

Hyndburn Borough  
Council

Local Plan



# Hyndburn 2040: Local Plan (Strategic Policies and Site Allocations)



**HYNDBURN**  
The place to be  
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# **Hyndburn 2040**

## **Local Plan**

**(Strategic Policies and Site Allocations)**

**Regulation 22 (Submission Version) March 2025**

## Hyndburn Local Plan 2040: Executive Summary

This Local Plan sets out the strategic policy framework to meet future development requirements in Hyndburn for the period 2021 to 2040 and allocates a wide range of specific sites to meet these requirements. It will do this through a policy framework comprising a vision for Hyndburn, strategic objectives, the spatial development strategy and thematic and area policies, all accompanied by a series of residential and employment site allocations and site specific policies.

The Vision states that:

*In 2040 Hyndburn will be a vibrant, distinctive, and prosperous area of Pennine Lancashire. It will be recognised for the collective quality and attractiveness of its market towns, its diverse communities, its landscape setting, environmental credentials, including a healthy natural environment and its response to climate change, and the special qualities of Huncoat Garden Village.*

*A good choice of homes, skilled local jobs, and efficient infrastructure and service provision has ensured that Hyndburn has grown in a sustainable way, with healthier residents, safer communities, a natural environment that is protected and enhanced and is seen as a great place to settle.*

The Local Plan centres around the following five strategic objectives:

1. To create greater opportunities for all to access improved economic opportunities and to provide support for the local economy and a higher wage employment.
2. To provide for a greater choice and quality of housing (designed and built to enable people to lead active lives) including transformational change at Huncoat Garden Village.
3. To improve and sustain quality of health and wellbeing and enable the residents of Hyndburn to lead active lifestyles.
4. To conserve and, where appropriate, enhance a valued urban and rural environment that is ready to address the causes and effects of climate change.
5. To provide easy access for all to good quality services and facilities

The Local Plan 2040 replaces the Core Strategy 2012 with realigned strategic policies and new site allocations. The fact that the strategic policies in this plan are similar to those in the 2012 Core Strategy are a reflection of the deep seated economic, social and housing issues that affect Hyndburn and the time needed to deliver change. The Local Plan forms part of the overall planning policy framework for Hyndburn which also includes the Development Management DPD (DM DPD) adopted in 2018 and the Accrington Area Action Plan adopted in 2012.

Since the previous Core Strategy was adopted, there have been some significant changes in the Borough. The development of the strategic employment site at Frontier Park (Whitebirk) has almost finished, Accrington Bus Station is open and the Pennine Reach Quality Bus Scheme is operating. In addition, new opportunities have arisen that necessitate a re-alignment of strategy in relation to development at Huncoat through the development at Huncoat Garden Village and associated extension to Altham Business Park.

Huncoat Garden Village represents a step change in the way that new housing will be delivered in Hyndburn, with the development of this urban extension accounting for a large proportion of the new houses to be developed in the Borough over the plan period.

The Local Plan has a growth strategy seeking to boost the supply, quality and choice of housing in the Borough and improve economic prospects by providing good quality new employment land. This is with an aim to tackle historically high levels of deprivation, out migration of economically active residents, poor housing stock and lack of choice. As such, the Plan identifies a housing requirement of 194 dwellings per annum (3,686 in total) to be delivered over the Plan period 2021-2040<sup>1</sup>, along with an employment land requirement of 70 hectares of additional land.

Along with existing development commitments, land has been identified across the Borough to meet these requirements, in accordance with the overall development strategy set out in Policy SP1. This sees the allocation of 23 specific housing site allocations, including land for around 1,500 new homes at Huncoat, and 6 employment site allocations, including the two new strategic allocations at Altham and Whitebirk. The new employment land allocations are provided in conjunction with a policy approach which seeks to protect and develop existing employment locations.

As well as land for general housing, the Plan identifies sufficient land to meet the needs for Gypsy and Traveller use over the Plan period. The Plan identifies four specific sites and one broad location for growth for Gypsy and Traveller use.

The Local Plan also provides a policy framework for investment in Hyndburn's town centres, with a particular emphasis on supporting proposed major new investment in Accrington Town Centre.

An overarching theme which runs through the core of the Plan is sustainable development, with the need to tackle climate change, protect and enhance the area's biodiversity (by requiring biodiversity net gain on all relevant development) – along with other natural and built heritage assets - and creating a sustainable and safe transport system being key themes. The Plan also supports the Government's aim to insist on high quality design in all new development.

The later sections of the Plan focus on geographical areas and site specific policies. The Plan identifies the following six Local Plan areas, each with its own proportion of development identified over the Plan period 2021-40:

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<sup>1</sup> The housing trajectory associated with the Local Plan will take account of any housing completions which have taken place since the start of the Plan period; employment land completions will also be monitored.

Table i: Local Plan Areas and development projections

<b>Local Plan Area</b>	<b>Projected Housing delivery (no. of dwellings) on site allocations</b>	<b>Projected Housing delivery and completions (no. of dwellings) on committed* sites</b>	<b>Employment allocations (new): gross developable area (approx. hectares)</b>
Accrington (Central), Baxenden and Church	171	373	
Clayton-le-Moors and Altham	173	21	36.6
Great Harwood	0	336	
Huncoat	1,558	88	
Oswaldtwistle and Knuzden	301	161	
Rishton and Whitebirk	288	94	30.5

\* sites which have or have previously had planning permission for housing or are under construction as of the start of the Plan period (minus any completions since start of Plan period, as of 01/04/23)

As well as meeting development requirements over the lifetime of this Plan, the scale and strategic importance of some of the allocations (particularly those at Huncoat) means that housing delivery will continue to take place beyond the Plan period. Additional land has also been safeguarded at Huncoat for future development beyond the current Plan period. This is to ensure that a comprehensive, strategic and long term view is taken to development and that Green Belt boundaries do not need to be altered at the end of the Plan period.

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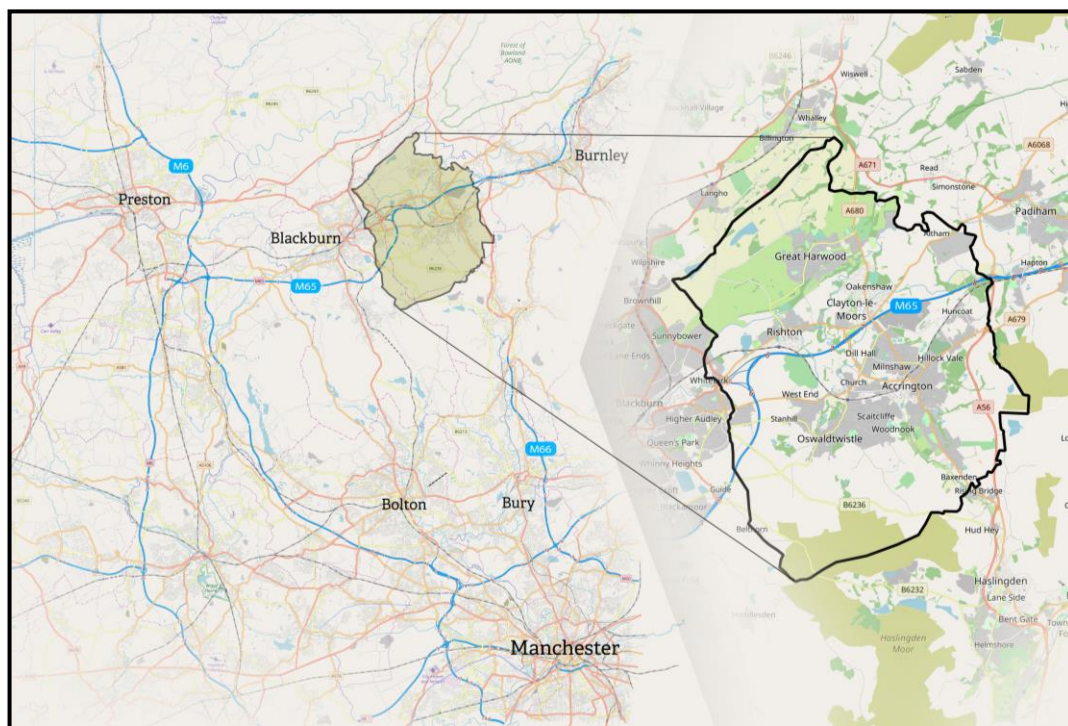
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## 1.0 Introduction

- 1.1 The Borough of Hyndburn is situated in the east of the County of Lancashire, in the North West of England. It lies at the heart of “Pennine” Lancashire, close to the borders with Yorkshire and Greater Manchester. It directly borders Blackburn with Darwen, Burnley, Ribble Valley and Rossendale local authority areas.
- 1.2 The Borough covers an area of 73 square kilometres and has a population of 82,200 (2021 Census).. The main settlement is Accrington (and its townships of Baxenden, Clayton-le-Moors, Church, Huncoat and Oswaldtwistle) with Rishton and Great Harwood the remaining settlements of significant size. The Borough has smaller rural settlements (such as Altham and Belthorn) and significant areas of surrounding countryside, much of which is Green Belt. Areas of countryside extend to rural uplands and moorland fringe landscapes to the south and east.
- 1.3 Hyndburn is well connected by both road and rail. The M65 motorway provides connections east and west, whilst the A56/M66 provides connections south to Manchester. Direct rail services are also available to Preston/Fylde, Leeds/Bradford, and Manchester sub-regions. Figure 1 (below) shows Hyndburn in its sub-regional context:

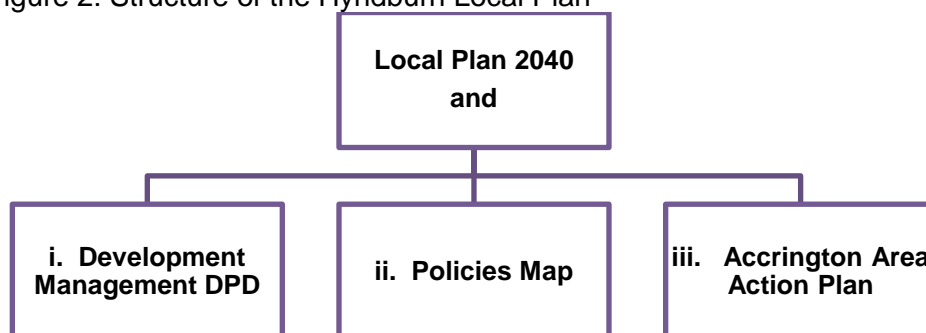
Figure 1: Hyndburn Borough in its sub-regional context



- 1.4 The Local Plan 2040 replaces the Core Strategy 2012. The full Local Plan also includes the Development Management DPD adopted in 2018 and the Accrington Area Action Plan adopted in 2012, as set out in Figure 2 below. The Local Plan

also includes the Lancashire Minerals and Waste Local Plan<sup>2</sup>. There are currently no neighbourhood plans in Hyndburn.

Figure 2: Structure of the Hyndburn Local Plan



- 1.5 This Local Plan has been produced in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (hereon referred to as ‘the Regulations’). The National Planning Policy Framework (NPPF)<sup>3</sup> confirms that *‘the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings’*<sup>4</sup>.
- 1.6 The primary purpose of the Plan is to set the strategic planning policy framework for Hyndburn. All the policies set out in this document are considered to be ‘strategic’ policies. Policies must look ahead a minimum of 15 years from adoption<sup>5</sup> and should be *‘prepared positively, in a way that is aspirational but deliverable’*<sup>6</sup>. The Plan period for this Local Plan covers 2021/22<sup>7</sup> to 2039/40. The policies have been used to identify the site allocations presented later in this document, as well as land to be protected from development. The Local Plan is accompanied by a detailed Policies Map.
- 1.7 Strategic policies are those that concern the *‘pattern, scale and quality of development’*. National policy advises that strategic policies should *‘make sufficient provision for:*
- *housing (including affordable housing), employment, retail, leisure and other commercial development;*
  - *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk...and the provision of minerals and energy (including heat)*<sup>8</sup>;
  - *community facilities (such as health, education and cultural infrastructure); and*

<sup>2</sup> Prepared by the Joint Authorities of Blackburn with Darwen Borough Council, Blackpool Council and Lancashire County Council.

<sup>3</sup> References to NPPF paragraph numbers in this Local Plan relate to the 2023 NPPF

<sup>4</sup> NPPF, Paragraph 15

<sup>5</sup> NPPF, Paragraph 22

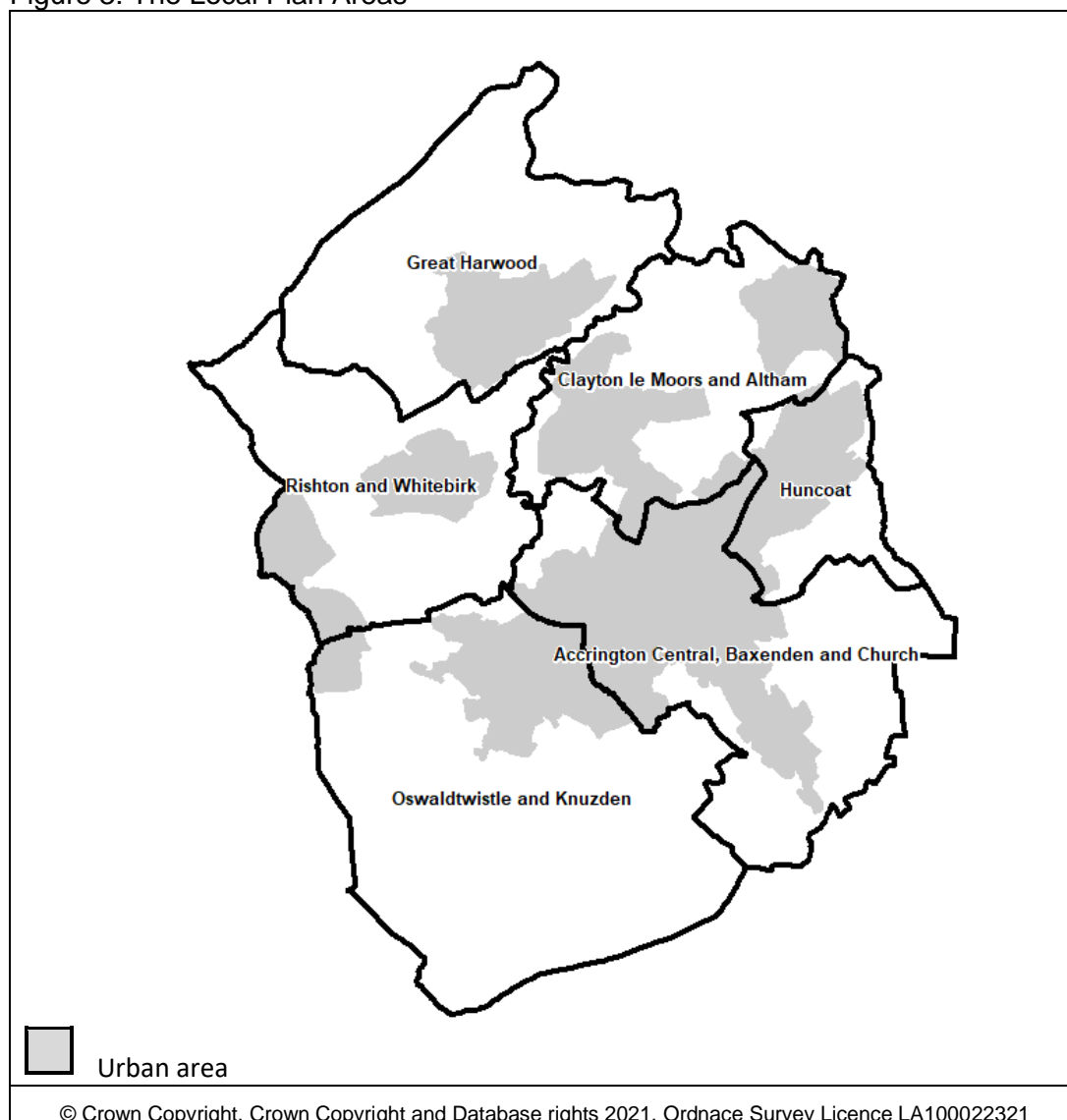
<sup>6</sup> NPPF, Paragraph 16(b)

<sup>7</sup> The base date of this Local Plan is considered to be 1<sup>st</sup> April 2021

<sup>8</sup> Some of these strategic policies, such as minerals and waste, are under the remit of Lancashire County Council

- *conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation*.
- 1.8 As well as addressing the strategic priorities of Hyndburn, the policies of this plan will also provide a clear starting point for the non-strategic policies that are set out in the Development Management DPD (DM DPD) that was adopted in 2018. References and linkages to these more detailed DM DPD policies will be set out throughout this document.
- 1.9 This Plan sets out the strategic context for future development in the Borough, including the housing and employment land requirements, and allocates a wide range of specific sites to meet these requirements. It will do this through a policy framework that comprises a vision for Hyndburn, strategic objectives and the spatial development strategy as well as thematic, Local Plan area and site specific policies.

Figure 3: The Local Plan Areas



## 2.0 Vision and Objectives

### 2.1 The Vision for Hyndburn:

**In 2040 Hyndburn will be a vibrant, distinctive, and prosperous area of Pennine Lancashire. It will be recognised for the collective quality and attractiveness of its market towns, its diverse communities, its landscape setting, environmental credentials, including a healthy natural environment and its response to climate change, and the special qualities of Huncoat Garden Village.**

**A good choice of homes, skilled local jobs, and efficient infrastructure and service provision has ensured that Hyndburn has grown in a sustainable way, with healthier residents, safer communities, a natural environment that is protected and enhanced and is seen as a great place to settle.**

2.2 The overall population of Hyndburn has seen a decline since 2001<sup>9</sup> mainly because net out migration from the Borough has exceeded natural changes in the population. Whilst this longer term trend shows signs of slowing in recent years, baseline demographic forecasts predict further population decline over the plan period, with a significant increase in the proportion of elderly residents, meaning fewer working age residents in the future.

2.3 The previous Core Strategy was adopted in 2012. Although there have been a number of positive planned changes since that time, many of the underlying challenges that underpinned the vision and objectives at that time remain. The strategic objectives and policies of this Local Plan are long term and require implementation over a sustained period of time to be successful. The Vision will be realised through the delivery of the following five strategic objectives.

#### **Strategic Objective 1**

**To create greater opportunities for all to access improved economic opportunities and to provide support for the local economy and higher wage employment**

2.4 A key challenge facing the Council now, and over the plan period, is to develop and maintain a strong, sustainable and productive economy that can help to address some of the deprivation and social issues that prevail in the Borough. The policy framework for achieving this strategic objective is set out in Chapter 4 of this plan and, in particular, policies SP1-SP7 inclusive.

2.5 Planning can directly influence access to new economic opportunities by ensuring that sufficient, suitable development sites are provided for new investment for both existing and new businesses. It can also help to protect existing employment locations adequately from pressures of redevelopment. Building on existing strengths, in

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<sup>9</sup> ONS Census and mid-year population estimates

particular advanced manufacturing, as well as allowing diversification into other sectors such as digital, health and energy, will help reduce the productivity gap that exists and also help retain and attract people into the Borough<sup>10</sup>.

- 2.6 The Hyndburn economy is characterised by below average salaries and lower levels of output than national and regional averages. Planning policies and decisions<sup>11</sup> should create the conditions in which businesses can invest, expand and adapt. National policy requires that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 2.7 The Lancashire Strategic Economic Plan 2015-2025<sup>12</sup>, the Pennine Lancashire Growth and Prosperity Plan 2016-2032, and the Hyndburn Corporate Strategy 2023-28 set out the economic strategy that the Local Plan is seeking to support. Increased productivity, employment growth and innovation lie at the heart of ambitions for Hyndburn and east Lancashire. To these ends, support for advanced manufacturing and businesses in higher value sectors (e.g. digital, professional and financial services and logistics) is particularly important. This will largely be achieved through the allocation of land in highly accessible locations that are attractive to business.
- 2.8 Manufacturing and distribution play an important role in the local and regional economy and some of the Borough's main employers have witnessed strong growth in recent years. This has been evidenced by strong growth at Altham Business Park and at Frontier Park (Whitebirk). The presence of effective transport links is a significant factor when companies are considering developing their sites and the M65 and A56 connect Hyndburn and Pennine Lancashire to the rest of the world.
- 2.9 Despite evidence of growth, employment and economic activity rates and GDP in Hyndburn remain relatively low in comparison to regional and national trends. There are a relatively high number of economically inactive people within Hyndburn, many of whom rely on state support. The average gross annual pay of those working in Hyndburn is significantly higher than those who live in the Borough, indicating that higher paid jobs in the area are occupied by people who are in-commuting and do not live in the Borough and are therefore in effect exporting wealth generated in the Borough to be spent elsewhere. Therefore, whilst this strategic objective aims to create greater opportunities for all, it also recognises the particular importance of targeting the benefits and opportunities of new investment and economic growth towards deprived neighbourhoods.
- 2.10 Baseline economic forecasts suggest that the number of people employed in the Borough will steadily reduce, reflecting the general population trend. However, the strategy being adopted in the Local Plan seeks to reverse this trend by ensuring sufficient housing is developed to support economic growth. Evidence from the

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<sup>10</sup> As set out in the Pennine Lancashire Growth and Prosperity Plan 2016-2032.

<sup>11</sup> NPPF, paragraph 81.

<sup>12</sup> This is currently being reviewed and a new economic plan for Lancashire is being produced (The Lancashire Plan). As part of this an independent Economic Review has been undertaken to evidence this.

Housing and Economic Needs Assessment (2021) indicates that there is a need to identify further land for employment development up to 2040 and potentially beyond. This strategic objective reflects the ambitions of the Pennine Lancashire Growth and Prosperity Plan 2016-32 that has been adopted by Pennine Lancashire local authorities and Lancashire County Council. The Lancashire Strategic Economic Plan – A Growth Deal for the Arc of Prosperity also recognises the importance of the M65 corridor to the sub region and the policies of the Local Plan support the growth agenda that has been agreed for Lancashire, East Lancashire and Hyndburn.

- 2.11 Hyndburn's town and local centres also act as important hubs of economic activity, supporting a wide range of shops and services depending upon their role and function. However, they are facing challenges similar to those of many high streets in the United Kingdom with increasing polarisation, vacancy rates and the loss of some key retailers. The effects of Covid 19 will also have a significant impact.
- 2.12 Evidence suggests that a relatively small proportion of residents' expenditure on comparison retailing goods (non-food shopping) is retained in the defined centres in Hyndburn. The Borough also has a much higher number and proportion of shops than other areas, many of which are vacant. This is compounded by competition from higher order centres and special forms of trading (online), edge and out-of-centre retail destinations and changes in Use Class Orders and permitted development rights which could lead to loss of retail and other town centre uses without the need for planning permission. These factors have compounded a lack of investment in the existing centres resulting in further deterioration of the built environment and public realm.
- 2.13 The Council's Corporate Strategy (2023-28) commits to the delivery of a grants programme in Accrington to help promote the town centre. To support the Council's Levelling Up proposals, working with stakeholders an Accrington Town Centre Investment Plan has also been prepared by the Council. Positive planning will help support the health, vitality and viability of town centres by ensuring that Local Plans take '*a positive approach to their growth, management and adaptation*' (NPPF paragraph 86) and facilitate the delivery of the planned improvements. This Local Plan will therefore continue to support the vision and strategic objectives of the Accrington Area Action Plan adopted in 2012 and any subsequent strategies and plans to support the town centre.
- 2.14 At the time the previous Core Strategy was drafted, there was no sixth form education available in Hyndburn. Since that time, sixth form education is now available at St Christopher's Secondary School and Accrington Academy. Accrington and Rossendale College also provides a good range of higher level vocational and academic courses that can be undertaken by students. Notwithstanding this, educational attainment still remains below average and there remains a lack of skilled employees.

## Strategic Objective 2

**To provide for a greater choice and quality of housing, designed and built to incorporate ‘active design’<sup>13</sup> principles to enable people to lead active lives, including through transformational change at Huncoat Garden Village**

- 2.15 Over 50% of housing stock in the Borough still comprises terraced properties constructed prior to 1919, resulting in a lack of choice of housing and, at times, housing market failure. There is a continued need to develop high quality family homes so that existing residents can move up the housing ladder and remain in the Borough and to attract new residents to the area.
- 2.16 House prices in Hyndburn are amongst the lowest in the country, and although this means that houses are comparatively affordable, it also means that homeowners are sometimes unwilling to invest in improvements to their property because they cannot recover that investment. Despite the low house prices, there remains a need for affordable housing in the Borough. Planning policies to help address these issues and bring forward transformational change at Huncoat are covered in policies SP1 (Spatial Development Strategy), SP2 (Huncoat Garden Village), Section 6:

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<sup>13</sup> As set out in Sport England/Public Health England: Active Design guidance - Planning for health and wellbeing through sport and physical activity

- 2.17 Housing, SP18 (High Quality Design) and SP19 (Heritage).
- 2.18 Access to good quality, affordable housing is vital for the creation of sustainable communities. It is also key to delivering the Borough's growth aspirations in terms of being able to retain and attract economically active residents and to reduce the need to travel far to work.
- 2.19 The Local Plan seeks to support the Government's objective<sup>14</sup> of significantly boosting the supply of homes and ensuring that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Within the context of determining the relevant housing requirement, paragraph 62 NPPF also requires that *'the size, type and tenure of housing needed for different groups<sup>15</sup> in the community should be assessed and reflected in planning policies.'* This includes provision for those who require affordable housing and for travellers.
- 2.20 The Local Plan is key to delivering these important aims by ensuring that sufficient deliverable and developable sites are provided for new housebuilding in the plan period to meet the identified need for housing. The location and distribution of these sites is influenced by Policy SP1: The Spatial Development Strategy. In pursuit of a more balanced housing market, the plan also seeks to influence the size, type and tenure of housing.
- 2.21 The Pennine Lancashire Housing Strategy recognised the structural weakness in the sub-regional housing market and rather than trying to target housing interventions in isolation, it promoted housing growth, economic competitiveness and inclusion to achieve a balanced housing market through a Market Progression Model. This includes three main phases moving from stabilisation and early renewal (2008-14), through renewal/early transformation (2015-21, i.e. at present) towards transformation in achieving a more balanced housing market by 2028. The focus of interventions has now moved away from large scale regeneration projects (such as Project Phoenix) which saw a remodelling of significant areas of former terraced housing towards a greater reliance on the private market to deliver a more balanced housing offer. However, there remains a need to develop a more balanced housing market that provides a good choice of properties for different groups of people and this will remain a long term objective.

### **Strategic Objective 3**

#### **To improve and sustain quality of health and wellbeing and enable the residents of Hyndburn to lead active lifestyles.**

- 2.22 Health continues to be a significant cause for concern with life expectancy, rates of limiting life-long illnesses, and rates of adult participation in sport all indicating a

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<sup>14</sup> NPPF, paragraph 60.

<sup>15</sup> NPPF footnote to para. 62 states "these include, but are not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes".



population less healthy than regional and national comparators, with large disparities across different wards.

- 2.23 Development proposals should embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. To help achieve this, they should, as far as is relevant to the specific development proposal, incorporate Active Design principles. The Council has also entered into a joint commitment across Pennine Lancashire for planning for healthy weight environments.
- 2.24 Planning policies to help address these issues are included in a number of Sections including Section 5: Community Infrastructure (including policies on open space and green infrastructure and community facilities), Section 6: Housing, Section 7: Protecting and enhancing the environment and Section 8: Accessibility and Transport.

#### **Strategic Objective 4**

**To conserve and, where appropriate, enhance a valued urban and rural environment that is ready to address the causes and effects of climate change**

- 2.25 At a national level, the environment sits alongside the economy and social objectives as one of the three key pillars that contribute towards the achievement of sustainable development. As well as recognising the importance of mitigating and adapting to climate change, the Local Plan should contribute towards the protection of the natural, built and historic environment. NPPF paragraph 8(c) states that achieving sustainable development means contributing to *'protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy'*. Implementation of Local Plans and the application of policies in decision making should help to deliver this objective.
- 2.26 In 2018, the Government published 'A Green Future: Our 25 Year Plan to Improve the Environment'. The plan identifies ten key ambitions: clean air; clean and plentiful water; thriving plants and wildlife; reducing the risks of harm from environmental hazards; using resources from nature more sustainably and efficiently; enhancing beauty, heritage and engagement with the natural environment; mitigating and adapting to climate change; minimising waste; managing exposure to chemicals; and enhancing biosecurity. The Environment Act, a highly significant piece of new legislation, came into force in 2021 and has a number of key measures, such as a requirement for development to achieve a net gain in biodiversity.
- 2.27 Tackling the causes and effects of climate change is crucial to the sustainable development of the Borough and is a top priority of the Council. Planning policies to address these issues are covered throughout the Local Plan and its wider strategy, including the site selection process and spatial strategy. In particular, policies which help to tackle climate change, such as those relating to flood risk, sustainable transport and accessibility, green infrastructure, energy efficiency, decarbonising development, habitat enhancement and biodiversity net gain and sustainable design can be found in in

Sections 5: Community Infrastructure, 6: Housing, 7: Protecting and enhancing the environment, 8: Transport and Accessibility and Section 9: Rural Areas .

- 2.28 Hyndburn is located within a highly attractive natural environment, bounded to the north by Ribble Valley and the Forest of Bowland AONB and to the south by the West Pennine Moors. The beauty and value of Hyndburn's own natural areas are also recognised, with its easily accessible and attractive countryside, Local Natural Reserves and Biological Heritage Sites. The towns within Hyndburn benefit from having good quality open spaces including a significant legacy of formal Victorian parks and a network of waterways, canals and green corridors. The natural and built environmental assets of the area should not only be protected and enhanced for their intrinsic value, but because of the role that they play in enhancing the lives of local residents, visitors and businesses.
- 2.29 Notable developments relating to the environment and natural heritage include:
- The designation of a large part of Oswaldtwistle Moor as a Site of Special Scientific Interest (SSSI), forming part of one of the largest SSSI's in North West England<sup>16</sup>;
  - The development of the Hyndburn Windfarm on Oswaldtwistle Moor that generates a significant amount of renewable electricity;
  - The designation of two new Local Nature Reserves (LNR's) at Woodnook Vale and Peel Park, the largest LNR's in Lancashire;
  - Accrington Town Centre Townscape Heritage Initiative support from Heritage Lottery Fund and the development of the Town Square / Blackburn Road in Accrington, and;
  - The development and improvement of Rhyddings Park with support from the Heritage Lottery Fund.
- 2.30 The designation of Green Belt across a large part of the Borough's rural areas has helped to prevent urban sprawl, safeguarding the countryside from encroachment, by directing development towards previously developed sites within the urban area. Although it has been necessary to take some land out of the Green Belt to meet the strategic objectives of this plan, the general extent of the Green Belt has been maintained. It is important that the policies of the Local Plan ensure that the Borough's rural areas are developed in an appropriate manner that reflects their rural setting and character, consistent with national policy.
- 2.31 The towns of Hyndburn are also characterised by having a rich heritage, much of which is associated with the area's industrial past. There are over 100 listed buildings, 10 conservation areas and many locally significant buildings in the Borough that require conservation in appropriate manner. The Borough also has a number of heritage assets identified on the Heritage at Risk register published by Historic England.

## **Strategic Objective 5**

### **To provide easy access for all to good quality services and facilities**

#### **Community Infrastructure**

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<sup>16</sup> West Pennine Moors SSSI.

- 2.32 In the Local Plan context, ‘community infrastructure’ refers to a wide variety of matters meeting health, social, educational, spiritual, recreational and cultural needs. It is therefore an essential component of place, helping to bind communities together. It does not necessarily refer to just physical facilities such as schools and libraries but may include more intangible assets such as open space.
- 2.33 Policies which seek to protect and enhance the Borough’s networks of open spaces and community and cultural facilities can contribute to the sustainability of communities and residential environments and deliver a wide range of quality of life benefits to the Borough’s residents, including helping to reduce health inequalities.
- 2.34 Amongst the efforts of a wide range of agencies that seek to address the impacts of the determinants of poor health, planning policies also play a key role in supporting health and well-being through the retention and development of a range of community infrastructure.
- 2.35 The Local Plan sets out the circumstances when financial or other contributions will be expected from development. Alongside affordable housing (covered in Policy SP10: Housing Provision (including affordable housing)), this could include other infrastructure such as that needed for education, health, transport, flood and water management, green and digital infrastructure, where these are necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind to the development. Through the development management system, the Council can also seek to secure planning obligations or agreements that will meet the reasonable costs of new social infrastructure that are reasonably related to the new development.

#### Transport and Accessibility

- 2.36 There have been a number of significant improvements in transport networks and accessibility:
- The Pennine Reach quality bus service connecting Accrington, Clayton-Le-Moors, Great Harwood and Rishton with Blackburn, Darwen and major employment sites has been implemented;
  - Accrington Bus Station has been developed;
  - The Todmorden Curve rail link has been reinstated and hourly rail services between Accrington and Manchester have commenced;
  - Accrington Railway Station has been developed; and
  - Improvements (signalisation) have been undertaken to junctions 6 and 7 of M65 to reduce queuing and increase capacity.
- 2.37 The reinstatement of the Todmorden Curve has enabled rail services between Manchester and Pennine Lancashire to resume, increasing accessibility in and out of the area. However, rail services in and out of Pennine Lancashire remain constrained by the alignment of the routes and the quality of the rolling stock and further improvements will be necessary if rail services are to be optimised.
- 2.38 The M65 is also constrained in parts with the need for capacity improvements identified at Junction 8 of the M65, and connectivity into West Yorkshire severely constrained at

Colne. There is also a recognised need to improve the M65 between central Lancashire and Blackburn. This improvement will not only help existing businesses but also help attract more businesses to the area, recognising that it has excellent transport links. Strategic Cycle Network connectivity also remains disjointed in some areas where cycle network provision has been implemented.

- 2.39 Skilled people are more likely to relocate to areas that provide more convenient access to the major labour markets. Poor connectivity is the main constraint to greater interaction between the economies of Pennine Lancashire and Greater Manchester. Given the comparative economic strength of Manchester and its role as a centre for higher skills and paid employment, this is a serious weakness. Transport connections between Pennine Lancashire and West Yorkshire are also severely constrained and the development of a new cross-Pennine motorway that connects into the M65 and allows businesses in Pennine Lancashire to connect with those in West Yorkshire could make a significant difference to the economic prosperity of the region.
- 2.40 Generally speaking, there is a high level of accessibility within the urban areas of Hyndburn due to the compact form of the towns, the presence of radial routes into centres, the rail and bus network, the canal and the expanding pedestrian and cycle network. This is particularly important as over 28% of households within Hyndburn have no access to a car, compared to around 23% in Lancashire and 26% nationally<sup>17</sup>. By ensuring sites allocated in the local plan are carefully sited it is hoped this level of accessibility will continue.
- 2.41 The development of sustainable transport and improvement of the strategic route network in Pennine Lancashire and Hyndburn will help support the following outcomes:
- **Competitiveness and Growth** – By improving connectivity and ensuring that the places where people live are well connected to the places where they work by a choice of transport modes.
  - **Climate Change** – By seeking to reduce CO<sub>2</sub> emissions through the development and promotion of more sustainable modes of travel and ensuring new development is in proximity to local services.
  - **Equality of Opportunity** – Ensuring that all sections of the community, particularly the most vulnerable, have access to education, employment, health and public services.
  - **Health, Safety and Security** – tackle the negative impacts of mobility by reducing accidents, improving personal security, promoting physical activity and improving air quality.
  - **Quality of Life and Natural Environment** – Improved quality of life in our towns and respecting our high quality natural environment
- 2.42 Planning policies to help further enhance accessibility to services are covered in Sections 4: The Economy & Town Centres, Section 5: Community Infrastructure and Section 8: Accessibility and Transport.

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<sup>17</sup> Office for National Statistics, 2011 Census



## 3.0 The Spatial Development Strategy

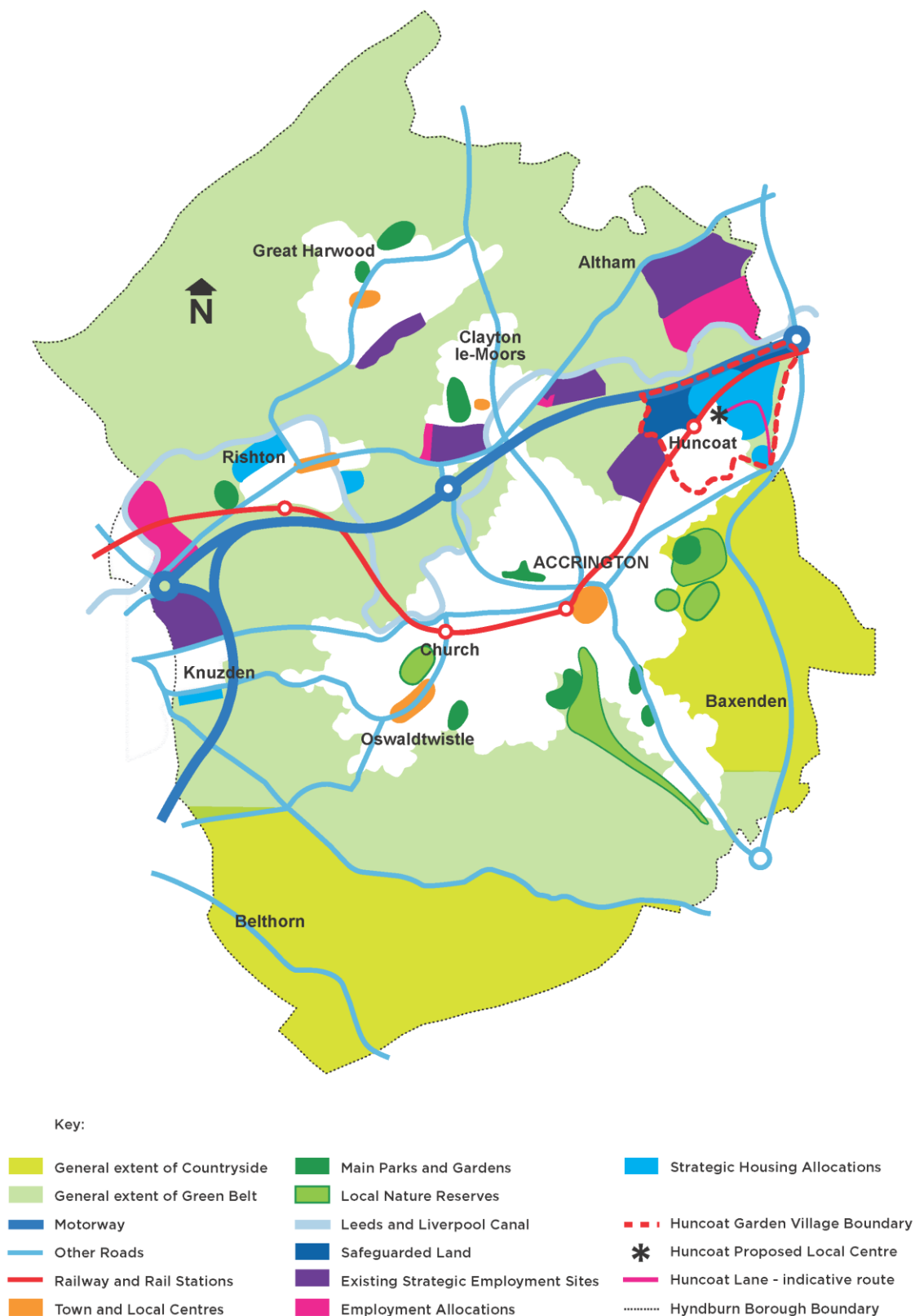
- 3.1 Strategic policies in the Local Plan '*should set an overall strategy for the pattern, scale and quality of development*'<sup>18</sup> and '*broad locations for development should be indicated on a key diagram*'<sup>19</sup>. The Key Diagram is a visual representation of the Spatial Vision and Spatial Development Strategy. It is designed to:
- Identify the different types of settlement to be found in the Borough;
  - Show the key infrastructure and transport linkages; and
  - Indicate broadly how growth will be distributed across the Borough over the plan period. The diagram includes the new employment allocations and strategic housing sites (i.e. the larger sites) across the Borough.

