units should be full applications and submitted plans should include plans showing proposed floor layouts, car parking areas and, where alterations are proposed, elevational drawings.
- b) Car parking areas should show car spaces measuring 5m x 2.4m and be designed to allow vehicles to enter and leave the highway in forward gear.
- c) Details should be submitted which provide for the external storage of refuse which shall be readily accessible to occupiers of each unit of habitation and to Local Authority refuse collectors.
- d) Where an application is received for the occupation of a dwelling by more than 6 persons with shared facilities, the application will be considered in the light of the size of the original dwelling, satisfactory noise insulation measures, adequate car parking and a significant loss of amenity or increase in disturbance.

APPENDIX FIVE

PROVISION OF RESIDENTIAL ACCOMMODATION WITH CARE

This Policy was adopted by the Development Services Committee on the 31st October 1988, and confirmed by Council on the 29th November 1988 as a guide for prospective applicants, as a guide for the Council in the determination of applications for planning permission and to ensure a consistency of decision.

1. The policy applies to change of use applications, new build applications and to applications for extensions to homes for the provision of residential accommodation with care to people in need of care. 'Care' means personal care for people in need of such care by reason of old age, disablement, dependence on alcohol or drugs, mental disorder and includes care of children. Thus homes for the elderly, children's homes, and nursing homes are all included.
 2. The property/site should be located in a predominantly residential area and there will be a general presumption against proposed developments in principally industrial or commercial areas. Applications for the change of use of premises in rural locations may be acceptable and such applications will be considered on their merits in respect of this criterion.
 3. The premises should be large enough to accommodate facilities required by the Registration body and the Local Planning Authority without the need for substantial extension or alterations which would result in an over-development of the site, unneighbourly development or a detrimental change in the character of the property. Sign boards should be restricted to non-illuminated signs as granted by deemed consent in accordance with the Town and Country Planning (Control of Advertisements) Regulations 1984, Class 11(c) 1.2m². *
- (* Amended by the Town and Country Planning (Control of Advertisements) Regulations 1989, Class 2c of Part 1 of Schedule 3).
4. Car parking and vehicle manoeuvring space should be provided in accordance with the Council's adopted standards as follows:-

HOMES FOR THE ELDERLY (including Rest Homes, homes for disabled, children's homes)

Operational requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational requirements

Resident Staff - one conveniently placed garage or car space for each household.

Non-resident Staff - one conveniently placed car space for every three members of staff present at the busiest time.

Visitors - one conveniently placed car space for every five residents, with a minimum of two spaces.

NURSING AND CONVALESCENT HOMES

Operational requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles (including, if necessary, ambulances and minibuses) likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft)

Non-operational requirements

Resident Staff - one conveniently-placed garage space per household.

Non-resident Staff (including Doctors) - one car space for every two members of staff present at the busiest time.

Visitors - one car space for every ten patients, with a minimum of two spaces.

Unless explicitly stated otherwise, the term 'one car parking space' means one with the dimensions 5.0m x 2.4m (16 ft x 8 ft). The aisle between bays placed at right-angles to it shall in this case have a minimum width of 6 m (20 ft). Alternatively, if so desired, the bays are placed at an angle of about 70 degrees to the direction of traffic flow in the aisle.

5. The Local Planning Authority shall be satisfied that the proposal is satisfactory on grounds of highway safety.
6. The property shall have a sitting-out area or garden suitable for use by residents. This should be on the basis of 5m² per resident. Proximity to public parks or amenity areas may be taken into account.
7. The proposal should not lead to a significant loss of residential amenity or unacceptable change in the character of an area by reason of the proliferation of homes.
8. The Local Planning Authority will restrict by condition on any planning permission changes of use to other uses in the same Use Class when it cannot be shown that the premises and curtilage are capable of accommodating the new use together with adequate car parking, servicing space and access arrangements which would not result in an overdevelopment of the site, unneighbourly development, a detrimental change in the character of the property or detriment to highway safety.

APPENDIX SIX

THE CONTROL OF ADVERTISEMENTS

1. GENERAL PRINCIPLES

- A) An advertisement should be in a scale and sympathy with its immediate surroundings and not dominate buildings, street scenes or open space areas.
- B) An advertisement should respect the design and appearance of a building on which it is displayed and be properly co-ordinated with the design of the building. The advertisement should, for example, respect the window/wall proportions of an elevation and the rhythm of an elevation.
- C) The local planning authority will consider such matters as size, location, proliferation, level of illumination in assessing whether an advertisement is acceptable on amenity grounds.
- D) Signs in open countryside, rural areas generally, or residential areas, conservation areas or on or adjacent to listed buildings require particularly sensitive treatment and will need to be more restrained.
- E) The local planning authority will consider public and highway safety in assessing advertisement proposals.

2. SPECIFIC ADVERTISEMENT POLICIES

A ADVERTISEMENTS ON BUILDINGS

- A1 Advertisements on buildings will not normally be approved where they cut across or hide architectural features of a building e.g. windows, quoins, string courses, cills, lintels, pilasters.
- A2 Advertisements, including canopies, will not normally be approved where they will be displayed above the lowest part of any first floor windows. Signs should be displayed at the normal fascia height of the building.
- A3 Where there are no first floor windows on an elevation, signs will not normally be approved above the general ground floor fascia height.
- A4 Not more than one projecting sign and one fascia sign per road frontage will normally be permitted on buildings.
- A5 Fascia signs of excessive depth or long, continuous fascia signs spanning a group of former shop units will not normally receive approval.
- A6 Traditional hanging public house signs may be acceptable above the normal ground floor fascia height of a building as a traditional feature in the street scene.

