

External Memo: **technical note**

To	Anne Storah, Rossendale Borough Council
From	Catherine Wright, Lepus Consulting
Subject	SA of Additional Gypsy and Traveller Sites
Code	LC-595 SA to Support the Examination of the Rossendale Local Plan
Date	1 st June 2020
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Summary

This Technical Note has been prepared in response to the Inspector's preliminary questions to the Local Plan hearing session on the proposed replacement Gypsy Transit site.

It should be noted that Site 'Futures Park' has been considered as one site throughout the Plan making process and SA process. Of the ten Gypsy and Traveller sites mentioned within the Inspector's questions, four 'sites' represent the Site known as 'Futures Park'. This Technical Note refers to 'Futures Park' as one site.

Issue 2, Question b

- As part of questions relating to the site selection process, question 2b is as follows:
"The Council's Gypsy and Traveller Topic Paper (2018) (EB015) refers to 10 potential sites which were appraised as options for transit sites, as part of the formal stages of Local Plan production (on pages 6-8). How do these relate to the 'long list' of sites in the Appendix to the Paper? Why were some sites in the long list not taken forward as potential options?"
- Rossendale Borough Council (RBC) has set out the site selection process of Gypsy and Traveller (G&T) sites in **Table 1** below.

Table 1: The story of gypsy and traveller site selection as part of the Rossendale Local Plan (information provided by Rossendale Borough Council)