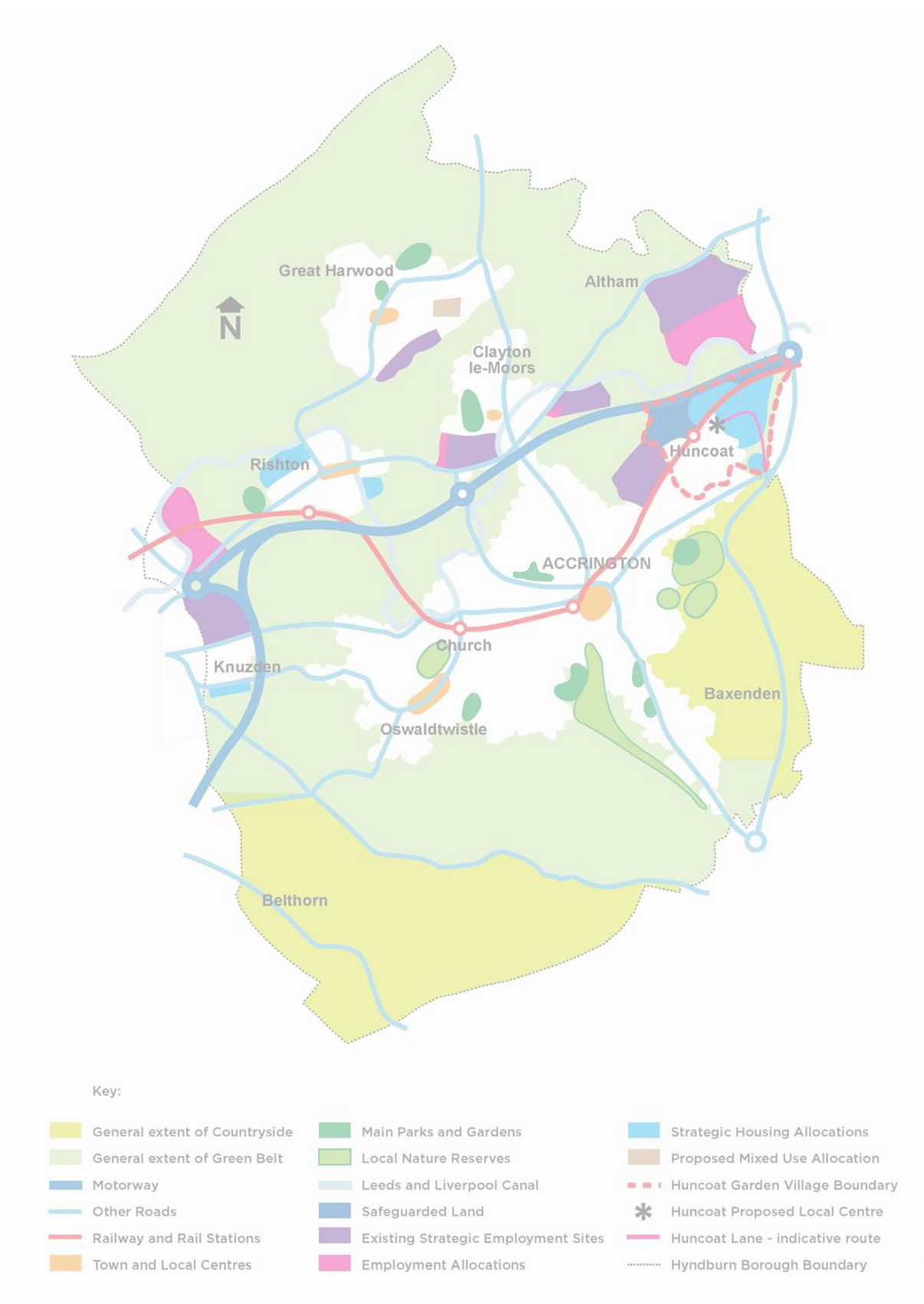
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<sup>18</sup> NPPF Paragraph 20

<sup>19</sup> NPPF Paragraph 23

Figure 4: Hyndburn Local Plan (Strategic Policies and Site Allocations) - Key Diagram







## **Sustainable development**

- 3.2 The Local Plan is committed to ensuring that the Borough grows in a sustainable way, in accordance with the principles of sustainable development<sup>20</sup>. The key overarching principles set out in Policy SP1 represent the Council's key aims in achieving sustainable development. These include:
- Protecting the environment and addressing the causes and impacts of climate change;
  - Giving priority to developing brownfield land and locating new development in accessible, sustainable locations;
  - Ensuring that where greenfield sites are required these are of a sufficient scale to ensure delivery of appropriate infrastructure to support the development of sustainable communities; and
  - Considering the economic, social and environmental aspects in tandem to ensure that the overall societal value of new developments is properly understood.
- 3.3 The plan has been subject to a Sustainability Appraisal (SA) to ensure that new development in Hyndburn is sustainable and that the social, economic and environmental impacts of new development have been taken into consideration throughout its preparation. Further detailed considerations around sustainable development are set out in Policy SP13: Climate Change and Sustainable Development .
- 3.4 Many aspects of sustainable development cut across the strategic objectives and policies in this Local Plan. For example, climate change, health, social inclusion and design will be considerations for most different types of development. In line with national planning policy, the Council will seek to ensure that new development is designed to a high standard, where necessary through the preparation of design guides such as that undertaken for Huncoat Garden Village.

## **The Local Plan's growth strategy**

- 3.5 Four growth options were presented during the Regulation 18 consultation process and these were also assessed through the SA. The conclusion of this was that a "medium growth option" should be pursued. This option was preferred as, whilst it would require the allocation of land outside the existing urban boundary (including some Green Belt loss), it would allow for net migration into the Borough and the opportunity to re-balance the housing stock; both of which are critical strategic objectives for the Council. This aligned with the Housing and Economic Needs Assessment which identified a requirement of 194 dwellings to be delivered per annum and a total employment land requirement of 70 hectares over the Plan period.

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<sup>20</sup> A Sustainability Appraisal has been undertaken alongside the preparation of the Local Plan. The policies in the Local Plan as a whole should be seen to reflect the Council's approach to sustainable development.

This option also emerged as the preferred option in relation to the SA and the previous consultation findings.

- 3.6 The Plan must set out a framework which looks ahead over a minimum of 15 years from adoption or, where larger scale development such as the significant extension to the existing village of Huncoat is taking place, this should set out a vision that looks further ahead (at least 30 years). This will take account of likely timescales for delivery<sup>21</sup>. This means that the development trajectory identified in the Local Plan acknowledges that delivery will also take place beyond the Plan period. The Plan also identifies safeguarded land at Huncoat<sup>22</sup> between the urban area and the new Green Belt boundary, to meet longer-term development needs stretching beyond the Plan period. This is to ensure that a comprehensive, strategic and long term view is taken to development and that Green Belt boundaries do not need to be altered at the end of the Plan period<sup>23</sup>.
- 3.7 In relation to the spatial distribution of growth, this largely follows the previous Core Strategy of focussing growth in the principal town with proportionate growth supported in the smaller towns and settlements. The key difference with the current Local Plan strategy is that Huncoat has been identified as a key area of growth through the Huncoat Garden Village scheme.
- 3.8 The development strategy has taken account of the suitability, availability and achievability (economic viability) of potential development sites. The strategy also allows for a broad mix of sites helping to diversify and improve the current housing stock and allow for large scale new strategic economic growth. This includes support for inner urban brownfield housing sites (which have a strong track record of delivery, despite physical and viability constraints) and larger, greenfield sites on the edge of the existing urban area where high quality, lower density family homes are able to be delivered. For employment, the strategy takes account of locational requirements, focussing on access to key highway networks and the availability of land. At the same time, the choice of employment sites takes advantage of linkages to active travel networks (for example, access to the Leeds and Liverpool Canal), proximity to new residential development (particularly at Huncoat) and the opportunity to enhance biodiversity.
- 3.9 Whilst the settlement hierarchy set out below has been broadly followed, certain physical constraints (such as flood risk and topography) and the availability of land also influence the development strategy, with some areas benefitting from larger areas of suitable housing and employment land than others.

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<sup>21</sup> NPPF paragraph 22

<sup>22</sup> Land safeguarded for housing development west of the former Huncoat colliery site and south of the M65 (site S1) falls within Altham ward boundary; however, as it is physically associated with the Huncoat area, including the Huncoat Garden Village, it is referred to as being in the Huncoat Local Plan area.

<sup>23</sup> NPPF paragraph 143

## Policy SP1: The Spatial Development Strategy

- 1) The existing settlement pattern and hierarchy of centres will be maintained and supported by concentrating development within the urban areas and in centres of a scale and type appropriate to their role and accessibility, as set out below:

Settlement Type	Growth Strategy
<u>Principal Town</u> Accrington (includes the townships of Baxenden, Church, Clayton-le-Moors, Huncoat and Oswaldtwistle)	<p>The Principal Town will accommodate the majority of new development. Accrington will be the principal centre and will provide for the Borough's key services, retail and town centre needs.</p> <p>Huncoat will grow at a significantly faster rate than the other Accrington townships to support Huncoat Garden Village (see Policy SP2: Huncoat Garden Village).</p>
<u>Key Towns</u> Great Harwood, Rishton, Knuzden	<p>The Key Towns will develop in a manner broadly consistent with their existing size and function. Rishton will see higher relative growth than Great Harwood owing to its proximity to employment sites, superior transport links and schools.</p>
<u>Main Villages</u> Altham	<p>Within the settlement of Altham, new development will be limited to infilling or that required to meet identified community needs for affordable housing. Consolidation and growth of the existing business park will be supported in accordance with policy SP5(2).</p>
<u>Villages within the Rural Area</u> Belthorn Green Haworth	<p>New development will be limited to:</p> <ul style="list-style-type: none"> <li>• that needed to meet identified community needs for affordable housing; or</li> <li>• other forms of development which satisfy the requirements of Green Belt and countryside/rural area policies.</li> </ul> <p>Proposals should be appropriate to the scale and form of the settlement.</p>
<u>Strategic Employment Areas</u> <u>Altham Business Park,</u> <u>Whitebirk</u>	<p>Land is allocated for expansion of existing strategic employment sites as follows:</p> <ul style="list-style-type: none"> <li>• land to the south of Altham business park; and</li> <li>• land to the north east of existing development at Whitebirk.</li> </ul>

- 2) Development in rural areas outside the named settlements will be limited to:
- that supporting farm diversification and promoting leisure and recreational facilities whilst retaining landscape character; or
  - that which is in line with the National Planning Policy Framework.

- 3) Sufficient land will be made available in the Borough to meet the identified requirement for housing over the Plan period of at least 3,686 dwellings (equivalent to an average of 194 dwellings per year).
- 4) Sufficient land will be made available in the Borough to meet the identified requirement for employment land over the Plan period of 70 hectares.
- 5) Housing development will be focussed on previously developed sites but additional undeveloped land for housing development will be required to deliver the plan strategy at Huncoat Garden Village, Rishton and around Accrington.
- 6) The overall general extent of the Green Belt will be maintained. To deliver the Local Plan strategy locally important changes to the Green Belt have been made at the following locations for:
  - a. strategic residential development at Huncoat Garden Village;
  - b. residential development at Cut Lane, Rishton
  - c. strategic employment development at Altham Business Park;
  - d. strategic employment development at land north of J6 at Whitebirk;
  - e. minor boundary discrepancies where they arise<sup>24</sup>; and
  - f. safeguarded land at Huncoat for longer term development needs beyond the current plan period<sup>25</sup>.
- 7) The Local Plan will protect and enhance green and blue infrastructure and address the causes and consequences of climate change. Existing environmental assets<sup>26</sup> will be protected and enhanced, and new development will be expected to contribute to the local character and distinctiveness of the natural, built and historic environment in which it is sited, including requirements for biodiversity net gain.
- 8) Development will be expected to contribute to infrastructure requirements in line with Policy SP3: Planning Obligations. Error! Reference source not found..
- 9) Proposals for new development in Hyndburn will be assessed in accordance with the objectives of sustainable development<sup>27</sup> taking into account the development principles set out above.

#### Policy Context and Relationships

<b>Core Strategy Policies replaced</b>	BD1: The Balanced Development Strategy ED1: New and improved educational facilities
<b>Key NPPF para. links</b>	20, 23, 140-142

<sup>24</sup> Associated with the review of the urban boundary as part of preparation of the Local Plan

<sup>25</sup> In accordance with paragraph 143 of the NPPF.

<sup>26</sup> Identified through the Green Infrastructure network and includes the Borough's natural, built and historic environmental assets

<sup>27</sup> As set out in paragraph 8 of the NPPF and DM DPD Policy GC1: Presumption in favour of sustainable development

<b>Key Policy links</b>	Policy SP2: Huncoat Garden Village SP3: Planning Obligations SP4: Employment Provision SP5: Policy SP5: Protection, Modernisation and Development of Employment Sites SP6: Centre Hierarchy and Retail Provision SP9: Provision of Community Facilities SP10: Housing Provision SP25: Development in rural areas GC1: Presumption in favour of sustainable development GC2: Infrastructure, Planning Obligations & CIL DM34: Development in the Green Belt and Countryside Area
<b>Evidence for Policy</b>	Housing and Economic Needs Assessment (2021) Green Belt Assessment (2016)

- 3.10 Policy SP1: The Spatial Development Strategy sets out the overarching policy framework for Hyndburn 2040, and is supported by the Key Diagram for the Borough. Development principles are to be set through Policy SP1 within which all future development would be expected to take place in the Borough. Development proposals in the Borough would be assessed firstly against Policy SP1, then other relevant Local Plan policies<sup>28</sup> and against national policy, including the National Planning Policy Framework.
- 3.11 Policy SP1 seeks to provide a balanced policy approach to ensure that the vision and objectives set out in Section 2 are met (in so far as planning can influence), whilst minimising any adverse impacts on the environment, economy and society. The policy supports an urban-focused approach to development, supplemented by large strategic development sites in greenfield locations that can be developed for housing and employment.
- 3.12 Specifically in relation to housing, the Government is clear that the housing crisis represents one of the biggest challenges facing the country. National policy<sup>29</sup> seeks to address this by ensuring that local authorities are part of the solution by seeking to significantly boost the supply of new homes. The housing market in Hyndburn is skewed by the high proportion of low value terraced properties, and the strategy of the Local Plan is seeking is rebalance the housing market through the development of good quality family homes.
- 3.13 Planning policies<sup>30</sup> should identify a sufficient supply and mix of sites, including *'specific, deliverable sites for years one to five of the plan period; and specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan'*. Policies SP1, SP10 and SP11 provide the proposed strategic policy direction for addressing these requirements.

<sup>28</sup> Which includes those in other development plan documents

<sup>29</sup> NPPF, paragraph 60.

<sup>30</sup> NPPF, paragraph 67.

## Development Strategy

- 3.14 Policy SP1 sets out the development strategy in Hyndburn, indicating the broad scale of development expected in each area. Policies set out in Section 10: The Local Plan Areas provide detail on the proposed distribution of this growth by settlement.
- 3.15 Accrington is the Borough's largest conurbation and is identified as the Principal Town, being appropriate to accommodate the majority of new development. It includes five adjoining smaller townships of Baxenden, Church, Clayton-le-Moors, Huncoat and Oswaldtwistle. These townships have grown from smaller separate villages to coalesce with Accrington but retain their individual identities.
- 3.16 Policy SP1 identifies three Key Towns: Great Harwood, Rishton, and Knuzden. Each is surrounded by Green Belt and some locally important Green Belt release has been necessary in some areas to allow for further sustainable growth, to ensure that their existing role and functions are maintained.
- Great Harwood is a historic market town with industrial heritage, situated adjacent to the Ribble Valley boundary. The town acts as a service centre for the north of the Borough but is constrained by having no secondary education or rail service. A number of existing commitments and additional brownfield development opportunities will contribute to further growth of the town.
  - Rishton is a smaller town located between the urban areas of Accrington and Blackburn. The town has a historic core of 19<sup>th</sup> Century terraced housing and former mill buildings based on the growth of the textile industry and its location on the Leeds and Liverpool Canal. The town is seen as a more sustainable location having better road and rail links and being in close proximity to existing and future employment development. Opportunities for additional housing adjacent to other more recent development have been identified here.
  - Knuzden and Whitebirk act as suburbs of Blackburn, as they are directly connected to its larger urban area, whilst being situated within Hyndburn. Whitebirk in particular represents a distinct area of the Borough situated adjacent to the M65 and is home to significant employment and retail centres and where further opportunities for employment development have been identified.
  - The Main Village of Altham (located in the north-east of the Borough) dates back to Saxon times and includes a Conservation Area. During the industrial revolution coal mining was prominent around the village, however today it is dominated by Altham Business Park, a major strategic employment hub adjoining the south of the village which is allocated for further expansion.
  - The village of Belthorn occupies an elevated position on the edge of the West Pennine Moors along the south west boundary of the Borough with Blackburn with Darwen. The majority of the built form of this area is in Hyndburn. Green

Haworth is a dispersed settlement on the moorland to the south of Accrington. It includes the individual hamlets of Bedlam and Cross Edge.

- 3.17 The Main Village of Altham is inset into Green Belt and its boundary is identified on the Policies Map. The named settlements of Green Haworth and Belthorn are washed over by Green Belt or Countryside Area. Applications for development will be determined in accordance with rural policies of the Plan including Policy SP25: Development in rural areas and Policy DM34 of the DM DPD.

### **Green Belt**

- 3.18 The Green Belt in Pennine Lancashire was first established by the North East Lancashire Structure Plan in 1980 and the specific boundaries were identified in the 1996 Hyndburn Local Plan. Although there have been significant developments since that time, for example the construction of the M65, until now there has been no formal review of Green Belt boundaries at a strategic level.
- 3.19 Although NPPF attaches great importance to Green Belt, specifically their openness and permanence<sup>31</sup>, it also recognises that there may be circumstances when it is necessary to alter Green Belt boundaries through the preparation and updating of plans. Strategic policies<sup>32</sup> should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so that they can endure beyond the plan period.
- 3.20 A Green Belt Assessment<sup>33</sup> forms part of the evidence base for the Local Plan and in order to deliver the vision and objectives of the Local Plan and the Spatial Development Strategy, locally important changes to Green Belt boundaries were considered necessary in several parts of the Borough including:
- Land around Huncoat to facilitate the development of Huncoat Garden Village and associated infrastructure, in line with the Masterplan;
  - Land in proximity to existing strategic employment hubs to provide sufficient land to meet future employment land requirements (e.g. Altham Business Park and Whitebirk);
  - Land at other suitable locations required to deliver the Spatial Development Strategy in a sustainable manner, such as at Rishton and;
  - Land at Huncoat that will be safeguarded for development beyond the plan period to allow the boundaries of the Green Belt to endure beyond the plan period.
  - In addition, minor cartographical errors or anomalies arising as a result of more up to date and accurate digital mapping techniques have been amended.

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<sup>31</sup> NPPF 2023, paragraph 137.

<sup>32</sup> NPPF 2023, paragraph 140.

<sup>33</sup> Hyndburn Green Belt Assessment completed by Arup in January 2018

## Policy SP2: Huncoat Garden Village

- 1) Huncoat Garden Village (HGV) is a strategic location for housing growth. The Garden Village will provide a transformational development scheme for the Borough, delivering and supporting a high quality, sustainable community in line with design standards to be adopted for the area. These design standards will be set out in the Huncoat Garden Village Masterplan and the Huncoat Design Code, both of which developers are expected to follow<sup>34</sup>.
- 2) Huncoat Garden Village will deliver, in line with the HGV Masterplan and Design Code:
  - a. around 1,500-1,600 new homes (some of which will be delivered beyond the Plan period), a village centre and associated infrastructure, with a balanced and appropriate mix of residential accommodation, and;
  - b. improvements to services including transport, community facilities, green, blue and grey infrastructure<sup>35</sup>, including a new Local/Neighbourhood Centre.
- 3) Huncoat Garden Village will be developed to create a sustainable, distinctive and well-designed place to live that integrates with the existing village. This will be achieved through:
  - a. Development that delivers homes and neighbourhoods that have their own unique character, with layouts, designs and materials that create safe and attractive places to live;
  - b. Development that is guided by, and integrated with, the natural landscape to deliver an accessible, attractive and ecologically diverse public realm with multi-functional green infrastructure that will create an environment that promotes healthy lifestyles and choices;
  - c. Development that takes every opportunity to embed the natural and built heritage assets of the site including locally made products and materials;
  - d. The development of a village centre that is accessible, well designed and which provides services to meet the needs of the community;
  - e. Development that delivers smart, sustainable and resilient infrastructure to future-proof investment and help manage resources (i.e. water, energy, waste) efficiently and sustainably;
  - f. Development that integrates sustainable travel solutions across all modes of transport, including through: the delivery of a new link road, cycle and pedestrian infrastructure; mitigation of any road infrastructure impacts; delivery of a well-networked, safe streetscape environment that encourages by default, active modes of travel (walking and cycling) for short distances and everyday conveniences; smart infrastructure for clean vehicular travel options, across both private and shared/passenger transport modes;

<sup>34</sup> The Council intends to adopt the Huncoat Design Code as an SPD

<sup>35</sup> Green infrastructure refers to open space, woodland etc. Blue infrastructure refers to water features such as streams, ponds etc. Grey infrastructure typically refers to utilities



- g. Development that delivers homes that people will be proud to live in, that are adequate in size, adaptable and sustainable in design using quality, durable materials; and homes which are affordable to encourage a mixed and balanced community to establish and flourish;
  - h. Provision shall be made by the developer for the ongoing management and maintenance of public areas, green and blue infrastructure, landscaping and any roads and footpaths not to be adopted by the Highway Authority to a high standard by the community. This shall also include details of how it is proposed to exercise control over private front gardens, drives and boundary treatment.
- 4) Developers will contribute towards the costs of strategic infrastructure required for Huncoat Garden Village in line with the recommendations of the Huncoat Garden Village Masterplan. Developers will also be expected to put into place measures to secure the future management and maintenance of any strategic infrastructure that will not be adopted by public organisations, including (but not limited to) roads, open space, drainage infrastructure and community facilities. This is expected to be achieved through an appropriate legal agreement and will be for the lifetime of the development.
- 5) Land has been safeguarded to the west of the former colliery site and south of the M65 for housing development beyond the current Plan period. This will not be developed until it is specifically proposed for development in a future Plan review.
- 6) Land has been safeguarded to the east of Altham Lane, between the railway and M65, for the development of strategic rail infrastructure, subject to the Government supporting the extension to the railway between Colne and Skipton and / or the development of the East Lancashire railway for freight.
- 7) Sustainable and healthy living with an energy efficient development that works towards zero net carbon must be at the heart of Huncoat Garden Village. To achieve this, development proposals must:
  - a. Demonstrate the use of renewable energy, support electric cars, incorporate sustainable design and construction methods with a high level of energy efficiency in new buildings as required by the principles of this Masterplan and the Design Code;
  - b. Incorporate measures to reduce reliance on the car through the promotion and development of alternative, more sustainable means of transport including public transport, cycling and walking through the design of the proposed development and through a Green Travel Plan;
  - c. The provision of leisure, recreation and sport development to meet the needs of the community, in particular through the development an appropriate number of play spaces and through the development of the

**Huncoat Wheel, a circular cycle-way extending around the periphery of the Garden Village and which connects to residential areas and the village centre.**

- 8) The provision of blue, grey and green infrastructure at Huncoat Garden Village is expected to be underpinned by the principles of sustainable development. To ensure that development does not have an unacceptable adverse impact on existing highway safety and infrastructure, the early delivery of the Huncoat Relief Road is essential. Given the proposed scale of the development, an extension to Huncoat Primary School will be supported. To ensure the infrastructure needed is put in place, development proposals must:**
- a. Make provision for the early development of the Huncoat Relief Road and incorporate phasing in accordance with the timing of the provision of supporting infrastructure and facilities, as set out in this Masterplan. Only the first phase of development shall be completed prior to the completion of the Huncoat Relief Road.**
  - b. Create an environment that is place centred with a dynamic hierarchy of landscaped streets and street scenes where people can move safely. All residential roads shall be designed to be no more than 20mph.**
  - c. Make provision for the delivery of other supporting infrastructure, including that needed to mitigate the impacts associated with traffic generated by the development such as junction improvements and traffic calming measures.**
  - d. Make provision for the development of a comprehensive network of pedestrian routes, cycleways, green space and formal play areas as proposed by the HGV Masterplan and Design Code and the future management and maintenance of this infrastructure.**
  - e. A pedestrian / cycleway bridge will be developed across the Railway at Altham Lane to improve accessibility to provide access to the Leeds and Liverpool Canal and Altham Business Park. The Council will seek to secure the delivery of this through the development of an extension to Altham Business Park and by working with other private and public sector organisations and infrastructure providers.**
  - f. Make provision for an extension to the primary school at Huncoat so that it will accommodate an additional 1.5 forms of entry. This will be delivered through planning obligations for all residential development in Huncoat Garden Village consistent with the requirements of the Lancashire County Council policy for a development of this scale and type.**
  - g. Be guided by developer led site specific FRAs which avoid areas of flood risk. It must also include measures to mitigate flood risk through the use of sustainable drainage methods to ensure that the rate and volume of post-development surface water run-off does not exceed pre-development levels. This may include consideration of 'off-site'**

- solutions. The sustainable drainage systems should be attractively landscaped and designed to provide treatment, enhance biodiversity, and provide natural blue-green infrastructure corridors. Proposals must include arrangements for the future maintenance of sustainable drainage infrastructure for the duration of the development.
- h. Provide for the separation of foul and surface water drainage and connection to the mains sewerage network which includes upgrades where required by the statutory undertaker. The development should make provision for any phasing arrangements necessitated by the provision of infrastructure.
  - i. Surface water drainage options must be considered and discounted in the following order:
    - i. into the ground (infiltration);
    - ii. to a surface water body;
    - iii. to a surface water sewer, highway drain, or other system;
    - iv. to a combined sewer.
  - j. Wastewater options must be considered and discounted in the following order:
    - i. connection to a public foul sewer;
    - ii. connection to an on-site package treatment plant;
    - iii. connection to a septic tank.
- 9) The integration of biodiversity and landscaping into Huncoat Garden Village will not only minimise the impact of the development on the natural environment and create an attractive place to live, but help secure net biodiversity gain. To achieve this, development proposals must:
- a. Make provision for landscaping within the site to mitigate the impact of the development including a positive landscape framework to create a new town edge, including arrangements for future maintenance.
  - b. Demonstrate biodiversity net gain in line with Policy SP16 and the means by which green spaces and natural areas will be landscaped and managed. Proposals must include arrangements for future maintenance.
  - c. Provide for the retention of important woodland, trees and hedgerows on site and their integration into the development including arrangements for future maintenance.
  - d. Develop a streetscape that extends the green infrastructure into the Garden Village with creative landscaping schemes, planting of trees and grass verges alongside roads, landscaping of public and private spaces in accordance with the requirements of the HGV Masterplan and the Design Code, including arrangements for their future maintenance.
- 10) New development will be expected to provide evidence of early dialogue between developers and infrastructure providers to identify infrastructure needs arising from new development and ensure that these are addressed through building design, utility networks and connections in time to serve the

proposed development. This must include evidence of how the development is to be delivered as part of interconnecting phases, demonstrating linkages in accordance with the Masterplan and providing evidence of unfettered access between adjoining parcels to prevent a piecemeal approach to infrastructure. Once more details are known on development sites, it may be necessary to coordinate the delivery of development with timing for the delivery of infrastructure improvements, including green infrastructure requirements.

#### Policy Context and Relationships

<b>Core Strategy Policies replaced</b>	A7: Housing in Huncoat A8: Strategic Employment Site at Huncoat A9: Whinney Hill Link Road
<b>Key NPPF para. links</b>	60, 68, 73
<b>Key Policy links</b>	SP1: The Spatial Development Strategy SP6: Centre Hierarchy, Strategy and Retail Provision SP29: Huncoat
<b>Evidence for Policy</b>	Huncoat Garden Village Masterplan and Delivery Strategy: Stage 1-4 reports. Huncoat Garden Village Design Code.

- 3.21 National planning policy<sup>36</sup> advises that *‘the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities’*. In 2016 the Government designated Huncoat as part of the Pennine Lancashire Housing Zone, recognising its potential to contribute towards meeting the housing and economic growth objectives of Pennine Lancashire through the development of brownfield sites. This housing zone area has now become Huncoat Garden Village and this continues to be supported by Homes England.
- 3.22 A masterplan for the Huncoat Garden Village has been prepared that sets out the future growth of this area. The key ambition of the Council is for a high quality, transformational scheme to come forward at Huncoat, following garden village principles. A Huncoat Garden Village Design Code has also been developed which sets out the detailed design requirements by which any new development will be assessed.
- 3.23 Huncoat Garden Village is of significance not just to Hyndburn but also to the wider Pennine Lancashire sub-region, due to its strategic location on both the road and rail networks. Huncoat is in close proximity to Altham Industrial Estate and Junction 8 of the M65. As such it forms a key element of the cluster of economic and housing activity developing around this key motorway junction, which is critical to East-West growth aspirations.

<sup>36</sup> NPPF, paragraph 73.

- 3.24 Policy SP2: Huncoat Garden Village therefore provides the strategic policy framework to reflect the significance of growth in this location to the Borough's future development, and a key way in which the Council will ensure that it helps to 'significantly boost the supply of new homes'. It should be read alongside the Masterplan and Design Code, the area specific policy for Huncoat Policy SP29: Huncoat and the site allocations for this area. Amendments to the Green Belt have been necessary to facilitate the development of Huncoat Garden Village, to help deliver the scale of development proposed and to take into consideration growth in the area beyond the Plan period by safeguarding land for housing and rail infrastructure as shown in the Masterplan.
- 3.25 Due to the strategic significance of development at Huncoat, the Local Plan includes a specific housing trajectory for this location<sup>37</sup>. This is included in the housing trajectory for the Borough wide housing requirement which is set out in Policy SP10: Housing Provision
- 3.26 Policy SP18 and DM16 in the DM DPD set out the general design expectations for all new development in Hyndburn. The quality of new development at the Huncoat Garden Village will be a particularly key factor in the future success of the settlement as a truly transformational scheme. All major development proposals at Huncoat will therefore be expected to undertake design review, and higher design standards will be enforced through the Huncoat Design Code and other relevant SPDs. These will be strictly enforced through the planning process and the Council will refuse applications of sub-standard design.
- 3.27 Infrastructure required to support development planned at Huncoat will be set out in an Infrastructure Delivery Plan. All types of infrastructure have been considered in the masterplan including highways, schools, green, blue and grey infrastructure. Highways improvements will be implemented to address the impacts of development and alleviate existing issues of HGV traffic in the village. All landowners will be expected to make fair contributions to the provision of new infrastructure across the area to ensure delivery, and to contribute to future management and maintenance where relevant.

### **Policy SP3: Planning Obligations**

- 1) In order to secure sustainable development and ensure that development proposals meet the reasonable costs of new infrastructure, facilities or services needed as a direct result of the development, the Council will seek to secure the provision through the use of planning conditions and/or Section 106 obligations or agreements, in line with the tests set out in paragraph 57 of NPPF.**
- 2) The Council will identify specific obligations where infrastructure requirements are known and evidenced through an Infrastructure Delivery Plan.**

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<sup>37</sup> As required by NPPF, para 74.

**3) The Council may consider the introduction a separate delivery mechanism for the Huncoat Garden Village proposals set out in Policy SP2: Huncoat Garden Village.**

**Policy Context and Relationships**

<b>Core Strategy Policies replaced</b>	HC4: Community Benefits / Planning Obligations
<b>Key NPPF para. links</b>	34
<b>Key Policy links</b>	GC2: Infrastructure, Planning Obligations & CIL
<b>Evidence for Policy</b>	Economic Viability Study (2021)

- 3.27 Proposals for new development should provide the necessary infrastructure to support it in order to make it acceptable in planning terms. This approach will ensure that development does not place an unfair burden on existing infrastructure especially where there is a deficit.
- 3.28 This policy sets the overarching framework in relation to the negotiations of planning obligations and Section 106 agreements and further detail is provided in DM DPD Policy GC2. The Council recognises that the requirements of its development plan place potential financial burdens on developers in the form of planning obligations, which may have impacts on the viability of development. An Economic Viability Study has been undertaken to ensure that the scale of the requirements do not cumulatively undermine the ability of the development to come forward.
- 3.29 Specific infrastructure requirements arising from the Huncoat Garden Village proposals are identified in the Masterplan. Further details are set out in Policy SP2: Huncoat Garden Village.

## 4.0 The Economy & Town Centres

4.1 Policies in this chapter will help to achieve the following aims and objectives:

**Strategic Objective 1: To create greater opportunities for all to access improved economic opportunities and to provide support for the local economy and higher wage employment.**

- Allocating sufficient land for the growth of existing businesses and to attract new higher value employment to the Borough;
- Developing a higher wage economy to help close the GVA (Gross Value Added) gap and to retain skilled and qualified people within the Borough;
- Developing Accrington and Great Harwood as vibrant floral market towns with a wide variety of shops, services and activities where people choose to spend their leisure time;
- Supporting the other town and local centres to meet the needs of their respective local communities.

**Strategic Objective 5: To provide easy access for all to good quality services and facilities**

- Supporting the role of the market towns by directing shops and services to their centres and maintaining local township centres.

4.2 The development of a sustainable and strong economy within the Borough is a fundamental requirement if the Borough is to address the deprivation and social inclusion issues that prevail. The policies in this section set out a clear economic vision and strategy that positively and proactively encourages sustainable economic growth, in line with the Plan's strategic objectives.

4.3 The policy framework seeks to develop the Hyndburn economy in three key ways:

- i. Through the development of strategic employment sites and through the protection, modernisation and development of other employment sites in the Borough;
- ii. By safeguarding land at Huncoat and Altham for the development of a rail freight terminal should the Government support a freight service along the East Lancashire Rail Line;
- iii. Through the continued development and improvement of Hyndburn's town centres and local centres.

### Employment Land and Sites

4.4 In recent years, the Borough has witnessed significant changes in the availability of employment land. The Strategic Site identified at Frontier Park (Whitebirk) has been developed, whilst the Strategic Site at Huncoat will now be developed for housing as part of the Huncoat Garden Village. For the Local Plan to continue to support the local economy and to support a higher wage employment, as set out by Strategic Objective 1, the policy framework will:

- i. Allocate sufficient land for the growth and development of business in strategic locations that are attractive to business to meet anticipated needs over the plan period;

- ii. Seek to address potential barriers to investment including infrastructure and the quality of the environment, and;
  - iii. Seek to protect, modernise and develop employment sites across Hyndburn.
- 4.5 The Housing and Economic Needs Assessment (HENA) indicates a need for 59ha of employment land over the plan period. Focusing growth along the M65 corridor, in accessible locations, is critical if sites are to be attractive to businesses, as has been demonstrated by the rapid development of Frontier Park at Junction 6 of the motorway. The Local Plan identifies three strategic locations for employment development:
  - i. **Strategic Employment Site - Land south of Altham Business Park**
- 4.6 Altham Business Park is a successful business park that has proved attractive to business. The business park was initially developed as an Enterprise Zone in the 1980's but the sites within the business park have steadily been developed and there is now no space available in the original site for companies to develop or expand into.
- 4.7 Altham Business Park is in close proximity to Huncoat Garden Village. It is proposed to develop high quality housing nearby at the Garden Village and there would be sustainability benefits associated with the development of employment land in proximity to the housing land, provided there are good connections between the two areas. Whilst it would not be desirable to see heavy goods traffic travel between Huncoat and Altham using Altham Lane, improved pedestrian and cycle connectivity would facilitate more sustainable patterns of travel between the two areas.
- 4.8 Although J8 of M65 is just outside the Borough boundary, it is likely to be used by heavy goods vehicles travelling to and from Altham Business Park. The traffic signal junction at A6068 / A678 Blackburn Road would also see an increase in traffic if Altham Business Park is extended and there will also be a need to ensure that the A678 / Altham Lane roundabout at The Walton Arms can operate safely. Improvements to highway infrastructure may therefore be required.
- 4.9 Land is identified for a southerly extension to Altham Business Park on land between the existing business park and the Leeds and Liverpool Canal. Although the site has a relatively large gross area, the net developable area will be less taking into account the need to provide landscaping along the Leeds and Liverpool Canal, the need to protect the amenity of a small number of residential properties, wider landscape impacts and ecological considerations.
- ii. **Strategic Employment Site - Land at Whitebirk, northeast of J6 of M65**
- 4.10 The development of Frontier Park has demonstrated the attractiveness of Whitebirk for business development. Land at J6 of M65 provides a ready access to the strategic road network and is in close proximity to built up areas of Rishton and Blackburn with good public transport links. The development of land at Whitebirk would form part of the Blackburn Growth Axis, an economic framework that links strategic development sites and key growth corridors in the area.



- 4.11 The site comprises a gross area of around 30ha of land between the Leeds and Liverpool Canal and Sidebeet Lane on both sides of Blackburn Road. To access the northern most part of the site it would be necessary to provide a new road bridge across the railway. The net area of development will be reduced owing to the need to landscape the site and to ensure the setting of the listed farmhouse on Blackburn Road is protected.

### **iii. The East Lancashire Rail Freight Terminal**

- 4.12 The East Lancashire Railway connects Hyndburn with Preston to the west and Leeds to the east and there is now a direct service connecting Accrington and Manchester. With stations at Rishton, Church and Oswaldtwistle, Accrington and Huncoat, the railway connects Hyndburn to a large number of destinations across Lancashire, West Yorkshire and beyond.
- 4.13 The Government is considering proposals to extend the east Lancashire Railway Line between Colne and Skipton for both passenger and freight services. The Council support these proposals and believe they would bring a variety of economic and environmental benefits to the area. The railway not only supported the later stages of the industrial revolution but continued to directly support the east Lancashire economy into the late 20<sup>th</sup> Century with both Huncoat Colliery and Power Station supported by rail.
- 4.14 If the proposals for the development of a freight service along the East Lancashire Railway are supported, it is important that this supports local economic development along its route. The site of the former rail sidings at Huncoat is one of few locations along the route of the railway that could accommodate a rail freight terminal.
- 4.15 The site of the East Lancashire Freight Terminal benefits from being located at the heart of the strategic road network in East Lancashire. It is immediately adjacent to J8 of M65 and the A56, which connects with the Greater Manchester motorway network. However, whilst the proximity to the strategic road network is beneficial the terminal would need to be accessed by road. Given the physical constraints that exist, it will necessary to identify suitable access arrangements if this site were to be developed.
- 4.16 The site will not be developed for any other form of development and other development that would prejudice the use of the site for a rail freight terminal will not be supported.
- 4.17 Should the Government support the development of a freight service along the East Lancashire Railway, it would be necessary to undertake a more detailed feasibility study of the rail freight proposals.

### **Strategic Employment Site Masterplans**

- 4.18 It is proposed to produce detailed Masterplans for the two strategic employment sites at Whitebirk and Altham. When finalised, future development must be based on the provisions of these Masterplans and adhere to recommendations within them.

## Policy SP4: Employment Provision and Strategic Sites

- 1) The Council will make provision for 70 hectares of land for employment uses over the period 2021-40. This will include the allocation of the strategic employment sites set out in Table 1 below. In particular:
  - Land south of Altham Business Park (Site EMP3) is allocated as a strategic site for employment development. The development of the site for employment development (B2 and B8 uses) will be supported subject to site specific requirements set out in Policy EP1.
  - Three sites at Land north of junction 6 of M65 at Whitebirk (Sites EMP4, EMP5, EMP6) are allocated as a strategic sites for employment development. The development of the sites for employment uses (B2 and B8 uses) will be supported subject to site specific requirements set out in Policies EP2-4.
- 2) The Council's preference is to support a higher proportion of uses which generate a greater number of jobs. The Council will monitor the proportion of B2 and B8 uses and the proposed number of jobs coming forward on these sites. If a disproportionate amount of B8 or other uses which only generate a limited number of jobs come forward, the Council will review its policy position.

### East Lancashire Rail Freight Terminal

- 3) Land to the East of Altham Lane, between the East Lancashire Railway and M65 Motorway at Huncoat (Site S2) will be safeguarded for the development of a rail freight terminal only and be subject to appropriate access arrangements being identified. Development that would prejudice the development of a rail freight terminal at the location will not be supported.

### Policy Context and Relationships

<b>Core Strategy Policies replaced</b>	E1: Future Employment Provision
<b>Key NPPF para. links</b>	20, 23, 81-83
<b>Key Policy links</b>	Policy SP5: Protection, Modernisation and Development of Employment Sites DM1: Employment Development
<b>Evidence for Policy</b>	Housing and Economic Needs Assessments (2018/2021) Employment Land Study (2016/2019)

Table 1: Employment Site Allocations 2021-2040

Site Ref.	Prev. Site Ref.	Site Name	Local Plan area	Gross Site Area (ha) – approx.
EMP1	250	Land west of J7 Business Park	Clayton-le-Moors and Altham	4.4
EMP2	172	Moorfield Industrial Estate	Clayton-le-Moors and Altham	1.7
EMP3	267	Land to S. of Altham Business Park <sup>38</sup>	Clayton-le-Moors and Altham	45.5
EMP4	228	Land between Blackburn Rd and M65 slipway <sup>39</sup>	Rishton and Whitebirk	4.0
EMP5	229	Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway <sup>40</sup>	Rishton and Whitebirk	18.1
EMP6	230	Land N. of railway line between Sidebeet Lane and Leeds & Liverpool Canal <sup>41</sup>	Rishton and Whitebirk	20.7
		<b>TOTAL</b>		<b>94.4*</b>

\* This total represents the entire gross site area of the sites; the net developable areas will be lower

- 4.19 NPPF paragraph 82(b) states that planning policies should ‘*set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period*’. Part (d) requires policies to ‘*be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances*’.
- 4.20 Paragraph 83 goes on to state that ‘*planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitable accessible locations*’.
- 4.21 Policy SP4 provides the strategic policy through which the Council proposes to meet the requirements of NPPF, and address the ambitions set out in local economic plans and strategies.
- 4.22 To ensure that the Borough can foster sustainable, economic growth, it is vital that sufficient, suitable land is made available for employment uses over the plan period. The Housing and Economic Need Assessment (HENA) updated in 2021 for Blackburn with Darwen and Hyndburn Councils highlights the importance to Pennine

<sup>38</sup> See Policy EP1

<sup>39</sup> See Policy EP2

<sup>40</sup> See Policy EP3

<sup>41</sup> See Policy EP4

Lancashire of planning for growth to ensure job creation and economic prosperity. The HENA confirms that an appropriate employment land requirement to plan for in Hyndburn, based on an aspirational but realistic economic growth scenario, is 70 hectares of land between 2021 and 2040.