B. FREE STANDING SIGNS

A POSTER SITES

- B1 Free-standing poster sites (Hoardings) will not normally be permitted in rural areas, or in predominantly residential areas.

- B2 Poster sites will not normally be acceptable unless they are in scale with their surroundings and it can clearly be demonstrated that they would provide effective screening of derelict or unsightly sites or uses.
- B3 Poster displays incorporated into the design of bus shelters and in scale with their surroundings are usually acceptable.

B) ADVANCE DIRECTION SIGNS

Approval of signs displayed on main roads directing customers to businesses, or other uses will set a precedent for the approval of numerous such signs resulting in the proliferation of signs on main traffic routes. Owners of such premises should investigate the possible use of road traffic direction signs, tourist information signs, church signs etc. In certain instances a composite sign showing, for instance, the various businesses on an industrial estate may be acceptable.

- B4 An individual advance direction sign not sited within the curtilage of the business to which it relates will not normally be approved.

C) SIGNS ON FORECOURTS

Freestanding signs on pavements and highway verges obstruct the highway and cause problems for pedestrians especially blind and partially-sighted persons. Static signs on forecourts can be acceptable.

- B5 Not more than one static forecourt sign per road frontage, in scale with surroundings, will normally be acceptable.

C DESIGN, MATERIALS AND THE ILLUMINATION OF SIGNS

The Local Planning Authority seeks to encourage the use of hand painted, individually designed advertisement displays. Standard plastic box signs with metal frames are not considered suitable in certain parts of the conservation areas or on most listed buildings. Timber hanging signs or hand painted timber fascia signs are more appropriate in such circumstances. The colours to be used on plastic signs are important especially if they are used in the commercial parts of the conservation areas.

The intensity of illumination of advertisements is an important consideration both in amenity and public safety terms. Individually illuminated lettering or 'halo' lighting is far preferable on amenity grounds to the full internal illumination of box or fascia signs especially where white or light coloured signs are proposed. External cowled lighting or trough lighting is usually more acceptable than internally illuminated signs although unshielded or badly located lighting may cause safety problems by dazzling motorists.

- C1 Advertisements proposing excessive illumination or likely to result in dazzle to motorists will not normally receive approval.
- C2 Intermittently illuminated signs are generally not considered acceptable even in commercial areas of the Borough.

APPENDIX SEVEN

WIND ENERGY DEVELOPMENT IN HYNDBURN

Policy 1

PROPOSALS FOR WIND TURBINE DEVELOPMENTS WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:

- a. The visual impact of the proposal on the landscape.
- b. The impact of the proposal on wildlife habitats.
- c. The impact of the proposal on historical and archaeological features.
- d. The degree of nuisance caused by the proposal (including noise and shadow flicker).
- e. The degree of interference with electromagnetic signals.
- f. The potential health & safety risk.
- g. The proximity of the proposals to dwellings, public highways, railways, airports, overhead power lines and recreational sites.
- h. The design, colour, layout and scale of turbines and ancillary structures (including access roads).
- j. The degree of disturbance caused by the constructional phase.
- k. The restoration and after-use of the site.
- l. Conformity with the provisions of other policies in this plan.

Justification

Global warming is one of the biggest environmental challenges now facing the world. An important contribution towards reducing this threat can come from renewable energy sources, including wind energy. Strategically, this policy seeks to promote the beneficial effects of wind energy development, wherever it is economically attractive and environmentally acceptable. This is the precept of government policy. Consequently, it is inappropriate to define absolute 'no-go' areas and each application will be judged against specific criteria. However, there are likely to be very few, if any, sites within or next to urban areas, rural settlements or recreational sites where wind farms can be accommodated because of potential unacceptable environmental and technological impacts. Hence these are the criteria against which all applications will be considered.

Policy 2

PROPOSALS FOR WIND TURBINE DEVELOPMENTS SHOULD INCLUDE DETAILED INFORMATION ON THE LEVELS OF NOISE, SHADOW FLICKER, ELECTROMAGNETIC INTERFERENCE OR ANY OTHER POTENTIAL NUISANCE ARISING.

Justification

Because of the potential nuisances that can arise from wind turbines, particularly from noise, shadow flicker or electromagnetic interference it is necessary that these are fully described in applications. Prediction calculations to show the levels of nuisance, particularly at the nearest habitations, will therefore be required to properly judge proposals and to allow for any mitigation measures.

Policy 3

WIND TURBINES SHOULD NOT NORMALLY BE LOCATED ON RIDGE TOP OR SUMMIT LOCATIONS WHERE THEY WOULD FORM PROMINENT FEATURES WHEN VIEWED FROM THE SURROUNDING AREA.

Justification

Proposals for wind generators on ridge tops and summits will not normally be acceptable because of their particular prominence against the skyline and their long range visibility. In most cases the addition of wind generators on the horizon would diminish the landscape character of the upland hills and reduce their intrinsic qualities of wilderness and isolation.

Statutory Background

Wind generators can have significant local environmental effects.

Proposed government amendments to the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 require Environmental Assessment for wind turbine developments above a certain size. Additionally, Schedule 2 of the 1988 Regulations requires Environmental Assessment for installations for the production of electricity where they are judged likely to give rise to significant environmental effects.