Site name	Identification	LOCAL PLAN PART 2 (WITHDRAWN IN FEBRUARY 2016)					EMERGING LOCAL PLAN								
		Regulation 18					Regulation 18				Regulation 19				Local Plan Submission and Examination
		Gypsy and Traveller Site Options considered at Site Allocations and Development Management Plan Document (2012 -2014) (Gypsy and Traveller Topic Paper, EB015, p11-12)	SA - Alternative Report (Regulation 18) Published and then removed following the withdrawal of the Local Plan Part 2	Reasons for not assessing as reasonable alternatives in SA	Sites consulted at Regulation 18 of Site Allocation DPD (2015)	Gypsy and Traveller Site Options considered at Regulation 18 (SHLAA 2017, EB005, Appendix E)	SA - Reasonable Alternatives (Regulation 18) (SD037)	Sites consulted at Regulation 18 of emerging Local Plan (2017)	Reasons for not allocating as Gypsy and Traveller Site	Gypsy and Traveller Site Options considered at Regulation 19 stage (2017-2018) (Gypsy and Traveller Topic Paper, EB015, p17-22)	Sites consulted at Regulation 19 stage (2018)	SA - Regulation 19 Report (SD005)	SA- Addendum 2019 (SD005.1)	Site consulted at Examination stage (2020)	
Barlow Bottoms, Whitworth	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Barlow Bottoms (east of river) and Barlow Bottom assessed for housing	N/A	No	No	Barlow Bottoms (east of river) assessed for housing and Barlow Bottom assessed for housing and employment	No	N/A	Yes (2 sites)	Site to the east of the River Spodden was proposed as mixed-use allocation in draft publication version of the Local Plan including a transit site for Gypsies and Travellers. This was removed from the final publication version of the Local Plan following a resolution at Council meeting of 11th July 2018.	M6: Barlow Bottoms, Fact (Appendix B, p55)	N/A	No	
Land to rear of New Line, Bacup	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not suitable (vehicular access constraints, topography)	No	No	Height Barn Lane assessed for residential	No	N/A	No	No	N/A	N/A	No	
Land on Sidings Industrial Estate, Bacup	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not available (existing use)	No	No	Not assessed	No	N/A	No	No	N/A	N/A	No	
Land behind Wynsors, Bacup	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not suitable (flood risk)	No	No	Not assessed	No	N/A	No	No	N/A	N/A	No	
Land off Tong Lane/Reed Street, Bacup	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Reed Street assessed for housing	N/A	No	No	Reed Street, Bacup assessed for housing and employment	Not for a Gypsy and Traveller Site	N/A	Not for a Gypsy and Traveller Site	Yes for housing allocation	H22: Reed Street assessed for housing (Appendix B, page 35)	Numbering correction H21: Reed Street, Bacup	No	
Futures Park, Bacup	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Futures Park assessed for employment and leisure / tourism	N/A	No	No	Futures Park assessed for employment and leisure/tourism)	No	N/A	Yes (4 plots)	Yes	M4: Futures Park assessed for residential and employment (Appendix B, p54)	M4: Futures Park assessed for residential, employment and Gypsy and Traveller site (p4)	No	
Blackwood Road area, Stacksteads	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Blackwood Road (A) and (B) assessed for G&T	N/A	Yes (G2 and G3)	No	Blackwood Road (A) and Blackwood Road (B) assessed for housing	No	N/A	Yes (G2)	No	H26: Land at Blackwood Road, Stacksteads	Numbering correction H25: Land at Blackwood Road, Stacksteads	No	
Land to rear of Hugh Mill, Waterfoot	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Contrary to national police (Green Belt)	No	No	Hugh Mill, Cowpe assessed for housing	No	N/A	No	No	N/A	N/A	No	
Coalyard, Waterfoot	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not available (existing use)	No	No	Bacup Road Coal Yard assessed for employment	No	N/A	No	No	N/A	N/A	No	
Land at Gaghills/ Mill End Mill, Waterfoot	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Gaghills Building Lane and Mill End Mill assessed for housing	N/A	No	No	Gaghills Building Lane and Mill End Mill assessed for housing	No	N/A	No	No	N/A	N/A	No	
Albion Mill site, Waterfoot	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not suitable (flood risk)	No	No	Boys Mill (Dale Mill, Globe Mill, Albion Mill) assessed for housing and employment	No	N/A	No	No	N/A	N/A	No	
Scrapyard in Whitewell Bottom	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not available (existing use)	No	No	Not assessed	No	N/A	No	No	N/A	N/A	No	
Shawclough Works, Edgeside	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not available (existing use)	No	No	Not assessed	No	N/A	No	No	N/A	N/A	No	
Buckhurst Plant, Waterfoot	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Buckhurst Plant assessed for housing	N/A	No	No	Buckhurst Plant/Warth Mill plus land at rear assessed for housing and employment	No	N/A	No	No	N/A	N/A	No	
LCC land near Carrs Industrial Estate, Haslingden	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not suitable (too small)	No	No	Not assessed	No	N/A	No	No	N/A	N/A	No	
A56 corridor, Haslingden	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Broad location	No	No	Not assessed	No	N/A	No	No	N/A	N/A	No	
Land to rear of Hollands Pies, Rising Bridge	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Land adjacent to Baxenden Chemicals assessed for G&T	N/A	Yes (G1)	No	Land adjacent to Baxenden Chemicals assessed for employment	No	N/A	No	No	NES: Baxenden Chemicals Ltd, Rising bridge	N/A	No	
Land behind Holden Mill, Haslingden	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	Not assessed	Site not available (existing use)	No	No	Not assessed	No	N/A	No	No	N/A	N/A	No	
Land next to Mayfield Chicks, Ewood Bridge also called Ewood Bridge Park and Ride	Sites identified by Planning Officer during Local Plan Part 2 preparation	Yes	The adjoining site, Mayfield Chicks, Ewood Bridge was assessed for housing and employment	N/A	No	No	Not assessed, but adjoining site, Mayfield Chicks assessed for housing and employment	No	N/A	Yes	No	No (New assessment being undertaken by Lepus)	N/A	No	
Little Tooter Quarry, Sharneyford	Additional sites identified by Planning Officer during the preparation of the emerging Local Plan	No	N/A	N/A	N/A	Yes (SHLAA16405)	Land at former Sharneyford Quarry assessed for Gypsies and Travellers site	Yes	N/A	No	No	N/A	N/A	Yes	
Land adjacent to Haslingden Household Waste Recycling Centre	Additional sites identified by Planning Officer during the preparation of the emerging Local Plan	No	N/A	N/A	N/A	Yes (SHLAA16341)	Land to the north of Haslingden Tip and Under Brow Farm assessed for Gypsies and Travellers site	No	Remote location and inadequate access	Yes	No	N/A	N/A	No	
Former Landgate Quarry, Shawforth	Additional sites identified by Planning Officer during the preparation of the emerging Local Plan	No	N/A	N/A	N/A	Yes (SHLAA16410)	Land at former Landgate Quarry assessed for Gypsies and Travellers site	No	Green Belt parcel not identified for release. Common land. Quite isolated site with access constraints.	No	No	N/A	N/A	No	
Old depot, Knowsley Road, Haslingden	Additional sites identified by Planning Officer during the preparation of the emerging Local Plan	No	N/A	N/A	N/A	No	Not assessed	No	N/A	Yes	No	No (New assessment being undertaken by Lepus)	N/A	No	

Issue 2, Question c

3. As part of questions relating to the site selection process, question 2c is as follows:

"Were each of the 10 potential sites subject to a technical assessment and Sustainability Appraisal process? Where is this evidenced? [the Council is requested to identify specific document names and page numbers in their response] In the case of the nine options not being proposed, does the evidence set out clear reasons for rejection?"