- 4.23 Over time the commercial property market and key employment sectors in Hyndburn have changed significantly. For decades there has been a steady move away from manufacturing, occupying the more traditional mill-style premises located in densely populated urban areas, to more modern units and business parks with direct (or good) access to the strategic road network. New premises provide more practical space for modern working practices, alongside improved access to markets, including labour.
- 4.24 The most successful of the business parks in Pennine Lancashire are generally located along the M65 corridor with direct access onto the motorway; in Hyndburn this includes Altham Business Park, J7 Business Park, and Frontier Park; in Burnley: Burnley Bridge and Network 65; and in Blackburn: Tower Business Park and Centurion Park. Due to their ease of access to the strategic road network they are particularly attractive to businesses and for this reason it is essential that the strategic road network continues to be able to manage the traffic that is generated by the industry along this corridor.

## **Policy SP5: Protection, Modernisation and Development of Employment Sites**

- 1) Existing employment sites are identified on the Policies Map, along with strategic employment hubs<sup>42</sup>. Quality assessments of existing employment sites<sup>43</sup> will be used as a framework for determining planning applications.
- 2) Three strategic employment hubs are identified on the Key Diagram (Frontier Park, J7 Business Park/Petre Road and Altham Business Park). They are considered to play a strategic role in the local economy and future growth of the Borough. These will be retained for employment uses over the plan period, and supported to grow in line with Policy SP4.
- 3) The Council will apply a general presumption that all other existing employment sites (and employment allocations) will be retained in employment use<sup>44</sup> over the plan period. Sites will only be released for redevelopment for other purposes if the following applies:
  - a. Good quality employment sites – only in exceptional circumstances where the applicant can demonstrate sound reasons why the employment use

<sup>42</sup> Strategic employment hubs will comprise of one or more existing employment areas

<sup>43</sup> The Council's latest published quality assessments are in the Hyndburn Employment Land Study update (2019)

<sup>44</sup> B and E(g) use classes

<p>cannot remain on the site. Proposed new uses will be expected to comprise a reasonable<sup>45</sup> scale of employment on site to compensate for the loss;</p> <p>b. Adequate quality employment sites – where the proposal is in line with paragraphs 2-4 of Policy DM1 and the applicant can demonstrate either:</p> <ul style="list-style-type: none"> <li>i. no current or likely future demand for the site or premises; or</li> <li>ii. continued use of the site would give rise to unacceptable environmental impacts; or</li> <li>iii. permitting an alternative use is the only viable means of retaining a building or premises which has particular architectural or historic significance;</li> </ul> <p>c. Poor quality employment sites – where the applicant can demonstrate either i. ii. or iii. under paragraph 3b.</p>	
<p>4) Proposals for the redevelopment of existing employment sites away from a B use class to one that retains some form of significant employment <sup>46</sup> on the site will be considered more flexibly than proposals for residential use. The development of retail uses on employment sites will not be supported.</p>	
<p>5) Where a quality assessment is considered to be out of date or absent, applicants may undertake their own in accordance with the method detailed in the Council's latest published assessments.</p>	
<p>6) In all cases, redevelopment for alternative uses should not prejudice the operating conditions of other remaining employment uses, in line with the Agent of Change principle set out in NPPF<sup>47</sup>.</p>	
<b>Policy Context and Relationships</b>	
<b>Core Strategy Policies replaced</b>	E2: Protection, Modernisation and Development of Employment Sites RA3: Protection and development of Altham Business Park
<b>Key NPPF para. links</b>	81-83
<b>Key Policy links</b>	DM1: Employment Development
<b>Evidence for Policy</b>	Hyndburn Employment Land Study (2016/2019)

- 4.25 The Council has a significant stock of existing employment sites located all around the Borough. NPPF paragraph 81 recognises the need to allow each area to '*build on its strengths, counter any weaknesses and address the challenges of the future*'. Policy SP5 provides the proposed framework in which existing employment sites will be protected, modernised, or allowed to be released for redevelopment to meet these aims.

<sup>45</sup> 'reasonable' when considered in terms of the previous use/jobs on the site

<sup>46</sup> for example retail or leisure use

<sup>47</sup> NPPF para. 187

- 4.26 As part of the evidence base for the Local Plan, the Council regularly considers the quality of the existing stock of employment sites in the Borough. This was updated in 2019, in the Employment Land Study Update. Factors taken into consideration in determining the quality of existing employment sites include accessibility, adjoining uses, development constraints, environmental issues, and general suitability for continued employment use. This is the framework against which the retention of sites in employment use will be considered.
- 4.27 The Council will seek to retain all good quality sites in employment use over the plan period. Sites considered to be adequate have potential for continued or enhanced employment uses and so redevelopment proposals will be required to provide an element of modern employment use to compensate for the loss of existing employment land. This will help to ensure that the Borough's employment sites are steadily modernised while retaining a mix of uses within the existing urban areas.
- 4.28 Where alternative uses are sought, uses outside of the traditional employment use classes (namely B2 and B8 uses) that would retain some form of employment on the site, such as retail or leisure uses, or residential care homes, will be considered more favourably than proposals for residential redevelopment. Other relevant policies in the Local Plan will still apply.
- 4.29 In order to demonstrate that there is no current or likely future demand for the site or premises for employment uses the site should be marketed by at least one commercial agent for employment purposes<sup>48</sup> for at least 18 months.
- 4.30 In places, the urban grain of the Borough is characterised by areas of densely developed terraced housing often clustered around former mill buildings. Whilst these buildings provide employment opportunities that are readily accessible to local people, some sites are in poor condition or create conflicts with surrounding residential areas. Some also have a low density of employment, meaning that the same number of people could be employed on a smaller, purpose built, and modern site that would not result in environmental problems for residential neighbours. Where appropriate, the Council may have re-allocated some of these poor quality sites for other uses in the Site Allocations, taking into account any wider regeneration benefits of redevelopment in certain locations. Sites that remain will be assessed in line with Policy SP5 where alternative uses are proposed.

## Policy SP6: Centre Hierarchy, Strategy and Retail Provision

- 1) The vitality and viability of Hyndburn's retail centres will be maintained and enhanced by directing investment, retail, leisure and other main town centre uses<sup>49</sup> towards the centres in line with the hierarchy identified below, and criteria set out in Development Management Policy DM3:

Tier/Centre	Purpose/Strategy
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<sup>48</sup> This must relate to the sale, and leasing, of land or property and either the reuse or redevelopment of the site or premises for employment purposes.

<sup>49</sup> As defined in Annex 2: Glossary of the NPPF

<b><u>Tier 1: Strategic Town Centre</u></b> Accrington	The principal centre providing for the Borough's key retail, services, leisure and town centre needs. Accrington Town Centre will consolidate over the plan period and be the main focus for investment for town centres uses.
<b><u>Tier 2: Town Centres</u></b> Great Harwood, Oswaldtwistle	Important service centres for their own urban and rural catchment areas, and the secondary focus in the Borough for new investment.
<b><u>Tier 3: Local Centres</u></b> Clayton-le-Moors, Rishton, Huncoat	Smaller centres providing appropriate convenience facilities to enable a weekly shop, supported by a smaller range of other shops and services, leisure and cultural facilities serving their local communities and rural catchments.
<b><u>Tier 4: Neighbourhood Centres / Local Parades</u></b> Baxenden, Church (Blackburn Road), West End, Woodnook, Whalley Road (Laneside), Whalley Road (Enfield)	Localised facilities to meet basic, essential needs only, to a predominantly walk-in catchment. May comprise only a very small number/mix of units in a single parade.

- 2) New Neighbourhood Centres / Local Parades or facilities will be considered where this will improve access to services without impacting significantly on other nearby centres. A new Neighbourhood/Local Centre will be created as part of the Huncoat Garden Village scheme to address existing poor/under provision and to serve new development in the area.
- 3) The Council recognises the complementary role that other commercial locations can play in the local retail hierarchy. The Council will support their future development in line with the strategy set out below, subject to development taking place in a manner that supports the future vitality and viability of the formal town and local centres.

<b>Other Commercial Location</b>	<b>Purpose/Strategy</b>
<b>The Peel Centre (Whitebirk)</b>	Predominantly bulky goods retail destination with ancillary uses to support retailing on the site and the strategic employment hub at Whitebirk/Frontier Park
<b>Oswaldtwistle Mills</b>	Major tourist attraction, shopping village and garden centre on the edge of Oswaldtwistle Town Centre

<b>4) All planning applications for new developments should seek to improve accessibility to, and the general quality of the environment, within the centres in which they invest.</b>	
<b>Policy Context and Relationships</b>	
<b>Core Strategy Policies replaced</b>	A2: Accrington Town Centre A3: Development of Local Centres in Accrington GH2: Great Harwood Town Centre R2: Rishton Local Centre
<b>Key NPPF para. links</b>	86
<b>Key Policy links</b>	SP2: Huncoat Garden Village DM3: Development of main town centre uses DM4: Retail Frontages
<b>Evidence for Policy</b>	Hyndburn Retail Study (2016)

- 4.31 NPPF paragraph 86a) states that planning policies should ‘*define a network and hierarchy of town centres and promote their long-term vitality and viability by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters*’.
- 4.32 Strategic Objective 5 recognises the importance of a network of readily accessible town and local centres across Hyndburn that allow residents and visitors to access a good range of shops, facilities and services lies at the heart of a sustainable place to live. The Local Plan seeks to support the role of the market towns by directing shops and services to their centres and maintaining local township centres.
- 4.33 Whilst Hyndburn’s Town Centres still provide an important range of shops and services, changes in people’s shopping habits (particularly so since the Covid19 pandemic) coupled with polarisation towards larger city centres has put increasing pressure on shops and businesses in town centres. One of the consequences of this is a high level of vacant properties that contribute towards a poor quality, unattractive, environment.
- 4.34 In order to promote the long term vitality and viability of the Borough’s town and local centres it is important to ensure that they can grow and diversify in a way that can respond to rapid changes in retail and leisure sectors and allow a suitable mix of uses to be developed that reflect their distinctive character. The development of a hierarchy of centres coupled with a flexible policy framework that allows public and private sector interventions to be implemented, sometimes at short notice, will help to achieve this.
- 4.35 The Council recognises that the Borough’s centres face significant challenges and that these are unlikely to go away. Policy SP6 proposes the strategic policy approach that will seek to enhance their vitality and viability, and the role that they play in local communities. The Council will employ a package of ongoing measures to assist the future health and vitality of the town centres. Policy SP6 will be applied



with Policy DM3 of the DM DPD in the determination of planning applications in accordance with sequential and impact test principles.

## **Specific Centres**

- 4.36 The following section covers centres outside of Accrington Town Centre as this area is covered in Policy SP7. Further policy and guidance on development in the other centres will also be set out in the Area Policies in Section 10.

### **Great Harwood and Oswaldtwistle Town Centres**

- 4.37 The other main Town Centres in the Borough include Great Harwood and Oswaldtwistle. Both towns have quite different characteristics in terms of their urban form and character. However, both have a significantly (and similar) sized population and existing retail/service base. Whilst the nature of these centres has changed over recent decades, a result of changing demographic and changing shopping patterns, the Council will seek to ensure that they still provide a full range of shops and services to the communities that they serve over the plan period.

## **Local Centres**

- 4.38 The Local Centres, whilst still providing a range of shops and services, and the ability to undertake a weekly shop, have a smaller population catchment area and therefore play a lesser role within the Borough retail hierarchy. These include Clayton-le-Moors and Rishton as existing centres, with a proposed new Local Centre planned for Huncoat as part of the Garden Village proposals set out in Policy SP2: Huncoat Garden Village.

## **Neighbourhood Centres**

- 4.39 There are five Neighbourhood Centres / local parades which have been identified across the Borough. These are the lowest order centres set out within the retail centre hierarchy, providing very small-scale facilities to meet the most basic needs of residents. Identification of these has been based on consideration of the following criteria:
- Where there is a cluster of at least five 'main town centre use' units;
  - Where at least three different types of use are present, providing a mix of services/facilities;
  - Where units are located in close proximity to one another, e.g. there is no greater separation than around 50 metres from one or more of the units;
  - The neighbourhood centre is distinctly separated from other identified centres in the hierarchy and there is a sufficient population within a localised catchment area to support the neighbourhood centre.

## **Other Commercial Centres**

- 4.40 In addition to the formal town centres set out in Tiers 1-4 of the hierarchy, other commercial locations with a predominance of retail uses are identified; the Peel Centre (Whitebirk) and Oswaldtwistle Mills. The Council recognises that these play an important role in the local retail context, and indeed both identified locations have a much wider catchment area and trade draw than the Borough itself. The future

development of these locations will be supported subject to consideration of their impact on the designated centres, and their purpose set out in Policy SP5.

4.41 The boundaries of existing town and local centres will be shown on the Policies Map.

## Policy SP7: Accrington Town Centre

- 1) Accrington Town Centre will consolidate and develop as the principal centre and historic market town, providing for the Borough's key services and comparison and food retailing needs. The regeneration of Accrington Town Centre will be supported through the following:
  - i. The improvement and redevelopment of shop fronts / facades and building improvements;
  - ii. Improvements to public realm through tree planting schemes and public art in Accrington Town Centre;
  - iii. Development that will attract people into Accrington Town Centre by increasing the range and quality of goods or services available;
  - iv. Developments that will attract businesses into the town centre and bring buildings back into use in creative and innovative ways such as live / work schemes;
  - v. Improvements to the accessibility and connectivity of Accrington Town Centre to facilitate access by all groups of the community;
  - vi. Residential developments where they are shown to support the restructuring of the housing market and the benefits of apartment development can be demonstrated. All residential development should meet the nationally described space standards.
- 2) Developments affecting a heritage asset should sustain and enhance the significance of the heritage asset and new development should make a positive contribution to the character and distinctiveness of Accrington.

### Policy Context and Relationships

<b>Core Strategy Policies replaced</b>	A2: Accrington Town Centre
<b>Key NPPF para. links</b>	86
<b>Key Policy links</b>	DM3: Development of main town centre uses DM4: Retail Frontages
<b>Evidence for Policy</b>	Hyndburn Retail Study (2016) Accrington Town Centre Investment Plan (2022)

4.42 Accrington is the main shopping, administrative and commercial centre of the Borough with a range of retail, leisure, health, education, employment and community

services. It is the public transport hub for the Borough making it accessible to those who live and work in Accrington as well as those who wish to visit the town. Over the past 10 years, the town centre has seen the development of a new bus station and new railway station, significantly improving transport infrastructure.

- 4.43 The grand and imposing architecture of Accrington's town centre, including the historic Town Hall and Market Hall, are reminders of the significance and wealth of the local textile industry which brought with it huge prosperity. The streets, houses and buildings in the town centre lay testament to the rising populations of Accrington during the 19th Century. The people of Accrington served the textile trade as well as the local coal mining and engineering industry during the Victorian era right up until the 1950's.
- 4.44 Accrington has many of the essential ingredients required to be a thriving and successful modern market town. There is a proud local industrial and cultural heritage, a strong sense of community and grand historical architecture. However, like many Northern towns, it also has a number of challenges to overcome.
- 4.45 Over the past decade there has been a continued shift towards the provision of services and retailing online and this has resulted in an increase in the number of vacant units in the town centre, including the Primary Retail Area around the Arndale Centre, which has in turn reduced the attractiveness of parts of the town centre for businesses and visitors.
- 4.46 Recent work undertaken in connection with the Town Centre Investment Plan also identified an over-supply of retail premises in the Borough. The Hyndburn Retail Study considers the quantitative and qualitative need for new retail floorspace in Hyndburn to 2033. No need for new convenience goods floorspace was identified, other than to improve consumer choice in particular areas of deficiency. In terms of comparison goods, a modest need for new floorspace was identified but this could be met through the use of vacant retail units in the Arndale or other town centre locations.
- 4.47 Accrington will remain the main focus for proposals and investment in major comparison retailing as well as other main town centres uses including food and drink, offices, hotels, recreation and art and culture. Independent retailers providing for the specialist/leisure shopping needs of the Borough will be supported. Whilst the Accrington Area Action Plan (adopted 2012) provides further detailed policies on the town centre, this Local Plan seeks to ensure that the specific interventions proposed through the Town Centre Investment Plan, Levelling Up Fund or other sources on grant are also supported, with the aim of:
  - i. Increasing visitor and tourist numbers;
  - ii. Improving and diversifying the retail offer;
  - iii. Reducing dependency on the retail sector;
  - iv. Reducing the number of empty shops;
  - v. Improving the living environment and diversity of household types;
  - vi. Increasing the number of residents enjoying green spaces and walking and cycling; and
  - vii. Improving the qualifications of adults from disadvantaged backgrounds.

- 4.48 The Local Plan will support the delivery of schemes and initiatives that will sustain and enhance the vitality and viability of Accrington Town Centre whilst building on the town's strong heritage. The Town Centre Investment Plan identifies a number of interventions that will help bring about this change and Policy SP7 is intended to support a broad range of interventions that will help bring about positive change.

## 5.0 Community Infrastructure

5.1 Policies in this chapter will help to achieve the following aims and objectives:

**Strategic Objective 3: To improve and sustain quality of health and wellbeing and enable the residents of Hyndburn to lead active lifestyles.**

- Increasing levels of participation in sport, leisure and physical activity by the protection and enhancement of existing sports and recreation facilities and through the development of Green Infrastructure that is accessible

**Strategic Objective 5: To provide easy access for all to good quality services and facilities**

- Supporting new high quality health, education, leisure and cultural facilities in accessible locations
- Developing and keeping up to date an Infrastructure Funding Statement to support planned growth in the Borough

### Policy SP8: Open Space Provision

1) The Council will seek to maintain and enhance a network of high quality open spaces in the Borough which provides opportunities for sport, physical activity and recreation and which contributes to the health and well-being of the Borough's residents as well as providing a range of other environmental, regeneration and educational benefits. It will:

- a) seek the provision of appropriate new open space in relation to new residential development in accordance with Policy DM11, including provision of multi-functional green infrastructure where applicable; and
- b) protect and enhance existing open space provision<sup>50</sup> in accordance with paragraph 99 of NPPF and with criteria set out in Policy DM21.

2) Developers will be expected to put in place a sustainable scheme of management for the lifetime of the development

#### Policy Context and Relationships

Core Strategy Policies replaced	HC1: Green Spaces & facilities for Walking/Cycling
Key NPPF para. links	92, 98-101
Key Policy links	Policy SP9: Provision of Community Facilities Policy SP14: Green Infrastructure Policy SP24: Cycle and Footpath Networks DM11: Open Space Provision in New Residential Development

<sup>50</sup> Sites of over 0.2ha designated as open space are shown on the Policies Map. SP8 will also apply to open space not identified on the Policies Map or Open Space Audit.

	DM21: Protection of Open Spaces
<b>Evidence for Policy</b>	Open Space Audit (2022) Playing Pitch Strategy (2021)

- 5.2 Open space includes all areas of land (and water) which provide public access and offer opportunities for sport and recreation or can act as an important area of visual amenity. Opportunities may comprise formal activities (e.g. organised games, team sports etc.) or informal recreation (e.g. parks and play areas), and the space may be active (used for sport, exercise or active play) or passive (used for sitting and relaxing or providing visual amenity).
- 5.3 An Open Space study has been undertaken to provide the evidence base for the Local Plan policies. It includes a comprehensive audit and assessment of the existing open space provision in the Borough, including identification of both quantitative and qualitative perspectives to identify any areas of deficiency across a range of types of open space.
- 5.4 A Playing Pitch Assessment and Strategy have also been produced and relevant findings and recommendations from these studies should be taken into account during decision making.
- 5.5 Where new open space is required as a result of new residential development, it will be considered in relation to the identified existing network and whether that network can be improved in relation to new provision or contributions to enhanced provision. It is also important that the Council continues to protect those open spaces which make an important contribution either in quantitative or qualitative terms to the Borough's open space network from inappropriate development. Further details of how the Council will do this are set out in the relevant policies of the DM DPD.
- 5.6 This policy does not cover built sport facilities such as sports centres which should be considered under Policy SP9: Provision of Community Facilities. In addition the council recognises that there are further opportunities for recreation that contribute to health and well-being e.g. walking and cycling opportunities. Enhancement of cycling and walking provision is addressed in Policy SP24: Cycle and Footpath Networks. Finally, it is important to note that areas of Open Space covered under Policy SP8 form just a part of the wider Green Infrastructure network<sup>51</sup> which is covered in Policy SP14: Green Infrastructure.

<sup>51</sup> Green infrastructure is defined in the NPPF as 'a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'.

## Policy SP9: Provision of Community Facilities<sup>52</sup>

- 1) The Council will support proposals for accessible, high quality educational facilities that improve the basic and higher level skills and qualifications of residents, and seek financial contributions towards education provision from new residential developments in line with Policy DM6.
- 2) The Council will support proposals for new or improved sports, recreation, health, community and cultural facilities, seeking to protect and enhance a range of facilities to support the social well-being of the Borough's residents. Where the loss of a facility is threatened through redevelopment, the criteria set out in Policy DM7 will be used to assess development proposals. In the case of loss of sport or recreational facilities, including playing fields, paragraph 99 of NPPF will be applicable.

### Policy Context and Relationships

<b>Core Strategy Policies replaced</b>	ED1: New and improved educational facilities HC2: Leisure, Health and Culture
<b>Key NPPF para. links</b>	92-93
<b>Key Policy links</b>	DM6: Delivering Schools and Early Learning DM7: Cultural and Community facilities
<b>Evidence for Policy</b>	n/a

- 5.7 Educational provision in the Borough in recent years has improved with the completion of the Accrington Academy and sixth form provision at both St. Christopher's Church of England High School and Accrington Academy. There remains a need to raise educational attainment by providing access to a range of high quality educational and training opportunities for children, young people and those wanting to progress their education. Such opportunities will increase the amount of skilled young people coming through secondary and further education, and will provide opportunities for existing employees to maintain and further their skills or to learn new skills.
- 5.8 Accessibility for all sectors of the community to high quality education has multiple benefits. It gives people the skills, confidence and knowledge to develop to their full potential and to contribute fully to society. It can help reduce the rate of unemployment and increase the level of skilled labour able to take-up higher level employment opportunities. This also has social benefits, including improved health and wellbeing and reduced crime.

<sup>52</sup> for the purposes of this policy, community facilities includes those which provide for the health, social, educational, spiritual, recreational and cultural needs of the community. It does not include local shops or public houses which are covered by other policies in the DM DPD.



- 5.9 The Council will work with Lancashire County Council and other relevant providers on proposals to improve the provision and standard of schools in the Borough. The Council will also seek to work with Accrington and Rossendale College, Jobcentre Plus and employers to help in providing modern apprenticeships and on the job training.
- 5.10 Accessibility to a range of community facilities beyond just education is a factor in creating and maintaining sustainable communities, and improving the overall health and wellbeing of residents in the Borough, and contributing to community cohesion and social inclusion. Community facilities offer opportunities for social interaction, meeting places, cultural and spiritual needs, health care and recreation. Sports and recreation facilities such as sports centres, leisure centres and swimming pools provide opportunities for healthy lifestyles. A Built Sports Facilities Assessment and Strategy have been produced and relevant findings and recommendations from these studies should be taken into account during decision making.
- 5.11 Access to good quality health services is vital in enabling local residents to easily obtain the healthcare they need. Such services should be developed, improved and made accessible for the whole community, with particular attention being given to areas of greatest need or which are poorly served. The Council will support provision of new community facilities to help address deficiencies, and seek to prevent the loss of existing facilities in line with national policy, criteria set out in the DM DPD and in line with the Playing Pitch and Built Sports Facilities Strategies.

## 6.0 Housing

6.1 Policies in this chapter will help to achieve the following aims and objectives:

**Strategic Objective 2: To provide for a greater choice and quality of housing, designed and built to incorporate ‘active design’ principles to enable people to lead active lives, including through transformational change at the Huncoat Garden Village**

- Providing sufficient housing of the right size and type to meet local needs, designed and built to enable people to lead active lives, including delivery of transformational high quality, iconic change through the Huncoat Garden Village proposals.
- Provision to include those in need of affordable and supported housing or requiring larger family homes, higher value homes and homes to cater for an ageing population. This will provide a more balanced housing supply with a choice of property types and tenures;
- Ensuring that all new property is built to high standards, in sustainable locations, making effective use of land in a way that makes as much use as possible of brownfield land and to designs which minimise carbon emissions and relate well to the local character; and
- Ensuring that areas of low demand housing are regenerated where possible with a wider range of improved and new housing and supporting facilities.

**Strategic Objective 3: To improve and sustain quality of health and wellbeing and enable the residents of Hyndburn to lead active lifestyles.**

Developing safe residential areas and surroundings where people are at the heart of the design process.

### Policy SP10: Housing Provision (including affordable housing)

Over the plan period 2021-2040 the Council will:

- 1) Make provision for at least 3,686 dwellings (equivalent to an average of 194 dwellings per year). Specific site allocations which contribute to this requirement are identified in Table 2 below in accordance with Policy SP1: The Spatial Development Strategy and the Local Plan Area policies. Huncoat Garden Village makes a significant contribution to overall housing provision in the plan period; and
- 2) Seek to maximise the opportunities for the delivery of affordable housing where viable. New housing developments of 10 or more dwellings or with a site area of 0.5 hectares or more should provide 20% affordable housing unless it can be demonstrated, to the satisfaction of the Council, that this would not be viable. Residential developments should provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities, in

<p>accordance with the most up to date assessment of need, ensuring that a minimum of 25% of all affordable housing units secured through developer contributions are First Homes; and</p> <p>3) Support proposals that ensure the efficient use of land. Based on the developable area, the Council will seek provision of at least 40 dwellings per hectare in town centres and other locations well served by public transport, or at least 30 dwellings per hectare elsewhere, unless specific circumstances exist to justify a lower density or use of an alternative density measurement.</p>	
<b>Policy Context and Relationships</b>	
<b>Core Strategy Policies replaced</b>	H1: Housing Provision H2: Affordable Housing
<b>Key NPPF para. links</b>	60, 61, 68, 124-125
<b>Key Policy links</b>	DM10: New Residential Development DM12: Affordable Housing DM13: Development of Housing within Residential Gardens Section 10: The Local Plan Areas
<b>Evidence for Policy</b>	Housing and Economic Needs Assessment (2018/2021); Hyndburn Borough Council 5-Year Housing Land Supply Statement.

Table 2: Housing Site Allocations 2021-2040

Site Ref.	Prev. Site Ref.	Site Name	Local Plan Area	Gross Site Area (ha)	Net developable area (ha)	No. of Dwellings 21/22-39/40	No. of Dwellings – post 2040
H1	2	Steel Works, Charter Street, Accrington	Accrington, Baxenden & Church	0.29	0.29	9	0
H2	152	Land at Charter Street <sup>53</sup>	Accrington, Baxenden & Church	2.38	1.02	45	0
H3	261	Pendle Street	Accrington, Baxenden & Church	0.17	0.17	15	0
H4	120	Land at Hopwood St <sup>54</sup>	Accrington, Baxenden & Church	0.93	0.84	50	0
H6	29	Union Works and Union St Garage	Accrington, Baxenden & Church	0.31	0.31	9	0
H7	24.1	Land north of Sandy Lane <sup>55</sup>	Accrington, Baxenden & Church	1.97	1.42	43	0

<sup>53</sup> See Policy HP1<sup>54</sup> See Policy HP2<sup>55</sup> See Policy HP3

Site Ref.	Prev. Site Ref.	Site Name	Local Plan Area	Gross Site Area (ha)	Net developable area (ha)	No. of Dwellings 21/22-39/40	No. of Dwellings – post 2040
H8	117	Lower Barnes Street	Clayton-le-Moors & Altham	0.54	0.49	15	0
H9	48.1	Ringstonhalgh Farm <sup>56</sup>	Clayton-le-Moors & Altham	1.13	1.02	31	0
H10	201	Clayton Triangle <sup>57</sup>	Clayton-le-Moors & Altham	2.54	1.91	127	0
H11	268	Former Huncoat Colliery, Enfield Rd*	Huncoat	24.31		426	
H12	269	Huncoat East strategic site (north)*	Huncoat	25.96		683	0
H13	270	Huncoat East strategic site (south)*	Huncoat	13.27		322	
H14	271	Land to W. of A56 / N. of Burnley Rd.*	Huncoat	3.91		73	0
H15	78	Land south east of Moorfield Avenue <sup>58</sup>	Huncoat	4.18	1.80	54	0
H16	123.1	Land south of Stanhill Road, Knuzden <sup>59</sup>	Oswaldtwistle & Knuzden	6.76	5.07	152	0
H17	5.1	Land off Brookside Lane/Nook Lane, Oswaldtwistle <sup>60</sup>	Oswaldtwistle & Knuzden	5.08	2.06	62	0
H18	74.1	Land S. of Rhyddings Street and N. of Stone Bridge Lane	Oswaldtwistle & Knuzden	1.35	1.22	36	0
H19	265	Land at Rhoden Road <sup>61</sup>	Oswaldtwistle & Knuzden	2.28	1.71	51	0
H20	103	Land to the northeast of Cut Lane <sup>62</sup>	Rishton & Whitebirk	13.23	6.26	188	0
H21	66	York Mill, Livesey St, Rishton	Rishton & Whitebirk	0.78	0.70	21	0
H22	102	Land off Fielding St. and Barn Meadow Crescent <sup>63</sup>	Rishton & Whitebirk	4.50	2.65	79	0
		<b>TOTAL</b>				<b>2,491</b>	<b>307</b>

\*sites located within the Huncoat Garden Village boundary are covered in detail in the Huncoat Masterplan and in Policy SP2.

6.2 The NPPF seeks to ensure that a sufficient amount and variety of land can come forward in order to support the Government's objective of significantly boosting the supply of new homes. Paragraph 61 states that the Local Plan should be informed by

<sup>56</sup> See Policy HP4

<sup>57</sup> See Policy HP5

<sup>58</sup> See Policy HP6

<sup>59</sup> See Policy HP7

<sup>60</sup> See Policy HP8

<sup>61</sup> See Policy HP9

<sup>62</sup> See Policy HP10

<sup>63</sup> See Policy HP11

a local housing need assessment which will help to determine the minimum number of homes needed, as determined by the application of a standard method. The starting point, which results from using the standard method for calculating housing need (as set out in PPG), gives rise to only a low level of housing. The standard method uses past demographic trends and assumes that there will continue to be a net out-migration of population. The Housing and Economic Needs Assessment (HENA)<sup>64</sup> considers an appropriate level of housing for the plan period and recognises that the Council is seeking to reverse past trends in its aims to deliver housing and economic growth which includes provision of good quality, well paid jobs and associated levels of housing.

## Housing provision and trajectory

- 6.3 The resultant housing figure required to support the planned level of economic growth set out in Policy SP4: Employment Provision is an average of 194 dwellings per annum up to 2040, which equates to at least 3,686 dwellings in total over the period 2021-2040. Annual completions and commitments since 2021 will also be counted towards the requirement, along with other allowances. The figure of 3,686 is net of clearance.
- 6.4 A housing trajectory illustrating the expected rate of housing delivery over the plan period is provided in Figure 5 below. The housing trajectory is considered to reflect likely minimum housing delivery rates across the Borough. The Council's latest Five Year Housing Land Supply (5YHLS) Statement may therefore suggest higher rates of land availability. Regular monitoring (i.e. at least annual) will be undertaken to ensure that there is a rolling five year supply of specific deliverable sites to meet the housing trajectory.
- 6.5 The base date of the overall housing requirement is 1<sup>st</sup> April 2021. The supply of houses to meet this requirement will be made up of the following<sup>65</sup>:
- Dwelling completions (i.e. homes already built) from 1<sup>st</sup> April 2021;
  - Existing committed sites (i.e. sites which already have planning permission or have recently had planning permission for residential and the remaining number of dwellings yet to be built on sites which are under construction) as at 1<sup>st</sup> April 2023 (see Local Plan Areas sections for number of dwellings on existing committed sites in each area);

<sup>64</sup> Housing and Economic Needs Assessment, Blackburn with Darwen and Hyndburn Councils, 2021 (HENA); the 2021 study provided a targeted update to the 2018 HENA

<sup>65</sup> The number of dwellings included in the five year and overall housing land supply, along with a detailed explanation of the different sources of supply, will be set out in the Housing Background Paper accompanying this Local Plan. Any figures presented will only represent a point in time as the supply position constantly changes as new permissions are granted and sites gets built out. The supply will be monitored regularly and updated reports will be published by the Council, at least annually.

- Local Plan housing site allocations (see Table 2<sup>66</sup>);
- Town Centre residential allowance: an allowance for sites identified in the Accrington Area Action Plan and other town centre residential opportunities (such as those arising through permitted development rights allowing change from commercial to residential<sup>67</sup>);
- Small sites windfall allowance<sup>68</sup>;
- Loss allowance<sup>69</sup>.

6.6 Specific allocated sites which contribute to meeting the overall housing requirement are set out in Table 2. Dwelling requirements will be allocated in accordance with the Policy SP1: The Spatial Development Strategy and The Local Plan Areas policies. The overall supply of land identified includes a buffer to provide choice and competition in the market and to ensure that enough homes can be delivered even if some sites are not able to come forward in the timescales anticipated.

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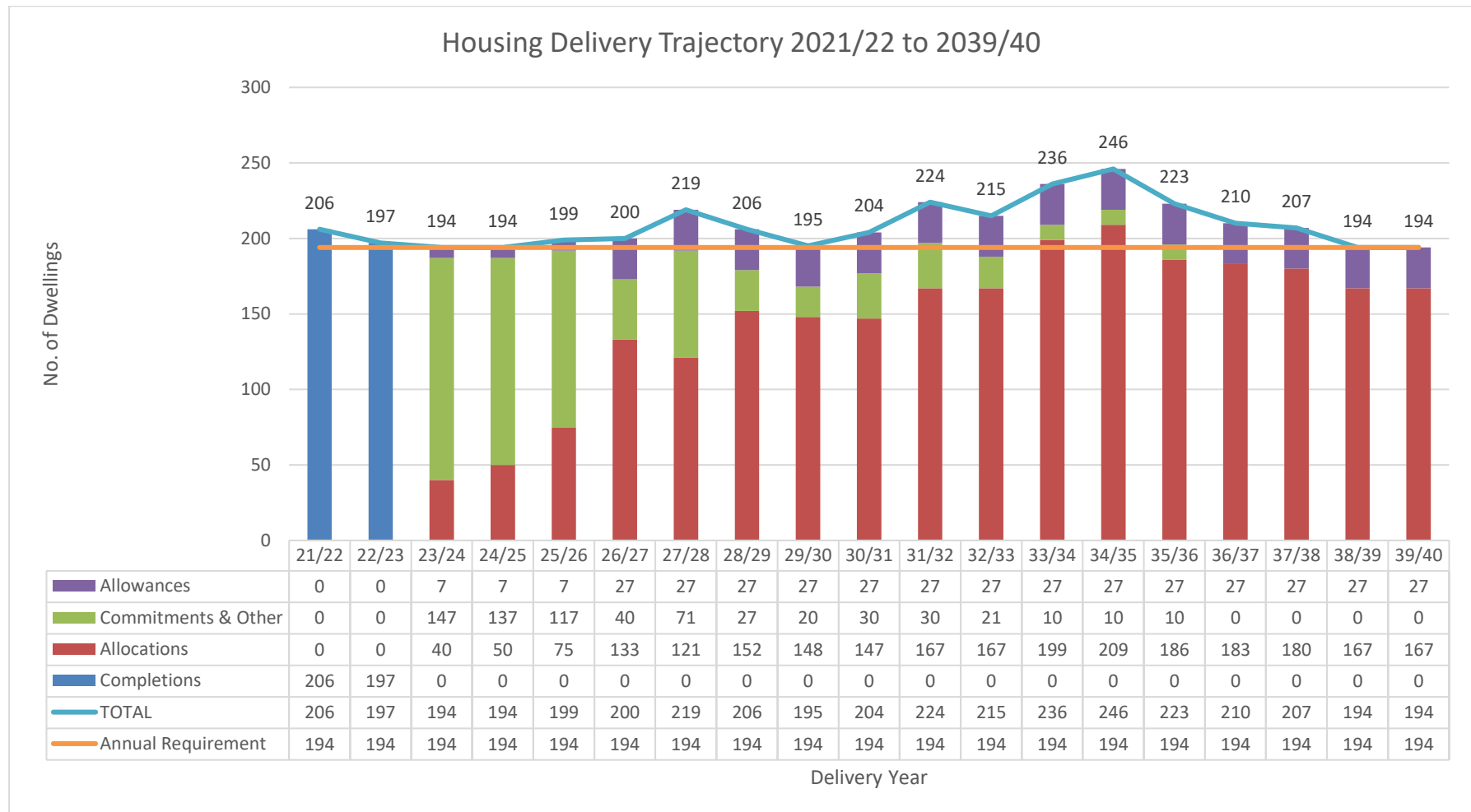
<sup>66</sup> The number of dwellings identified is based on the net developable area multiplied by a standard density ratio or is taken from a previous permission. Sites in Huncoat Garden Village have been subject to a detailed masterplanning exercise which identified appropriate numbers of dwellings on each site. The numbers are considered indicative at this stage and are subject to change depending on any detailed permission which may be granted on a site or as more information emerges on developable areas.

<sup>67</sup> Class MA – Use Class E to residential

<sup>68</sup> In this context, a small site is one which provides fewer than five dwellings. A windfall site is one that has not been specifically identified in the development plan but an allowance for small sites can be made as it is known that these sites provide a regular source of housing supply. The windfall allowance is based on past completion trends data for sites of this size.

<sup>69</sup> Historic data shows that on average just over 3 dwellings are lost to the housing supply per year e.g. through a change of use or conversion to a non-residential use. This is taken as a small annual deduction to the future housing supply.

Figure 5: Hyndburn Borough housing trajectory 2021-2040



## **Affordable housing**

- 6.7 Whilst the Borough may have relatively low house and rental prices in sub-regional and national contexts, a significant number of households are unable to meet their needs for housing in the general housing market. This is because affordability is linked to income levels as well as house prices and rents. The NPPF definition of affordable housing is broader than previously and can include housing for social and affordable rent, discounted market sales housing and other affordable routes to home ownership, where they are appropriate in the local context base, aligned with identified need. Furthermore, the expansion of the definition recognises the increasing role that the private sector has played in the provision of affordable housing at affordable (private) rent levels.
- 6.8 In addition to assessing an appropriate overall level of housing, the HENA 2018 also considered the future requirement for affordable housing. Based on clearing the current need across the whole plan period, it assessed that 79 households will not have their housing need met by the market each year. This does not necessarily provide a target for the provision of affordable housing as it must relate to what the market can reasonably be expected to deliver and be considered within the context of the overall level of need established as expressed in the housing provisions figure.
- 6.9 In consideration of this, the Viability Study undertaken in 2021 considered the impact of a requirement for 20% affordable housing on typical development costs in the Borough and on viability. It broadly concluded that whilst the requirement does impact on viability, the impacts were variable depending on the location of the site, the size of development and whether the site was greenfield or previously developed. Where viability was marginal, it could be increased, for example by reducing the affordable housing provision to 10%.
- 6.10 The Council acknowledges that economic circumstances may alter during the plan period and in addition grant assistance may assist the delivery of higher numbers of affordable homes on sites where viability is an issue. As such, 20% is considered to remain an appropriate starting point for affordable housing requirements in this plan. Policy SP10 refers to the fact that affordable housing provision will be sought 'where viable'. Further information is provided in DM DPD Policy DM12 on how viability will be taken into account in determining affordable housing requirements.
- 6.11 In terms of types of affordable housing, given relatively low house prices in some parts of the Borough, the typical income needed to buy in the Borough is less than the income to rent. In addition the typical cost of buying a second hand home in the Borough is sufficiently affordable. The HENA 2018 states that the majority of additional affordable homes should be of a rented nature (i.e. social rent or affordable rent). Whilst there may be little demonstrated need for a discounted new build product, in some cases this may help people move out of the private rented sector into home ownership. This and other forms of affordable housing may also help diversify the housing offer for existing and future residents. This would also comply



with NPPF<sup>70</sup> which specifically requires that at least 10% of homes should be for affordable home ownership unless exceptions apply.

- 6.12 A new requirement for the provision of First Homes as part of the affordable housing contribution came into place in June 2021. First Homes are discounted market sale units which must be discounted by a minimum of 30% against the market value and be sold to those who meet certain eligibility criteria. First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations. Further details can be found in Planning Practice Guidance.
- 6.13 All affordable housing which is achieved through this policy will count towards the overall housing provision figure for the plan period.

### **Housing Density**

- 6.14 The Council will seek to avoid homes being built at low densities unless specific circumstances can justify it, and it has not been identified that there is a shortfall of land in the area for meeting identified needs. This should take into account paragraph 124 of NPPF on achieving appropriate densities and consideration of other circumstances such as the need to safeguard the setting of a heritage asset. In line with NPPF, minimum density standards are set out in Policy SP10: Housing Provision (including affordable housing) and these will be implemented through planning decisions.
- 6.15 Whilst low density development will not be encouraged, the Council are mindful of the fact that the Borough already has a high volume of high density, small properties which lack outdoor space. A key strategic objective of the Council is to increase the supply of larger, family homes with adequate amenity space provision. Unlike some parts of the country, where higher densities would be appropriate, this Plan does not seek to significantly increase densities. Therefore, a density of 30 dwellings per hectare will be considered a standard minimum across the Borough, unless a proposed development is located in a town centre or close to good public transport links, where a minimum of 40 dwellings per hectare will be considered appropriate. Alternative density measures, such as plot ratios or bedspaces per hectare, will also be considered where this can demonstrate the effective use of land more appropriately.