APPENDIX EIGHT

CAR PARKING STANDARDS

- 1.1** Lancashire County Council first published its car parking standards in 1976 in order to give guidance to the Development Control staff in local planning authorities about what was considered a reasonable minimum requirement for space for standing, manoeuvring and parking in the case of the most common land uses. The original aim - to balance as far as possible the demand for car parking with environmental quality and the capacity of the road system, especially in urban areas - remains unchanged, but a number of minor amendments have been made in the light of a dozen years of experience in Lancashire and elsewhere, and of the National Road Traffic Forecasts issued by the Department of Transport in 1985. These standards are in general conformity with the recommendations of the Department of the Environment's 'Roads in Urban Areas' (1987 Edition).
- 1.2** The most noticeable change in this Revised Edition is, however, in the format of the booklet, which has been totally recast to bring the arrangement of the standards into line with that of the revised Use Classes Order which came into effect on 1 June 1987. For this reason an Index has been provided at the end of this Section.
- 1.3** The standards described in the following pages are designed:

 - a) To ensure that in normal circumstances adequate provision is made for on-site parking for the traffic likely to be generated by new development, thus preventing a rise in on-street parking; but
 - b) to restrict - in line with the recommendations of the Department of the Environment's development Control Policy Note number 5 - the number of new parking spaces allowed on the site of new developments in the more tightly-knit town centres. This is in the interests of reducing congestion caused by the volume of traffic on the streets and of maintaining environmental quality.
- 1.4** Standards laid down for a whole county must be somewhat arbitrary. It is intended that they will in time be replaced by parking policies tailored to the need of each town and incorporated in the relevant Local Plan. Until this is done, however, a broad classification of towns has been carried out and the standards will operate differently in each class. The classification is set out in paragraph 1.7(a) and (b)
- 1.5** The scale of the car parking problem varies from area to area. Countrywide standards which are to be effective must be flexible enough to deal satisfactorily both with the extremes of town centre and rural village and also with the conditions to be found in suburban areas and in the county's many smaller towns and large villages.
- 1.6** These standards have therefore been drawn up on the basis of the difference between operational and non-operational space, as defined below:-

 - a) Operational Parking Space means the space required for the cars and other vehicles regularly and necessarily involved in the operation of the business of particular buildings, including commercial vehicles servicing the buildings.
 - b) Non-operational Parking Space means the space required for the traffic which does not need to park or wait precisely at the premises in question. The term includes the cars of commuting employees as well as those belonging to shoppers, business callers and sightseers.

1.7 It is intended that these standards should be applied in the following way:-

- a) In the central core of the following towns:-

Accrington
Blackburn
Blackpool
Burnley
Chorley
Darwen
Lancaster
Preston

the provision of the operational parking space deemed appropriate will be required, normally within the curtilage of any development, but the provision of non-operational parking space will not normally be allowed unless the highway authority considers that the site is suitable in relation to such strategic factors as road layout, pedestrianisation schemes and public transport;

- b) in the other town centres defined after this paragraph, and in the outer central areas of the towns listed above, developers will be expected to provide sufficient manoeuvring and standing space, normally on site, to fulfil the operational requirements. They will also be expected to provide half the normal non-operational requirement, unless the highway authority considers that the site is suitable to accommodate more, or - conversely - less.

Bacup
Barnoldswick
Brierfield
Carnforth
Cleveleys
Clitheroe
Colne
Fleetwood
Garstang
Great Harwood
Haslingden
Heysham
Kirkham
Leyland
Longridge
Lytham
Morecambe
Nelson
Ormskirk
Oswaldtwistle
Padiham
Poulton-le-Fylde
Rawtenstall
St. Annes
Skelmersdale
Thornton

- c) in all areas of the county developers will be expected to provide, normally within the curtilage of a development, sufficient space to meet the operational and non-operational parking requirements.

- 1.8** The responsibility for the definition of the boundaries of the central and outer central areas of the towns mentioned in paragraph 1.7 rests with the appropriate District Planning Authority.
- 1.9** As stated in paragraph 1.4 the policies defined in paragraph 1.7 are medium-term measures to control town centre traffic generation. It is, however, accepted that, especially in tightly-knit urban and village areas, there may be special environmental factors in relation to individual development proposals which make the rigid application to these standards undesirable. In these cases, particular standards may well need to be varied. As a general rule, however, the standards will be applied until District Authorities have drawn up local Town Centre Parking Policies taking more detailed account of the inter-related issues of development potential, traffic capacity, road proposals, public transport, environmental quality and, not least, the provision of local authority car parks which will do so much to solve local problems. Some District Councils have already adopted parking policies which are applied in relation to specific town centres. Intending developers are advised to consult District Planning Officers to ascertain the way in which standards will operate in specific areas.
- 1.10** In a number of cases new developments will incorporate more than one land use, e.g., a large office might well be attached to a warehouse, a restaurant to a theatre, or a flat to a club house. In these cases the standards applicable to both uses simultaneously will be demanded.
- 1.11** Conversely, where the dual use of car parks can unquestionably be achieved because the demand for space occurs at different times of day e.g., from shoppers and cinemagoers, this arrangement is highly desirable and the provision of spaces should be required on the basis of the land use which generated more traffic. Indeed, the case for the collective provision of non-operational car parking spaces in town centres is very strong. Since it should also allow the stated parking space requirements for non-operational traffic to be proportionally waived and thus save developers' money, financial contributions from developers towards this collective provision are encouraged.
- 1.12** In all the following paragraphs, unless explicitly stated otherwise, the term 'one car parking space' means one with the dimensions 5.0m x 2.4m (16ft x 8ft). The aisle between bays placed at right angles to it shall in this case have minimum width of 6m (20ft). Alternatively, if so desired, the aisle width may be reduced to 5m (16ft) provided that the bays are placed at an angle of about 70 degrees to the direction flow in the aisle.
- 1.13** Large, unbroken expanses - whether of tarmac or car roofs - are unattractive and can also be confusing to someone who wants to get his bearings. To overcome this effect, all surface car parks shall be subdivided into units which are small in relation to the total size of the parking area. These units should preferably contain many fewer than the 100 cars, shown by observation to be the maximum number which can be made visually acceptable even with well developed landscaping. Full landscaping proposals for parking areas must be submitted with all detailed planning applications.
- 1.14** Wherever possible, car parking should be screened within or behind buildings, and consideration should be given, in consultation with the highway authority, to the possibility of bringing a building closer to the front or fronts of its site, if this will enable parked cars to be screened behind it rather than be on view as part of the street scene.
- 1.15** If car parking in front of a building is unavoidable, the area of land allocated there for car spaces shall not exceed that of the landscaped areas.
- 1.16** For further, more detailed, advice on these matters the County Council has published a booklet, entitled 'Design Notes for Car Parks' which can be bought from the County Planning Department (Telephone 01772-264102).
- 1.17** The attention of developers is also drawn to the legal requirements that car parking spaces should be laid out for disabled drivers as near as possible to the entrance to a building, and that fire engines should have easy access to buildings where people sleep.
- 1.18** Attention is also drawn to the desirability of providing secure cycle parking facilities.