4. Since 2016, RBC has identified nine reasonable alternative G&T sites throughout the process of preparing the Rossendale Local Plan:

- Land to the north of Haslingden Tip and Under Brow Farm, Haslingden;
- Land at former Landgate Quarry;
- Land at former Sharneyford Quarry;
- Barlow Bottom (west of River Spodden), Whitworth;
- Barlow Bottom (east of River Spodden), Whitworth;
- Land off Blackwood Road, Stacksteads;
- Ewood Bridge proposed Park and Ride;
- Old depot, Knowsley Road, Haslingden; and
- Futures Park

5. At Regulation 18 (2017), three sites, 'Landgate Quarry', 'Sharneyford Quarry' and 'Haslingden Tip', were appraised for development for gypsy and traveller use.

6. The same report included development locations that have subsequently been assessed as G&T sites at a later date (March 2019 and June 2020): 'Barlow Bottom (west)', 'Barlow Bottom (east)' and 'Blackwood Road' were considered for residential development, and 'Futures Park' was considered for employment or leisure use.

7. As part of the Regulation 19 consultation, RBC identified six sites for G&T use:

'Futures Park'; 'Haslingden Tip'; 'Ewood Bridge'; 'Knowsley Road'; 'Barlow Bottoms

(east and west)'; and 'Blackwood Road'. The Council did not explicitly prepare a sustainability appraisal of these six sites for G&T uses at this time; the SA process prepared assessments of each location in terms of either residential or employment uses, or both.

8. 'Futures Park' was allocated for mixed use of residential and employment, development as part of the Rossendale Local Plan. An appraisal of the site for these uses was presented in the Regulation 19 SA Report. The SA Addendum (dated March 2019) appraises 'Futures Park' for mixed use development of residential, employment and gypsy and traveller use.
9. In response to the Inspector's questions, RBC has instructed Lepus to undertake an appraisal of the following sites for G&T use:
 - 'Ewood Bridge',
 - 'Knowsley Road',
 - 'Barlow Bottom (west of the River Spodden)',
 - 'Barlow Bottom (east of the River Spodden)'; and
 - 'Land off Blackwood Road, Stacksteads'.
10. The appraisals of these sites are presented in **Appendix A** of this Note. The five appraisals have applied the same methodology as set out in the Regulation 19 SA report. Where appropriate, the most up-to-date information has been used.
11. **Figure 1** identifies the location of the nine sites within Rossendale.