### **Self-build**

- 6.16 The Council maintains a Self-Build and Custom Housebuilding Register, with further information published on its website. It also has a duty under the Self and Custom Housebuilding Act 2015 to give suitable development permission to enough serviced plots of land to meet the demand for self-build and custom housebuilding in the area.

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<sup>70</sup> NPPF paragraph 65

- 6.17 Levels of demand in Hyndburn for self-build have proven to be very low, with fewer than five applicants currently on the register (as of 2021). The Council provides enough suitable planning permissions for self-build to cover this low level of demand through the general Development Management function, and therefore no specific requirement for self-build is set out in the housing policies of the plan. This will be kept under review as part of the regular review of plans, and should demand increase to a sufficient level to warrant specific site allocations for self-build, this will be considered in a review.

## Policy SP11: Suitable Range of Housing

- 1) The Council will seek to ensure that an appropriate range of housing is delivered in the plan period. The appropriate mix of housing will be determined on a site by site basis taking into account: the nature of the development site; the character of the area; up to date evidence of need; and the nature of the housing market in the local area, including viability. New housing development should aim to provide an appropriate mix of dwellings based on the following:

- a) An appropriate mix of dwellings sizes within different tenures, broadly based on the following proportions<sup>71</sup>:

	<u>1 bed</u>	<u>2 bed</u>	<u>3 bed</u>	<u>4+ bed</u>
market housing	0-5%	40-45%	35-40%	15-20%
affordable home ownership	15-20%	55-60%	20-25%	0-5%
affordable housing rented	35-40%	30-35%	20-25%	5-10%

and

- b) Provision of housing for older people, people with disabilities and wheelchair users taking into account the following:

- i) The Council will support the provision of new housing for older people, people with disabilities and wheelchair users; and
- ii) The development of Extra Care Home facilities for older people and bungalows will be supported.

- 2) New apartment developments (including Houses of Multiple Occupation) will only be supported where they would maintain the prevailing character and setting of the local area and are either:
- a) within town centres or within walking distance (250m or closer) of town centres;
  - b) part of high quality developments in canal-side locations where the regeneration benefits of this type of development can be demonstrated;

<sup>71</sup> Unless an alternative mix of sizes can be justified due to individual circumstances, particularly if this may contribute to economic development.

<p>c) part of strategic housing developments where there is a need to provide a wider range of house types;</p> <p>d) in locations that are well served by public transport and the development would secure the efficient use of land; or</p> <p>e) part of a scheme that would involve the reuse or adaptation of a historic mill building in an appropriate location.</p>	
<b>Policy Context and Relationships</b>	
<b>Core Strategy Policies replaced</b>	H1: Housing Provision H2: Affordable Housing
<b>Key NPPF para. Links</b>	62-64
<b>Key Policy links</b>	DM10: New Residential Development DM12: Affordable Housing DM13: Development of Housing within Residential Gardens DM14: Housing with Care for Older People and People with Disabilities DM16: Housing Standards
<b>Evidence for Policy</b>	Housing and Economic Needs Assessment (2018/2021)

- 6.18 In addition to establishing an overall requirement and a requirement for affordable housing, NPPF also seeks to ensure an appropriate range in terms of size, type and tenure for specific groups as part of creating safe, accessible environments and promoting inclusion and community cohesion. The Borough's housing stock has a greater proportion of two bedroomed homes across the owner occupied, social rented and private rented sectors and fewer three and four bedroomed homes than the regional and national comparators<sup>72</sup>.
- 6.19 In terms of property types, just over half of the stock comprises terraced properties, which is a significantly greater proportion than the regional and national comparators (about 25% and 30% respectively). By contrast the proportion of semi-detached and detached properties is considerably lower<sup>73</sup>. In addition, nearly 60% of the terraced stock is two bedroomed and these make up about 30% of the total stock whereas regionally and nationally, the proportions are much lower (about 12% and 8% respectively)<sup>74</sup>.
- 6.20 The NPPF recognises that specific groups, including people with disabilities and older people may have a need for a full range of housing to support their requirements. In line with national and regional trends, the Borough is expected to see a notable increase in older persons during the plan period<sup>75</sup>.

<sup>72</sup> Census 2011 (HENA table 56)

<sup>73</sup> 2011 Census

<sup>74</sup> 2011 Census, table CT0551

<sup>75</sup> HENA 2018 Table 47

- 6.21 Given higher levels of disability and health problems among the elderly, it is likely that there will be an increased demand for specialised forms of housing across a range of types to meet these needs. This can include general housing, accessible and adaptable housing, and a range of retirement and specialised housing for those with support or care needs.
- 6.22 The mix of housing proposed is determined through the HENA study which recognises that the demand for different sizes of properties will vary across different tenures. The policy recommendations are based on the modelled future demand for different sizes of homes in different tenures and the economic growth scenario which the policies of this plan seek to deliver.
- 6.23 Adjustments to the outputs of the modelling recognise a range of issues which impact on the provision of certain types of housing. In the affordable rented sector, these relate to the limited flexibility of one bedroom properties for households and a limited stock of four or more bedroomed properties. The affordable home ownership sector is focussed on delivering two and three bedroomed properties for smaller family housing for younger households. Within the market sector, the outputs are focussed on more three and four-plus bedroom dwellings. This is consistent with the Council's objectives of diversifying its housing stock.
- 6.24 It is estimated that there will be a 32% increase in people aged 65 and over in the Borough by the end of the plan period<sup>76</sup>. The HENA study has sought to identify potential levels of additional specialised housing for older people in the Borough in the plan period in terms of housing with support (which covers retirement/sheltered housing) and housing with care (enhanced sheltered housing and extra care housing). In addition to projected future requirements based on population projections, the assessment recognises that the Borough has a higher level of disability than the national average. The tenure mix is also informed by the Index of Multiple Deprivation, with the HENA study showing that people with limiting long term health problems or a disability are more likely to live in social rented accommodation. Those entering specialised forms of housing are likely to release existing dwellings for others to use.
- 6.25 In total the HENA study indicates a need for 833 dwellings with support or care for older persons; 517 of which relates to housing with support and 316 relates to housing with care. 284 of the 833 dwellings would be for rent and 549 would be for leasehold/ownership. The requirements are shown in Table 3 below:

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<sup>76</sup> HENA 2018 Table 47

Table 3: Older Persons' dwelling requirements

Type of housing	Tenure	Projected requirement to 2036
Housing with support	Rented	106
	Leasehold	411
Housing with care	Rented	178
	Leasehold	138
<i>Sub total</i>		833

Source: HENA Study 2018 (Table 51)

- 6.26 The HENA also shows an indicative level of need for 435 care beds<sup>77</sup> for older persons in the plan period. This need would be met through registered care and nursing provision which falls within Use Class C2 so does not form part of the overall dwelling requirement<sup>78</sup>.
- 6.27 A Lancashire Housing with Care and Support Strategy<sup>79</sup> has been prepared to address the care and support needs of an ageing population and people with care needs. It seeks to move away from the traditional models of residential care and nursing homes and more towards meeting people's care and support needs in a way that promotes health, well-being and independence. There is currently no extra care scheme in Hyndburn. In view of the changing landscape of care provision, developers who wish to pursue care and support provision would be advised to undertake their own assessment of need.
- 6.28 It is necessary to consider whether the plan can make provision for delivery of all dwellings for older people, people with disabilities and wheelchair user homes in the plan period. Key considerations are the overall level of affordable homes required given that a significant proportion of all dwelling requirements for older people are in the rented category and that policies for wheelchair accessible homes should only apply where the local authority has allocation or nomination rights. Paragraph 6.99 and 6.1010 above conclude that a 20% requirement for affordable housing in relation to sites with 10 or more dwellings is appropriate in the local context.
- 6.29 A requirement that 30% of the affordable housing be provided for older persons and accessible and adaptable housing is set out in DM DPD Policy 16. It is considered justified albeit with the recognition that it will not deliver that quantity identified in the HENA study. Furthermore, it is recognised that the needs of some people with disabilities and the elderly can be met through adaptations to the existing dwelling stock or moving between different dwelling types within existing stock, rather than solely through the provision of new dwellings. Privately funded or subsidised<sup>80</sup> adaptations to existing stock may go some way towards meeting such needs and ensuring people can stay in their own homes. The Council also recognises the role

<sup>77</sup> defined as residential settings where a number of older people live, usually in single rooms with access to personal care services that can include nursing. This does not include registered care beds within C2 use class.

<sup>78</sup> Currently provision of new C2 bedspaces can contribute towards overall dwelling provision as set out in the Housing Delivery Test

<sup>79</sup> Housing with Care and Support Strategy 2018-2025, Lancashire County Council 2018

<sup>80</sup> e.g. Disabled Facilities grants

that bungalows (new dwellings and existing stock) can contribute to meeting the housing needs of elderly persons, people with disabilities and wheelchair users and will support the provision of this housing type within new development where it is feasible.

- 6.30 The Council recognises the important role that the private sector will have in meeting the housing needs of older people in the owner occupied sector and that this will be market led.
- 6.31 New apartment developments and Houses in Multiple Occupation (HMO) in Hyndburn will only be supported in the appropriate locations set out in Policy SP11 where they are well designed in terms of their appearance, size and setting. The Nationally Described Space Standards (NDSS), which set out minimum space standards and room sizes have been adopted by the Council for all new housing developments (where viable)<sup>81</sup>, which includes the new build of (and conversion of existing buildings to) flats/apartments or HMOs.

## **Policy SP12: Gypsy and Traveller and Travelling Showpeople Provision**

**1) The Council will make adequate provision for the needs of Gypsies and Travellers and Travelling Showpeople up to 2037 by:**

- a) allocating sufficient sites to meet the identified five year requirement for pitches for Gypsies and Travellers (both permanent and transit pitches) and identifying a supply of broad locations for Gypsy and Traveller sites for later in the plan period, as set out in Table 4 below;**
- b) protecting existing permanent sites which are authorised for Gypsy and Traveller and Travelling Showpeople use<sup>82</sup>.**

**2) Proposals for new Gypsy and Traveller and Travelling Showpeople sites will be considered in line with Development Management Policy DM15.**

**3) No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).**

### **Policy Context and Relationships**

<b>Core Strategy Policies replaced</b>	H3: Gypsy and Traveller Provision
<b>Key NPPF para. links</b>	62 and <a href="#">Planning Policy for Traveller Sites</a>
<b>Key Policy links</b>	DM15: Gypsy and Traveller sites

<sup>81</sup> See Policy DM16 of the Development Management DPD

<sup>82</sup> As identified on the Policies Map

**Evidence for Policy****Gypsy and Traveller Accommodation Assessment (2019)**

Table 4: Gypsy and Traveller Site Allocations 2021-2040

Site Ref.	Prev. Site Ref.	Site Name	Local Plan Area	No. of pitches
GT1	155	Land at Springvale	Accrington, Baxenden & Church	9
GT2	262	Land off Crossland Street, Accrington	Accrington, Baxenden & Church	4
GT4	266	Land off Enfield Road	Huncoat	15
GT5	247	Sough Lane site extension	Oswaldtwistle & Knuzden	10
		<b>Broad location for growth:</b>		
GT3	275	Land adj. Sankey House Farm	Clayton-le-Moors and Altham	15
		<b>TOTAL</b>		<b>53</b>

- 6.32 A number of established Gypsy and Traveller sites are located within the Borough. The Council's Gypsy and Traveller and Travelling Showperson Accommodation Assessment (GTAA) 2019 evidences the need for gypsy and traveller pitches in the Borough over the plan period. No requirement for travelling showperson plots was identified.
- 6.33 The Council has identified specific, deliverable sites to provide at least 5 years' worth of sites against its locally set targets through policy SP1 and SP12. It has also identified developable sites and broad locations for such use for years 6-15 in line with national policy. It will also protect existing sites from being lost to other uses by allocating them as Gypsy and Traveller sites. Applications for new gypsy and traveller or travelling showpeople sites on sites that are not allocated in the Local Plan will be assessed in accordance with the criteria set out in the adopted DM DPD policy DM15.
- 6.34 Existing and allocated Gypsy and Traveller sites and existing Travelling Showperson sites are identified on the Policies Map.

## 7.0 Protecting and enhancing the environment

7.1 Policies in this chapter will help to achieve the following aims and objectives:

**Strategic Objective 3: To improve and sustain quality of health and wellbeing and enable the residents of Hyndburn to lead active lifestyles.**

- Creating an environment that will give people the opportunity to adopt a more active and healthy lifestyle that will improve health and increase life expectancy;
- Increasing levels of participation in sport, leisure and physical activity by the protection and enhancement of existing sports and recreation facilities and through the development of Green Infrastructure that is accessible.

**Strategic Objective 4: To conserve and, where appropriate, enhance a valued urban and rural environment that is ready to address the causes and effects of climate change**

- Protecting and enhancing the Borough's existing natural, built and cultural heritage resource (including townscape heritage initiative historical shop front improvements);
- Delivering a programme of improvements / visual appearance along access routes into Accrington town centre;
- Developing green infrastructure by connecting and developing networks of footpaths, open space, parks, protected sites and watercourses;
- Promoting a sustainable, stable and safe approach to all new and existing building development, infrastructure, energy use and carbon emissions and use of natural resources;
- Achieving development that provides high standards of design, maintenance and security; and
- Giving particular emphasis to achieving development that contributes to the local character and distinctiveness of the natural, built and cultural heritage and attracts greater leisure use and enjoyment.

7.2 This section will set out the way in which the Local Plan will protect and enhance the environmental quality of the Borough. It recognises the intrinsic character and beauty of the countryside and the wider benefits associated from the natural environment and ecosystems. The Borough's landscape setting and environment contribute towards the image, identity and prosperity of the Borough and Pennine Lancashire and is a valuable resource for residents and visitors.

7.3 Alongside the natural environment, the Borough also benefits from having a rich industrial and built heritage with 10 Conservation Areas and over 100 listed buildings that connect modern day Hyndburn with its industrial past. The Local Plan will present a framework for the development of a high quality urban environment that is well connected to the countryside, whilst at the same time affording protection to the built assets of the Borough. Health, well-being and the quality of life experienced by



people in Hyndburn will all be influenced by the quality of the urban and rural environment.

## **Policy SP13: Climate Change and Sustainable Development**

All development must mitigate against the likely effects of Climate Change on present and future generations and minimise negative impacts on the environment. This will be achieved by:

- a. Adhering to any national or local policy or guidance on climate change measures or technical standards relating to energy use in place at the time of the proposed development, such as the Future Homes / Buildings Standard;
- b. Proposals which support the target to achieve net-zero carbon in Hyndburn Borough Council activities by 2030 will be supported;
- c. Ensuring that new development is in sustainable locations, is easily accessible to goods and services, can be accessed on foot and by bicycle and improve links with public transport networks;
- d. The use of energy saving and energy efficiency measures and incorporating renewable and low and zero carbon energy infrastructure wherever possible;
- e. Minimising energy consumption by taking advantage of natural energy, including passive solar gain, through the location, orientation and design of development;
- f. Ensuring that new development is directed away from areas at risk of flooding now or in the future (land with 0.1% or greater annual probability of flooding from any source allowing for climate change and urban creep) unless the Sequential Test is passed (and the Exception Test if necessary) and development can be made safe for its lifetime without increasing flood risk elsewhere by utilising appropriate mitigation measures;
- g. Incorporating sustainable drainage systems that are attractively landscaped and designed to provide treatment, enhance biodiversity, and create natural blue-green infrastructure corridors;
- h. Improving water efficiency standards by incorporating measures to recycle and conserve water resources via on-site attenuation;
- i. Requiring developers to undertake site-specific Flood Risk Assessments;
- j. Considering and discounting surface water drainage options in the following order:
  - i. into the ground (infiltration);
  - ii. to a surface water body;
  - iii. to a surface water sewer, highway drain, or other system;
  - iv. to a combined sewer.
- k. Considering and discounting wastewater options in the following order:
  - i. connection to a public foul sewer;
  - ii. connection to an on-site package treatment plant;
  - iii. connection to a septic tank.

- l. The inclusion of greenspace and green infrastructure, landscaping and habitat related enhancements<sup>83</sup>;
- m. Ensuring that new development makes adequate provision for waste collection and recycling and encouraging the use of locally sourced, reclaimed, recycled or low environmental impact products in design and construction and provide facilities for effective waste management in the operation of development;
- n. Ensuring that contaminated land, land stability and other risks associated with coal mining and mineral extraction are considered and, where necessary, addressed through appropriate remediation and mitigation measures;
- o. Ensuring that potentially polluting industrial and waste development will not have an unacceptable adverse impact on the environment or neighbouring properties or businesses; and
- p. Take account of the impact of development on soils.

#### Policy Context and Relationships

<b>Core Strategy Policies replaced</b>	Env4: Sustainable Development & Climate Change
<b>Key NPPF para. links</b>	152-160
<b>Key Policy links</b>	SP14: Green Infrastructure SP15: Landscape Character SP16: Natural Environment Enhancement SP17: Renewable Energy DM18: Protection and Enhancement of the Natural Environment DM20: Flood Risk Management and Water Resources DM24: Contaminated or unstable land and storage of hazardous substances DM25: Pollution Control DM26: Design Quality and Materials DM31: Waste management in all new development
<b>Evidence for Policy</b>	Strategic Flood Risk Assessment (2022)

- 7.4 In September 2019, Hyndburn Borough Council declared a climate emergency, alongside the completion of a Green Review of its own activities. Climate change is a cross-cutting theme and there are a number of strategic objectives and policies within the Local Plan that will help ensure that development within Hyndburn is sustainable and contributes towards reducing the harmful effects associated with Climate Change. Policy SP1: The Spatial Development Strategy prescribes a strategy that will deliver a sustainable pattern of development across the Borough for the Plan period and beyond.

<sup>83</sup> See also Policies SP14, 15 and 16

- 7.5 Much of the new legislation and powers to ensure low or zero carbon development will be found within Building Regulations rather than in planning policy. Nevertheless, the planning system should support the transition to a low or zero carbon future in a changing climate and respond accordingly to any new legislation or national policy which emerges. This is a constantly evolving area and the Council will support any efforts to tackle climate change brought in. In doing so, the Plan seeks to avoid developments in areas where there may be increased risk of flooding or which would be vulnerable to the range of impacts arising from climate change. New development should reflect best practice in terms of sustainable design and construction, minimises carbon emissions and is resilient to the effects of climate change.

### **Sustainable Locations**

- 7.6 One of the key aims of the Local Plan is to secure sustainable patterns of development in Hyndburn so that people live close to goods and services and there are opportunities to use sustainable means of transport. Sites allocated in the Local Plan have been assessed against a range of criteria (agreed in the Site Assessment Methodology) to ensure that future development is in sustainable locations.
- 7.7 The development of unallocated sites within the urban area for residential development will generally be supported in principle (under the assumption that they represent a sustainable location) provided they are well designed and will not give rise to unacceptable adverse impacts in accordance with the policies of the Local Plan.
- 7.8 The towns and townships in Hyndburn are compact and have been described as good examples of sustainable development<sup>84</sup>. Shops and employment sites are located close to residential areas and there is often a choice of public transport. In Huncoat, where larger scale development is planned, it will also be necessary to ensure that new shops and services are provided in a manner that will meet future needs and improve proximity of residents to goods and services.

### **Minimising energy consumption**

- 7.9 The Council will support future planning legislation and policy on energy efficiency measures, recognising that many of the technical requirements will be covered under Building Regulations.
- 7.10 The design, orientation and layout of all new developments must achieve effective passive solar gain and install and operate an appropriate solar renewable installation, unless these can be proved to be unsuitable or unviable. This approach is supported by National Planning Policy Guidance and Policy DM26 of the DM DPD, which sets out more detail on the design of new development and the matters that will be taken into consideration.

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<sup>84</sup> Accrington Area Action Plan.

## Flooding and Sustainable Drainage

- 7.11 One of the most significant impacts associated with climate change is increased risk of flooding and it is therefore important to ensure that development is directed away from areas at risk of flooding in line with national policy. A Strategic Flood Risk Assessment level one (SFRA) has been undertaken to ensure that this plan takes into account flood risk matters. Where development is necessary in areas at risk it should incorporate measures to make it safe from flooding without increasing risks elsewhere, and all new development should manage surface water drainage in line with the advice provided by the Environment Agency and Lead Local Flood Authority. Sites allocated for development in the Borough's Local Plan have been assessed as part of the SFRA as part of the sequential approach and to ensure that they are in appropriate locations where they will not be at risk of flooding. Furthermore, developer led site-specific flood risk assessments will be required as part of the planning application process for allocated sites<sup>85</sup> to ensure that development fully addresses flood risk issues.
- 7.12 In Hyndburn, watercourses within or adjacent to urban areas that present a risk of flooding. In urban areas these rivers are often contained within old culverts and the ability of these structures to cope with high water levels is the most common cause of flooding in Hyndburn. This is often a result of under capacity in the system or a blockage caused by debris or partial collapse due to age. During the Plan period the Council will work with Lancashire County Council, the Environment Agency and United Utilities to produce a Surface Water Management Plan (SWMP) that would seek to identify limitations in infrastructure and a means of addressing those limitations or improving infrastructure.
- 7.13 In order to ensure that new development does not increase the risk of flooding it is important that it incorporates sustainable drainage systems unless there is clear evidence that this would be inappropriate. Sustainable drainage systems should be designed in line with best practice and the advice from the Lead Local Flood Authority (Lancashire County Council) and should set out the means by which they will be managed. This would normally be achieved through an appropriate legal agreement that would prescribe the maintenance provisions for the lifetime of the development.
- 7.14 Proposals should consider measures to address heavily modified water courses linked to the development, for example de-culverting, removal of barriers, reconnections with flood plains, improved riparian planting and so on. Proposals should also consider measures to address water pollution from urban and rural sources, including uses of sustainable drainage and guidance set out in new "Farming rules for water", published by DEFRA.

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<sup>85</sup> Planning Practice Guidance: [Flood risk and coastal change - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/flood-risk-and-coastal-change)

- 7.15 Policy DM20 of the DM DPD sets out in more detail the approach that should be taken when considering flood risk and surface water drainage. Provision of greenspace, landscaping, habitat enhancements and the use of permeable hard surfaces within the development site all help to reduce pressure on existing drainage infrastructure.

#### **Waste collection, recycling and sustainable construction**

- 7.16 New development must make adequate provision for the management of waste and materials for recycling by ensuring that these details are included as part of development proposals. Policy DM 31 of the DM DPD sets out in more detail the approach that will be taken to managing waste and recycling in new developments.
- 7.17 Where possible, developers will be encouraged to source materials locally and utilise reclaimed or recycled materials. For example, former industrial sites often have large areas of concrete hardstanding that can be crushed and used in the redevelopment of the site. Although it is not possible to use planning controls to insist on use of local products, it is nonetheless something that developers can be encouraged to do.

## **Contaminated Land and former Mineral Workings**

- 7.18 The Local Plan seeks to support the development of under-utilised land and buildings in sustainable locations<sup>86</sup>. However, in Hyndburn there are a variety of former industrial sites that are contaminated and require remediation before being redeveloped or put into a new use. The legacy of coal mining and historical industrial activities within Hyndburn also has the potential to give rise to environmental and public safety hazards and the remediation of these sites can provide long term environmental benefit.
- 7.19 Whilst most past mining is generally benign in nature, potential public safety and stability problems can be triggered or uncovered by development activities. Many previously developed sites exhibit contamination and potential risks often extend beyond the site boundaries. However, well planned developments that take into account risks and incorporate appropriate remediation and mitigation measures can help address this legacy to the benefit of local communities and in the overall interests of sustainability and public safety. In order to help bring forward previously developed sites the Council has included a range of sites on Part 1 of the Brownfield Register and included these as site allocations.
- 7.20 Policy DM24 of the DM DPD sets out in more detail the approach that should be taken when managing planning applications on sites that are contaminated or have been affected by former mineral workings.

## **Pollution Control**

- 7.21 One of the main purposes of the planning system is to manage the use of land in the public interest and in doing so to prevent incompatible land uses from being located next to each other and ensure that new development does not have an unacceptable impact on the environment or amenity. Policy DM25 of the DM DPD sets out in more detail how this will be achieved.

## **Water supply**

- 7.22 There is a need to engage with the statutory undertaker for water for development proposals on water catchment land relevant to the Borough.

## **Soil**

- 7.23 The area's soils are valued as a multi-functional resource, underpinning wellbeing and prosperity. Development proposals should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver. The plan should also safeguard the long term capability of the best and most versatile agricultural land (Grades 1, 2 and 3a).

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<sup>86</sup> Consistent with NPPF, para 119 and 120.

## Policy SP14: Green Infrastructure

- 1) Green Infrastructure resources will be protected, enhanced and extended; by linking these resources, a multi-functional Green Infrastructure network will be created (including an eventual Nature Recovery Network<sup>87</sup>). Where developments are within, or in close proximity to, the Green Infrastructure network they will be expected to contribute towards its protection and enhancement.

### Policy Context and Relationships

Core Strategy Policies replaced	Env1: Green Infrastructure
Key NPPF para. links	175
Key Policy links	SP8: Open Space Provision SP16: Natural Environment Enhancement DM18: Protection and Enhancement of the Natural Environment
Evidence for Policy	Open Space Audit (2022) Lancashire Green Infrastructure Strategy (2009)

- 7.24 Green Infrastructure is defined in NPPF as a *network of multi-functional green and blue space and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity*. It is a network of environmental and community resources and multi-functional open spaces that includes formal parks, gardens, allotments, woodlands, green corridors, rights of way, playing fields, outdoor sports and recreation facilities, street trees, open countryside and also includes rivers, streams, canals and other water bodies (sometimes called ‘blue infrastructure’). It comprises all environmental resources including sites of ecological and geological value and thus a green infrastructure approach contributes towards sustainable resource management.
- 7.25 In addition to supporting local biodiversity, Green infrastructure has multiple other benefits, including those relating to climate change mitigation and adaptation. These benefits include: supporting healthy living environments through providing urban cooling, local flood risk management, carbon sequestration, and local access to shady outdoor space.
- 7.26 Some of the significant resources contributing to the Green Infrastructure network of the Borough include the Leeds and Liverpool canal corridor, Hyndburn Greenway (part of the National Cycle Network) and local linkages which need to be provided for improved accessibility, the Local Nature Reserves (LNR’s) at Foxhill Bank,

<sup>87</sup> The Nature Recovery Network will form a significant part of the Borough’s Green Infrastructure network. This is an on-going national project and will be specifically identified in future Local Plans.

Woodnook Vale and the Coppice. Linkages and enhancements can also be made with the more formal provisions of parks, sports and recreational facilities, numerous playgrounds and youth facilities such as skate parks and multi-use games areas, together with cricket grounds and golf courses. Green infrastructure networks are identified in the Policies Map but it is important to note that there will be other areas of green infrastructure which are not identified but do still contribute to the overall network, to which the policy also applies.

- 7.27 Enhancements to green infrastructure may also include measures to improve the water environment, linking to measures to reduce flood risk such as interventions to "slow the flow" and utilise natural flood management. This could include use of wetlands for water storage in peak flow, and an increase in tree cover in upland areas and the use of "leaky" dams in open spaces
- 7.28 Creating an attractive high quality environment in and around our towns and villages is critical if Hyndburn is to attract people and businesses into the area and retain those who already live here. Encouraging people to access the countryside, walk and cycle is not only good for their health and well-being but it also helps the rural economy. It will also assist in mitigating and adapting to the impacts of climate change.
- 7.29 There are acknowledged economic and health benefits associated with closer integration of urban areas with rural areas and the development of networks that allow movement from one area into another. The enhancement and protection of the countryside between, and around, towns is also essential if Hyndburn is to be seen as an attractive place to visit and to do business. It is also important for its intrinsic landscape and ecological value. Large areas of Pennine Lancashire are designated Green Belt, are within an Area of Outstanding Natural Beauty (AONB) or have landscape or ecological value. Part of the Borough, including the village of Belthorn, falls within the West Pennine Moors. This area is managed with a view to encouraging enjoyment of the countryside whilst at the same time promoting sustainable regeneration of the area and protecting and conserving its natural and cultural heritage. Together these elements all form part of the sub-region's green infrastructure and contribute towards the concept of Pennine Lancashire as a Green City.
- 7.30 To maximise the benefits of green infrastructure it will be necessary to ensure that Hyndburn works with its neighbours to ensure that green infrastructure is not restricted by administrative boundaries and that it is developed and enhanced through the Local Plans of each authority, using the Lancashire Green Infrastructure Strategy as a basis for this.



## Policy SP15: Landscape Character

The design of new development will be required to be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features.

### Policy Context and Relationships

Core Strategy Policies replaced	Env3: Landscape Character
Key NPPF para. links	174
Key Policy links	DM16: Natural Environment Enhancement
Evidence for Policy	National Character Area Profiles (Natural England)

*I stand on top of Accrington's hill the Coppice, now with wooded slope. No chimneys mar the skyline No buildings grimed by smoke Yes Hyndburn is now beautiful, as I always knew she would be, with greening slopes and purpling moors blessing Lancashire's Hill Country.*

*Yes, no matter where I wander, wherever I may roam, My own dear Lancashire's Hill Country will always call me home.*

Extract from "Lancashire Hill Country". Source: Ex-Lancs on line.

- 7.31 One of the most understated assets of the Borough is its attractive countryside bordering all the urban areas. It provides a high quality setting for the urban areas with highly accessible opportunities for recreation, recently enhanced through the designation of Lancashire's two largest Local Nature Reserves at Woodhook Vale and the Coppice. The built up areas benefit from having high quality parks and a network of less formal open spaces.
- 7.32 At a national level, Natural England has developed Landscape Character Profiles that seek to establish the key landscape characteristics for an area. The built up areas of the Borough and land to the north is characterised within the Lancashire Valleys<sup>88</sup> by Natural England whilst the upland area south of Accrington is within the Southern Pennines<sup>89</sup>. The Southern Pennines comprise a landscape of large scale sweeping moorlands, pastures enclosed by drystone walls and small settlements contained within narrow valleys. Accrington sits in the shadow of Oswaldtwistle Moor which forms part of the West Pennine Moors Site of Special Scientific Interest (SSSI) that supports an extensive mosaic of upland habitats and features including blanket bog, flushes and grasslands.

<sup>88</sup> Natural England, National Character Area Profile: 35 Lancashire Valleys

<sup>89</sup> Natural England, National Character Area Profile: 36 Southern Pennines

- 7.33 New development should be visually attractive as a result of good architecture, layout and appropriate landscaping and is sympathetic to local character and history, including the surrounding built environment and landscape setting<sup>90</sup>. The NPPF seeks to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside.
- 7.34 Where proposals are likely to have a significant visual or landscape impact the applicant will be expected to submit a Landscape and Visual Impact Assessment that assesses the impact of the proposed development and recommends means by which identified impacts can be mitigated.

## Policy SP16: Natural Environment Enhancement

- 1) Opportunities for natural environment enhancement will be secured by ensuring that all development affecting ecological or geological resources:
  - a. Protects, enhances and manages those resources; and
  - b. Firstly seeks to avoid significant harm to biodiversity; if this cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, planning permission will be refused (as set out in paragraph 180 of NPPF);
  - c. Secures a minimum of 10% measurable biodiversity net gain and ensures that on-going management measures are in place; and
  - d. Contributes towards an effective ecological network through expansion and re-connection of environmental resources identified in the Local Nature Recovery Strategy, Green Infrastructure Network and other areas of Green Infrastructure, particularly where such improvements would complement local regeneration priorities and improvements to health and well-being.
- 2) The level of protection afforded to ecological and geological resources will be commensurate with their level of importance and sensitivity.
- 3) All development must (where practicable to do so) incorporate biodiversity improvements, especially where this can secure measurable net gains for biodiversity.

### Policy Context and Relationships

Core Strategy Policies replaced	Env2: Natural Environment Enhancement
Key NPPF para. links	174, 179-182
Key Policy links	SP14: Green Infrastructure DM17: Trees, Woodland and Hedgerows

<sup>90</sup> NPPF paragraph 130.

	<b>DM18: Protection and Enhancement of the Natural Environment</b> <b>DM19: Protected Species</b>
<b>Evidence for Policy</b>	

- 7.35 Measures that enhance, expand and connect these resources will contribute towards the development of a robust ecological framework in a manner that addresses the priorities of the Lancashire Biodiversity Action Plan and issues of habitat fragmentation and species isolation. The Council will be seeking to identify a Nature Recovery Network to help meet these aims.
- 7.36 The Local Plan takes a strategic approach to the protection and enhancement of habitats and green infrastructure consistent with international and national policy. Oswaldtwistle Moor forms part of one of the largest Sites of Special Scientific Interest in North West England and the geological features at Harper Clough and Smalley Delph to the north of Rishton are also of national importance. There are a number of Biological Heritage Sites across the Borough which have been identified by Lancashire's Biological Heritage Sites Review Panel as being of regional importance.
- 7.37 Recognising the importance of integrating town and country, the Borough has three Local Nature Reserves (LNR's). Foxhill Bank is a hidden oasis nestled in a shallow valley in the heart of Oswaldtwistle where history and industry meet natural beauty. Woodnook Vale and the Coppice are the largest LNR's in Lancashire and were designated in 2018, giving residents of Accrington ready access to the countryside. These areas comprise extensive areas of countryside, woodland and upland areas and provide a valuable recreational and ecological resource for local residents, schools and visitors.
- 7.38 As well as designated areas, there is a wide variety of habitat types including some identified as priority habitats such as upland oak woodland at Priestly Clough, blanket bog and heathland at Oswaldtwistle Moor, and some small but significant areas such as reed beds at Platts Lodge in Accrington. The Nature Recovery Network will identify locations where expansion or enhancement would be beneficial, including opportunities to introduce biodiversity value and linkages within the urban area. This will form a significant component of the overall wider Green Infrastructure Network set out under Policy SP14.
- 7.39 Trees woodlands and hedgerows also form an important part of Hyndburn's landscape and ecological resource and make a vital contribution towards creating a sense of place, habitat linkages, mitigating climate change, and making an area more attractive providing recreational opportunities. Policy DM17 of the DM DPD sets out the approach that is expected to be taken when development proposals affect trees, woodland and hedgerows.

- 7.40 In the first instance, it is important to protect natural resources and at a strategic level the Local Plan does this by directing development away from important or sensitive sites. For the most sensitive sites (including Sites of Special Scientific Interest, Special Areas of Conservation, and Special Protection Areas) it is not just the site boundary itself, but any associated impact risk zones<sup>91</sup> that will be applied in this policy approach.
- 7.41 Where development proposals are likely to affect natural resources, the level of protection afforded to those resources will be commensurate with their importance and their designation, the highest levels of protection being afforded to resources of international or national importance whilst the degree of importance afforded to resources of regional or local importance will depend on a variety of factors including their contribution towards the ecological network and their vulnerability. The hierarchy set out in paragraph 175 of NPPF will be applied to development affecting natural resources.
- 7.42 New development should be sited and designed to minimise impacts on natural resources, but where impacts arise it will be necessary for these to be appropriately mitigated, and for the mitigation to incorporate a level of net gain commensurate with the more detailed policy framework set out in the DM DPD and in line with national policy and guidance. Development should seek to provide a minimum of 10% measurable biodiversity net gain which can be quantified through the use of tools such as the Defra [biodiversity metric](#)<sup>92</sup>. Mitigation proposals should be accompanied by appropriate mechanisms for the management of natural resources and these measures would normally be secured through a legal agreement.
- 7.43 Policy DM18 of the DM DPD sets out in more detail the approach that will be taken when development proposals affect the natural environment. Policy DM19 of the DM DPD sets out in more details the approach that will be taken where development affects protected species or their habitat.

## Policy SP17: Renewable Energy

- 1) In order to contribute towards an increase in the use and supply of renewable energy the development of renewable energy within areas of search will be supported provided that measures are taken to avoid and, where appropriate, mitigate negative impacts arising from the construction and operation of the development.
- 2) Developers must engage with the community, local authority and other relevant authorities at an early stage prior to the formal submission of any proposals and large scale renewable energy developments shall make provision for direct

<sup>91</sup> A GIS tool developed by Natural England to make rapid initial assessment of the potential risks posed by development proposals

<sup>92</sup> The latest version of the metric can be found on Natural England's website

<p><b>community benefits over the period of the development. At the end of the consented period or the cessation of energy generation, wind energy developments should be removed and the site satisfactorily restored.</b></p> <p><b>3) When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases, developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.</b></p> <p><b>4) Proposals which support the target to achieve net-zero carbon in Council activities by 2030 will be supported.</b></p>	
<b>Policy Context and Relationships</b>	
<b>Core Strategy Policies replaced</b>	Env5: Renewable Energy
<b>Key NPPF para. links</b>	158
<b>Key Policy links</b>	SP13: Climate Change and Sustainable Development SP25: Development in rural areas DM30: Wind Energy
<b>Evidence for Policy</b>	Exploring the Potential for Renewable Energy Development in Blackburn with Darwen & Hyndburn (2012)

- 7.44 As referenced in 7.4, the Council's Climate Emergency declaration and Green Review identified a range of actions with a headline target to achieve net-zero carbon in Council activities by 2030 and to produce a measured baseline. Policy SP17 aims to support this target.
- 7.45 The Government's objective of sustainable, reliable and affordable energy for all is developed in national policy on Climate Change which encourages the use of renewable and low carbon energy, including microgeneration, to supply new development. Diversity in the provision of energy is considered fundamental and essential to maintain security of electricity supply. Hyndburn Windfarm, on Oswaldtwistle Moor, represents a significant source of renewable energy, generating enough electricity to power over 50% of the households in Hyndburn<sup>93</sup>, and energy is also recovered through the combustion of landfill gas at Whinney Hill Landfill Site.
- 7.46 Whilst it is recognised that renewable energy is required to help offset the impacts of Climate Change and that it creates environmental benefits, it also has the potential to give rise to a variety of impacts. It is important that these are properly understood and assessed as part of development proposals for renewable energy and Policy

<sup>93</sup> The Planning Statement submitted alongside planning application 11/09/0512 estimated that the development of 12 turbines would generate 72.2 million KWh of electricity, sufficient to meet the electricity requirements of the equivalent of 52.2% of households in Hyndburn when the application was prepared.

SP17 and DM30 of the DM DPD will ensure that the impacts are mitigated where appropriate.

- 7.47 Additionally, the development of large windfarms will be visible from many parts of the Borough. As well as ensuring the cumulative impacts of these developments are properly considered, the developers of all large scale renewable energy developments should ensure that an element of the scheme will be dedicated to the generation of financial support for local community projects over the lifetime of the scheme. This will help compensate the community for the long term impact on one of the Borough's most important environmental resources – the surrounding countryside and moorland.
- 7.48 Policy DM30 of the DM DPD sets out in more detail the matters that should be taken into consideration when considering proposals for wind energy development in particular. This policy also considers the approach that will be taken to proposals for wind energy development in the Green Belt, and the importance of restoring sites when renewable energy is no longer being generated or the development has reached the end of its consented period.

## Policy SP18: High Quality Design

- 1) The character and quality of Hyndburn's urban and rural environments will be conserved and enhanced through high quality design consistent with the principles set out in other relevant policies of the Local Plan<sup>94</sup>, Design Codes and more specific guidance documents<sup>95</sup>. New Development must:**
- i. function well and add to the overall quality of the area for the lifetime of the development;**
  - ii. be visually attractive, well laid out and must where necessary incorporate effective landscaping;**
  - iii. be sympathetic to local character and history;**
  - iv. establish or maintain a strong sense of place;**
  - v. create places that are safe, inclusive and accessible that promote health and well-being and enable people to live active lives;**
  - vi. take any available opportunities to demonstrate how it can be delivered in the most sustainable manner by introducing innovative design that considers topography, landscape and ground conditions; and**
  - vii. adhere to any requirements set out in specific Design Codes<sup>96</sup>.**

## Policy Context and Relationships

<sup>94</sup> Such as Hyndburn Development Management DPD, Accrington Area Action Plan

<sup>95</sup> Householder Design Guide, other Supplementary Planning Documents and Masterplans and other guidance such as Sport England and Public Health England's Active Design Guidance

<sup>96</sup> As well as the Huncoat Design Code, the Council intends to produce further Borough-wide or area specific Design Codes during the Plan period.

<b>Core Strategy Policies replaced</b>	Env6: High Quality Design
<b>Key NPPF para. links</b>	126-136
<b>Key Policy links</b>	DM26: Design Quality and Materials DM27 The Control of Advertisements DM28 Shop Fronts and Security Shutters DM29 Environmental Amenity DM31 Waste Management in New Development
<b>Evidence for Policy</b>	

- 7.49 The NPPF recognises that high quality design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve and the planning policy framework should clearly set out what is required from developers and architects. In particular, the Council intend to make use of Design Codes, which provide detailed guidance on the standard of design required to ensure new developments create high-quality places. A Design Code includes both images and text to describe design ‘rules’ that must be followed by developers as well as broader expectations for good design. A Huncoat Design Code has been produced and the Council intend to use the model developed in that location to prepare Design Codes for other parts of the Borough.
- 7.50 The design of major or significant developments should be an important consideration throughout the evolution and assessment of planning proposals and there should be early engagement between developers and the local authority on design. In line with best practice, the Council operates a pre-application advice service to assist developers in the preparation of planning applications. Proposals that will play a significant role in local place making will be expected to undertake a formal "design review" which will be funded by the developer<sup>97</sup>. Proposals that are poorly designed and fail to improve the character and quality of an area or do not meet the requirements of a Design Code will not be supported. Similarly, proposals to erode the design quality of approved schemes, for example through changes to planning conditions, will not be supported<sup>98</sup>. Policies DM26 Design Quality and Materials and DM10 New Residential Development of the DM DPD set out the detailed criteria that should be satisfied for new development to make a positive contribution towards Hyndburn being a successful, sustainable and attractive place.
- 7.51 Well-designed development can significantly assist the regeneration of an area and it is important that existing poorly designed buildings are not used as a reason to justify poor quality design in new development proposals.