CLASS A1 SHOPS

A1.1 SHOPS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site. The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
500 sq m	(5,500 sq ft)	50 sq m	(550 sq ft)
1,000 sq m	(11,000 sq ft)	100 sq m	(1,100 sq ft)
2,000 sq m	(22,000 sq ft)	150 sq m	(1,650 sq ft)
Every additional 1,100 sq m (11,000 sq ft)		50 sq m	(550 sq ft) up to a maximum of 500 sq m

Non-operational Requirements

Staff: one car space, preferably in an enclosed yard behind the shop for every 200 sq m (2,200 sq ft) of gross floor space.

Customers

- a) In shops (other than large supermarkets and superstores) serving a local neighbourhood one car space for every 25 sq m (275 sq ft) of gross floor space.
- b) In carpet and furniture warehouses, or shops displaying and selling bulky goods like caravans or boats one car space for every 20 sq m (220 sq ft) of gross floor space (including external display space).

NB. 1. A 'superstore' shall be understood to mean a normally single-storey building of more than about 2,000 sq m gross floor space, with adjacent surface or multi-level car parking, which sells a wide range of goods and attracts custom from outside the local neighbourhood.

2. When a development is planned to include more than one non-food store, the parking requirement should be calculated on the basis of the gross floor area of the total development.

The same principle should normally also apply when a development includes a food store as well as non-food stores; there is however, scope for some reduction, when it can be shown from previous comparable experiences that the peak demand for parking space for the different elements occurs at different times.

A1.2 CASH AND CARRY WAREHOUSES for Direct Sales to Traders

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site. The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
500 sq m	(5,500 sq ft)	50 sq m	(550 sq ft)
1,000 sq m	(11,000 sq ft)	100 sq m	(1,100 sq ft)
2,000 sq m	(22,000 sq ft)	150 sq m	(1,650 sq ft)
Every additional 1,000 sq m (11,000 sq ft)		50 sq m	(550 sq ft)

Non-operational Requirements

Staff: one car space for every 200 sq m (2,200 sq ft) of gross floor space of the whole warehouse.

Customers: one car space for every 18 sq m (200 sq ft) of the retail area only.

NB This section is intended for use solely in the case of warehouses where the sale of goods is restricted by means of a pass system to retail traders, restaurant owners and so on. In warehouses open to the general public, the normal standards applicable to shops - see Section A1.1 - will be required.

CLASS A2 FINANCIAL AND PROFESSIONAL SERVICES

A2.1 BANKS AND BUILDING SOCIETIES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 25 sq m (275 sq ft).

Non-operational Requirements

Staff: one car space for every 25 sq m (275 sq ft) of gross floor space.

Customers: one care space for every 10 sq m (110 sq ft) of the net public floor space of the banking hall.

NB Where a bank building also accommodates an area or regional office, or office space for rent, the parking requirements of these must be assessed according to Section B1.1.

A2.2 PROFESSIONAL OFFICES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with maximum 25 sq m (275 sq ft).

Non-operational Requirements

Staff: one car space for every 25 sq m (275 sq ft) of gross floor space.

Clients: one car space for every 50 sq m (550 sq ft) of gross floor space.

NB This standard is intended for application in the case of offices for accountants, architects, solicitors etc.

CLASS A3 FOOD AND DRINK

A3.1 PUBLIC HOUSES AND LICENSED CLUBS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site.

The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
500 sq m	(5,500 sq ft)	140 sq m	(1,540 sq ft)
1,000 sq m	(11,000 sq ft)	170 sq m	(1,870 sq ft)
2,000 sq m	(22,000 sq ft)	200 sq m	(2,200 sq ft)
Every additional 1,000 sq m	(11,000 sq ft)	25 sq m	(275 sq ft)

Non-operational Requirements

Resident Staff: one conveniently placed garage space for each household.

Non-resident Staff: one car space for every three members of staff present at the busiest time.

Bar Customers: one car space for every 4 sq m (44 sq ft) of the new public space in bars, plus one car space for every 8 sq m (88 sq ft) in a beer garden or similar facility.