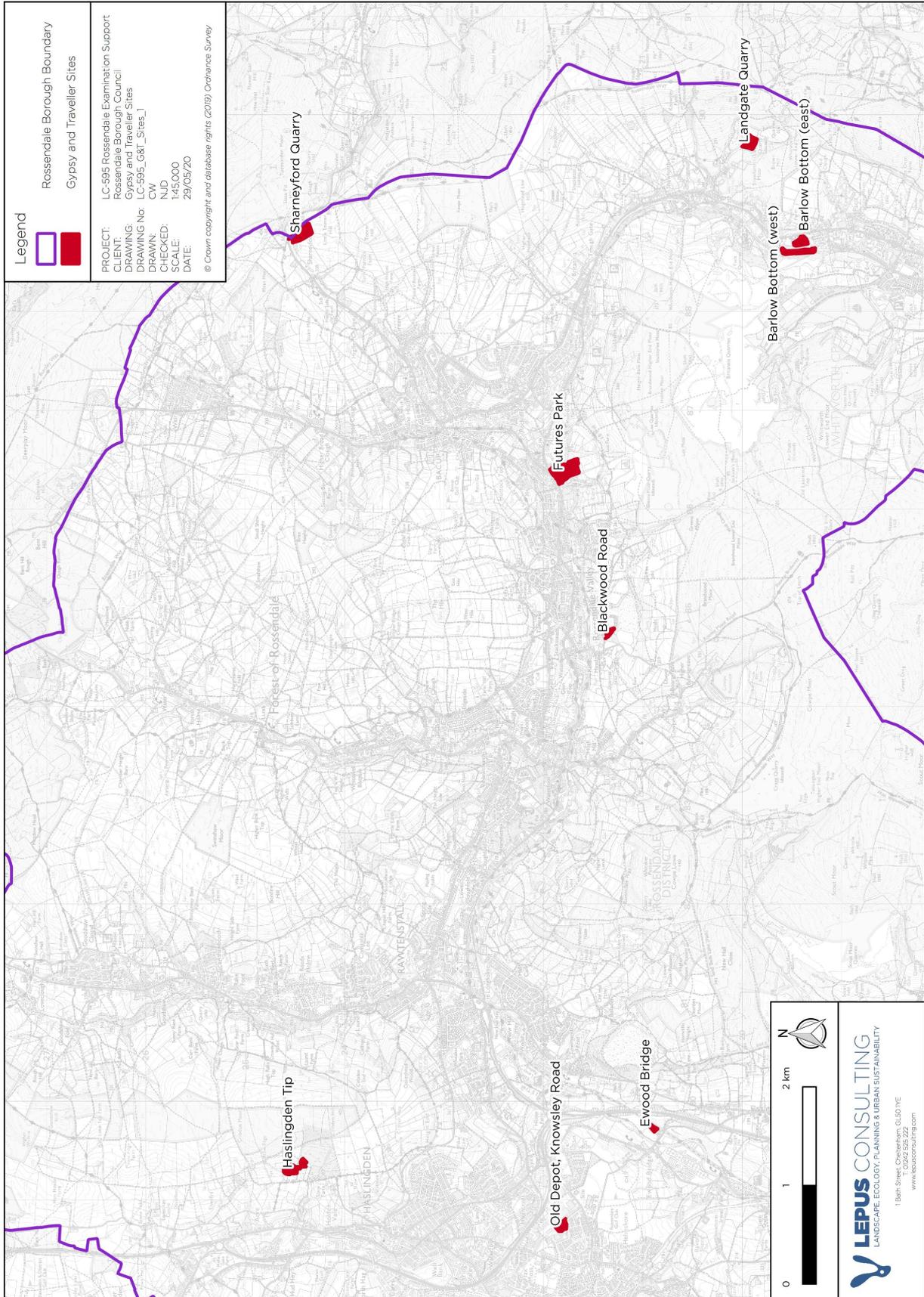


Figure 1: Location of the gypsy and traveller reasonable alternative sites within Rossendale

12. For ease of reference, **Table 2** sets out the scoring matrix of all nine G&T reasonable alternative sites.

Table 2: Scoring matrix of the gypsy and traveller reasonable alternative sites

Site Name	1	2	3	4	5	6	7	8	9	10	11	12	13
	Landscape	Cultural heritage	Biodiversity	Water and flooding	Natural resources	Climate change mit	Climate change adp	Human health	Material assets	Housing	Employment location	Employment skills	Transport
Futures Park	-	-	-	--	-	-	-	-	-	+	++	+	+
Land to the north of Haslingden Tip and Under Brow Farm, Haslingden	-	0	-	+	+/-	-	--	-	-	++	0	-	+
Land at former Landgate Quarry	-	0	-	+	-	-	--	-	-	+	0	+	+
Land at former Sharneyford Quarry	-	-	0	+	-	-	0	-	-	+	0	-	0
Ewood Bridge proposed Park and Ride	0	0	0	-	-	0	0	-	0	+	+	-	+
Old depot, Knowsley Road, Haslingden	0	0	0	+	+	0	0	-	0	+	--	+	+
Barlow Bottom (west of River Spodden), Whitworth	0	0	-	+	-	0	-	-	0	+	+	-	+
Barlow Bottom (east of River Spodden), Whitworth	-	-	-	+	-	0	-	-	0	+	+	-	+
Land off Blackwood Road, Stacksteads	0	0	0	-	-	0	-	-	0	+	+	-	+

13. In terms of identifying a best performing option, it should be borne in mind that each subject matter identified in the SEA Directive (Annex 1f) and the SA Objectives which serve to reflect the different topics are not directly comparable. It is not simply a case of summing the scores to identify the best performing option.

The values in **Table 2** are strictly a guide and not absolute. The assessment remains high level and so any identification of best performing option is strategic and open to a degree of interpretation and discussion. It should be noted that 'Futures Park' has been assessed as a mixed-use site including G&T uses, whereas all other sites have been assessed solely for G&T use.