<sup>97</sup> Further details set out in DM DPD Policy DM26: Design Quality and Materials

<sup>98</sup> As set out in para 135 of NPPF.



- 7.52 New development offers the opportunity to re-establish local pride in our towns through new landmark buildings and innovative designs. Innovative high quality design will be promoted and welcomed in schemes involving landmark buildings or in prominent locations within the Borough. There is great potential for new developments to improve the environmental quality, and quality of “place”, of these areas thereby improving their attractiveness and the quality of life for those who live and work there. New development and major refurbishment schemes will also be expected to be designed in a way that reduces opportunities for crime, in line with national policy and the principles and security specifications set out in *Secured by Design*.
- 7.53 The design and masterplanning of development proposals should embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. To help achieve this, they should, as far as is relevant to the specific development proposal, incorporate Active Design Principles<sup>99</sup>.

## Policy SP19: Heritage

- 1) The design and use of new development should conserve and enhance heritage assets in a manner appropriate to their significance, consistent with the principles set out in relevant policies of the Local Plan<sup>100</sup> and other guidance<sup>101</sup>.
- 2) Developments which will help in the management, conservation, understanding and enjoyment of the Borough’s historic environment, especially for those assets which are at risk, will be encouraged. Particular attention will be paid to the conservation of those elements which contribute most to Hyndburn’s distinctive character and sense of place.
- 3) Proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in those circumstances set out in the NPPF.
- 4) Proposals which would remove, harm or undermine the significance of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm having regard to the scale of any harm and the significance of the asset.

<sup>99</sup> As set out in Sport England/Public Health England: Active Design guidance - Planning for health and wellbeing through sport and physical activity

<sup>100</sup> Hyndburn Development Management DPD, Accrington Area Action Plan

<sup>101</sup> Relevant Masterplans, NPPF and Planning Policy Guidance



**5) The Council will take a positive approach to the conservation and enhancement of heritage in the Borough, taking into account:**

- a. The need to ensure that buildings are put to a viable use, consistent with their conservation;**
- ii. The wider social, cultural, economic and environmental benefits associated with conservation of the historic environment, and;**
- iii. The need for new development to make a positive contribution to local character and distinctiveness.**

**Policy Context and Relationships**

<b>Core Strategy Policies replaced</b>	RA2: Historic Character and Identity
<b>Key NPPF para. links</b>	189-208
<b>Key Policy links</b>	DM22: Heritage Assets DM23: Demolition of Unlisted Buildings and Structures in Conservation Areas DM26: Design Quality and Materials
<b>Evidence for Policy</b>	

- 7.54 National planning policy asserts that heritage assets range in their value and significance. However, all should be considered an irreplaceable resource, and should be conserved in a manner that is appropriate to their significance. It is important to recognise that there are heritage assets within the Borough that are not designated but are of heritage value, for example the historic parkland at the Dunkenhall, Clayton-Le-Moors. These will need to be assessed on a case by case basis.
- 7.55 In considering potential impacts on heritage assets of proposed new development, the Council will apply the policy framework set out in NPPF in relation to significance and harm.
- 7.56 The Borough has a strong historic legacy of agricultural settlement followed by industrial growth which is at the heart of the area's local character and identity and which contributes towards a strong sense of place. Historic centres at Accrington, Church, Clayton-le-Moors, Great Harwood and Oswaldtwistle; and rural settlements at Altham, Stanhill and Tottleworth are designated as Conservation Areas. Policy SP19 asks that particular attention is paid to the conservation of those elements which contribute most to Hyndburn's distinctive character and sense of place. These include:
- The legacy of buildings associated with the Borough's role as one of the leading centres of textile manufacture including the mills, warehouses, weaving sheds, reservoirs, chimneys, cotton exchanges, and terraced

housing together with the associated public parks, town Halls, libraries and other public buildings;

- The buildings, bridges, locks and other structures associated with the Leeds-Liverpool Canal especially the former chemical works associated with bleaching, dyeing and Calico printing;
- Buildings constructed from the distinctive “Accrington NORI” bricks;
- The remaining groups of handloom weavers cottages in the rural settlements;
- The legacy of 18th and 19th century Methodist and other nonconformist chapels.

- 7.57 There are 140 listed structures in Hyndburn including a Grade 1 listed manor house at Martholme in Great Harwood and 9 Grade II\* properties. The Borough is undertaking a programme of conservation area appraisals and management plans that will be used to ensure that the local heritage is recognised and protected. These inform decisions on development proposals within or adjacent to conservation areas.
- 7.58 The Borough’s only Scheduled Ancient Monument, Aspen Colliery and Coke Ovens, adjacent to the Leeds and Liverpool Canal near Church, is currently in a poor condition. There are also a wealth of other locally important buildings and structures that contribute to the value of the Borough’s cultural assets and warrant protection. The Council will work with other agencies and land owners to promote the protection and enhancement of historic buildings and features and will use the statutory powers it has available when appropriate.
- 7.59 Protection, conservation and enhancement of the historic environment will support conservation led regeneration, exploiting the potential of the Pennine textile mill town heritage and traditional rural villages and market towns.
- 7.60 As a means of seeking to enhance the built heritage of the Borough, new developments that involve nationally or locally important buildings will be expected to contribute towards their continued protection and enhancement and be designed to a high standard taking into consideration setting and context.
- 7.61 There is a distinctive and cohesive local townscape character across the Borough resulting from large scale but compact expansion of settlements during the 19<sup>th</sup> century; development of the Leeds and Liverpool Canal; and consistency of building types, detailing and use of local stone and Welsh slate. Although loss of character and quality in buildings and public realm is evident in some areas and in historic centres, the presence of existing poor quality urban environments is not a reason to justify poor quality design in new developments.

## Policy SP20: Environmental Amenity and Air Quality

- 1) Proposals for new development will be permitted only if it is demonstrated that the material impacts arising by virtue of traffic, visual impact, noise, dust, emissions, pollution, odour, over-looking or loss of light, or other nuisances will not give rise to unacceptable adverse impacts or loss of local amenity and can be properly controlled in accordance with best practice and recognised standards. New development should ensure that the occupiers of the new development will enjoy an appropriate standard of amenity and will not be adversely affected by neighbouring uses (whilst taking account of the Agent of Change principle set out in NPPF<sup>102</sup>)
- 2) Proposals for new development that will generate high volumes of traffic will only be permitted if it is demonstrated that they will not have an unacceptable adverse impact on air quality. Developments should identify opportunities to improve air quality or mitigate impacts through the design and management of the development or associated infrastructure.

### Policy Context and Relationships

Core Strategy Policies replaced	Env7: Environmental Amenity
Key NPPF para. links	130, 187
Key Policy links	DM29: Environmental Amenity
Evidence for Policy	Hyndburn Annual Air Quality Report

- 7.62 It is important that new residential and householder does not have an unacceptable impact on the amenity or privacy of neighbouring development and should comply with the standards prescribed in the Council's Householder Design Guide.
- 7.63 There are many types of development that have the potential to cause nuisance or loss of amenity to their neighbours or result in some form of pollution. There are locations that may be more sensitive to any pollution event, such as in close proximity to watercourses. This policy seeks to ensure that the potential impacts arising from the development, or its operation, will not give rise to unacceptable adverse impacts on people or the environment. Policy DM29 of the DM DPD complements this policy and provides more detail in relation to the approach that will be taken to assessing the acceptability of new residential development.
- 7.64 In urban areas increasing concern is being expressed about the impact that increases in traffic are having on air quality, and in turn on the health of local residents. Developments that have the potential to generate large numbers of

<sup>102</sup> NPPF paragraph 187

vehicles should be supported by evidence that demonstrates how traffic will be managed and how any impacts will be mitigated, for example through traffic and travel management and green infrastructure provision, an approach that is advocated by national policy<sup>103</sup>.

- 7.65 Although there are no Air Quality Management Areas (AQMA) in Hyndburn, air quality has previously been considered to be an issue in the vicinity of the “Hare and Hounds” junction at Clayton-Le-Moors. New development that would result in a material increase in the number of vehicles that use that junction will be carefully considered to ensure that it would not result in the designation of an AQMA and that mitigation measures are included.

## Policy SP21: The Leeds and Liverpool Canal

- 1) Development adjacent to, or in the vicinity of, the Leeds and Liverpool Canal will be expected to:
  - a. Be of a high quality design of an appropriate scale and mass that integrates the canal into the development proposal in a way that treats the waterway as an area of usable space;
  - b. Integrate the waterway, towing path and canal environment into the public realm in terms of the design and management of the development;
  - c. Ensure that the structural integrity of the waterway infrastructure is not harmed;
  - d. Improve access to, along and from the waterway and improve the environmental quality of the waterway corridor;
  - e. Optimise views of water and generate natural surveillance of water space through the siting, configuration and orientation of buildings, recognising appropriate boundary treatment and access issues may differ between the towing path and offside of the canal;
  - f. Improve the amenity of the canal. Development that would have an adverse impact in the amenity of the canal by virtue of noise, odour or visual impact will not be supported;
  - g. Retain and, where appropriate, reuse existing historic canal-side buildings;
  - h. Retain or reinforce the canal-side character of the local area.
- 2) When off-site improvements to the canal are required these will be delivered by the developer through the use of “Grampian” conditions or planning obligations.

### Policy Context and Relationships

<b>Core Strategy Policies replaced</b>	A4: The Leeds & Liverpool Canal in Church A6: The Leeds & Liverpool Canal in Clayton-le-Moors R3: The Leeds & Liverpool Canal in Rishton
<b>Key NPPF para. links</b>	

<sup>103</sup> NPPF para. 186

<b>Key Policy links</b>	Policy EP1: Land to S. of Altham Business Park (EMP3) Policy EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5) Policy EP4: land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6) Policy HP6: Clayton Triangle (H10) Policy HP12: Land to the northeast of Cut Lane (H20) Policy HP13: Land off Fielding Street and Barn Meadow Crescent (H22) DM33: Sustainable Transport Infrastructure
<b>Evidence for Policy</b>	

- 7.66 The Leeds and Liverpool Canal connects many of the industrial towns of Lancashire and Yorkshire to the port of Liverpool and was created to allow the products of the mills of the Industrial Revolution to be exported around the world. In Hyndburn, the canal connects Rishton, Church, Clayton-le-Moors and Altham. Hyndburn represents the half-way point of the whole length of the canal, a location that is marked in Church.
- 7.67 The canal provides a variety of economic, social and environmental benefits and in Hyndburn and Lancashire it links urban and rural communities with the wider landscape. However, it is an under-utilised resource and if its potential is to be realised, the under-used and derelict sites along its length must be redeveloped to a high standard and people encouraged to use the canal by ensuring it is well connected and related to new and existing development. Changes in the role and function of canal-side land and buildings offers the opportunity for the design of new development or re-used buildings to recognise its waterside potential while reinstating the characteristics of local canal architecture and waterscape.
- 7.68 It is important to recognise that new waterside developments can place extra liabilities and burdens on waterway infrastructure but also provide an opportunity for this infrastructure to be improved. When considering proposals for new development alongside the canal, the local authority will work with the Canal and River Trust to ensure that the reasonable additional costs of new developments are met by the developer.
- 7.69 The aim of this policy is to provide the clear design principles and expectations when considering development proposals alongside or in proximity to the canal. National policy supports and recognises the importance of good design and in locations that are prominent or visible from well-used corridors this is particularly important. Applicants and developers can find further information on the Canal and River Trust website which provides guidance on planning, design and creating successful waterside places.

- 7.70 Development in canal-side locations must recognise the presence of the canal and integrate with it. New development should not turn its back on the canal or result in poor quality frontages, for example garden fences backing onto the canal. With larger sites there are opportunities to introduce accessible greenspace alongside the canal. Service yards, bin stores, main access roads and similar infrastructure should not be located adjacent to the waterway.

## 8.0 Accessibility and Transport

8.1 Policies in this chapter will help to achieve the following aims and objectives:

**Strategic Objective 3: To improve and sustain quality of health and wellbeing and enable the residents of Hyndburn to lead active lifestyles.**

- Developing safe residential areas and surroundings where people are at the heart of the design process.

**Strategic Objective 5: To provide easy access for all to good quality services and facilities**

- To work with neighbouring authorities, Lancashire County Council and Highways England to ensure that the M65 and A56 and their junctions have sufficient capacity to manage the growth planned across the sub-region and to allow businesses and people to connect effectively with neighbouring conurbations.
- To ensure that new development will not have an unacceptable impact on highway safety and will not have a severe cumulative impact on the road network
- Promoting more sustainable transport choices for people within the Borough by improving local transport networks and developing transport interchanges where appropriate in and around the town and local centres;
- Providing new high quality health, education, leisure and cultural facilities in accessible locations;
- Supporting the role of the market towns by directing shops and services to their centres and maintaining local township centres; and
- Keeping an Infrastructure Funding Statement up to date to support planned growth in the Borough.

8.2 At a strategic level Pennine Lancashire must be well connected to neighbouring areas to allow the efficient movement of goods and people in and out of the area. As well as considering how this will be achieved, this section will also set out how safe and sustainable patterns of development will be delivered.

8.3 Although stretches of the M65 motorway were opened in 1981, it was not until 1997 that the motorway was completed. Since that time the M65 has provided a vital arterial route for people and businesses in Pennine Lancashire, enabling them to access the M6 corridor to the west and the Greater Manchester motorway network via the A56.

8.4 The importance of the motorway is underlined by the fact that traffic levels have been significantly greater than originally predicted and although some future capacity was planned by providing space for an additional third lane in places, there is increasing recognition that this is now required if the motorway is to continue to function efficiently and effectively. Although works have been undertaken to improve some of the junctions along its length to increase capacity, J8 of M65 connects Pennine

Lancashire with the Greater Manchester motorway network to the south via the A56 and the improvement of this junction (albeit outside Hyndburn) is a priority.

## Policy SP22: Connectivity and improvements to transport networks

- 1) Proposals for the improvement of the rail network, the motorway and trunk road network in Hyndburn and neighbouring areas will be supported where these improvements are required to facilitate improvements in the capacity of the network necessary to support the development of a healthy economy in the sub-region.
- 2) Proposals to improve connectivity of the towns in Hyndburn with neighbouring areas by road or rail will be supported provided the environmental and social impacts associated with the proposals are properly taken into consideration and mitigation measures put in place where necessary, and that they promote mobility and access for all.

### Policy Context and Relationships

Core Strategy Policies replaced	T1: Improving Connectivity T3: Motorway and Trunk Road Improvements
Key NPPF para. links	104
Key Policy links	DM32: Sustainable Transport, Traffic & Highway Safety DM33: Sustainable Transport Infrastructure
Evidence for Policy	

- 8.5 There is clear evidence that a comprehensive and high-performing transport system is an important enabler of sustained economic prosperity<sup>104</sup> and the stated economic objective within NPPF is *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and the right time to support economic growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.*
- 8.6 The need for infrastructure also forms one of the foundations of the UK Business Strategy which recognises that well targeted investment can drive economic development, particularly when implemented as part of a wider programme of interventions to address the unique circumstances of each area. Transport for the North<sup>105</sup> supports the Northern Powerhouse in recognising the need for strategic improvements to support transformational economic growth which in turn increases productivity, creates jobs and contributes towards the UK economy.

<sup>104</sup> The Eddington Review of Transport

<sup>105</sup> For more information see [transportforthenorth.com](https://transportforthenorth.com)



- 8.7 The M65 corridor supports approximately 80% of Pennine Lancashire jobs within both the towns along its route and a number of modern, well connected employment sites. The manufacturing sector is characterised by high value, high skilled jobs with higher than average earnings and the Strategic Economic Plan for Lancashire believes there is significant potential for economic growth over the period of the Local Plan and beyond. The Pennine Lancashire Growth and Prosperity Plan 2016-32 also prioritises the need for improved connectivity and infrastructure to ensure that the area can support housing and employment growth and for residents and businesses to be well connected to neighbouring towns and cities, accruing the benefits of agglomeration.
- 8.8 For this growth to take place, the area must not be constrained by the adequacy of the transport network and in particular the strategic highway network when there is no alternative. The Pennine Lancashire economy depends on the presence of an effective motorway network to allow people and goods to move freely between areas. In the longer term the M65 will need to be widened to three lanes to accommodate potential growth in traffic. When the motorway was initially constructed provision was made for widening at a later date. This, and the signalisation/improvement of the M65 at key junctions should help ensure that it continues to operate effectively over the Plan period.
- 8.9 In recent years, improvements have been undertaken to improve the capacity of J6 and J7 of the M65 but evidence is indicating that J8 is also in need of improvement if it is to safely and effectively manage traffic generated from planned developments. Although J8 is in Burnley, the junction connects Pennine Lancashire with the Greater Manchester motorway network to the south via the A56, M66 and the M60/62. There is no rail or alternative to road travel on this route and it is now severely over capacity at peak times, rendering it the most congested main route in Pennine Lancashire at peak times. It is clear that without improved transport links the productivity and wealth gap between Hyndburn and Pennine Lancashire, other partners of the City Region, the North West and the rest of the country will continue to widen.
- 8.10 Rail connectivity across Pennine Lancashire is generally poor with long journey times to significant destinations, resulting in comparative isolation. Although the reinstatement of the Todmorden Curve and the introduction of direct train services between Pennine Lancashire and Manchester represents a significant improvement, the alignment of the routes and the age of the rolling stock constrain the speed and attractiveness of the rail network and further improvements are required if the use of rail is to be optimised.
- 8.11 A key element of the Local Plan is the development of Huncoat Garden Village. Huncoat is in a highly accessible location in close proximity to the A56, M65 and the rail network and it is important that the level of growth planned at Huncoat can be accommodated by the strategic transport network. Huncoat also benefits from having an operational railway station and the Council will work with Lancashire

County Council, Network Rail and train operators to explore opportunities to increase the number of stopping trains as development takes place.

- 8.12 The proposed extension of Altham Business Park would also increase vehicular traffic on A6068, J8 of M65 and A56/M66, again emphasising the need to ensure that capacity does not constrain planned growth. Addressing this issue is a fundamental priority in bringing about transformational change in the sub region and local authorities will work with Highways England and Lancashire County Council to ensure that the capacity of the strategic road network does not act as a barrier to growth and development.
- 8.13 Urban areas within Hyndburn have traditionally been highly accessible and Policy SP1: The Spatial Development Strategy seeks to ensure that pattern continues. The majority of new development will be located within the existing urban areas where people have ready access to local goods and services and developments will be expected to connect to, and improve, existing cycle, pedestrian and public transport routes. Development within the centres should be proportionate to the role and scale of that centre to allow them to develop in a sustainable way. Improvements to the highway network will be used to manage traffic effectively, relieve congestion and give priority to public transport where appropriate.

### **Policy SP23: Sustainable and safe transport**

- 1) Proposals for new development will be expected provide for safe and sustainable transport. Development should:**
  - a. be located in locations accessible by a variety of modes of transport where the need for travel will be minimised;**
  - b. actively encourage sustainable travel, including active travel;**
  - c. incorporate sufficient off-street car-parking and encourage greater use of public transport, cycling and walking. Where off street parking is provided, facilities to enable electric vehicle charging should be made available;**
  - d. ensure that the safety of highway users is properly taken into consideration and proposals for new residential development should be designed in accordance with the principles established in the Manual for Streets with the aim of reducing vehicle speeds in relevant areas to no more than 20mph; and**
  - e. not have an unacceptable impact on the capacity of the highway network and where improvements are required these should be funded by the developer and secured through the use of appropriate legal agreements.**
- 2) Development which will generate a significant amount of movement should be accompanied by a Transport Assessment and Travel Plan.**
- 3) Development that has an unacceptable impact on highway safety, or that has a severe residual cumulative impact on the road network, will not be supported.**

Policy Context and Relationships	
Core Strategy Policies replaced	HC3: The Design of Residential Roads
Key NPPF para. links	105
Key Policy links	DM32: Sustainable Transport, Traffic & Highway Safety DM33: Sustainable Transport Infrastructure
Evidence for Policy	

- 8.14 The Local Plan seeks to ensure that development is sited in accessible locations that will reduce the need to travel and encourage the use of public transport, cycling and walking. This could be through incorporating the principles of Active Design which facilitates more active travel enabling people to become more active in their everyday lives (as set out in Strategic Objective 3). Opportunities to link existing rights of way should be sought as well as providing new access opportunities. Accessibility is also one of the criteria that was used when identifying allocated sites.
- 8.15 The NPPF expects the potential impacts of new development on transport networks to be properly addressed<sup>106</sup> and where developments are likely to generate significant levels of traffic, proposals should be accompanied by evidence to demonstrate that it can be accommodated by the transport network and will be sustainable. Developers will be required to undertake the appropriate Transport Assessments and prepare Travel Plans when submitting planning applications to demonstrate that new developments will not have an adverse impact on the highway network or highway safety. Transport Assessments should be prepared in line with best practice and advice and Travel Plans should set out the mechanisms by which they will be implemented and monitored for the period of the development.
- 8.16 The use of electric vehicles (EV) is a key way to help improve air quality and encourage more sustainability in the general movement of people and goods around the Borough. NPPF<sup>107</sup> refers to the need to ensure adequate provision of spaces for charging plug-in and other ultra-low emission vehicles is set out in policies. The Council will expect that where off-street parking is provided in commercial schemes that the need for plug-in facilities is taken into account. For residential schemes there will be a presumption that all dwelling units with off-street parking should have a facility made available to ensure EV charging is possible.
- 8.17 The principles and security standards of the 'Park Mark® Safer Parking Scheme' should be adopted and accreditation sought when designing and developing car parks. The Initiative aims to reduce both crime and the fear of crime in parking facilities. Further information about the Scheme can be found at [www.parkmark.co.uk](http://www.parkmark.co.uk)

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<sup>106</sup> NPPF para. 104a

<sup>107</sup> NPPF para. 107e

- 8.19 Development that is likely to have an unacceptable impact on highway safety should not be supported and new residential development should be designed to reduce the speed of vehicles to no more than 20mph. The number of fatalities and serious injuries to children in residential areas remains unacceptably high and can be reduced by improving highway safety and through the development of neighbourhoods designed to reduce the speed of vehicles. Ideally, streets should be designed in a way that controls vehicle speeds naturally rather than having to rely on unsympathetic traffic calming measures.
- 8.20 The Local Plan also ensures that the needs of disabled people, as pedestrians, public transport users and motorists are taken into account in the implementation of planning policies and traffic management schemes and the design of individual developments. The costs associated with accommodating new development proposals within the Borough will be met by the developer. This will be achieved in consultation with the Highway Authority and through the use of “Grampian” style planning conditions and appropriate legal agreements. Planning applications for development which will generate a significant amount of movement should be accompanied by Transport Assessments and Travel Plans, consistent with Government Guidance.
- 8.21 The requirements of this policy are developed in more detail by Policies DM32 and DM33 of the DM DPD.

## Policy SP24: Cycle and Footpath Networks

- 1) Cycle, footpath and bridleway networks will be safeguarded, extended and where possible incorporated into new development. Where appropriate, contributions towards the improvement and maintenance of these networks will be sought from developers as a means of ensuring that new developments are accessible by a variety of means of transport, greater accessibility within a development is achieved and access to the countryside is improved.

### Policy Context and Relationships

Core Strategy Policies replaced	T2: Cycle and Footpath Networks
Key NPPF para. links	106
Key Policy links	DM33: Sustainable Transport Infrastructure
Evidence for Policy	

- 8.22 High quality, safe cycle and footpath networks are essential to reducing the number of short car journeys, reducing emissions and improving fitness. Within the Borough approximately 70% of the journeys taken are by car and there is an opportunity to transfer some of these journeys to foot or bicycle. In recent years, the Borough has

started to develop an excellent network of cycle ways, working with Lancashire County Council, Sustrans and Remade. Part of National Cycle Route 6 runs within the Borough and the cycle network has linked into the towing path of the Leeds and Liverpool Canal. Levels of car ownership within parts of the Borough are lower than average and connecting these areas to local centres via cycle routes provides an opportunity to improve accessibility whilst at the same time encouraging people to walk or cycle. In particular, opportunities at Huncoat for improved walking and cycling routes will be supported.

- 8.23 Developments will be expected to link into existing cycle and pedestrian networks or enhance those networks, complementing the green infrastructure network. As well as the Leeds and Liverpool Canal, there are also a number of disused railway lines within the Borough which have the potential for the development or improvement of cycle paths. These linear routes provide improved access between the rural and urban areas of the Borough and will form part of the Green Infrastructure network for Hyndburn.
- 8.24 Lancashire County Council are working on a Local Cycling and Walking Infrastructure Plan (LCWIP) for the Borough and surrounding areas which has been informed by the Local Plan and which will be taken into account when planning future development.

## 9.0 Rural Areas

9.1 Policies in this chapter will help to achieve the following aims and objectives:

**Strategic Objective 4: To conserve and, where appropriate, enhance a valued urban and rural environment that is ready to address the causes and effects of climate change**

- Protecting and enhancing the Borough's existing natural, built and cultural heritage resource

9.2 This section provides contextual information on the attractive countryside and rural areas that surround the built-up areas of the Borough. These areas have been protected from inappropriate development over the years by two different policy designations, Green Belt and Countryside.

9.3 The towns and townships of Hyndburn are set in attractive countryside with the West Pennine Moors to the south and west of Accrington, and the rolling hills that extend into Ribble Valley to the north around Rishton and Great Harwood. Approximately two thirds of the Borough's rural area is designated Green Belt and this has helped to preserve the setting of Hyndburn's towns and prevent them from merging into one another.

9.4 The presence of attractive countryside immediately adjacent to the Borough's urban areas represents an important recreational asset and the policies of the Local Plan will seek to protect the rural areas from inappropriate development whilst at the same time promote access to the countryside and rural areas. Limited development will be supported within Belthorn and Green Haworth as set out in SP1 that is proportionate to their scale and function. The Leeds and Liverpool Canal connects town and country and there are numerous rights of way and cycle routes that can also be used to access and enjoy the Borough's countryside.

9.5 Green Belt is a national policy designation designed to prevent urban sprawl by keeping land permanently open, and NPPF<sup>108</sup> provides national policy on protecting Green Belt land and the local plan does not seek to duplicate this guidance. The majority of the urban area in Hyndburn is surrounded by Green Belt, with around 54% of the land area in the Borough (almost 4,000 hectares) designated.

9.6 The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, the essential characteristics of Green Belts being their openness and their permanence. In order to deliver the strategic aims and objectives of this plan it has been necessary to make a number of strategic and local changes to the Green Belt boundary.

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<sup>108</sup> NPPF para.s 137-151

- 9.7 Monitoring of development has indicated that a number of “agricultural” buildings have been permitted in the Green Belt but have subsequently not been used for agricultural purposes thereby harming the openness of the Green Belt. It is considered reasonable to expect applicants to demonstrate that buildings proposed for agriculture or forestry are needed for those purposes, as set out in Policy SP25 below.
- 9.8 ‘Countryside Area’ is a local designation aimed at maintaining rural character. All land located outside of the urban boundary is classified as one or the other of the Green Belt or countryside designations. Protecting and maintaining the distinctiveness of these areas, and their rural character, is an important part of the plan-led system. Within the rural area, there are several small settlements and hamlets, along with numerous scattered residences and farmsteads.
- 9.9 NPPF<sup>109</sup> provides national policy on rural housing provision and the rural economy. It states that local planning policies should respond to local circumstances and support housing developments that support local needs where they will enhance or maintain the vitality of rural communities. However it also seeks to restrict the development of new isolated homes in the countryside to specific circumstances. Similarly it seeks to promote economic development that will meet local business and community needs only.

## **Policy SP25: Development in rural areas**

- 1) Any development proposals in the Green Belt will need to accord with national policy set out in NPPF<sup>110</sup>.**
- 2) The development of agricultural buildings in the rural areas will be supported where it is demonstrated that the buildings are reasonably necessary for the purposes of agriculture or forestry and that they are of a suitable design. In considering this, the following matters will be taken into consideration:**
  - a. The area of agricultural land managed and its use;**
  - b. The quantity of live-stock and appropriate certification, and**
  - c. The design of the building and whether it is appropriate for the intended use.**
- 3) In areas designated as Countryside Areas, there will be a general presumption against proposals for new development, unless they are in accordance with Policy SP1: The Spatial Development Strategy. Development in Countryside Areas will be limited to that supporting farm diversification and/or promoting outdoor leisure and recreational facilities where this can be demonstrated to retain rural and landscape character consistent with the requirements of Policy DM34.**

<sup>109</sup> NPPF para.s 78-80 and 84-85

<sup>110</sup> NPPF para.s 137-151

**4) Proposals for renewable energy will be considered under Policy SP17: Renewable Energy.**

**5) Safeguarded land as shown on the Policies Map at Huncoat (Sites S1 and S2) is identified to meet potential longer-term development needs beyond the Plan period. It will be protected from development until any subsequent review of the Plan proposes it for development.**

#### **Policy Context and Relationships**

<b>Core Strategy Policies replaced</b>	RA1: Amount and distribution of development in rural areas
<b>Key NPPF para. links</b>	78-80, 84-85, 137-146
<b>Key Policy links</b>	Policy SP1: The Spatial Development Strategy Policy SP17: Renewable Energy DM34: Development in the Green Belt and Countryside Area DM35: Farm Diversification and Local Food Networks DM36: Equestrian Development
<b>Evidence for Policy</b>	Green Belt Assessment (2018)

- 9.10 The Urban Boundary on the Policies Map distinguishes the ‘rural areas’ from the urban areas for the purpose of this policy. Areas outside of the defined urban boundary will be considered as rural. Only limited development in line with Policies SP1 and DM34 of the DM DPD and NPPF would be permitted in these rural locations.
- 9.11 Policy SP1: The Spatial Development Strategy confirms amendments to the Green Belt have been necessary to accommodate strategic allocations and to safeguard land for beyond the Plan period. The NPPF is clear that, when looking at amending Green Belt boundaries in a Local Plan, local authorities should be able to demonstrate that they will not need to be altered again at the end of the plan period. Safeguarded land between the urban area and the Green Belt has been identified to meet long-term development needs stretching well beyond this plan period. This will ensure that the Green Belt in Hyndburn has permanence.
- 9.12 Development proposed outside of any rural settlements will be restricted to ensure that rural and landscape character can be preserved. Exceptions where development will be permitted are set out in Policy DM34, and in addition proposals for renewable energy located in an identified area of search and subject to satisfying other relevant policies of the plan.



## 10.0 The Local Plan Areas

10.1 The Local Plan identifies six different Local Plan areas, reflecting the specific characteristics and challenges of the towns and settlements of Hyndburn. An overview map of these is set out at Figure 2 in the Introduction.

10.2 This section sets out a specific area based policy for each of the six areas, setting out:

- i. each area's proposed growth over the plan period;
- ii. some contextual information on the key features of each area;
- iii. how each area has evolved and developed until now; and
- iv. the future proposed development strategy and priorities.

10.3 The Local Plan Areas are, in the most part, aligned directly to individual or groups of ward boundaries. Table 5 sets out the key characteristics of each area.

Table 5: Local Plan area key characteristics

Local Plan Area	Settlements	Electoral Wards	Key employment Areas	Retail / commercial centres
Accrington Central, Baxenden and Church	Accrington Central	Barnfield, Central, Milnshaw, Peel, Spring Hill	Accrington Town Centre, Huncoat Business Park	Accrington (Tier 1 Strategic Town Centre); Whalley Road (Laneside); Woodhook (Tier 4 Neighbourhood Centres)
	Baxenden	Baxenden	-	Baxenden (Tier 4 Neighbourhood Centres)
	Church	Church	-	Church (Blackburn Road) (Tier 4 Neighbourhood Centre)
Clayton le Moors and Altham	Clayton le Moors and Altham	Clayton le Moors, Altham (not inc. land in Huncoat LP area – safeguarded land S. of M65)	Junction 7 Business Park; Altham Business Park; Petre Road Business Park; Moorfield Industrial Estate	Clayton le Moors (Tier 3 Local Centre); Whalley Road, Enfield (Tier 4 Neighbourhood Centre)
Great Harwood	Great Harwood	Netherton, Overton	Heys Lane Business Park	Great Harwood (Tier 2 Town Centre)
Huncoat	Huncoat	Huncoat; part of Altham (S1 land) <sup>111</sup>	-	Huncoat (Tier 3 Local Centre)
Rishton and Whitebirk	Rishton	Rishton	Frontier Business Park	Rishton (Tier 3 Local Centre); Peel Centre (Whitebirk) (Other Commercial Location)
Oswaldtwistle and Knuzden	Oswaldtwistle	Immanuel, St. Andrew's, and St. Oswald's	Brookside Business Centre	Oswaldtwistle (Tier 2 Town Centre); West End (Tier 4 Neighbourhood Centre); Oswaldtwistle Mills (Other Commercial Location)

<sup>111</sup> See footnote 20

- 10.4 These policies should be read alongside the strategic topic based policies set out in Sections 4-9 above.

## Accrington, Baxenden and Church

### Policy SP26: Accrington (Central), Baxenden and Church

- 1) Land is identified for delivery of 544 homes in Accrington (Central), Baxenden and Church over the plan period 2021-2040. This will be delivered through existing commitments and by the development of the following site allocations:
  - a. H1 The Steel Works, Charter Street
  - b. H2 Land at Charter Street, Accrington
  - c. H3 Pendle Street, Accrington
  - d. H4 Land at Hopwood Street, Accrington
  - e. H6 Union Works and Union Street Garage
  - f. H7 Land north of Sandy Lane, Accrington

#### Accrington (Central):

- 2) Alongside new housing provision, the Council will continue to support regeneration and grant schemes that help improve the quality and use of the existing housing stock in areas of high vacancy and low demand.
- 3) The role of Accrington Town Centre as the strategic retail and service hub for the Borough will be consolidated and enhanced through new investment and town centre management over the plan period.

#### Baxenden:

- 4) Baxenden Neighbourhood Centre will be supported to continue its function providing basic, essential needs to local residents over the plan period.

#### Church:

- 5) Opportunities to regenerate the Church Oswaldtwistle Gateway area will be pursued in line with the adopted or revised Church Oswaldtwistle Gateway SPD.
- 6) Church (Blackburn Road) Neighbourhood Centre will be supported to continue its function providing basic, essential needs to local residents over the plan period.

#### Policy Context:

##### Core Strategy Policies replaced

A1: Amount and Distribution of Housing in Accrington  
 A2: Accrington Town Centre  
 A4: The Leeds and Liverpool Canal in Church

**Key Policy links**

SP1: The Spatial Development Strategy  
 SP6: Centre Hierarchy, Strategy and Retail Provision  
 SP10: Housing Provision

10.5 The following sites in Accrington, Baxenden and Church will contribute to delivery of the **544** dwellings identified in Policy SP26:

Table 6: Housing delivery in Accrington, Baxenden and Church 2021-2040

Site Ref	Prev. Site Ref.	Site Name	Gross Area (Ha)	No. of Dwellings
H1	2	The Steel Works, Charter Street, Accrington	0.29	9
H2	152	Land at Charter Street*	2.38	45
H3	261	Pendle Street	0.17	15
H4	120	Land at Hopwood St*	0.93	50
H6	29	Union Works and Union St Garage	0.31	9
H7	24.1	Land north of Sandy Lane*	2.00	43
		Completions since start of Plan period		147
		Existing commitments and other Developable sites <sup>112</sup> (as of 01/04/23)		226
		<b>Total in plan period</b>		<b>544</b>

\* see site specific policy in section 12

10.6 Accrington (Central) area has the largest population of the Local Plan areas and forms the main nucleus of the Borough, comprising Accrington Town Centre and its immediate surrounding area. As a Local Plan area, Accrington has been amalgamated with Baxenden and Church as these are geographically connected and, apart from some development coming forward on committed sites, neither of these two areas have any significant growth associated with them. This is due to physical constraints and the lack of suitable and available land.

10.7 The town developed historically at the western edge of the Pennine Moors, focussed around the Hyndburn Brook which was culverted at an early point in the expansion of the town. The centre sits within a low basin as the surrounding areas rise up to heights of around 200m.

10.8 The Central area is predominantly urban in nature, with a gridiron street pattern of terraced housing radiating outwards from the town centre which testify to the town's rapid expansion during the industrial period. Due to the central location of this area, accessibility by all modes of transport is generally good and this has been enhanced

<sup>112</sup> Other sites which are considered developable over the Plan period, such as sites with previous permission; further details are provided in the Housing Background Paper

in recent years with improvements to the rail station and the development of a new bus station in Accrington Town Centre.

- 10.9 The town centre developed rapidly in the industrial era and has a legacy of Victorian buildings, some of which are included in the town centre Conservation Area. Notable buildings include the Carnegie Library, the Town Hall, the Market Hall and the Victorian Arcade.
- 10.10 In the 20<sup>th</sup> Century, expansion of the town continued outwards and upwards with development of housing areas at Laneside, Sandy Lane and Fern Gore. More modern manufacturing premises were built at the Huncoat Industrial Estate, which is now home to some large employers including Senator and Benson's Beds. Other large employers in the Central area include Caligen Foam at Broad Oak, BT Contact Centre at the Globe Works along with major retail outlets such as ASDA and TESCO.
- 10.11 The Central area also provides some of the major services to the wider borough and beyond such as secondary and further education at the Accrington and Rossendale College, Accrington Academy and Mount Carmel High School. Health services are provided at the Accrington and Victoria Hospital and the Oak House Medical Centre and there is a range of retail and other services within the Central area including the strategic town centre and the Whalley Road and Woodnook Neighbourhood centres.
- 10.12 Despite its dense urban grain, the Central area is served by a well linked open space network. Assets include the Hyndburn Greenway which runs through Platts Lodge, a linear path forming part of the National Cycle Network and links to the Woodnook Vale Nature Reserve. Bullough Park, Oak Hill Park (which includes the Accrington Pals memorial) and Higham's Playing Fields are also all important open spaces in the area and there are links to the Coppice and wider countryside to the east of the town.

### **The development strategy for Accrington (Central)**

- 10.13 The regeneration of older housing and employment areas to help support sustainable communities will be a priority for the Council over the plan period where grant funding or partnership working can be achieved. As well as brownfield site allocations within the built up area, a site to the east of Accrington, on the edge of the existing countryside has been allocated for development. This has been allocated for a high quality development in an attractive setting, helping to diversify the range and choice of homes in this part of the Borough. The development strategy will also build upon work undertaken in recent years in both the Woodnook and Blackburn Road areas of Accrington (as well as elsewhere in the Borough such as Rishton) with improvement works and facelifts to properties in Woodnook the primary focus during 2019.

- 10.14 Accrington (Central) area also incorporates the Strategic Town Centre in the Borough. Due to the particularly high population densities surrounding it, the local population's accessibility to services is high in this area. The Accrington Area Action Plan provides more detailed Local Plan policies for the town centre area itself.

### **Baxenden**

- 10.15 Baxenden lies to the south-east of the Borough, rising to a height of over 200 metres above sea level and extending up to the boundary with Rossendale Borough. The main built up area is focussed along and adjacent to Manchester Road; a principal route linking Accrington with the adjacent area of Rossendale at Rising Bridge and beyond to the strategic road and motorway network giving access to the wider area.
- 10.16 Baxenden expanded considerably in the post war period with the development of land to the east and west of Manchester Road. Further expansion of the area is currently constrained by Green Belt and Countryside designations and the topography of the area. Although the area retains its individual identity and community, physically its expansion has brought about coalescence with neighbouring Accrington.
- 10.17 Baxenden is surrounded by open countryside to the east and west providing residents with significant accessible natural greenspace on their doorstep including the Hyndburn Greenway and Woodnook Vale Local Nature Reserve (one of the largest in Lancashire) to the west, and more informal open countryside to the east rising towards the moorland fringes.

### **The development strategy for Baxenden**

- 10.18 Baxenden is the smallest of the Local Plan areas in both population and number of households and there are limited services available locally to residents. No specific allocations have identified but any new small scale development should help to support the Neighbourhood Centre of Baxenden to maintain its function of providing essential needs to local residents, helping to reduce the need to travel.

### **Church**

- 10.19 Church lies about a mile to the west of Accrington town centre. Though small in area, covering a single electoral ward, its characteristics vary considerably, in part a result of its long history.
- 10.20 The canal was central to growth during the 19<sup>th</sup> century with mills, warehouses and works built along its banks. Terraced housing close to works created a dense urban settlement bordered by the canal and an open rural aspect to the north. Decline in traditional industries, the proximity to a major chemical plant and clearance for

highway works at the Church Oswaldtwistle Gateway have resulted in vacancy and dereliction for some parts of Church.

- 10.21 Today some significant employers remain in the area taking advantage of the close proximity to the M65. The presence of Blythes Chemicals does however continue to form a major constraint to redevelopment in parts of Church. A Health and Safety Executive hazardous substances consent remains in place, and an associated consultation zone places strict limitations on the types of development permitted in the area. In the event that consent is revoked during the Plan period, the Council will consider opportunities for widespread regeneration of the site through revision of the Supplementary Planning Document for the area, referred to as the Church Oswaldtwistle Gateway SPD (2006).