A.3.2 RESTAURANTS, CAFES AND HOT FOOD SHOPS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site. The minimum scale of provision of standing space for loading and unloading is as follows:-

Dining Floor Space per Unit not exceeding		Minimum Standing Space required	
100 sq m	(1,100 sq ft)	50 sq m	(550 sq ft)
250 sq m	(2,750 sq ft)	75 sq m	(825 sq ft)
500 sq m	(5,500 sq ft)	100 sq m	(1,100 sq ft)

Non-operational Requirements

Resident Staff: one conveniently placed garage space for each household.

Non-resident Staff: one car space for every three members of staff present at the busiest time.

Diners: one car space or, in the case of transport cafes, one lorry space of 45 sq m (500 sq ft) for every two seats of 4 sq m (44 sq ft) in the dining area.

'Take-Away' Customers: one car space for every 4 sq m (44 sq ft) of the net public waiting space, with a minimum of two spaces.

NB In the case of transport cafes, the parking area must be laid out in such a way that lorries can enter and leave the site in forward gear.

CLASS B1 BUSINESS

B1.1 OFFICES - ADMINISTRATIVE

Operational Requirement

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site. The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
500 sq m	(5,500 sq ft)	50 sq m	(550 sq ft)
1,000 sq m	(11,000 sq ft)	100 sq m	(1,100 sq ft)
2,000 sq m	(22,000 sq ft)	150 sq m	(1,650 sq ft)
3,000 sq m	(33,000 sq ft)	200 sq m	(2,200 sq ft)
Every additional 1,000 sq m	(11,000 sq ft)	25 sq m	(275 sq ft)

In certain cases it may be considered more satisfactory to allow the limited numbers of service vehicles necessary for offices to use the adjacent street rather than to create a crossing over a busy footway to a small standing space which in practice is not kept clear for its purpose.

Non-operational Requirements

Staff: one car space for every 25 sq m (275 sq ft) of gross floor space, with a minimum of one space.

Alternatively, in the case of custom-built offices, where the numbers of staff to be employed are known with some accuracy, one car space for every three members of staff, if this results in a figure higher than the one calculated from floor area.

Visitors: 10% of the staff parking requirement, with a minimum of one space.

B1.2 INDUSTRY SUITABLE TO A PRIMARILY RESIDENTIAL AREA

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site. The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
100 sq m	(1,100 sq ft)	70 sq m	(770 sq ft)
235 sq m	(2,600 sq ft)	140 sq.m	(1,540 sq ft)
500 sq m	(5,500 sq ft)	170 sq m	(1,870 sq ft)
1,000 sq m	(11,000 sq ft)	200 sq m	(2,200 sq ft)
2,000 sq m	(22,000 sq ft)	300 sq m	(3,300 sq ft)
Every additional 1,000 sq m	(11,000 sq ft)	50 sq m	(550 sq ft)

Non-operational Requirements

Staff: one car space for every 50 sq m (550 sq ft) of gross floor space.

Visitors: 10% of the staff parking requirements.

NB.1. In the case of small nursery or starter units, which are to be developed together in an estate, the operational requirement shall be calculated on the basis of the total gross floor space of the estate, and the estate roads may be used for reversing movements into loading / unloading areas. Furthermore, staff and visitor parking shall be provided (not necessarily next to each unit) at the rate of one space for every 25 sq m (275 sq ft) of gross floor space up to 1,000 sq m (11,000 sq ft) and thereafter at the rate of one further space for every additional 50 sq m (550 sq ft) - with a minimum of two spaces.

2. In order to ensure that the environment impact of parking at a factory in a residential area is minimised, every effort should be made to lay out staff car parking spaces within or behind the building, and to provide in front of the building only those spaces which are required for visitors.
3. If offices are built alongside and as part of industrial premises, their parking requirements must be assessed separately - according to Section B1.1 - if their gross floor space exceeds 100 sq m (1,100 sq ft).

CLAUSES B2 - B7 GENERAL AND SPECIAL INDUSTRIAL

B2.1 INDUSTRY UNSUITABLE TO RESIDENTIAL AREAS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without

inconvenience to other users of the site. The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
100 sq m	(1,100 sq ft)	70 sq m	(770 sq ft)
235 sq m	(2,600 sq ft)	140 sq m	(1,540 sq ft)
500 sq m	(5,500 sq ft)	170 sq m	(1,870 sq ft)
1,000 sq m	(11,000 sq ft)	200 sq m	(2,200 sq ft)
2,000 sq m	(22,000 sq ft)	300 sq m	(3,300 sq ft)
Every additional 1,000 sq m (11,000 sq ft)		50 sq m	(550 sq ft)

Non-operational Requirements

Staff: one car space for every 50 sq m (550 sq ft) of gross floor space.

Visitors: 10% of the staff parking requirements.

- NB. 1. In the case of small nursery or starter units, which are to be developed together in an estate, the operational requirement shall be calculated on the basis of the total gross floor space of the estate, and the estate roads may be used for reversing movements into loading / unloading areas. Furthermore, staff and visitor parking shall be provided (not necessarily next to each unit) at the rate of one space for every 25 sq m (275 sq ft) of gross floor space up to 1,000 sq m (11,000 sq ft) and thereafter at the rate of one further space for every additional 50 sq m (550 sq ft) - with a minimum of two spaces.
2. If offices are built alongside and as part of industrial premises, their parking requirements must be assessed separately - according to Section B1.1 - if their gross floor space exceeds 100 sq m (1,100 sq ft).
 3. Where the scale of new industrial development is likely to generate a new or extended bus service or the provision of contract buses for workers, special measures may need to be taken to accommodate waiting buses on off-street sites.