### **The development strategy for Church**

- 10.22 No specific development allocations have been identified but new development will generally be supported, where appropriate, especially where this helps to regenerate locations adjacent to the Leeds Liverpool Canal.

### **Clayton-le-Moors and Altham**

#### **Policy SP27: Clayton-le-Moors and Altham**

- 1) Land is identified for delivery of 194 homes in Clayton-le-Moors and Altham over the plan period 2021-2040. This will be delivered through existing commitments and by the development of the following site allocations:
  - a. H8 Lower Barnes Street
  - b. H9 Ringstonhalgh Farm
  - c. H10 Clayton Triangle
- 2) The Council support the expansion of the strategic employment hubs at Altham Business Park and Junction 7 Business Park as strategic employment allocations and further development at Moorfield Industrial Estate.
- 3) Clayton-le-Moors Local Centre will be supported to continue its function for local residents over the plan period.

#### **Policy Context:**

##### **Core Strategy Policies replaced**

A3: Development of Local Centres in Accrington  
A6: The Leeds and Liverpool Canal in Clayton-le-Moors

##### **Key Policy links**

SP1: The Spatial Development Strategy  
SP4: Employment Provision and Strategic Sites  
SP6: Centre Hierarchy, Strategy and Retail Provision  
SP10: Housing Provision

10.23 The following sites in Clayton-Le-Moors and Altham will contribute to the delivery of the **194** dwellings identified in Policy SP27:

Table 7 Housing delivery and Employment Allocations in Clayton-le-Moors and Altham 2021-2040:

Site Ref.	Prev. Site Ref.	Site Name	Gross Area (Ha)	No. of Dwellings
		<b><u>Housing Delivery</u></b>		
H8	117	Lower Barnes Street	0.54	15
H9	48.1	Ringstonhalgh Farm*	1.13	31
H10	201	Clayton Triangle*	2.54	127
		Completions since start of Plan period		2
		Existing commitments (as of 01/04/23)		19
		<b>Total dwellings in Plan period</b>		<b>194</b>
		<b><u>Employment Allocations</u></b>	<b>Gross developable area (ha)</b>	
EMP1	250	Land west of J7 Business Park	4.4	
EMP2	172	Moorfield Industrial Estate	1.7	
EMP3	267 (49, 60, 218)	Land to S. of Altham Business Park*	45.5	
		<b>Total employment allocations (ha)</b>	<b>51.6</b>	

\* see site specific policies in sections 11(employment) and 12(housing)

10.24 Clayton-le-Moors lies just 2 miles north of Accrington centre. This Local Plan area also includes Altham to the north east of Clayton-le-Moors. Whilst in close proximity to Accrington, Clayton-le-Moors remains a distinct township, providing a sustainable mix of housing, major employment locations and leisure facilities including the Wilsons Playing Fields, Mercer Park, and the Leeds and Liverpool Canal.

10.25 The area has a strong industrial heritage reflected in the large number of former mills and the presence of a Conservation Area around the Mercer Park area.

10.26 The largest industrial site is the former GEC works, located on Blackburn Road in close proximity to J7 of the M65 motorway, referred to as Junction 7 Business Park. A site to the west of the Business Park (EMP1) is allocated for employment development (see Policy SP4). Together with the adjacent Petre Road Business Park, this area represents a significant strategic employment hub in Hyndburn.

10.27 The town's main thoroughfare is Whalley Road, which still has canal workers cottages along its route and which connects Clayton-le-Moors with Great Harwood and Ribbles Valley to the north, and Accrington to the south. Congestion on Whalley

Road during peak hours is a significant concern to the local community and the impacts of any planned growth on the highway network will be carefully assessed and managed.

- 10.28 The M65 crosses the area in an east-west direction providing ready access to Burnley and Pendle to the east and Blackburn/Preston/M6 corridor to the west. The area where Whalley Road crosses the M65, close to the Hare and Hounds Junction, suffers from traffic congestion at peak times and is known to have air quality issues. The desire not to exacerbate congestion and air quality issues has influenced the choice of site allocations and associated strategy for Clayton-Le-Moors and Great Harwood.
- 10.29 Altham lies to the east of Clayton le Moors, bordering with both Ribble Valley and Burnley. Originally a small village, and still home to a very small resident population, it is also now home to a very successful business park<sup>113</sup> the largest single employment location in the Borough. Development at Altham first began in the 1980s, and further land to the south of the existing Business Park (site EMP3) is allocated for employment use. Altham has good access to the motorway at Junction 8 of the M65, and forms part of a wider cluster of business parks in this location, including Time Technology Park (Ribble Valley) and Shuttleworth Mead Business Park (Burnley).
- 10.30 Whinney Hill quarry and household waste site is also located within this area and is of strategic significance to Lancashire County Council being the largest operational household waste site in the county. The Minerals and Waste Local Plan provides the planning policy direction for the site. Hyndburn Council anticipates Whinney Hill to remain in operation for the large duration of this plan period. Its future role will be reviewed in future Local Plans as a clearer timeframe for use of the site materialises.

### **The development strategy for Clayton-le-Moors and Altham**

- 10.31 The Council has identified land to deliver up to 194 new homes over the plan period within the Clayton-le-Moors and Altham Local Plan area. The area of Green Belt between Clayton-le-Moors and Great Harwood is identified as a very narrow gap, and playing a particularly strong contribution to the purposes of Green Belt in the Green Belt Review (2018). As the primary purpose of Green Belt in east Lancashire was to prevent settlements from merging, the Council will seek to maintain this gap over the plan period.

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<sup>113</sup> Major employers include Coach House Antiques, Senator International, Simon Jersey and What More



## Great Harwood

### Policy SP28: Great Harwood

- 1) Land is identified for delivery of 336 homes in Great Harwood over the plan period 2021-2040. This will be delivered through existing commitments and other sites which are considered developable over the Plan period.
- 2) Great Harwood Town Centre will continue to function as a historic market town providing key local services and specialist/local shopping facilities for the northern part of the Borough.

#### Policy Context:

<b>Core Strategy Policies replaced</b>	GH1: Housing in Great Harwood GH2: Great Harwood Town Centre
<b>Key Policy links</b>	SP1: The Spatial Development Strategy SP6: Centre Hierarchy, Strategy and Retail Provision SP10: Housing Provision

10.32 The following land in Great Harwood will deliver the **336** dwellings identified in Policy SP28:

Table 8: Housing Delivery in Great Harwood 2021-2037

Site Ref.	Prev. Site Ref.	Site Name	Gross Area (Ha)	No. of Dwellings
		Completions since the start of the Plan period		100
		Existing commitments and other sites considered developable (as of 01/04/23)		236
		<b>Total in Plan period</b>		<b>336</b>

\* see site specific policy in section 12

10.33 Great Harwood is located at the northern edge of the district of Hyndburn, bordering the Ribble Valley and sitting below Bowley Hill. In contrast to the south of the Borough, the surrounding landscape is more verdant and wooded. It is a historic market town and the open countryside which fully surrounds it is designated as Green Belt. It is one of the few Pennine Lancashire towns that retains its historic market character and is an up and coming, prospering area.

10.34 Great Harwood town centre has a diverse range of shops and services. There are a number of independent retailers and the development of new supermarkets to the east of the town centre is likely to increase the attractiveness of the town and reduce the need for residents to travel further afield for their shopping. Education provision

in Great Harwood comprises of a number of primary schools although secondary education is only available in nearby Rishton and Accrington.

- 10.35 The town is no longer connected to the railway and is further from the M65 than other towns in the Hyndburn, making it less accessible to the M65 corridor to south. Accessibility has been improved by the Pennine Reach quality bus scheme which also connects with local bus services and the strategic employment site at Whitebirk. The town is connected to the national cycle route via Rishton and it is proposed to connect the route to Padiham.
- 10.36 The town benefits from having a wide variety of housing types and areas, with a large proportion of both terraced and detached properties including large detached family homes. Notwithstanding this, there are a number of areas within the town that experience high levels of deprivation and experience poor environmental quality.
- 10.37 The majority of the employment areas outside the town centre are to the south and east. There are a mixture of older mill premises along the former railway line and newer industrial units on land off Heys Lane on Alan Ramsbottom Way. Although there are a number of larger manufacturing, waste and heavier industrial uses in Great Harwood, the town is better suited to office uses, lighter industrial development, starter units and small enterprises. Accessibility, particularly by heavy goods vehicles, is constrained by the adequacy of the existing highway network and it would not be desirable to direct heavy goods vehicles towards the town when better sites for more traditional employment uses exist. Where proposals would involve the redevelopment of older mill premises consideration should be given to relocating those businesses that would be displaced.

### **The development strategy for Great Harwood**

- 10.38 A lower relative level of growth is proposed in Great Harwood owing to its comparatively poor connections to the strategic road and rail network, the fact that it does not benefit from having a secondary school and the fact that the town is closely bounded by Green Belt.
- 10.39 Land has been identified to deliver up to 336 new homes over the plan period, focused within the existing urban boundary of the town. A significant number of homes have already been granted planning permission in the town, such as at Lyndon Park (off Harwood Lane).
- 10.40 The Town Centre is identified as a Tier 2 centre in the retail hierarchy and plays an important role in supporting the resident's needs along with its wider rural hinterland.

The Council will support its role as a key service centre for the north of the Borough through planning decisions.

- 10.41 The area of Green Belt between Great Harwood and Clayton-le-Moors is identified as a very narrow gap, and playing a particularly strong contribution to the purposes of Green Belt in the Green Belt Review (2018). As the primary purpose of Green Belt in east Lancashire was to prevent settlements from merging, the Council will seek to maintain this gap over the plan period.

## **Huncoat**

### **Policy SP29: Huncoat**

- 1) Land is identified for delivery of around 1,646 homes in Huncoat over the plan period 2021-2040. The majority of new housing development will be focused within the Huncoat Garden Village (HGV) area as set out in Policy SP2 and will be delivered through the development of existing commitments and the following site allocations:
  - a. H11 Former Huncoat Colliery, Enfield Road
  - b. H12 Huncoat East Strategic Site (north)
  - c. H13 Huncoat East Strategic Site (south)
  - d. H14 Land west of A56 / north of Burnley Road
  - e. H15 Land south east of Moorfield Avenue
- 2) For any proposals in the Huncoat Garden Village area, developers are expected to adhere to the detailed policy considerations set out in Policy SP2 and the Huncoat Garden Village Masterplan and Design Code.
- 3) Land has been safeguarded to the west of the former colliery site for housing (site S1) and to the east of Altham Lane, between the railway and M65 (site S2), for strategic rail infrastructure.
- 4) An indicative location for a new local centre has been identified.
- 5) The site allocations listed in part (1) of this policy have the potential (individually and cumulatively) to generate significant amounts of vehicular movement on the Strategic Road Network (SRN); principally the M65 and A56. Unacceptable severe impacts on the SRN or highway safety should be avoided and, wherever possible, alternative transport options which reduce or eliminate such impacts should be pursued. Where such impacts are unavoidable, suitable mitigation measures should be proposed by the applicant to ensure that the impacts from development on the SRN (in terms of capacity and congestion, or highway safety) are cost effectively mitigated to an acceptable degree. Development shall not be permitted until National Highways has confirmed it is satisfied that any measures proposed can mitigate unacceptable impacts to an acceptable degree. No development shall take place until National Highways has confirmed it is satisfied that the funding,

partners, and relevant processes are in place to enable the delivery of the SRN infrastructure required. Any such infrastructure must be operational no later than the occupation of the development for which it is required. Applications should be supported by a Transport Assessment so that the likely impacts of a proposal on the SRN can be assessed.

- 6) No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

**Policy Context:**

**Core Strategy Policies replaced**

A7: Housing in Huncoat  
A8: Strategic Employment Site at Huncoat  
A9: Whinney Hill Link Road

**Key Policy links**

SP1: The Spatial Development Strategy  
SP2: Huncoat Garden Village  
SP4: Employment Provision and Strategic Sites  
SP6: Centre Hierarchy, Strategy and Retail Provision  
SP10: Housing Provision

10.42 The following sites in Huncoat will deliver the 1,646 dwellings identified in Policy SP29:

Table 9: Housing Delivery in Huncoat 2021-2037 (and beyond Plan period)

Site Ref.	Prev. Site Ref.	Site Name	Gross Area (Ha)	No. of Dwellings	No. of Dwellings post 2037	TOTAL
H11	268	Former Huncoat Colliery, Enfield Rd., Huncoat*		426	450	426
H12	269	Huncoat East strategic site (north)*		683	0	683
H13	270	Huncoat East strategic site (south)*		322	457	322
H14	271	Land to W. of A56 / N. of Burnley Rd., Huncoat*		73	0	73
H15	78	Land south east of Moorfield Avenue**	2.00	54	0	54
		Completions since start of Plan period		18		
		Existing commitments (as of 01/04/23)		70	0	83
		<b>Total</b>		<b>1,646</b>	<b>307</b>	<b>1,641</b>

\* sites located within the Huncoat Garden Village boundary are covered in detail in the Huncoat Masterplan and in Policy SP2

\*\*see site specific policies in Section 12

- 10.43 Huncoat is located on the eastern side of Accrington close to the Borough's boundary with Burnley and in close proximity to the M65 and A56, on land that gradually slopes upwards to Great Hameldon.
- 10.44 The village can trace its origins to the survey of England produced by William the Conqueror contained within the Domesday Book. The name is of Anglo-Saxon origin where "Hun" or "Hunna" was a family name and "Cotte" is an Old English name for a shelter for small animals. The Industrial Revolution brought industry and jobs to the area which has seen steady growth since the start of the 19<sup>th</sup> Century. Both coal mining and power generation have been important industries for Huncoat, which is also home of the famous Accrington "NORI" brickworks.
- 10.45 The site of the former power station was allocated in the Hyndburn Local Plan 1996 for employment uses and is now allocated as a key housing site in the Huncoat Garden Village masterplan.
- 10.46 Huncoat's proximity to the M65 and A56(T) and its railway station make it a strategically important location. Manchester and Preston City centres are a 30 minute drive away and there is ready access to the M6 corridor and motorway routes around Manchester and towards Leeds and Liverpool.
- 10.47 Peel Park and the Coppice, one of Accrington's most prominent and well known land marks, are in the west of the ward.

### **The development strategy for Huncoat**

- 10.48 Details of development at Huncoat, a strategic priority for the Council, are set out in Policy SP2: Huncoat Garden Village and in detail in the HGV Masterplan. The Council will ensure that a new Local Centre, providing supporting services such as a new or expanded school, GP surgery, pharmacy and local food store, is provided as part of the development of Huncoat. This should address existing deficiencies in service provision in the area and cater for demand arising from new developments.
- 10.49 In addition to the specific policy aspirations relating to the Huncoat Garden Village, the Council will also seek improvements to, and accessibility to, the recently designated Peel Park Local Nature Reserve, as well as to other parts of the countryside linked to the planned growth in the area<sup>114</sup>.
- 10.50 Whilst the majority of new development will take place within the Huncoat Garden Village area, the Huncoat Local Plan area covers a wider boundary, extending further south and west towards Accrington. Given the scale of development proposed at Huncoat Garden Village, it is predicted that development will extend beyond the plan period. Additional land has also been safeguarded to the north of Huncoat (west of the former colliery and east of Altham Lane) for residential and rail infrastructure development beyond the plan period.

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<sup>114</sup> such as the Leeds and Liverpool Canal and Hameldon Hill

## Oswaldtwistle and Knuzden

### Policy SP30: Oswaldtwistle and Knuzden

- 1) Land is identified in Oswaldtwistle, combined with Knuzden, for delivery of 462 homes over the plan period 2021-2040. This will be delivered through existing commitments and by the development of the following site allocations:
  - a. H16 Land south of Stanhill Road, Knuzden
  - b. H17 Land off Brookside Lane / Nook Lane, Oswaldtwistle
  - c. H18 Land south of Rhyddings Street and north of Stonebridge Lane
  - d. H19 Land off Rhoden Road / Roe Greave Road
- 3) Oswaldtwistle Town Centre will continue to function as an important service centre for the residents of the town and the wider rural hinterland. The tourist attraction of Oswaldtwistle Mills will be supported where it can help to support the vitality and viability of the town centre.

<b>Core Strategy Policies replaced</b>	A3: Development of Local Centres in Accrington A5: Brookside Business Centre
<b>Key Policy links</b>	SP1: The Spatial Development Strategy SP6: Centre Hierarchy, Strategy and Retail Provision

10.51 The following sites in Oswaldtwistle and Knuzden will contribute to the delivery of the **462** new dwellings identified in Policy SP30:

Table 10: Housing Delivery in Oswaldtwistle and Knuzden 2021-2040

LP Site Ref.	Prev. site ref.	Site Name	Gross Area (Ha)	No. of Dwellings
H16	123	Land south of Stanhill Road, Knuzden*	6.76	152
H17	5	Land off Brookside Lane/Nook Lane, Oswaldtwistle*	2.75	62
H18	74	Land south of Rhyddings Street and north of Stone Bridge Lane	1.35	36
H19	265	Land off Rhoden Road/Roe Greave Road*	2.28	51
		Completions since start of Plan period		76
		Existing commitments (as of 01/04/23)		85
		<b>Total in Plan period</b>		<b>462</b>

\*see site specific policy in Section 12

10.52 Oswaldtwistle is located immediately south west of Accrington and is separated from the urban area of Blackburn by the Green Belt through which the M65 now passes.

The town has a population of approximately 12,500 and, like many of the towns and townships of Hyndburn grew significantly during the Industrial Revolution.

- 10.53 By the late 18<sup>th</sup> Century, the production of woollen goods had largely given way to cotton and at this time, Oswaldtwistle was still little more than a few scattered hamlets such as Ippings, Moorside and Stanhill which stretched along the road to Blackburn.
- 10.54 It was the 19<sup>th</sup> century that witnessed the fastest growth and by 1825 Oswaldtwistle had become a highly industrialised community with a rapid expansion of factory based calico printing and powered cotton spinning. Linked to this growth was the need for new housing and the need for increased food production. Oswaldtwistle Moor was enclosed by an act of Parliament in 1774 and by the mid 1820's the urban form was being developed.
- 10.55 Considerable new residential development has occurred throughout the 20<sup>th</sup> Century, some on housing clearance land, but most on the edge of the settlement on previously undeveloped land. More recently, housing development has taken place on former industrial sites, including demolished mills, mill lodges and railway land, including a sizable development for housing on the site of two large reservoirs adjacent to the railway.
- 10.56 Modern day Oswaldtwistle is centred around Union Road, which remains the linear shopping centre. Moscow Mill and adjacent sheds are now in use as a factory retail outlet, trading as Oswaldtwistle Mills. The residential areas of Stanhill and West End can be found to the west and northwest and there is a significant area of green space around Foxhill Bank Local Nature Reserve and playing fields.
- 10.57 The Oswaldtwistle Local Plan area also includes the villages of Belthorn and Green Haworth, which are washed over by the Countryside and Green Belt designations respectively.

### **The development strategy for Oswaldtwistle**

- 10.58 The town is surrounded by countryside which is designated Green Belt. Along with land in Knuzden, the Council has identified land to deliver up to 462 homes over the plan period to 2040.
- 10.58 Oswaldtwistle Mills is a large mill complex outside the town centre (edge of centre location) which has been converted to a shopping village and garden centre attracting large numbers of visitors. The Council values the important tourism role that the complex plays and will support plans for enhancement or expansion subject to it continuing as a complementary shopping destination that will support the future vitality and viability of Oswaldtwistle town centre.

### **Knuzden**

- 10.59 Although located in Hyndburn Borough, geographically Knuzden forms part of the eastern Blackburn urban area. To the east and the south of Knuzden the residential areas are bounded closely by Green Belt (with the exception of the former Area of Special Restraint south of Mount Saint James). Although the M65 motorway serves as a significant visual barrier, separating Knuzden from Oswaldtwistle and Accrington, it is geographically closest to Oswaldtwistle and shares the housing requirement with this area.
- 10.60 Land for housing has been identified in combination with Oswaldtwistle to provide for up to 462 new homes. Land formerly safeguarded as an Area of Special Restraint south of Stanhill Road (H16) contributes to this target.

### **Rishton and Whitebirk**

#### **Policy SP31: Rishton and Whitebirk**

- 1) Land is identified for delivery of 382 homes in Rishton over the plan period 2021-2040. This will be delivered through existing commitments and by the development of the following site allocations:
  - a. H20 Land to the north east of Cut Lane
  - b. H21 York Mill, Livesey Street
  - c. H22 Land off Fielding Street and Barn Meadow Crescent
- 2) Regeneration of the Leeds and Liverpool Canal corridor in Rishton will be a priority to provide for a range of housing. All new housing developments should seek to enhance the environment and amenity of the Leeds and Liverpool Canal corridor through Rishton, to maximise its use as a key historic and leisure asset.
- 3) Rishton Local Centre will be supported to continue its function for local residents over the plan period.
- 4) The Council support the development of Whitebirk (Frontier Park) as a strategic employment hub and have identified additional employment land allocations to the north east of this to meet the need for new employment land identified in Policy SP4: Employment Provision and Strategic Sites.
- 5) The Council will support the Peel Centre (Whitebirk) as a predominantly bulky goods retailing destination in the Borough, to complement the role of Town Centres and Local Centres in Hyndburn and Blackburn with Darwen. Non-bulky retailing and/or supporting ancillary uses to the retail park and strategic employment hub will be permitted though these should not exceed 40% of the overall floorspace on the site.

#### **Policy Context:**



<b>Core Strategy Policies replaced</b>	R1: Housing in Rishton R2: Rishton Local Centre R3: Leeds and Liverpool Canal in Rishton
<b>Key Policy links</b>	SP1: The Spatial Development Strategy SP4: Employment Provision and Strategic Sites SP6: Centre Hierarchy, Strategy and Retail Provision SP10: Housing Provision

10.61 The following sites in Rishton will deliver the **382** new dwellings identified in Policy SP31:

Table 11: Housing Delivery and Employment Allocations in Rishton 2021-2037

Site Ref.	Prev. Site Ref.	Site Name	Gross Area (Ha)	No. of Dwellings
		<b><u>Housing Allocations</u></b>		
H20	103	Land to the northeast of Cut Lane*	13.23	188
H21	66	York Mill, Livesey St, Rishton	0.78	21
H22	102	Land off Fielding Street and Barn Meadow Crescent*	4.50	79
		Completions since start of Plan period		60
		Existing commitments (as of 01/04/23)		34
		<b>Total in Plan period</b>		<b>382</b>
		<b><u>Employment Allocations</u></b>	<b>Gross developable area (ha)</b>	
EMP4	228	Land between Blackburn Rd and M65 slipway*	4	
EMP5	229	Land between Blackburn Rd, Sidebeet Lane, L&L Canal and railway*	18.1	
EMP6	230	Land north of railway line between Sidebeet Lane and L&L Canal*	20.7	
		<b>Total employment allocations (ha)</b>	<b>42.8</b>	

\* see site specific policies in sections 11(employment) and 12(housing)

10.62 Rishton is the largest ward in Hyndburn and its name means “village amid the rushes”. The ward comprises two main urban areas: the town of Rishton, which is located between Blackburn and Clayton-le-Moors and is surrounded by Green Belt and the built-up area to the east of Blackburn known as Whitebirk.

10.63 The town benefits from being well connected to local and strategic transport networks. There is ready access to the M65 and the town has a railway station. Its proximity to the M65 means that the strategic employment sites in Blackburn, Whitebirk and Clayton-Le-Moors are within easy reach.

- 10.64 Rishton benefits from a variety of good access points into the adjoining countryside where there is a well-developed network of public rights of way and the Leeds and Liverpool Canal. Cutwood Park is located on the west side of the town. It is a high quality park that has been awarded Green Flag status for a number of years and is adjacent to Rishton Reservoir. The canal loops around the town and is an important heritage and environmental asset that links well with Green Infrastructure networks.
- 10.65 Although Rishton is comparatively small, there are three primary schools and one secondary school (Norden High School and Sports College). There are no secondary schools in Great Harwood or Clayton-Le-Moors and for this reason Norden High School attracts pupils from a comparatively wide catchment. The town also has a Cricket Club for which a number of well-known players have played, including Viv Richards and Duncan Fletcher.

### **The development strategy for Rishton**

- 10.66 Rishton is a town located close to key strategic transport assets, including the M65 motorway (easy access to two separate junctions) and its own train station. It also lies between two strategic employment hubs at both Whitebirk and Junction 7. For a relatively small town it has a reasonably well served range of shops and services within the Local Centre, primary schools and a secondary school offering, and a number of distinctive leisure offerings including Rishton Reservoir (home to the East Lancashire Sailing Club) and the Leeds and Liverpool Canal which unusually runs straight through the middle of the town.
- 10.67 The town is surrounded by countryside which is designated Green Belt. The Council will seek to allocate land to deliver up to 382 new homes over the plan period to 2040, through a combination of regenerating brownfield sites within the urban area (particularly along the canal corridor), and targeted Green Belt release. The scale of development set out for Rishton is proportionately higher than most other parts of the Borough. The Council believes that this growth is justified based on the sustainable transport links (train station and Pennine Reach quality bus route), its school provision, and proximity to major employment locations. Higher levels of growth provide the added benefit of helping to support and sustain the Local Centre to address the issues of poor comparison retailing offer and poor environmental quality which the Hyndburn Retail Study (2016) identified as current weaknesses of the centre.
- 10.68 Regeneration of the canal corridor and enhancement of the waterway as a key leisure asset, connecting town to countryside, is something highlighted in the draft Rishton Canalside SPD (2015). Progress has already been made in development of some of the sites identified in the draft SPD. The Council will be seeking to continue progress in this aim over the plan period.

### **Whitebirk**

- 10.69 Whitebirk is well located for motorway connections, immediately adjacent to Junction 6 of the M65. It forms part of a larger employment area that crosses the Hyndburn/Blackburn administrative boundary. Frontier Park (now largely complete) is a strategic employment site of sub-regional importance<sup>115</sup>. Whitebirk is also home to the Peel Centre (an out of centre Retail Park) and the Leeds and Liverpool Canal.
- 10.70 The previously allocated land to the north of Blackburn Road at Whitebirk was a strategic regional employment site and this is now largely complete. Employment site allocations are identified to the east of Whitebirk (sites EMP4-6) and further development would be expected to contribute towards the improvement of the canal towpath between Whitebirk and Rishton.
- 10.71 The Peel Centre will be supported to retain its status as a predominantly bulky goods retailing destination in the Borough. Whilst the Council will support some non-bulky goods retailing on the site (evidenced by the granting of various planning permissions in recent years) shoppers should be drawn to the site for different reasons than they would be drawn to town centres. Out of centre retail destinations should complement the Town Centres and Local Centres in both Boroughs of Hyndburn and Blackburn. To this end, no more than 40% of the total floorspace on the site should be for the sale of non-bulky retailing goods, or alternative non-retail ancillary supporting uses. This will ensure that the site complements (not competes with) the higher order centres of Accrington and Blackburn in particular.

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<sup>115</sup> Identified in the Strategic Economic Plan for Lancashire and other sub-regional economic strategies

## 11.0 Site Specific Policies: Employment allocations

- 11.1 The following site specific policies set out additional development requirements and considerations on sites which have been identified as new employment land allocations. Comprehensive Masterplans are being prepared for the two largest allocated areas (Land to South of Altham Business Park and the three sites making up Land to the north east of Whitebirk). Any development here will be expected to take account of the following and of detailed provisions set out in Masterplans and any associated guidance.
- 11.2 As well as the specific points raised in the following policies, any development proposals for the sites should have due regard to all relevant policies contained within the Local Plan and, in particular, the DM DPD.

### Local Plan Area: Clayton le Moors and Altham

#### EMP3<sup>116</sup> Land to the South of Altham Business Park

- 11.3 A 45.5 ha (gross) greenfield site to the south of the existing Altham Business Park is identified. It is largely grassland with areas of woodland to the periphery with hedgerows throughout. The land slopes steadily towards the Leeds and Liverpool Canal, which forms the southern boundary of the site. The site wraps around Houghton Barn Farm, to the east of Altham Lane.

### Policy EP1: Land to S. of Altham Business Park (EMP3)

The development of the site for employment uses (B2 and B8) will be supported subject to the following:

#### General Requirements:

- i. Adherence to any agreed Masterplan produced for the site.
- ii. Demonstrating the use of renewable energy on site.

#### Design Considerations:

- iii. Preserving the character and setting of the Grade II listed Canal Bridge (Altham Bridge).
- iv. The elevations of buildings facing the canal being designed to a high standard to ensure an attractive outlook.
- v. The southern section of the site, where the land rises and is adjacent to the Leeds & Liverpool canal towpath, should be kept free of development to reduce landscape and visual impact. This should include high quality landscaping alongside the canal which integrates with the development.
- vi. Development should be designed to fit in with the site's contours; development platforms should be cut in to the rising ground to provide additional screening and keep buildings as low as possible in the landscape.

<sup>116</sup> Previous ref. no. 267 (amalgamation of 49,60,218)

- vii. New development must incorporate large scale buffer planting throughout to break up the mass of new buildings, and connect into existing green infrastructure.
- viii. The impact of the height of all proposed buildings should be considered and the height of buildings should be restricted in the upper parts of the developable area to prevent new structures rising above the skyline and blocking views northwards.
- ix. Lighting should be carefully designed to limit outward glow and visibility from neighbouring residential areas.
- x. Development should avoid the use of inappropriate roofing materials, using tones which are less conspicuous when viewed from afar; the colour of cladding should be appropriate for use in a rural area.

**Environmental considerations:**

- xi. New planting in and around the proposed industrial estate should be designed to enhance biodiversity and provide a mix of habitats.
- xii. The existing pond to the east of the site should be retained and there is potential for enhancement with new wetland planting, and creating new wetland areas in the immediate vicinity, associated with new SuDS.
- xiii. Existing hedgerows and trees, including those along Altham Lane, should be retained, protected, and reinforced throughout the site.
- xiv. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

**Transport Considerations:**

- xv. Upgrading of highway infrastructure will be required at the junction of A678 Blackburn Road and Altham Lane, with the preferred option being a new priority-controlled roundabout.
- xvi. Development should also contribute to any mitigation required at A678 Blackburn Road / A6068 Shuttleworth Mead.
- xvii. The development of cycleway and footpath links from the canal towing path into the employment development.
- xviii. The development of cycleway and footpath links from Altham Business Park to the Huncoat Garden Village development.
- xix. The use of Travel Plans to promote sustainable transport.
- xx. Any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable standard

**Local Plan Area: Rishton and Whitebirk**

EMP4<sup>117</sup> Land between Blackburn Road and M65 slipway

- 11.4 A 4ha site comprising an area of grassland between Blackburn Rd. and M65 motorway slipway, enclosed by a strong belt of trees to the southern and south western edges, with the remaining area surrounded by hedgerows and fencing. The site is likely to be developed in conjunction with the site to the north (EMP5: Land between Blackburn Rd, Sidebeet Lane, Leeds and Liverpool Canal and railway) as part of a larger strategic employment site.

<sup>117</sup> Previous ref. no. 228

## **Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)**

The development of the site for employment uses (B2 and B8) will be supported subject to the following:

### **General Requirements:**

- i. Adherence to any agreed Masterplan for the site which is part of a wider area of growth including the allocated land to the north of Blackburn Rd. and to the north of the railway.
- ii. High quality landscaping that integrates with the development.
- iii. Demonstrating the use of renewable energy on site.
- iv. Preserving the character and setting of the two Grade II listed buildings (Whitebirk Moss Farm and Whitebirk North Cottage) opposite the site.

### **Design Considerations:**

- v. The largest buildings on the site should be set back from the road.
- vi. Existing hedgerows should be extended and reinforced and trees should be introduced along the road frontage, particularly along the new eastern boundary of the site where a new woodland screen should be created.
- vii. Strong blocks of new planting should be incorporated throughout the development.

### **Environmental considerations:**

- viii. New planting in and around the proposed industrial estate should be designed to enhance biodiversity and provide a mix of habitats.
- ix. Existing individual trees should be protected and retained.
- x. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

### **Transport Considerations:**

- xi. A new access point will be required, which is likely to be opposite the existing Side Beet Lane.
- xii. A suitable junction scheme, which will also incorporate access to land to the north of Blackburn Rd., will also need to be approved.
- xiii. The use of Travel Plans to promote sustainable transport.
- xiv. Any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable standard.

## **EMP5<sup>118</sup> Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway**

- 11.5 A 18.1ha site comprising grassland which rises steadily from Blackburn Rd. to the canal with areas of woodland to the north west corner and along the railway. The site is bounded by highways to the south, Sidebeet Lane to the east, the Leeds and Liverpool Canal (with existing industrial development beyond) to the west and the railway to the north. Electricity pylons run across the site and there are areas of existing hedgerows within the site. Development will wrap around existing listed farm

<sup>118</sup> Previous ref. no. 229

building(s) at Higher Whitebirk Farm. The site is adjacent to existing retail and employment land at Whitebirk.

### **Policy EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**

The development of the site for employment uses (B2 and B8) will be supported subject to the following:

#### **General Requirements:**

- i. Adherence to any agreed Masterplan for the site which is part of a wider area of growth including the allocated land to the north and south of this site.
- ii. High quality landscaping alongside the Leeds and Liverpool Canal that integrates with the development.
- iii. Demonstrating the use of renewable energy on site.
- iv. Preserving the character and setting of the Grade II listed buildings in the vicinity of the site: Whitebirk Moss Farm, Whitebirk North Cottage (and consideration of the impact on the curtilage of these buildings), Canal Bridge No. 106 Side Beet Bridge and Higher Side Beet Farmhouse.

#### **Design Considerations:**

- v. The elevations of buildings facing the canal being designed to a high standard so they contribute towards an interesting and attractive outlook when viewed from public viewpoints.
- vi. Planting should be appropriate to the mass of the building, so the larger the structure, the larger the type of vegetation used to screen and buffer new development, and adequate space should be allocated in any masterplan to achieve this.
- vii. The creation of a large scale shelter belt along the eastern edge of the site.
- viii. Avoiding the use of steel palisade fencing in any location visible from the main road.
- ix. Developing a strong woodland buffer should be developed around Higher Whitebirk and farm buildings.
- x. The remaining hedgerow on the north of the site should be retained and other existing hedge boundaries should be considered as plot boundaries.
- xi. The small areas of waterside vegetation associated with the canal should be retained, and a broad buffer of grassland retained along the canal edge.
- xii. Building heights within the immediate canal corridor and adjacent to Sidebeet Lane should be limited in height to reduce landscape impact.
- xiii. The upgrading of Sidebeet Lane as the main access should incorporate hedgerows and intermittent native trees on either side.
- xiv. Inappropriate roofing materials (such as highly reflective materials) should be avoided, using tones which are less conspicuous when viewed from afar.
- xv. The colour of cladding and other materials should be appropriate for use in a rural area.
- xvi. Lighting should be carefully designed to limit outward glow and visibility from neighbouring areas.

#### **Environmental considerations:**

- xvii. The plantation woodland in the northwest corner of the site should be protected and retained as important green infrastructure and potentially made accessible as recreational space for employees.
- xviii. SuDS (sustainable drainage) and natural flood management (NFM) features such as swales, temporary retention ponds, leaky dams, biodiverse ditches and shelter belts should be considered throughout the site and a scheme shown on any masterplan.
- xix. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

**Transport Considerations:**

- xx. Primary access will be from Sidebeet Lane which will need to be widened and upgraded, incorporating suitable active travel measures and sensitive landscaping along its boundary.
- xxi. A suitable junction scheme, which also takes account of access to land to the south of Blackburn Rd., will need to be approved.
- xxii. Pedestrian links into the wider countryside should be created from the new development to Sidebeet Lane and to transport links on Blackburn Road.
- xxiii. The development of cycleway and footpath links from the canal towing path into the employment development.
- xxiv. The use of Travel Plans to promote sustainable transport.
- xxv. Any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable standard.

EMP6<sup>119</sup> Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal

- 11.6 A 20.7ha site comprising an area of grassland bounded by the Leeds and Liverpool Canal to the north and west (with existing industrial development to the west on the other side of the canal), the railway to the south and Sidebeet Lane to the east. Adjacent to Sidebeet Bridge the canal is several metres below the site, and in the northwest corner a steep wooded embankment raises the railway to the rail bridge over the canal. The site slopes gently to the north and west. A high voltage power line runs northwards across the west side of the site.

**Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)**

The development of the site for employment uses (B2 and B8) will be supported subject to the following:

**General Requirements:**

- i. Adherence to any agreed Masterplan for the site which is part of a wider area of growth including the allocated land to the south of this site.
- ii. High quality landscaping alongside the Leeds and Liverpool Canal that integrates with the development.
- iii. Demonstrating the use of renewable energy on site.

<sup>119</sup> Previous ref. no. 230



- iv. Preserving the character and setting of the Grade II listed buildings in the vicinity of the site: Whitebirk Moss Farm, Whitebirk North Cottage (and consideration of the impact on the curtilage of these buildings), Canal Bridge No. 106 Side Beet Bridge and Higher Side Beet Farmhouse.

#### Design Considerations:

- v. The elevations of buildings facing the canal being designed to a high standard so they contribute towards an interesting and attractive outlook when viewed from public viewpoints.
- vi. Planting should be appropriate to the mass of the building, so the larger the structure, the larger the type of vegetation used to screen and buffer new development, and adequate space should be allocated in any masterplan to achieve this.
- vii. Creating a large scale shelter belt along the eastern edge of the site.
- viii. Avoiding the use of steel palisade fencing in any location visible from the main road.
- ix. Areas in the northernmost part of the site and with a canal frontage should consider smaller scale development, capitalising on the waterside location with a high standard of design. Building heights should be limited in height in these areas.
- x. Inappropriate roofing materials (such as highly reflective materials) should be avoided, using tones which are less conspicuous when viewed from afar.
- xi. The colour of cladding and other materials should be appropriate for use in a rural area.
- xii. Lighting should be carefully designed to limit outward glow and visibility from neighbouring areas.

#### Environmental considerations:

- xiii. The small areas of existing swampy grassland associated with the canal should be retained, and a broad buffer of grassland retained along the canal edge.
- xiv. SuDS (sustainable drainage) features such as swales, temporary retention ponds, leaky dams, biodiverse ditches and shelter should be incorporated into the scheme, taking account of existing wet areas.
- xv. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

#### Transport Considerations:

- xvi. Primary access is likely to be required from the A678 via site EMP5 due to constraints to north and west of site, which includes the Leeds and Liverpool Canal (with listed bridge).
- xvii. Access to the site would require the construction of a bridge over the railway line.
- xviii. An additional access point, potentially for pedestrians and cyclists, could be provided via Trident Way but this would require the construction of another bridge over the canal.
- xix. The development of cycleway and footpath links from the canal towing path into the employment development.
- xx. The use of Travel Plans to promote sustainable transport.

- xxi. Any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable standard.**

## 12.0 Site Specific Policies: Housing allocations

- 12.1 The following site specific policies set out additional development requirements and considerations on all larger sites. This generally involves any site which would involve residential development of 50 dwellings or more but may include smaller sites if there are particular requirements that need to be taken into account.
- 12.2 Sites which are located within the Huncoat Garden Village boundary are covered in detail in the Huncoat Masterplan and in Policy SP2.
- 12.3 As well as the specific points raised in the following policies, any development proposals for the sites should have due regard to all relevant policies contained within the Local Plan and, in particular, the DM DPD.

### Acronyms

AIA	Arboricultural Impact Assessment
BHS	Biological Heritage Site
FRA	Flood Risk Assessment
LNR	Local Nature Reserve
NCN	National Cycle Network
PRoW	Public Right of Way
TPO	Tree Preservation Order

### Local Plan Area: Accrington Central, Baxenden and Church

#### Land at Charter St. (H2)<sup>120</sup>

- 12.4 A greenfield site within the urban area with areas of woodland and adjacent to a green corridor / Biological Heritage Site and cycleway which is part of National Cycle Route 6.

### Policy HP1: Land at Charter Street (H2)

**Gross area: 2.38ha  
No. of dwellings: 45**

**The development of the site for housing will be supported subject to the following requirements:**

- i. Development should maintain and enhance green corridor / BHS**
- ii. The existing woodland adjacent to Charter Street should be retained and development must take account of other areas of habitat value; an AIA would be required.**

<sup>120</sup> Previous ref. no. 152

- iii. Care must be taken to maintain and enhance the green corridor/BHS and avoid built development, including blank frontages such as high fencing, right up to the cycle path.
- iv. Access should be taken from Howard Close and / or Crossland Street
- v. Direct foot/cycle access to NCN Route 6 should be provided from the site to the route along with appropriate security measures such as the provision of lighting along the path.
- vi. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

#### Land at Hopwood St. (H4)<sup>121</sup>

- 12.5 A greenfield site within an existing residential area, previously allocated for residential development. The site has previously had outline planning permission for housing.

### **Policy HP2: Land at Hopwood St. (H4)**

**Gross area: 0.93ha**  
**No. of dwellings: 50**

The development of the site for housing will be supported subject to the following requirements:

- i. New development should not overlook existing residential properties and should seek to take advantage of the views offered by this steeply sloping site.
- ii. Assessment of habitat value is required along with means of mitigation.
- iii. Coal Authority High Risk Area, Coal Mining Risk Assessment may be required.
- iv. Possible archaeology should be investigated.
- v. The access, and the un-made un-adopted section of Hopwood Street fronting the existing houses, must be developed to an adoptable standard and provision made for parking for existing residents.
- vi. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

#### Land North of Sandy Lane (H7)<sup>122</sup>

- 12.7 The site comprises a greenfield site on the edge of the existing urban area, adjacent to the wider countryside to the east of Accrington. The area rises above existing development and careful consideration of landscape effects will be expected.