B2.2 REPAIR AND SERVICE STATIONS

Operational Requirements

One parking space of the relevant size for each of the towing or breakdown vehicles, if any, used by the business.

In addition, four car spaces - or lorry spaces of 45 sq m (500 sq ft) in the case of commercial vehicle service stations - for each service and / or repair bay.

Where service stations provide an automatic car-washing machine, sufficient space for five cars to wait shall also be provided on site.

Non-operational Requirements

Staff: one car space for every 40 sq m (440 sq ft) of gross floor space, or one car space for every two members of staff.

NB. Where service stations have a department for the sale of spare parts, one car space shall be provided for every 25 sq m (275 sq ft) of the gross floor area of the sales counter and stock room.

CLASS B8 STORAGE OR DISTRIBUTION

B8.1 WAREHOUSES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site. The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
100 sq m	(1,100 sq ft)	70 sq m	(770 sq ft)
235 sq m	(2,600 sq ft)	140 sq m	(1,540 sq ft)
500 sq m	(5,500 sq ft)	170 sq m	(1,870 sq ft)
1,000 sq m	(11,000 sq ft)	200 sq m	(2,200 sq ft)
2,200 sq m	(22,000 sq ft)	300 sq m	(3,300 sq ft)
Every additional 1,000 sq m	(11,000 sq ft)	50 sq m	(550 sq ft)

Non-operational Requirements

Staff: one car space for every 200 sq m (2,200 sq ft) of gross floor space.

NB. If offices are built alongside and as part of warehouses, their parking requirements must be assessed separately - according to Section B1.1 - if their gross floor space exceeds 100 sq m (1,100 sq ft).

CLASS C1 HOTELS AND HOSTELS

C1.1 HOTELS, MOTELS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site.

The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
500 sq m	(5,500 sq ft)	140 sq m	(1,540 sq ft)
1,000 sq m	(11,000 sq ft)	170 sq m	(1,870 sq ft)
2,000 sq m	(22,000 sq ft)	200 sq m	(2,200 sq ft)
Every additional 1,000 sq m	(11,000 sq ft)	25 sq m	(275 sq ft)

Non-operational Requirements

Resident Staff: one conveniently placed garage space for each household.

Non-resident Staff: one car space for every three members of staff present at the busiest time.

Resident Guests: one car space per bedroom.

Bar Customers: one car space for every 4 sq m (44 sq ft) of net public space in bars, plus one car space for every 8 sq m (88 sq ft) in a beer garden or similar facility. (Space for occasional diners is included in the requirement for resident guests and bar customers).

If the hotel provides conference facilities, the number of car parking spaces required must be assessed separately - according to Section D1.1.

C1.2 HOMES FOR THE ELDERLY (including Rest Homes)

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50sq m (550 sq ft).

Non-operational Requirements

Resident Staff: one conveniently placed garage space for each household.

Non-resident Staff: one car space for every three members of staff present at the busiest time.

Visitors: one conveniently placed car space for every ten residents, with a minimum of two spaces.

NB. Nursing Homes for the elderly and ESMI Units should be regarded for the purposes of car parking provision as Nursing and Convalescent Homes (see Section C2.2)

C1.3 RESIDENTIAL COLLEGES AND HALLS OF RESIDENCE

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site.

The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding	Minimum Standing Space required
500 sq m (5,500 sq ft)	140 sq m (1,540 sq ft)
1,000 sq m (11,000 sq ft)	170 sq m (1,870 sq ft)
2,000 sq m (22,000 sq ft)	200 sq m (2,200 sq ft)
Every additional 1,000 sq ft (11,000 sq ft)	25 sq m (275 sq ft)

Non-operational Requirements

Residential Staff: one conveniently placed garage space for each household.

Non-resident Staff: one car space for every three members of staff present at the busiest time.

Students:

- a) one car space per bedroom in buildings designed for adults on short courses.
- b) one car space for every two bedrooms in buildings designed for young students on full-time courses.

Visitors: 5% of the student requirements.

CLASS C2 RESIDENTIAL INSTITUTIONS

C2.1 HOSPITALS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site.

The minimum scale of provision of standing space for loading and unloading is as follows:-

Gross Floor Space per Unit not exceeding		Minimum Standing Space required	
1,000 sq m	(11,000 sq ft)	200 sq m	(2,200 sq ft)
2,000 sq m	(22,000 sq ft)	300 sq m	(3,300 sq ft)
4,000 sq m	(44,000 sq ft)	400 sq m	(4,400 sq ft)
6,000 sq m	(66,000 sq ft)	500 sq m	(5,000 sq ft)
Every additional 2,000 sq m	(22,000 sq ft)	100 sq m	(1,100 sq ft)

Non-operational Requirements

Staff: one car space for each doctor, surgeon and senior administrative officer, plus one car space for every three other members of staff.

Outpatients and Visitors: one car space for every three beds in the hospital, located conveniently close to the public entrances to wards and clinics.

C2.2 NURSING AND CONVALESCENT HOMES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles (including, if necessary, ambulances and minibuses) likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Resident Staff: one conveniently placed garage space per household.

Non-resident staff (including Doctors): one car space for every two members of staff present at the busiest time.

Visitors: one car space for every ten patients, with a minimum of two spaces.

C2.3 SPECIAL RESIDENTIAL SCHOOLS AND COLLEGES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles (including, if necessary, ambulances and minibuses) likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Resident Staff: one conveniently placed garage space per household.

Non-resident Staff (including Doctors): one car space for every two members of staff present at the busiest time.

Visitors: one car space for every ten students, with a minimum of two spaces.

CLASS C3 DWELLINGHOUSES

C3.1 FAMILY HOUSING

Operational Requirements

None.

Non-operational Requirements

Residents: one garage space for every house with a drive, or one conveniently placed off-street car space for every dwelling without a drive.

Visitors: one car space for every house with a drive, or one conveniently placed off-street car space for every dwelling without a drive - except in cases like 'Housing Squares' where all parking places are provided communally, when only one half of a car space for each dwelling is considered adequate..

- NB. 1. The parking standards in the town centres named in paragraph 1.7(a) and (b) may be relaxed in appropriate locations to permit the provisions of garage and parking spaces.
2. These standards may be reduced in local authority estates, provided that the location of the site and its relationship to public transport facilities are suitable. In all circumstances, however, enough land should be made available, even if not initially laid out, to provide sufficient parking spaces to meet the normal requirements for both residents' and visitors' use.
 3. For Housing Squares, see 'Residential Road Design Guide' Lancashire County Council 1985.

C3.2 SINGLE BEDROOM HOUSING (including Bed-sitters)

Operational Requirements

None.

Non-operational Requirements

Residents: three conveniently placed off-street car spaces for every four dwellings.

Visitors: one conveniently placed off-street car space for every two dwellings.

- NB. 1. The parking standards in the town centre named in paragraph 1.7(a) and (b) may be relaxed in appropriate locations to permit the provisions of garage and parking spaces.
2. These standards may be reduced in local authority estates, provided that the location of the site and its relationship to public transport facilities are suitable. In all circumstances, however, enough land should be made available, even if not initially laid out, to provide sufficient parking spaces to meet the normal requirements for both residents' and visitors' use.
 3. These standards may be reduced in the case of conversions of older property, provided that facilities for on-street parking are adequate.

C3.3 RETIREMENTS HOUSING (owner-occupied)

Operational Requirements

None.

Non-operational Requirements

Residents and Visitors: two conveniently placed off-street car spaces for every three dwellings.

NB. Some reduction in town centre (as distinct from suburban) locations may be permissible, where circumstances justify this.

C3.4 SHELTERED HOUSING (tenanted)

Operational Requirements

None

Non-operational Requirements

Warden (if applicable): one conveniently placed garage or car space.

Residents and Visitors: one conveniently placed car space for every three dwellings.

NB. Some reduction in town centre (as distinct from suburban) locations may be permissible, where circumstances justify this.

C3.5 CARAVAN SITES - RESIDENTIAL

Operational Requirements

Sufficient conveniently located space to allow for maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site.

Non-operational Requirements

Warden (if applicable): one car space and one visitors' parking space alongside the house or caravan.

Residents: one car space alongside each caravan

Visitors: one car space for every two residential caravans.

CLASS D1 NON-RESIDENTIAL INSTITUTIONS

D1.1 COMMUNITY CENTRES AND ASSEMBLY HALLS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (55 sq ft).

Space should also be provided within the site and close to the main entrance to the building for two cars to set down and pick up patrons.

Non-operational Requirements

Staff: one car space for every three members of staff normally present.

Patrons: one car space for every 10 sq m of the floor area.

D1.2 PLACES OF WORSHIP

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Space should also be provided within the site and close to the main entrance to the building for two cars to set down and pick up worshippers.

Non-operational Requirements

Worshippers: one space for every ten seats, or for every ten worshippers - with a minimum of ten spaces at an urban site and twenty spaces in a suburban or rural situation.

D1.3 MUSEUMS AND PUBLIC ART GALLERIES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for every two members of staff normally present.

Visitors: one car space for every 30 sq m (330 sq ft) of public display space.

D1.4 PUBLIC LIBRARIES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

In addition, at any library which serves as a base for a mobile library van, 50 sq m (550 sq ft) of space shall be provided to park this van.

Non-operational Requirements

Staff: one car parking space for every two members of staff normally present.

Borrowers: one car parking space for every 1,000 members of the catchment population. Where a library has separate reference facilities, further car parking spaces are required at the rate of one space for every ten seats.

D1.5 DOCTORS' SURGERIES, CLINICS AND HEALTH CENTRES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum standing area of one car space for each doctor and health visitor.

Non-operational

Other Staff: one car space for every two other members of staff present at the busiest time.

Patients: two car spaces for each consulting room.

NB. 1. The patients' requirement is made on the assumption that an appointments system is operated. Where this is not the case, more spaces will need to be provided.

2. This standard shall also apply to Dentists, Physiotherapists, etc. and to Veterinary Surgeons.

D1.6 SPECIAL SCHOOL AND DAY-CARE CENTRES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time (including minibuses and ambulances) to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 30 sq m (330 sq ft).

In particular, day centres of physically handicapped people may require accommodation for a special passenger vehicle.

Space should also be provided within the site for cars and / or contract buses to set down and pick up children or patients.

Non-operational Requirements

Staff: one car space for every two members of staff normally present.

Attendees: most of those who attend such centres will be transported to them, but day centres for physically handicapped people should provide parking spaces for invalid carriages at the rate of one space for every four attendees.

D1.7 PRIMARY SCHOOLS AND NURSERY SCHOOLS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 30 sq m (330 sq ft).