<sup>121</sup> Previous ref. no. 120

<sup>122</sup> Previous ref. no. 24.1

### **Policy HP3: Land N. of Sandy Lane (H7)**

**Gross area: 1.97ha**

**No. of dwellings: 43**

The development of the site for high quality family housing will be supported subject to the following requirements:

- i. Having regard to existing high pressure gas infrastructure on Sandy Lane.
- ii. The design of the access road should minimise loss of hedgerow and habitat and be designed to create an attractive gateway to the countryside beyond. Any retaining features should be designed to reflect the rural setting of the development. An alternative access to Sandy Lane should also be investigated.
- iii. Possible archaeology should be investigated.
- iv. New hedgerow should be provided along the southern boundary of the site if this is lost as part of the development of the access road.
- v. New hedgerows with occasional trees should be established along the eastern boundary of the site to define the new boundary, and along the western boundary of the site as a buffer to existing properties.
- vi. Retention of the stone wall on the south side of Sandy Lane.
- vii. Development on the upper part of the site should be avoided to allow some separation between new houses and existing houses in the rural area. Development should not take place above the 200m contour and bungalows should be considered at the higher levels.
- viii. Areas of habitat value, such as the hedgerows, should be taken into account and carefully integrated into the development.
- ix. Sandy Lane is currently an unmade, un-adopted road which will need to be sensitively upgraded, ensuring that the existing PRow is prioritised and enhanced as a part of this upgrade.
- x. The design of the access having regard to the near-by school and making provision for associated pedestrian / cyclist safety.

#### **Local Plan Area: Clayton le Moors and Altham**

##### Ringstonhalgh Farm (H9)<sup>123</sup>

- 12.8 A triangular area of greenfield land providing an infill opportunity between existing residential development on the edge of the urban area. Overhead power cables run north to south through the eastern part of the site.

### **Policy HP4: Ringstonhalgh Farm (H9)**

**Gross area: 1.13ha**

**No. of dwellings: 31**

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<sup>123</sup> Previous ref. no. 48.1

**The development of the site for housing will be supported subject to the following requirements:**

- i. Design should be carefully considered to reflect the location on the edge of the urban area and to integrate with the wider countryside, including consideration of the existing farmhouse to the NW of the site.
- ii. The existing access track will need to be upgraded to accommodate vehicular access to the site but be treated sensitively, minimising the surbanisation of this footpath; as the access road is a PRow, this link should be prioritised and enhanced for pedestrians and cyclists.
- iii. All boundaries facing the footpath should be native hedgerow with intermittent trees, with post and wire fence to give additional security until the hedge establishes.
- iv. The design and layout of the development needs to take account of the power cables.
- v. Single storey homes should be considered on the eastern side of the site to match the existing development and reduce impact on the adjacent properties and the Conservation Area of Mercer Park.
- vi. A transport assessment will need to be undertaken to demonstrate that development will not unacceptably affect the Hare and Hounds (A678 / Whalley Road) junction.
- vii. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

#### Clayton Triangle (H10)<sup>124</sup>

- 12.9 Former canal wharf and associated buildings, with pockets of existing uses. This largely brownfield site is a major regeneration priority in this part of Clayton-le-Moors and has benefited from planning permission in the past for a mixed-use development.

### **Policy HP5: Clayton Triangle (H10)**

**Gross area: 2.54ha**

**No. of dwellings: 127**

**The development of the site for housing will be supported subject to the following requirements:**

- i. The site should be developed in a co-ordinated way through the preparation of a Masterplan, Development Brief or similar document.
- ii. Development should positively address the canal side and avoid blank frontages, such as high fences, along the canal. Sensitive landscaping and / or gardens facing the canal should be considered.
- iii. Development will need to preserve the character and setting of the two Grade II listed buildings adjacent to the site (Stable block on east side of Leeds-Liverpool Canal and Canal warehouses with attached office and house, on west side of Leeds-Liverpool Canal).
- iv. Possible archaeology should be investigated.

<sup>124</sup> Previous ref. no. 201

- v. Areas of habitat value, such as the hedgerows, should be taken into account and carefully integrated into the development.
- vi. Trees within the site (including those protected by TPOs) must be taken into consideration and an AIA may be required.
- vii. A transport assessment will need to be undertaken to demonstrate that development will not unacceptably affect A678 Blackburn Road and the Hare and Hounds (A678 / Whalley Road) junction.
- viii. The primary access point could be the existing site entrance from Mill Entrance which directly leads onto A680 Whalley Road via a T-junction. It is likely this junction would need to be widened and the visibility splays adjusted to accommodate the anticipated site traffic.
- ix. A secondary access could be provided from Canal Street, or potentially directly onto A680 Whalley Road.
- x. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

### Local Plan Area: Huncoat

*Sites which are located within the Huncoat Garden Village boundary are covered in detail in the Huncoat Masterplan and in Policy SP2.*

Land to the South of Moorfield Avenue, off Burnley Lane, Huncoat (H15)<sup>125</sup>

- 12.11 Greenfield land to the rear of houses along Burnley Rd. which will provide a complementary development site to new allocations at Huncoat Garden Village. The land rises from Burnley Rd. The boundary of the site to the south east coincides with the edge of development on Loweswater Close.

### Policy HP6: Land S. of Moorfield Ave., Huncoat (H15)

Gross area: 2ha

No. of dwellings: 54

The development of the site for housing will be supported subject to the following requirements:

- i. Areas of important habitat within the site should be taken into consideration.
- ii. The area of species rich grassland and the land southwest of it should be left undeveloped and managed to promote biodiverse grassland; other areas of important habitat should also be taken into consideration.
- iii. Existing areas of hedgerow should be retained and protected during any site works.
- iv. The strong hedge boundary to the east of the site should be strengthened with new planting and extended along the whole length of the boundary and a new hedge located along the southern edge of the site.
- v. The location of buildings in south eastern part of the site should be carefully considered to reduce landscape impact.
- vi. Intermittent tree planting should be included within the site to reduce landscape impact and views into the site.

<sup>125</sup> Previous ref. no. 78

- vii. Development will need to preserve the character and setting of the Grade II listed building to the east of the site (Huncoat Hall and attached barn).
- viii. Possible archaeology (industrial) should be investigated.
- ix. Access could be taken from between no.s 458 and 482 Burnley Rd. and from Moorfield Ave.
- x. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

### Local Plan Area: Oswaldtwistle and Knuzen

#### Land South of Stanhill Road, Knuzen (H16)<sup>126</sup>

- 12.12 A largely undeveloped site on the southern edge of the Knuzen residential area adjoining Green Belt to the south. The eastern half of the site was granted outline planning permission for residential development but has now expired.

### Policy HP7: Land south of Stanhill Road, Knuzen (H16)

Gross area: 6.76ha

No. of dwellings: 152

The development of the site for housing will be supported subject to the following requirements:

- i. The site adjoins Green Belt to the south and design of any development should make provision for a transition to the Green Belt.
- ii. Design should retain the village character of the area.
- iii. Any scheme should include the retention of the Warcock Green farmhouse and the area to the south and east of this should be left undeveloped. Development should also consider the setting of the Weavers Cottage to the east.
- iv. The housing layout should be aligned to allow some longer views through the site to be retained.
- v. Existing stone walls should be retained and repaired if necessary and the stone wall along Stanhill Road should be reinstated.
- vi. Intermittent tree planting should be included throughout the site and along footpath corridors and existing fence and wire fences should be reinstated with native hedgerows, particularly where adjacent to the wider countryside.
- vii. Public rights of way within and adjacent to the site linking with the wider countryside should be incorporated into the layout and design.
- viii. Noise and odour issues arising from proximity to the intensive poultry farm will need to be taken into account in determining the layout and capacity of the site.
- ix. Development should take account of the areas of important habitat within the site.
- x. Access to the site should be taken from Stanhill Road.
- xi. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).

<sup>126</sup> Previous ref. no. 123.1



Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)<sup>127</sup>

- 12.13 The site comprises previously developed land site formerly occupied by Joseph Metcalfe industrial building, accessed off Brookside Lane. The buildings were cleared a number of years ago and the site remains vacant. Over time, the land has partly regenerated and areas of valuable habitat are now found within the site. New development will provide an opportunity to remediate the land and enhance the existing green infrastructure within and beyond the site.

**Policy HP8: Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)**

**Gross area: 5.08ha**  
**No. of dwellings: 62**

**The regeneration of this previously developed site for housing will be supported subject to the following requirements:**

- i. Development should take account of the areas of important habitat within the site, which can largely be found to the east and south of the site.**
- ii. A Habitats Survey will be required as part of any planning application and areas of biodiversity should be retained wherever possible or suitable mitigation provided.**
- iii. An AIA may be required in relation to any trees / woodland on the site.**
- iv. Enhancing green infrastructure within the site will be important and this should link to wider green infrastructure networks on land adjacent to the site.**
- v. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).**
- vi. The whole or majority of the site lies within a Coal Authority High Risk Area; a Coal Mining Risk Assessment may need to be undertaken.**
- vii. Suitable access is provided off Brookside Lane which will accommodate a maximum of around 100 new dwellings.**

<sup>127</sup> Previous ref. no. 5.1



### Land at Rhoden Road (H19)<sup>128</sup>

- 12.14 The majority of the site is undeveloped and is adjacent to Green Belt to the south. A significant portion of this area has had outline planning permission for residential development for 34 dwellings which has now expired. The northern triangle of site is previously developed and has been used as a builder's yard.

### **Policy HP9: Land at Rhoden Road (H19)**

**Gross area: 2.28ha**

**No. of dwellings: 51**

**The development of the site for housing will be supported subject to the following requirements:**

- i. Design of any development should make provision for a transition to the Green Belt.**
- ii. Public rights of way, which run along the west of the site and along the southern boundary of the current builder's compound should be incorporated sensitively into the development as these provide recreational routes along Whams Brook and links to the open countryside.**
- iii. Development should respond to the existing terraces on Rhoden Road and avoid cul-de-sacs branching off from a spine road.**
- iv. Any new frontage to Rhoden Road should respect and reflect the existing properties and local vernacular**
- v. New hedgerows with occasional trees should be established along the southern and western boundaries, adjacent to existing public footpaths**
- vi. Measures should be taken to deter fly tipping to edges of Whams Brook, by preventing vehicular access**
- vii. The site should integrate well with the green corridor along Whams Brook.**
- viii. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).**
- ix. The northern part of the site fronts onto Roe Greave Road which is adopted. The remainder of the eastern frontage is onto Rhoden Road which is unmade. Comprehensive access arrangements should serve the whole site.**

<sup>128</sup> Previous ref. no. 265 (amalgamation of 75 and 164))

## Local Plan Area: Rishton and Whitebirk

### Land to the northeast of Cut Lane, Rishton (H20)<sup>129</sup>

- 12.15 A substantial greenfield site on the north east edge of Rishton which adjoins Green Belt and open countryside to the north and west. A landscaping belt separates the site from recent development to the south. Cutwood Park lies to the west of the access road. Development of the site provides an opportunity to diversify the Borough's housing offer.

### **Policy HP10: Land to the northeast of Cut Lane (H20)**

**Gross area: 10ha**

**No. of dwellings: 188**

The development of the site for housing will be supported subject to the following requirements:

- i. The site is visible within the wider landscape and from the canal corridor; design and layout should acknowledge and accommodate this. It adjoins Green Belt to the north and west so design of any development should make provision for a transition to the Green Belt.
- ii. Any development needs to respond to, and face the canal along the north western boundary.
- iii. Pedestrian and cycle links to the canal and wider footpath network should be incorporated in to the scheme.
- iv. Pedestrian access to the canal should be via Cut Lane and no new access to the canal bank should be created; this in order to retain a protected area for wildlife.
- v. Strong blocks of tree planting should be incorporated into the proposals to break up the mass of building and reduce the overall visual impact. These could follow the contours across site.
- vi. The new access road along Cut Lane should be sensitively detailed in a way that encourages pedestrian access and is appropriately rural. Drystone walls or native hedges should be used as boundary treatment on the approach from Cut Lane.
- vii. Boundaries facing Cut Lane should be native hedgerow with intermittent trees, with post and wire fence to give additional security until the hedge establishes.
- viii. Development should take account of the areas of important habitat within the site.
- ix. Consideration needs to be given to the impacts of access provision on Cutwood Park, including arboricultural impacts.
- x. An AIA will be required and any trees lost as a result of the upgrade of Cut Lane should be appropriately reinstated.
- xi. The small fenced off area of woodland at the western end of the site should be protected and retained, and protected by a buffer zone.
- xii. Possible archaeology should be investigated.
- xiii. Access will be provided from the A678 Blackburn Road utilising Cut Lane which will need to be widened and upgraded to adoptable standard.

<sup>129</sup> Previous ref. no. 103

- Adjoining land will be required to make suitable access provision which will impact on Cutwood Park.**
- xiv. **The access road is a PRow and this link should be enhanced for pedestrians and cyclists.**
- xv. **The existing layout of Blackburn Road / Cut Lane junction is not suitable to facilitate the traffic that would use Cut Lane to access the allocation. It is recommended that a priority controlled T-junction is created to access the site.**
- xvi. **The highway authority may also require a secondary vehicular access.**
- xvii. **No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).**

**Land off Fielding Street and Barn Meadow Crescent, Rishton (H22)**<sup>130</sup>

- 12.16 A greenfield site, comprising agricultural land situated to the south east of Rishton. The western boundary fronts the Leeds & Liverpool canal and the clough of Shaw Brook runs to the east.

**Policy HP11: Land off Fielding Street and Barn Meadow Crescent (H22)**

**Gross area: 4.5ha  
No. of dwellings: 79**

**The development of the site for housing will be supported subject to the following requirements:**

- i. **It is recommended that the southern area is not developed, and a buffer zone created along the east side of the site to protect and enhance the wildlife corridors.**
- ii. **Development should provide an attractive frontage to the canal. The site adjoins Green Belt to the south and west so design of any development should make provision for a transition to the Green Belt.**
- iii. **All boundaries facing the footpath should be native hedgerow with intermittent trees, with post and wire fence to give additional security until the hedge establishes.**
- iv. **Where it is visible from the towpath, development should respond to the canal, and be canal facing, the canal should not be hidden behind extensive boundary fencing, creating a narrow corridor along the towpath.**
- v. **Continuing the grid iron pattern of development, found elsewhere in this part of Rishton, would allow views east west across the site, while reflecting local settlement patterns.**
- vi. **Intermittent tree planting should be proposed along the northern boundary of the site adjacent to the rear of existing properties to reduce the visual impact of new development.**
- vii. **There are protected trees within and adjoining the development which will need to be taken into account in determining the layout. An AIA will be required.**

<sup>130</sup> Previous ref. no. 102

- viii. Development should take account of the areas of important habitat within the site.**
- ix. A woodland buffer zone should be created along the eastern side of the site.**
- x. The existing dense vegetation along the northernmost section of the towpath should be retained and managed for wildlife and to provide an effective screen.**
- xi. Existing hedgerows within the site should be protected and reinforced and where appropriate intermittent trees included.**
- xii. Possible archaeology should be investigated.**
- xiii. An access option via Butler St. could be explored.**
- xiv. New pedestrian routes should be created between the site and the canal towpath, to give easy access to the countryside.**
- xv. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).**

## **13.0 Implementation and Monitoring**

- 13.1 It is important that the Council is able to monitor the effectiveness of its Local Plan once adopted. A Monitoring and Implementation Strategy will be prepared. This will contain key monitoring indicators and enable measurement of progress of the implementation of policies. This will be reported on an annual basis through the Council's Authority Monitoring Report (AMR).
- 13.2 In addition to annual reporting through the AMR, the Council will undertake a full review of the plan every 5 years in line with national planning policy guidance. The review will involve consideration of changes to local circumstances and national policy and conclude either:
- that policies do not need updating. If this is the case, the Council will publish its reasoning behind this conclusion; or
  - that one or more policies do need updating. The Council will then update its Local Development Scheme to set out a timetable for revision.

## Appendix A Abbreviations, Acronyms and Glossary

### Abbreviations and Acronyms

AIA	Arboricultural Impact Assessment
AMR	Authority Monitoring Report
BHS	Biological Heritage Site
DEFRA	Department for Environment, Food and Rural Affairs
DM DPD	Development Management Development Plan Document
DPA (dpa)	Dwellings Per Annum
FRA	Flood Risk Assessment
HENA	Housing and Economic Needs Assessment
LCC	Lancashire County Council
LNR	Local Nature Reserve
NCN	National Cycle Network
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
PRoW	Public Right of Way
TPO	Tree Preservation Order

### Glossary

#### Active Design

Developed by Sport England (in partnership with Public Health England) Active Design is a combination of 10 principles that promote activity, health and stronger communities through the design of development with the aim of encouraging activity in everyday life. More information can be found here: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

#### Active Travel

Making journeys by physically active means - like walking, cycling, or scooting

#### Affordable Housing (taken from NPPF Glossary)

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

- b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

### **Agent of Change**

The 'agent of change principle' encapsulates the position that a person or business (i.e. the agent) introducing a new land use is responsible for managing the impact of that change. The principle is set out in NPPF paragraph 187 which states "Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

### **Air Quality Management Area (AQMA)**

If a Local Authority identifies any locations within its boundaries where the Air Quality Objectives are not likely to be achieved, it must declare the area as an Air Quality Management Area (AQMA). The Local Authority is subsequently required to put together a plan to improve air quality in that area – a Local Air Quality Action Plan. Air Quality Objectives have been put in place to protect people's health and the environment.

### **Allocations** – see also Site Allocations

An area of land which has been specifically identified in the Local Plan for development (e.g. housing or employment). These are identified in the Local Plan and shown on the Policies

Map and are considered suitable for development of the identified use. Any proposed development on these sites must still go through the planning application process to gain consent.

### **Area Action Plan**

A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change. The Council prepared the Accrington Area Action Plan in 2012, covering the town centre. This set out a policy framework against which planning applications will be assessed and how the regeneration of the town centre should be proactively delivered and co-ordinated by the public and private sectors in partnership.

### **Area of Outstanding Natural Beauty (AONB)**

An area of countryside that has been designated for conservation due to its significant landscape value. Areas are designated in recognition of their national importance by Natural England. They enjoy levels of protection from development similar to those of UK national parks, but unlike national parks the responsible bodies do not have their own planning powers. There are no AONB in Hyndburn but they can be found in other areas of Pennine Lancashire.

### **Authority Monitoring Report (AMR)**

The Authority Monitoring Report (formerly Annual Monitoring Report) reviews the progress in implementation of the Local Plan and assesses the effectiveness of the policies contained in it, using a series of monitoring indicators. It includes information such as the number of new dwellings which have been completed and assesses this against the identified requirement. The AMR will incorporate the Monitoring and Implementation Strategy and will be produced at least annually.

### **Biodiversity Metric**

The Defra<sup>131</sup> Biodiversity Metric is designed to provide ecologists, developers, planners and other interested parties with a means of assessing changes in biodiversity value (losses or gains) brought about by development or changes in land management. The metric is a habitat based approach to determining a proxy biodiversity value.

### **Biodiversity Net Gain**

Biodiversity Net Gain is an approach to development that leaves biodiversity in a measurably better state than before. It still relies on the application of the mitigation hierarchy to avoid, mitigate or compensate for biodiversity losses. It is additional to these approaches, not instead of them. This establishes the principle that planning permission should only be given if a new development project *increases* rather than reduces levels of biodiversity present on a site. Evidence of an increase in biodiversity will require a baseline assessment of what is currently present on a site and then an estimation how proposed designs will add to that level, and latterly supported by post-construction evidence that a 10% gain has been delivered.

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<sup>131</sup> Department for Environment, Food and Rural Affairs



### **Biological Heritage Site (BHS)**

Biological Heritage Sites are 'local wildlife sites' in Lancashire, which are felt to be of a greater than local significance. They are identified using a set of guidelines which can be found on the Lancashire County Council website <https://www.lancashire.gov.uk/lern/site-designations/local-sites/biological-heritage-sites/bhs-guidelines-for-site-selection/>

**Brownfield land** - see Previously Developed Land

### **Climate Change**

Climate change refers to a large-scale, long-term shift in the planet's weather patterns and average temperatures, associated with the release of carbon dioxide (CO<sub>2</sub>) and other greenhouse gases into the air.

### **Climate Emergency**

In declaring a climate emergency, the Council has acknowledged that actions to tackle climate change need to be taken urgently and has stressed the need to devise measures to tackle the causes and effects of this, such as setting targets to achieve net zero carbon emissions by a certain date.

### **Countryside**

Any land outside the urban boundary but not designated as Green Belt or safeguarded land, as set out in Policy SP1 and SP25.

### **Development Plan Document**

Planning policy documents which make up the Local Plan. They help to guide development within a local planning authority area by setting out the detailed planning policies, which planning officers use to make their decisions on planning applications.

### **Five year housing land supply**

A 5 year land supply is a supply of specific deliverable sites sufficient to provide 5 years' worth of housing (and appropriate buffer) against a housing requirement set out in adopted strategic policies or, where this is considered out of date, against a local housing need figure, generated by using the standard method.

### **Grampian condition**

A planning condition attached to a decision notice that prevents the start of a development until off-site works have been completed on land not controlled by the applicant.

### **Green / Blue Infrastructure**

A network of multi-functional, urban and rural green space (including open space) and water environments (such as ponds, rivers, streams, canals and other water features), capable of delivering a wide range of environmental and quality of life benefits for local communities.

### **Green Belt**

A policy designation which is applied to some areas of land around towns and other built up areas. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. NPPF para 138 states that “Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

### **Gross Value Added (GVA)**

Measures the contribution to the economy of each individual producer, industry or sector. Simplistically it is the value of the amount of goods and services that have been produced, less the cost of all inputs and raw materials that are directly attributable to that production.

### **Habitat Regulations Assessment (HRA)**

HRA refers to the several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it. European Sites and European Offshore Marine Sites identified under these regulations are referred to as ‘habitats sites’ in the NPPF.

### **Historic Environment**

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

### **Housing Delivery Test**

A government test which measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State publishes the Housing Delivery Test results for each local authority in England on an annual basis.

### **Housing Requirement** (see also Standard Method and Local Housing Need)

The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area. The housing requirement is the final agreed number of homes that are expected to be delivered over the plan period which may differ from the figure generated by the standard method. It may reflect the fact that actual need is higher, for example as a result of expected economic growth which is not taken account of in the standard method.

### **Housing trajectory**

A housing trajectory sets out the total number of homes expected to be delivered over the whole Local Plan period, broken down by year. This is often set out in a bar chart, as shown in Figure 5 of this document.

### **Infrastructure Delivery Plan (IDP)**

Identifies infrastructure requirements across the borough, setting out what is needed, where, and when. This could include infrastructure such as highways, education, community facilities, open space and green infrastructure.

### **Infrastructure Funding Statement**

An Infrastructure Funding Statement is a legal requirement which local authorities are required to produce annually. In Hyndburn's case, the statement sets out how any developer contributions which have been secured by way of a Section 106 (S106) agreement have been allocated and spent.

### **Landscape and Visual Impact Assessment (LVIA)**

Identifies and assesses the significance of the effects of change caused by a development on the landscape as an environmental resource as well as views and visual amenity.

### **Local Development Scheme**

Provides an overview of what the planning policies are for the Borough and sets out the current documents which form the Local Plan. It also sets out a detailed programme for the preparation of future Local Plans and other Development Plan Documents including a timetable for their production.

### **Local Housing Need** (See also Standard Method and Housing Requirement)

Housing need is an unconstrained assessment of the number of homes needed in an area. Assessing housing need is the first step in the process of deciding how many homes need to be planned for. It should be undertaken separately from assessing land availability, establishing a housing requirement figure and preparing policies to address this such as site allocations.

### **Local Nature Reserve (LNR)**

LNRs are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. They are places with wildlife or geological features that are of special interest locally. They offer people opportunities to study or learn about nature or simply enjoy it.

### **Local Plan**

Local Plans, prepared by a local planning authority in consultation with its community, set out a vision and a framework for the future development of an area. Once in place, Local Plans become part of the statutory development plan. The statutory development plan for the area is the starting point for determining local planning applications.

### **Long term vacant properties**

Dwellings which have been unoccupied and substantially unfurnished for over six months.

### **Major Development**

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

### **Masterplan**

An overarching planning document that provides a conceptual layout to guide future growth and development, usually within a specific area, such as the Huncoat Garden Village Masterplan.

### **National Planning Policy Framework (NPPF)** - see also Planning Practice Guidance

Sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. The local authority must have regard to national policies and advice contained in guidance when developing the Local Plan and it is a material consideration when taking decisions on planning applications.

### **Nature Recovery Network (NRN)**

An expanding, increasingly connected, network of wildlife rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats and will use maps and data to identify priorities for nature's recovery. Hyndburn's network will be part of a county wide network and be identified in a Local Nature Recovery Strategy.

### **Natural Flood Management**

Managing flood risk by protecting, restoring and emulating the natural 'regulating' function of catchments, rivers, and floodplains.

### **Neighbourhood Plan**

A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. It is a community-led framework for guiding the future development and growth of an area. It may contain a vision, aims, planning policies, proposals for improving the area or providing new facilities, or allocation of key sites for specific kinds of development, in conformity with the Local Plan.

### **Open Space** (see also Green/Blue Infrastructure)

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

### **Permitted Development Rights**

Permitted development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impacts and to protect local amenity.

### **Planning Obligation**

A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

### **Planning Practice Guidance (PPG) – see also National Planning Policy Framework**

The national PPG add further context to the policies of NPPF and it is intended that the two documents should be read together. The local authority must have regard to national policies and advice contained in guidance when developing the Local Plan and it is a material consideration when taking decisions on planning applications.

### **Policy / Policies Map**

A map showing allocations and designations arising from policies in the local plan. It is adopted alongside the Local Plan.

### **Presumption in Favour of Sustainable Development**

This is considered to be at the heart of national policy and NPPF states that plans and decisions should apply a presumption in favour of sustainable development. The full policy is set out in paragraph 11 of NPPF but, in summary, it means that strategic policies should provide for objectively assessed needs for housing and other uses unless certain circumstances, such as being contrary to the policies of NPPF, would not allow this. For decision taking, it means that proposals that accord with an up-to-date plan should be approved without delay or, where there are no relevant policies or these are out of date, then permission should be granted unless certain circumstances, such as being contrary to the policies of NPPF, provide a reason not to grant permission.

### **Previously Developed Land**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

### **Renewable (and low carbon) energy**

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun (including passive solar

gain) and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

### **Retail Impact Assessment**

An assessment undertaken for an application for retail use for developments over a certain size on the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development. The assessment includes the likely cumulative effect of recent permissions, developments under construction and completed developments. See DMDPD.

### **Rural Area – see also Countryside and Green Belt**

All land located outside the defined urban area / urban boundary. This includes Countryside Areas and Green Belt but not safeguarded land.

### **Safeguarded land**

Area of land between the urban area and the Belt which is safeguarded in order to meet longer-term development needs stretching beyond the plan period and to ensure the permanence of the Green Belt boundaries. Safeguarded land identified in this Local Plan is not allocated for development and development of it will be resisted unless and until such time as any future update of the plan specifically proposes the development of the site.

### **Self-build and custom-build housing**

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

### **Sequential Test (Retail)**

A sequential test is applied to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

### **Settlement Hierarchy**

The means of distributing the priorities for growth and development according to the role or size of a settlement. Policy SP1 confirms the tiers of the existing settlement hierarchy in Hyndburn, indicating the broad scale of development expected in each.

### **Site of Special Scientific Interest (SSSI)**

A conservation designation denoting a protected area extremely valuable for its flora, fauna, physiological and geological features. Land is notified as an SSSI under the Wildlife and Countryside Act (1981), as amended.

### **Special Area of Conservation (SAC)**

Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

### **Special Protection Area**

Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

### **Standard Method of Calculating Housing Need**

The National Planning Policy Framework expects strategic policy-making authorities to follow the standard method (set out in Planning Practice Guidance) for assessing local housing need. The standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply. The standard method identifies a minimum annual housing need figure. It does not produce a housing requirement figure.

### **Strategic Cycle Network**

In Hyndburn, this includes the East Lancashire Strategic Cycleway Network which aims to create a joined-up network that provides access to workplaces, schools, colleges, shops and other services, as well as providing tourism and recreation opportunities. The routes are based on old disused railway lines and will mainly be off road 'greenways'. Some routes also form part of the National Cycle Network which is a UK-wide network of signed paths and routes.

### **Strategic Employment Hubs**

Areas comprising of one or more existing strategic employment areas such as Frontier Park, J7 Business Park and Altham Business Park.

### **Strategic Employment Site**

A key employment site in a strategic location capable of accommodating major investment of local or regional importance.

### **Strategic Policy**

The development plan must include strategic policies to address the local planning authority's priorities for the development and use of land in its area. This includes setting out an overall strategy for the pattern, scale and quality of development and include strategic requirements such as those for housing and employment land for the whole Borough. This document contains the strategic policies for the Borough, whilst the DM DPD sets out policies for non-strategic matters. The development plan for an area comprises the combination of strategic and non-strategic policies which are in force at a particular time.

### **Sustainability Appraisal**

A tool used to appraise planning policy documents in order to promote sustainable development in order to ensure that social, environmental and economic aspects are all taken into consideration as well as a means of identifying and mitigating any potential

adverse effects that the plan might otherwise have. It is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act.

### **Sustainable Drainage System (SuDS)**

A collection of water management practices that aim to align modern drainage systems with natural water processes that are considered to be environmentally beneficial, causing minimal or no long-term detrimental damage.

### **Town Centre uses**

Main town centres use: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

### **Transport Assessment**

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

### **Travel Plan**

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

### **Urban boundary**

The boundary defined on the Policies Map which denotes the urban area of the Borough, including undeveloped land which is allocated for development. Land outside the urban boundary is classed as the rural area.

### **Viability / Viability Assessment**

The determination of whether development is economically worthwhile, taking account of the costs of undertaking development and the value of development. All viability assessments should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.



## Appendix B: Core Strategy (2012) & Local Plan (Strategic Policies) policy mapping

Adopted Core Strategy policy 2012	Policy replacement(s)
BD1: The Balanced Development Strategy	Policy SP1: The Spatial Development Strategy
E1: Future Employment Provision	Policy SP4: Employment Provision
E2: Protection, Modernisation and Development of Employment Sites	Policy SP5: Protection, Modernisation and Development of Employment Sites
ED1: New and improved education	Policy SP1: The Spatial Development Strategy Policy SP9: Provision of Community Facilities
H1: Housing Provision	Policy SP10: Housing Provision (including affordable housing) Policy SP11: Suitable Range of Housing
H2: Affordable Housing	Policy SP10: Housing Provision (including affordable housing) Policy SP11: Suitable Range of Housing
H3: Gypsy and Traveller Provision	Policy SP12: Gypsy and Traveller and Travelling Showpeople Provision
HC1: Green Space and facilities for Walking/Cycling	Policy SP8: Open Space Provision
HC2: Leisure, Health and Culture	Policy SP9: Provision of Community Facilities
HC3: The Design of Residential Roads	Policy SP23: Sustainable and safe transport
HC4: Community Benefits/Planning Obligations	Policy SP3: Planning Obligations
Env1: Green Infrastructure	Policy SP14: Green Infrastructure
Env2: Natural Environment Enhancement	Policy SP16: Natural Environment Enhancement
Env3: Landscape Character	Policy SP15: Landscape Character
Env4: Sustainable Development and Climate Change	Policy SP13: Climate Change and Sustainable Development
Env5: Renewable Energy	Policy SP17: Renewable Energy
Env6: High Quality Design	Policy SP18: High Quality Design
Env7: Environmental Amenity	Policy SP20: Environmental Amenity and Air Quality
T1: Improving Connectivity	Policy SP22: Connectivity and improvements to transport networks
T2: Cycle and Footpath Networks	Policy SP24: Cycle and Footpath Networks
T3: Motorway and Trunk Road Improvements	Policy SP22: Connectivity and improvements to transport networks

<b>Adopted Core Strategy policy 2012</b>	<b>Policy replacement(s)</b>
A1: Amount and Distribution of Housing in Accrington	Policy SP26: Accrington (Central), Baxenden and Church
A2: Accrington Town Centre	Policy SP6: Centre Hierarchy, Strategy and Retail Provision Policy SP7: Accrington Town Centre Policy SP26: Accrington (Central), Baxenden and Church
A3: Development of Local Centres in Accrington	Policy SP6: Centre Hierarchy, Strategy and Retail Provision Policy SP7: Accrington Town Centre Policy SP27: Clayton-le-Moors Policy SP30: Oswaldtwistle
A4: The Leeds and Liverpool Canal in Church	Policy SP21: The Leeds and Liverpool Canal Policy SP26: Accrington (Central), Baxenden and Church
A5: Brookside Business Centre	Policy SP30: Oswaldtwistle and Knuzden
A6: The Leeds and Liverpool Canal in Clayton-le-Moors	Policy SP21: The Leeds and Liverpool Canal Policy SP27: Clayton-le-Moors
A7: Housing in Huncoat	Policy SP2: Huncoat Garden Village Policy SP29: Huncoat
A8: Strategic Employment Site in Huncoat	Policy SP2: Huncoat Garden Village Policy SP29: Huncoat
A9: Whinney Hill Link Road	Policy SP2: Huncoat Garden Village Policy SP29: Huncoat
GH1: Housing in Great Harwood	Policy SP28: Great Harwood
GH2: Great Harwood Town Centre	Policy SP6: Centre Hierarchy, Strategy and Retail Provision Policy SP28: Great Harwood
R1: Housing in Rishton	Policy SP31: Rishton and Whitebirk
R2: Rishton Local Centre	Policy SP6: Centre Hierarchy, Strategy and Retail Provision Policy SP31: Rishton
R3: The Leeds and Liverpool Canal in Rishton	Policy SP21: The Leeds and Liverpool Canal Policy SP31: Rishton and Whitebirk
KW1: Strategic Regional Employment Site at Whitebirk	Policy EP2: Land between Blackburn Rd and M65 slipway Policy EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5) Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)
RA1: Amount and Distribution of Housing in Rural Areas	Policy SP25: Development in rural areas
RA2: Historic Character and Identity	Policy SP18: High
RA3: Protection and development of Altham Business Park	Policy SP5: Protection, Modernisation and Development of Employment Sites

## Appendix C: DM DPD and Local Plan (Strategic Policies) policy mapping

Local Plan Strategic 'parent' policy	Adopted DM DPD policy
Policy SP1: The Spatial Development Strategy	GC1: Presumption in favour of sustainable development
Policy SP1: The Spatial Development Strategy	GC2: Infrastructure, Planning Obligations & CIL
N/A	GC3: Planning Enforcement
Policy SP4: Employment Provision and Strategic Sites Policy SP5: Protection, Modernisation and Development of Employment Sites	DM1: Employment Development
N/A	DM2: Employment Strategies
Policy SP6: Centre Hierarchy, Strategy and Retail Provision	DM3: Development of main town centre uses
Policy SP6: Centre Hierarchy, Strategy and Retail Provision	DM4: Retail Frontages
N/A	DM5: Hot Food Takeaways
Policy SP9: Provision of Community Facilities	DM6: Delivering Schools and Early Learning
Policy SP9: Provision of Community Facilities	DM7: Cultural and Community Facilities
N/A	DM8: Public Houses
N/A	DM9: Telecommunications
Policy SP10: Housing Provision (including affordable housing) Policy SP11: Suitable Range of Housing	DM10: New Residential Development
Policy SP8: Open Space Provision	DM11: Open Space Provision in New Residential Development
Policy SP10: Housing Provision (including affordable housing) Policy SP11: Suitable Range of Housing	DM12: Affordable Housing
Policy SP10: Housing Provision (including affordable housing) Policy SP11: Suitable Range of Housing	DM13: Development of Housing within Residential Gardens
Policy SP11: Suitable Range of Housing	DM14: Housing with Care for Older People and People with Disabilities
Policy SP12: Gypsy and Traveller and Travelling Showpeople Provision	DM15: Gypsy and Traveller Sites
Policy SP11: Suitable Range of Housing	DM16: Housing Standards
Policy SP16: Natural Environment Enhancement	DM17: Trees, Woodland and Hedgerows

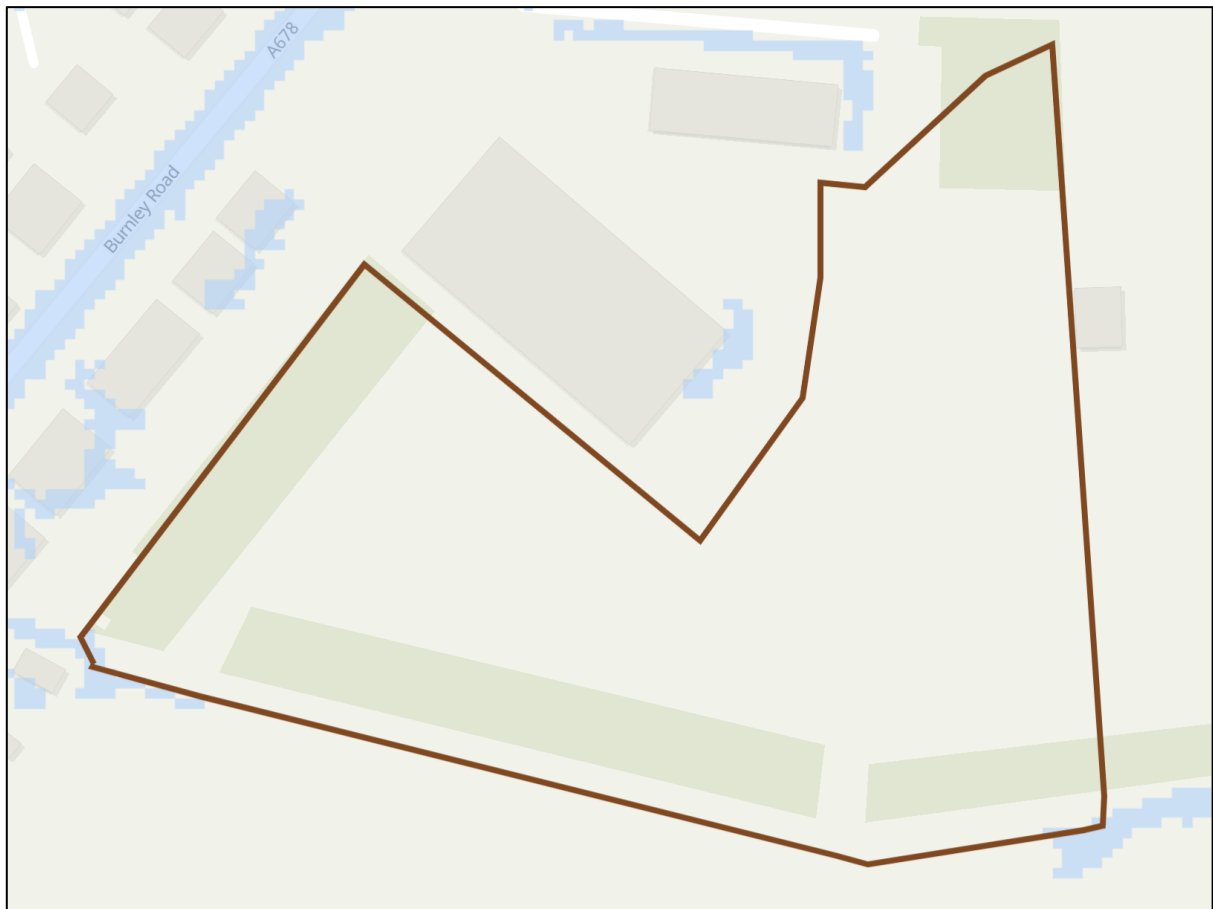
<b>Local Plan Strategic ‘parent’ policy</b>	<b>Adopted DM DPD policy</b>
Policy SP13: Climate Change and Sustainable Development Policy SP14: Green Infrastructure Policy SP15: Landscape Character Policy SP16: Natural Environment Enhancement	DM18: Protection and Enhancement of the Natural Environment
Policy SP16: Natural Environment Enhancement	DM19: Protected Species
Policy SP13: Climate Change and Sustainable Development	DM20: Flood Risk Management and Water Resources
Policy SP8: Open Space Provision	DM21: Protection of Open Spaces
Policy SP18: High Quality Design	DM22: Heritage Assets
Policy SP18: High Quality Design	DM23: Demolition of Unlisted Buildings and Structures in Conservation Areas
Policy SP13: Climate Change and Sustainable Development	DM24: Contaminated or Unstable land & storage of hazardous substances
Policy SP13: Climate Change and Sustainable Development	DM25: Pollution Control
Policy SP13: Climate Change and Sustainable Development Policy SP18: High Quality Design	DM26: Design Quality and Materials
N/A	DM27: The Control of Advertisements
N/A	DM28: Shop Fronts and Security Shutters
Policy SP20: Environmental Amenity and Air Quality	DM29: Environmental Amenity
Policy SP17: Renewable Energy	DM30: Wind Energy
Policy SP13: Climate Change and Sustainable Development	DM31: Waste management in all new development
Policy SP22: Connectivity and improvements to transport networks Policy SP23: Sustainable and safe transport	DM32: Sustainable Transport, Traffic and Highway Safety
Policy SP21: The Leeds and Liverpool Canal Policy SP22: Connectivity and improvements to transport networks Policy SP23: Sustainable and safe transport Policy SP24: Cycle and Footpath Networks	DM33: Sustainable Transport Infrastructure
Policy SP1: The Spatial Development Strategy Policy SP25: Development in rural areas	DM34: Development in the Green Belt and Countryside Area
Policy SP25: Development in rural areas	DM35: Farm Diversification & Local Food Networks
Policy SP25: Development in rural areas	DM36: Equestrian Development