Non-operational Requirements

Staff: three car spaces for every four members of staff normally present.

Visitors: two car spaces.

The hard-surfaced play area should be capable of accommodating cars in open days and on similar infrequent occasions.

D1.8 SECONDARY SCHOOLS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Space should also be provided within the site, preferably as part of a one-way system, for contract buses to set down and pick up children.

Non-operational Requirements

Staff: three car spaces for every four members of staff normally present.

Visitors: four car spaces in schools planned for up to 1,000 pupils and eight in larger schools. The hard-surfaced play area should be capable of accommodating cars on open days and on similar infrequent occasions.

D1.9 SIXTH FORM COLLEGES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for each member of staff normally present.

Students and Visitors: one car space for every twenty students normally present.

The hard-surfaced play areas should be capable of accommodating cars on open days and on similar infrequent occasions.

D1.10 COLLEGES OF FURTHER EDUCATION, TERTIARY COLLEGES AND ADULT TRAINING CENTRES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for each members of staff normally present.

Students and Visitors: one car space for every three students normally present.

CLASS D2 ASSEMBLY AND LEISURE

D2.1 DANCE HALLS AND DISCOTHEQUES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for every three members of staff present at the busiest time.

Performers: three car spaces.

Patrons: one car space for every 10 sq m (110 sq ft) of net public floor space.

D2.2 CINEMAS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Space should also be provided within the site and close to the main entrance to the building for two cars to set down and pick up patrons.

Non-operational Requirements

Staff: one car space for every three members of staff present at the busiest time.

Patrons: one car space for every four seats.

D2.3 CONCERT HALLS AND THEATRES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 100 sq m (1,100 sq ft).

Space should also be provided within the site and close to the main entrance to the building for two cars to set down and pick up patrons.

Non-operational Requirements

Staff: one car space for every three members of staff present at the busiest time.

Performers: one car space for every 10 sq m (110 sq ft) of gross dressing room accommodation.

Patrons: one car space for every three seats.

D2.4 BINGO HALLS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (500 sq ft).

In bingo halls which are new developments rather than conversions and in converted premises where this is possible, space should also be provided within the site and close to the main entrance to the building for two cars to set down and pick up patrons.

Non-operational Requirements

Staff: one car space for every three members of staff present at the busiest time.

Patrons: one car space for every ten seats.

D2.5 SWIMMING BATHS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for every two members of staff normally present.

Patrons: one car space for every 10 sq m (550 sq ft).

NB. If the swimming bath can be transformed for use as a theatre or dance hall, the standard which demands the highest number of car parking spaces will be required.

D2.6 PLAYING FIELDS AND OUTDOOR SPORTS FACILITIES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for every three members of staff normally present.

Players: one car space for every two players able to use the facilities at any one time, if the facilities are reasonably close to public transport services; if not, two car spaces for every three players.

NB. Where facilities for substantial numbers of spectators, i.e. more than three times the number of players at any one time, are to be provided, special consideration will be given to the need to increase parking provision.

D2.7 LEISURE CENTRES, INDOOR SPORTS FACILITIES, GYMNASIA AND HEALTH CLUBS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for every two members of staff normally present.

Attendees: most of those who attend such centres will be transported to them, but day centres for physically handicapped people should provide parking spaces for invalid carriages at the rate of one space for every four attendees.

D2.8 MARINAS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for every three members of staff normally present.

Boat-Users: two spaces for every three mooring berths.

NB. If the marina includes a public restaurant, bar or shop, the amount of additional space required must be separately assessed on the basis of 50% of the normal requirement for each individual use.

CLASS E EXTRA USES (not mentioned in the Use Classes Order)

E1 CAR SALE PREMISES

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of 50 sq m (550 sq ft).

Non-operational Requirements

Staff: one car space for every two members of staff.

Customers: one car space for every 50 sq m (550 sq ft) of display area.

E2 CAR AUCTION ROOMS

Operational Requirements

None.

Non-operational Requirements

Staff: one car space for every two members of staff.

Customers: one car space for every 20 sq m (220 sq ft) of display area and vehicle storage area.

E3 PETROL STATIONS

Operational Requirements

Where petrol stations provide an automatic car-washing machine, sufficient space for five cars to wait shall be provided on site.

Non-operational Requirements

Staff: one car space for every two members of staff present at the busiest time.

E4 PRIVATE CAR AND VAN HIRE BOOKING OFFICES

Operational Requirements

One garage or parking space for each private hire vehicle.

Non-Operational Requirements

Staff: one car space for each member of the managerial staff, plus one car space for every two members of the other staff.

Customers: one car space.

E5 POLICE STATIONS, FIRE STATIONS AND AMBULANCE STATIONS

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site - with a minimum of one suitable sized space for each service vehicle maintained at the station.

Non-operational Requirements

Staff: two car spaces for every three members of staff normally on duty or on call at any one time.

Visitors: 10% of the staff requirement, with a minimum of one car space.

E6 CARAVAN SITES - HOLIDAY STATIC

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site.

Non-operational Requirements

Warden (if applicable): one car space and one visitor's parking space alongside the house or caravan.

Holiday-makers: one car space alongside each caravan.

Visitors: one car space for every three caravans.

E7 CARAVAN SITES - TOURING

Operational Requirements

Sufficient conveniently located space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site.

Non-operational Requirements

Warden (if applicable): one car space and one visitor's parking space alongside the house or caravan.

Tourers: one car space alongside each pitch.

Visitors: one car space for every ten pitches.