## **Appendix D: Flood risk maps for allocations with 0.1% or greater annual probability of surface/river flooding**

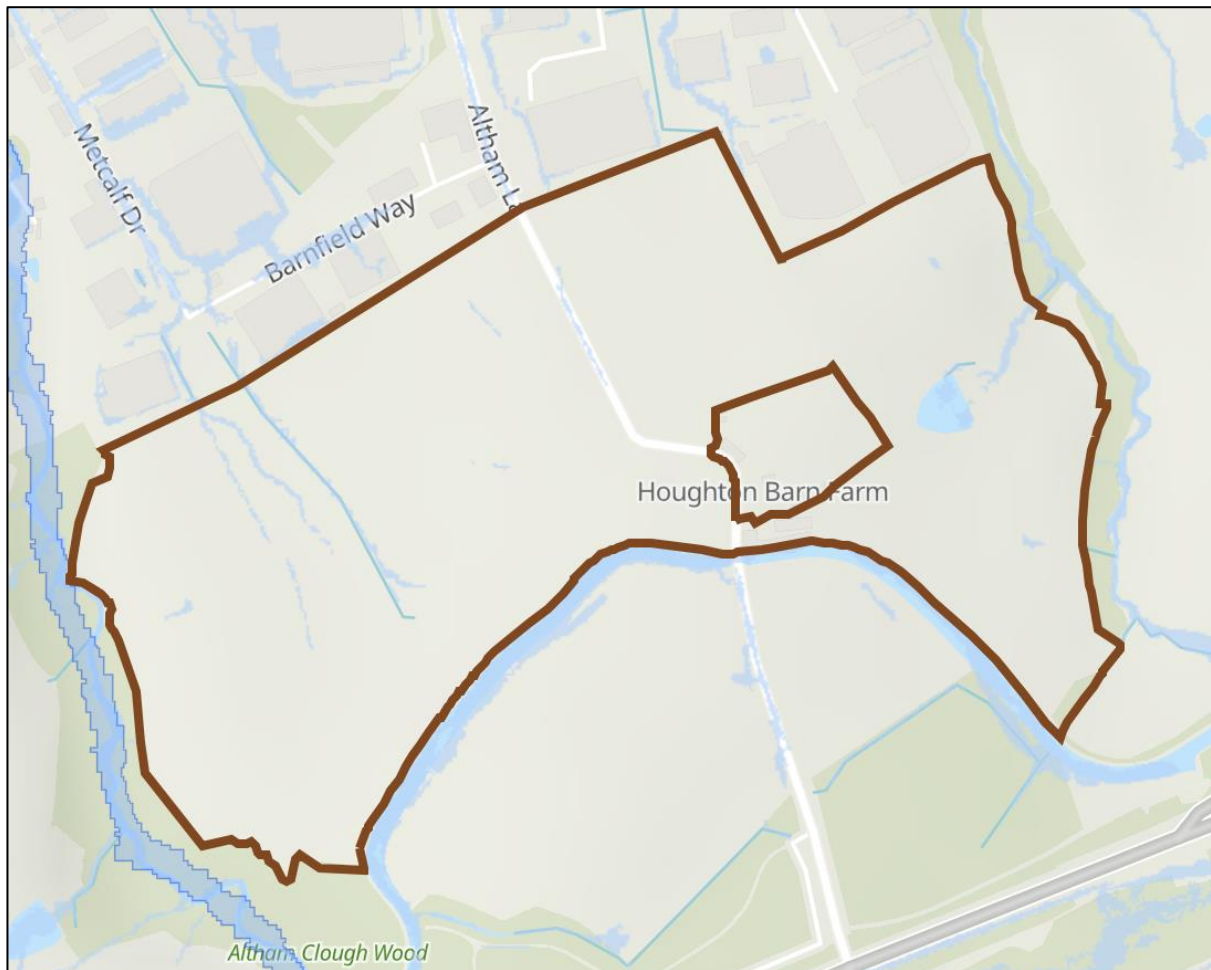
Site Reference: EMP1



## Site Reference: EMP2

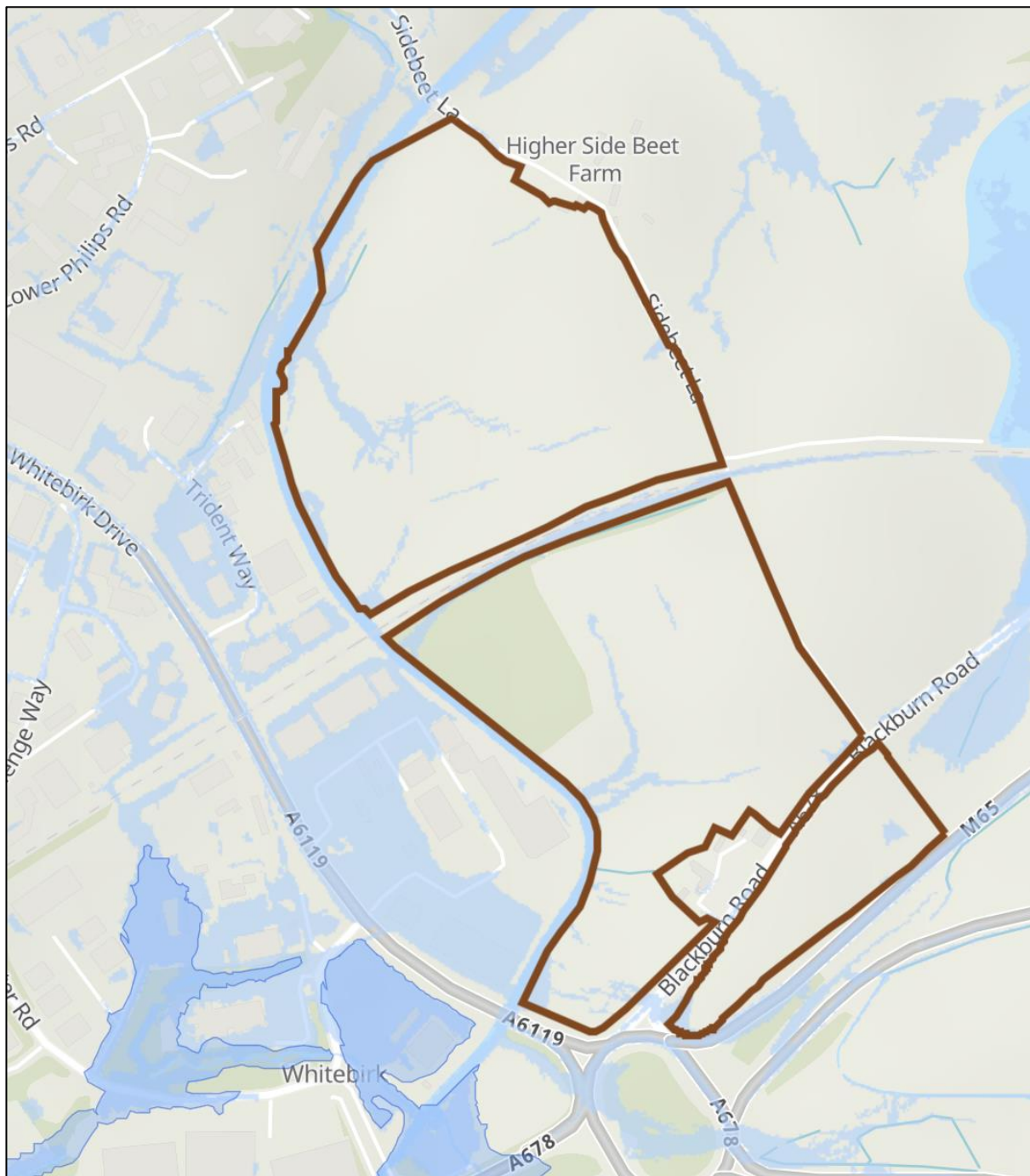


## Site Reference: EMP3





## Site Reference: EMP4, EMP5, EMP6



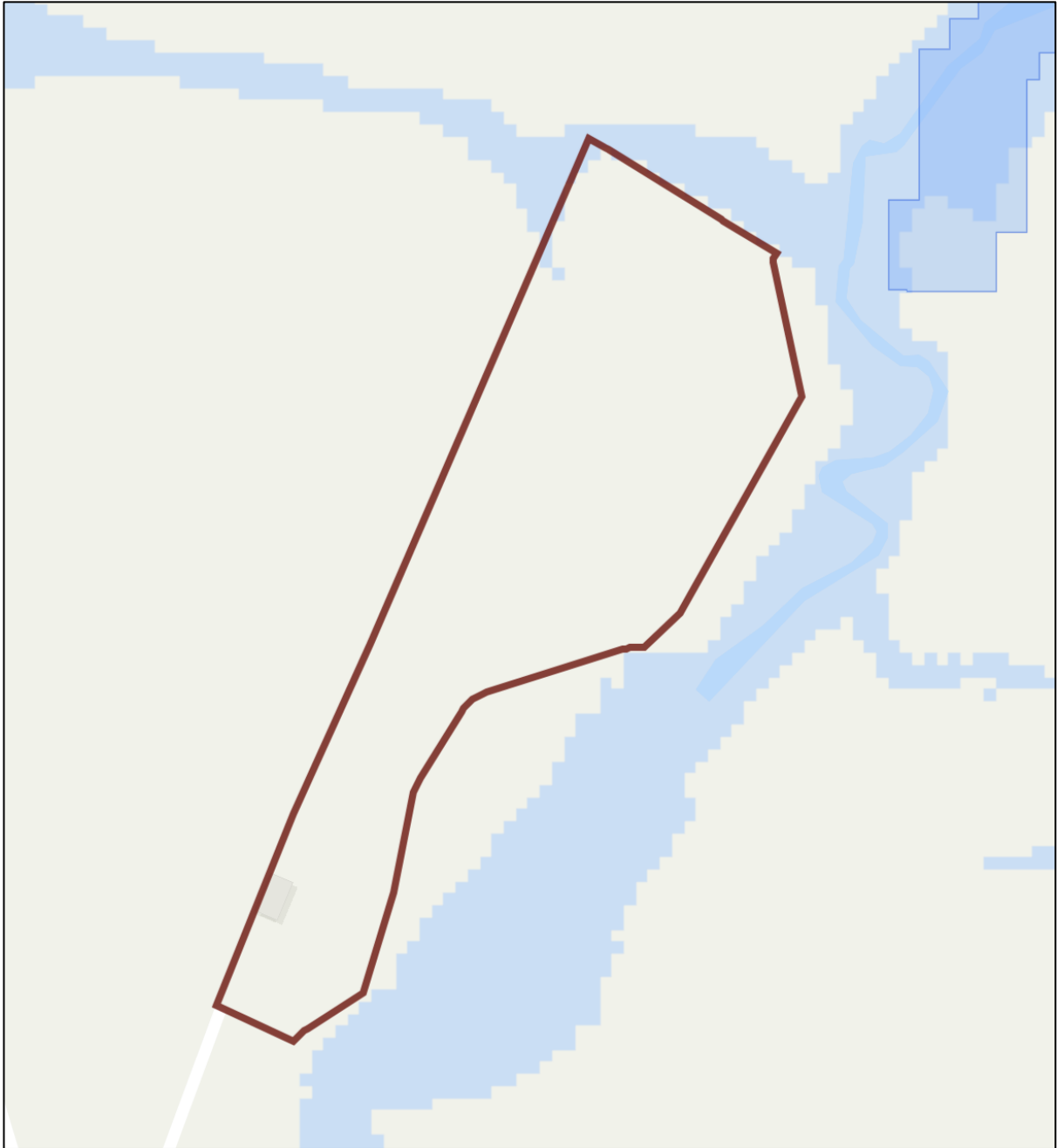
## Site Reference: GT1



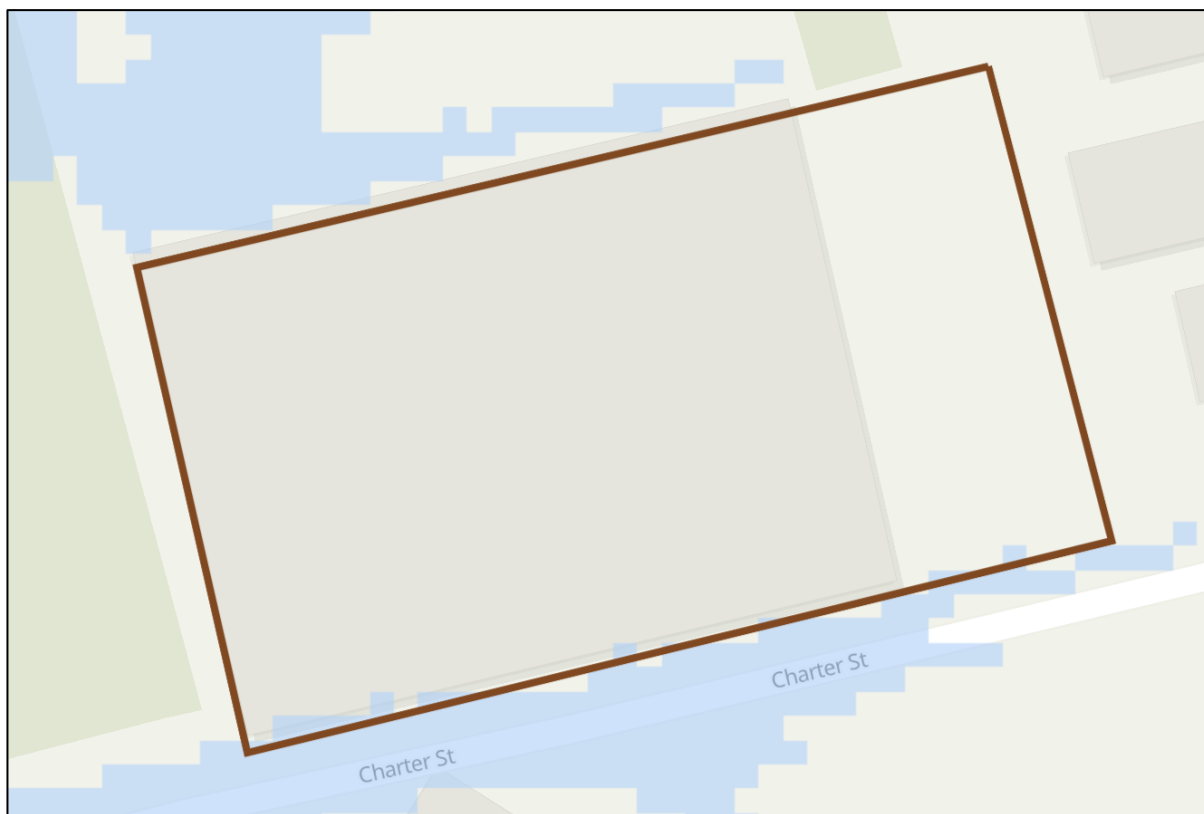
## Site Reference: GT2



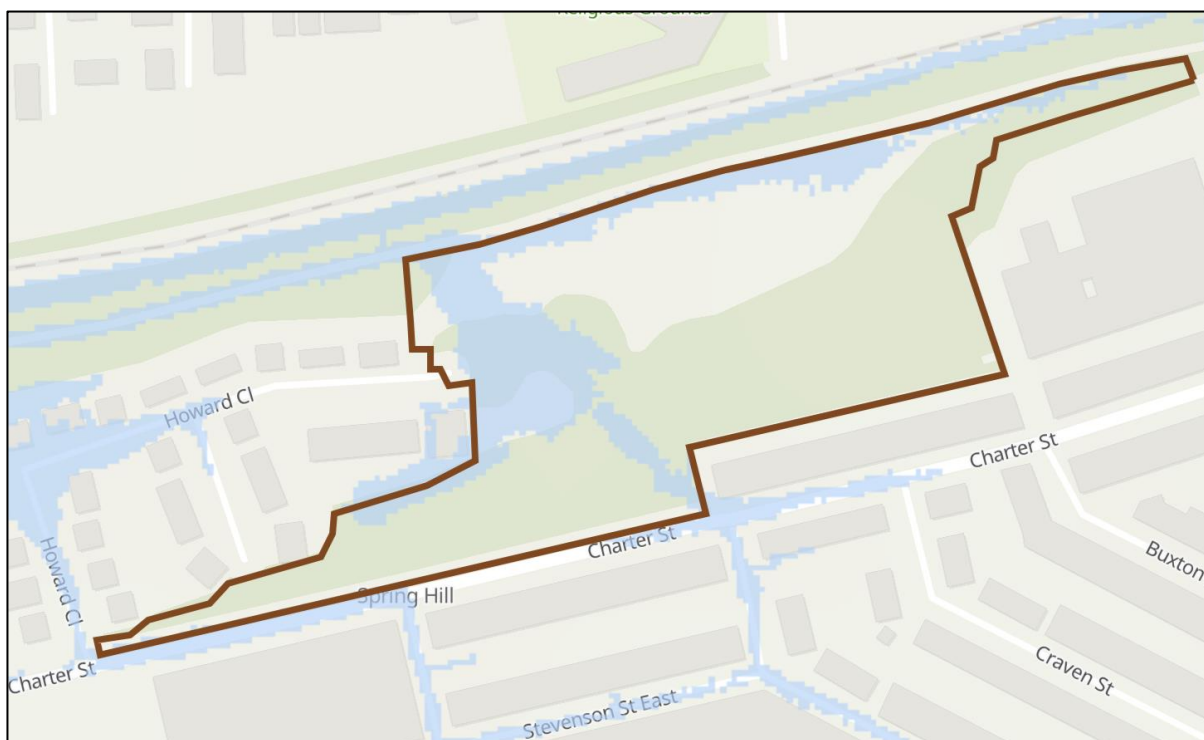
**Site Reference: GT4**



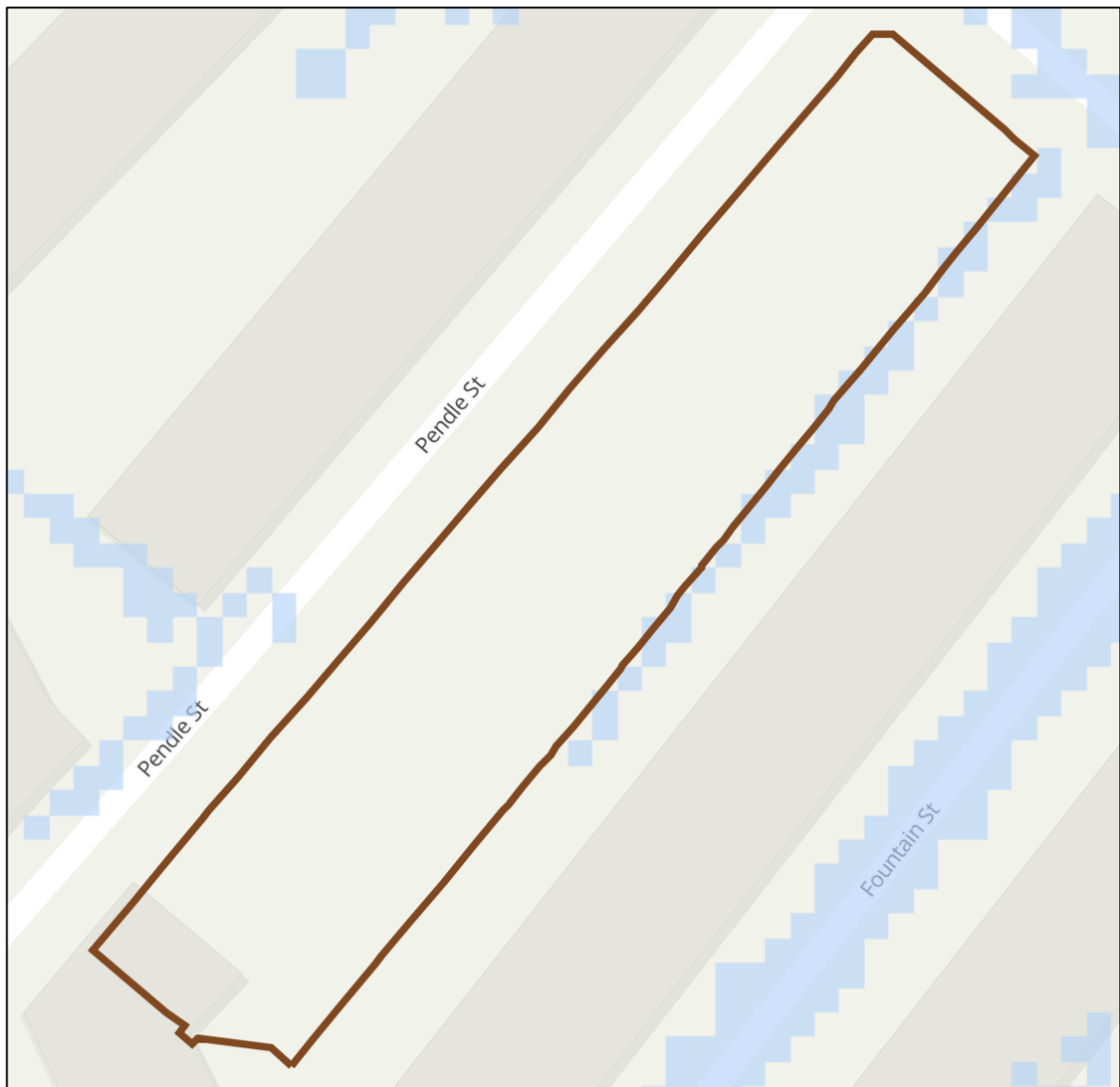
## Site Reference: H1



## Site Reference: H2



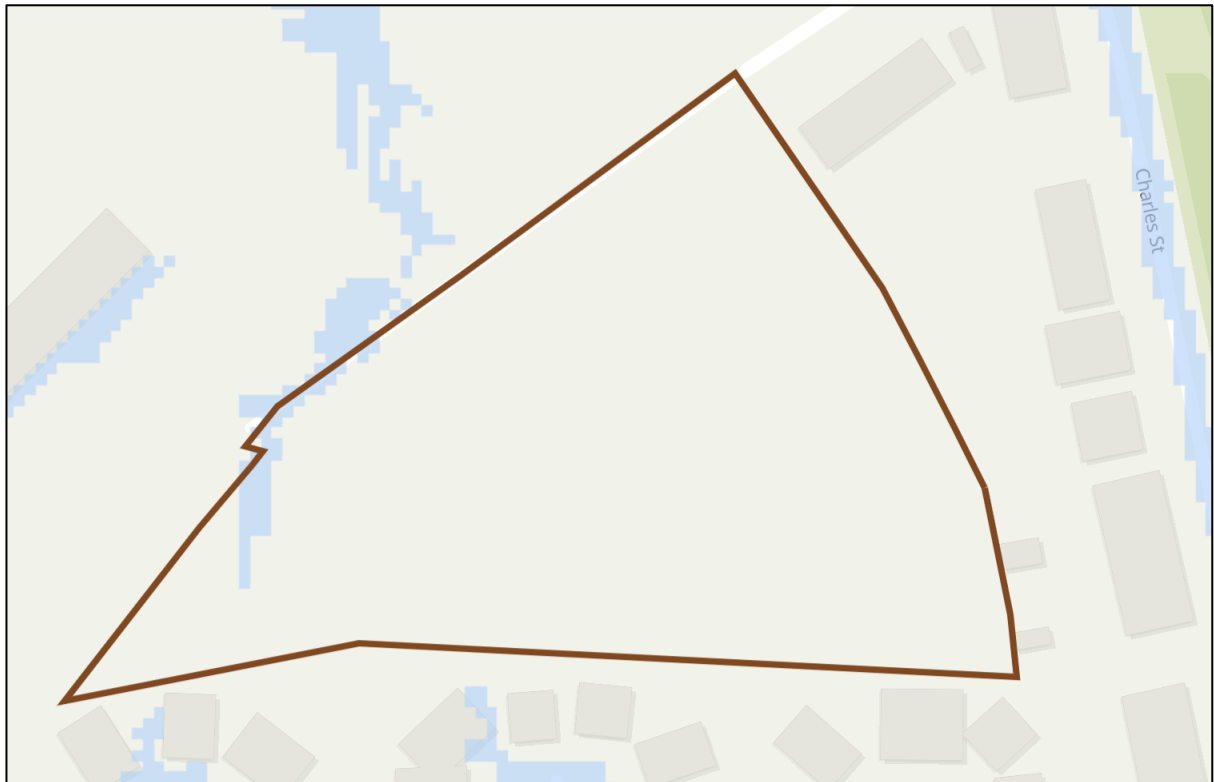
## Site Reference: H3



## Site Reference: H4

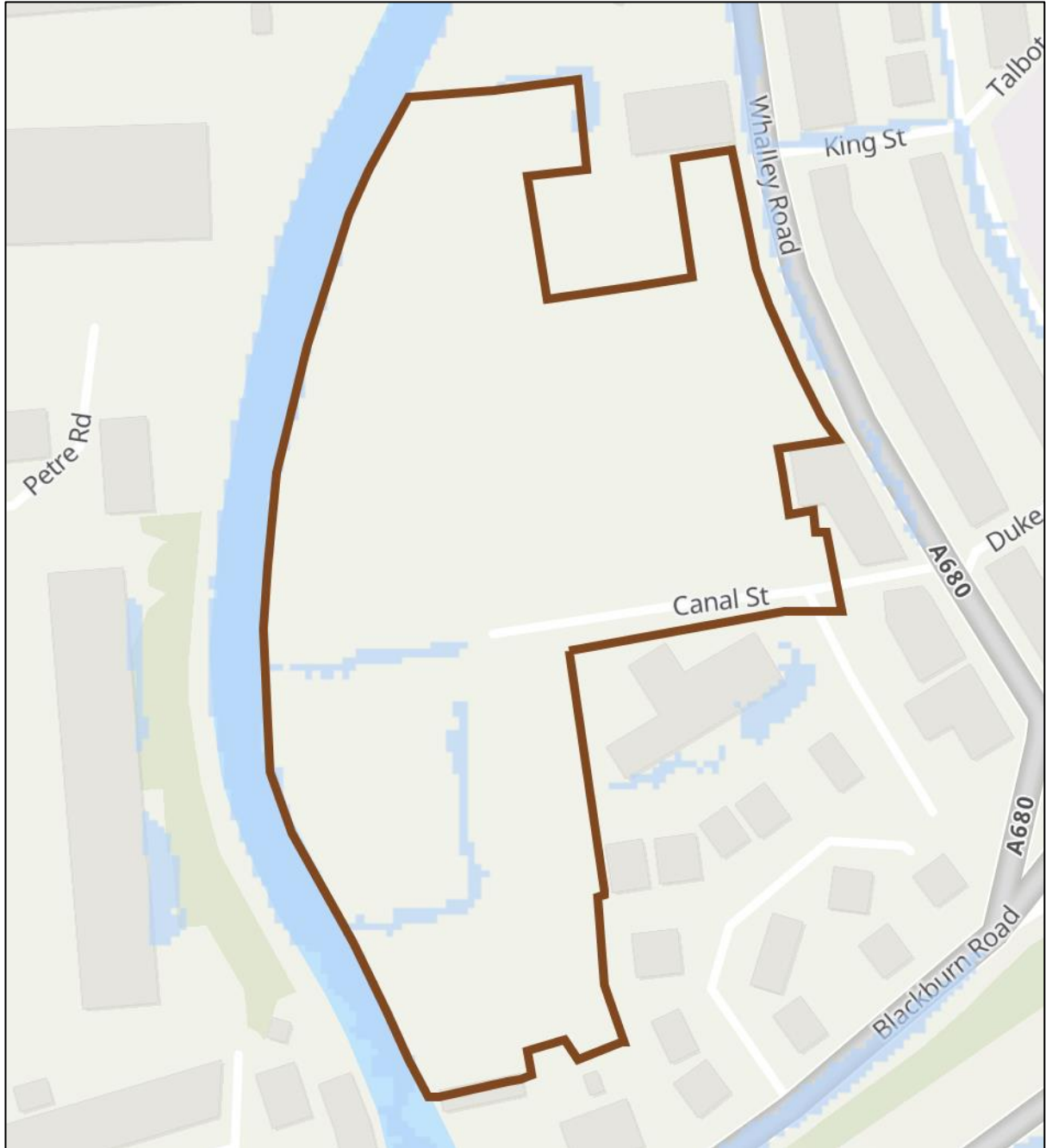


## Site Reference: H9

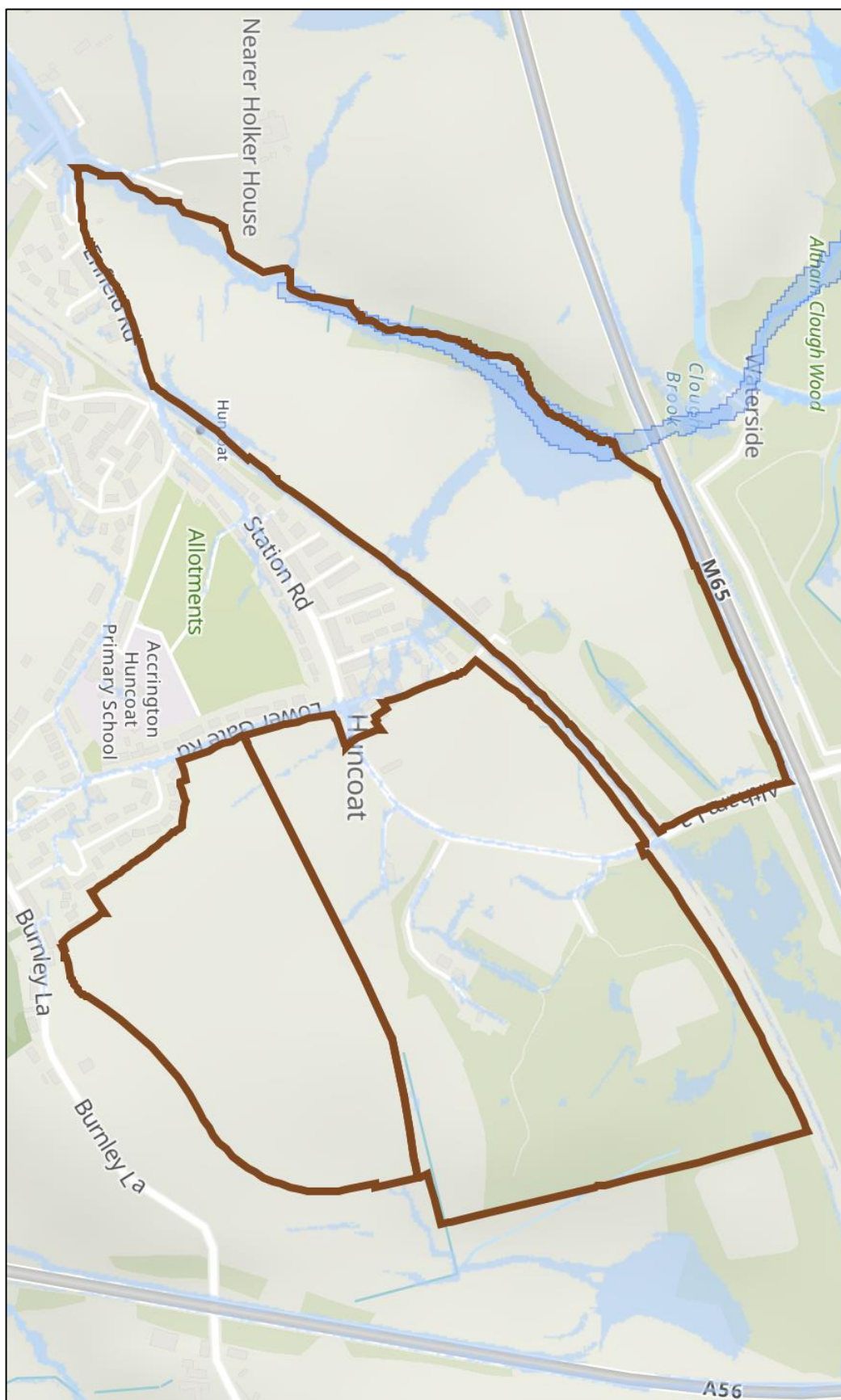




## Site Reference: H10



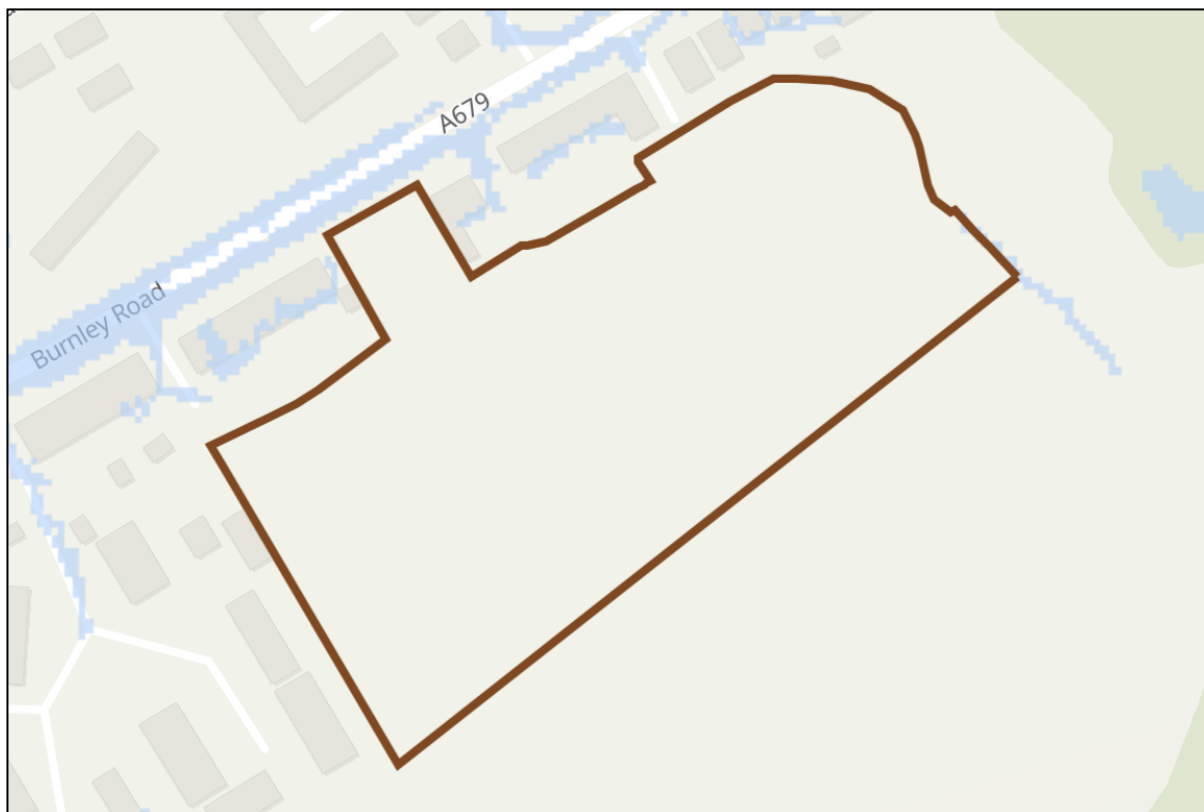
**Site Reference: H11, H12, H13**



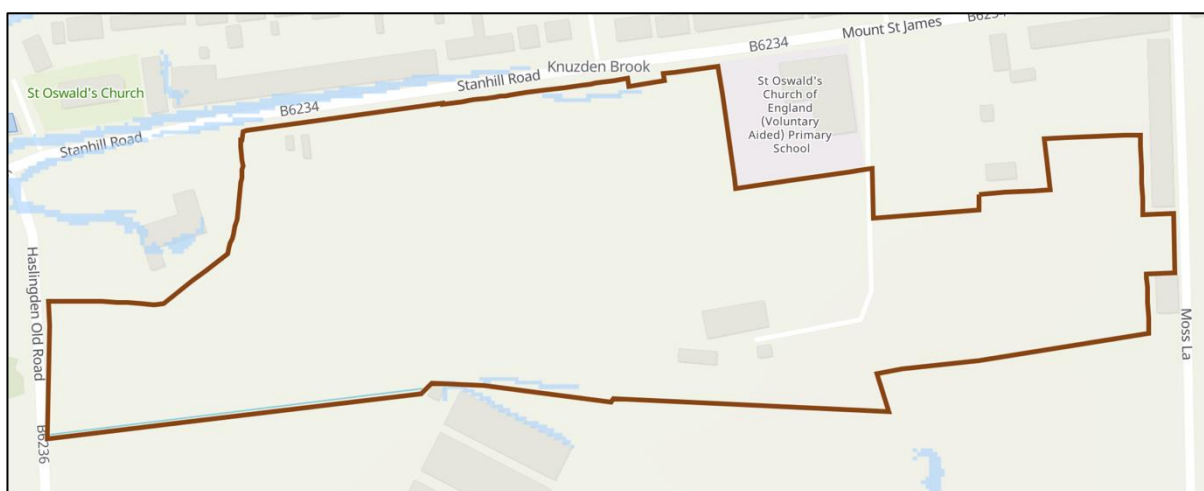
## Site Reference: H14



## Site Reference: H15



## Site Reference: H16



**Site Reference: H17**



## Site Reference: H18

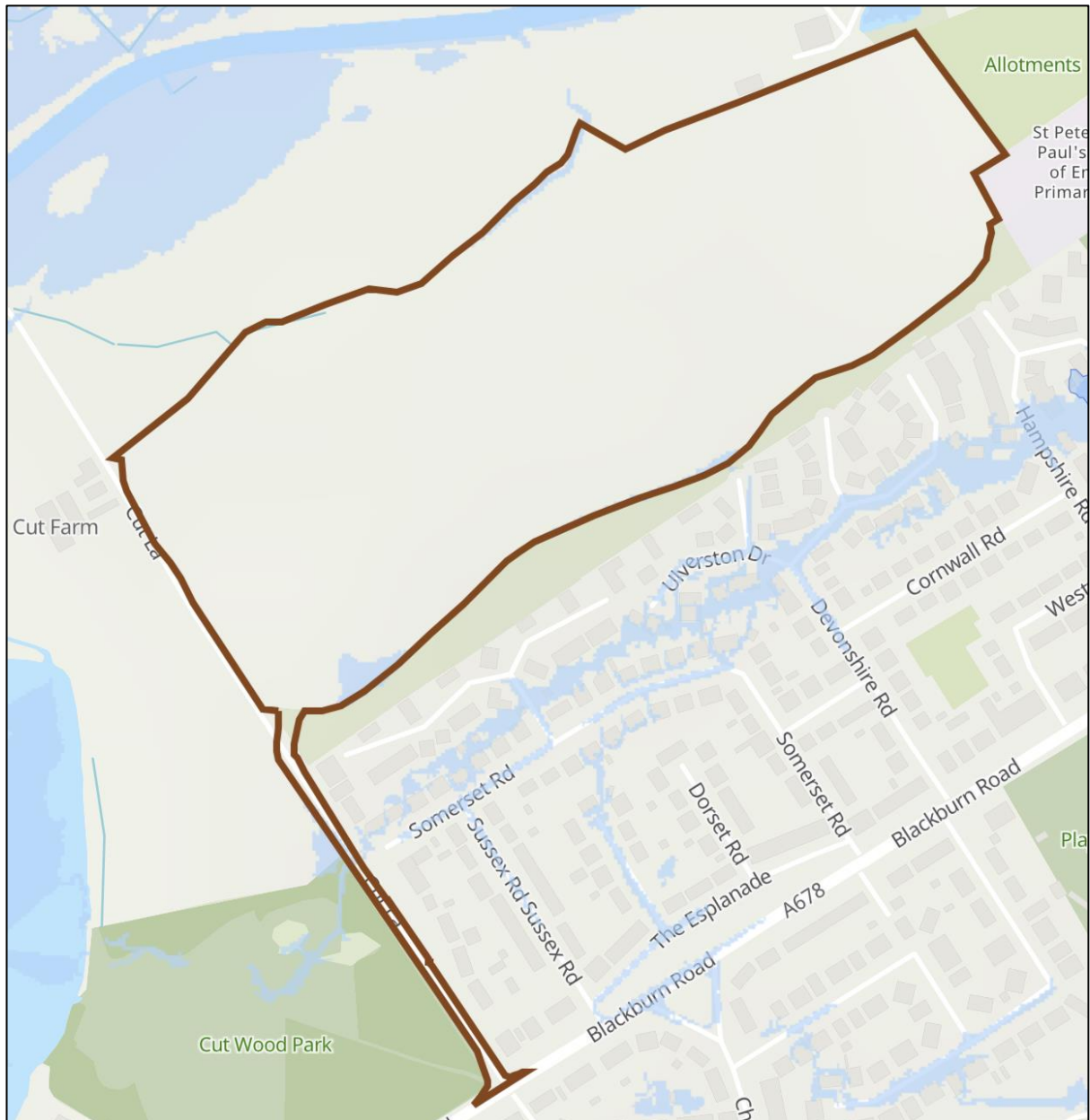


**Site Reference: H19**





## Site Reference: H20





## Site Reference: H21



## Site Reference: H22