14. Sites 'Ewood Bridge' and 'Knowsley Road' are both located on previously developed land. As a result, development of gypsy and traveller pitches at these sites would be likely to lead to reduced impact on landscape, cultural heritage and biodiversity in comparison to sites located on greenfield land.
15. Sites 'Haslingden Tip', 'Landgate Quarry' and 'Sharneyford Quarry' are located a greater distance away from essential services, such as schools, shops and employment opportunities. Negative impacts have not been identified for any sites in relation to housing or transport. 'Knowsley Road' is the only site where potential negative impacts have been identified in relation to employment location, as the site coincides with an existing employment use.
16. Sites which have been identified as having a major negative impact, 'Futures Park', 'Knowsley Road', 'Haslingden Tip' and 'Landgate Quarry', in relation to an SA Objective are assumed to be difficult to mitigate, and therefore, would not be considered a sustainable location for the proposed development.
17. There is no single best performing option in **Table 2**. The development of G&T pitches or plots at 'Ewood Bridge', 'Barlow Bottom (west of the River Spodden)' and 'Land off Blackwood Road, Stacksteads' could be identified as being likely to be the better of the nine performing options, as development at these locations would be likely result in the least adverse impacts. However, when analysing the

different receptors that are assessed to inform the derivation of a single score for each SA Objective, the following observations can be made.

- SA Objective 1 (landscape): 'Ewood Bridge' is more exposed than the secluded location of the proposed sites at 'Land off Blackwood Road, Stacksteads' and 'Barlow Bottom (west of the River Spodden);
- SA Objective 3 (biodiversity): 'Barlow Bottom (west of the River Spodden)' is coincident with biodiversity restoration areas for grassland and woodland, whereas 'Ewood Bridge' and 'Land off Blackwood Road, Stacksteads' are not;
- SA Objective 4 (water and flooding): Large areas of 'Ewood Bridge' are at risk of surface water flooding, whereas there is minimal surface water flood risk at 'Land off Blackwood Road, Stacksteads' and no identified surface water flood risk at 'Barlow Bottom (west of the River Spodden)'; and
- SA Objective 8 (health): 'Ewood Bridge' is in close proximity to the A56 and a railway line and 'Barlow Bottom (west of the River Spodden)' is within 200m of the A671. Site end users at these two sites may be vulnerable to the potential effects of air and/or noise pollution. Whereas 'Land off Blackwood Road, Stacksteads' is less likely to experience either of these effects.

18. On balance, 'Land off Blackwood Road, Stacksteads' has been identified as the best performing option.

19. **Table 3** sets out RBC's reasons for rejecting G&T sites for development, and their reasoning for selecting the allocated G&T site.

Table 3: Reasons for selection and rejection of Gypsy and Traveller sites (information provided by Rossendale Borough Council)

Site Name	Reasons for Rejection and Selection
Futures Park	The site is proposed for mixed-use allocation in the submission version of the Local Plan. However, the proposed use as a Gypsy and Traveller Transit Site is no longer feasible, due to the signature of a lease agreement in August 2019 precluding the development of anything other than employment use on land owned by the Council at or adjacent Futures Park.
Land to the north of Haslingden Tip and Under Brow Farm, Haslingden	The site is steep with access constraints, it also has high and medium risk of flooding from surface water.
Land at former Landgate Quarry	Green Belt parcel not identified for release. Common land. Quite isolated site with access constraints
Land at former Sharneyford Quarry	The site is currently considered as the preferred option since the site at Futures Park is no longer considered to be deliverable.
Ewood Bridge proposed Park and Ride	Site is proposed for an allocation as a Park and Ride in the Local Plan, it also has high and medium risk of flooding from surface water.
Old depot, Knowsley Road, Haslingden	Site is no longer available.
Barlow Bottom (west of River Spodden), Whitworth	The site would have a negative biodiversity impact (woodland stepping stone habitat)
Barlow Bottom (east of River Spodden), Whitworth	The site was proposed for mixed-use (employment and Gypsy and Traveller site) in the draft Regulation 19 version of the Local Plan which went to the Council meeting of 11th July 2018. At the meeting, it was resolved to withdraw the proposed transit site at Barlow Bottom and instead to relocate it within a discreet piece of land owned by the Council at Futures Park.
Land off Blackwood Road, Stacksteads	The site is considered too small to accommodate 4 pitches as the site was a household recycling centre and there is only a small area of hardstanding on which G&T plots and pitches could be situated.

Appendix A: Site Assessments

Ewood Bridge Proposed Park and Ride

A.1. The following assessment considers the site ‘Ewood Bridge Proposed Park and Ride’ for transit use for Gypsies and Travellers. The site comprises 0.54ha and is proposed for 4 pitches. A summary of the likely impacts is presented in **Table A1** below.

Table A1: Ewood Bridge Proposed Park & Ride scoring matrix table

Site Name	1	2	3	4	5	6	7	8	9	10	11	12	13
	Landscape	Cultural heritage	Biodiversity	Water and flooding	Natural resources	Climate change mit	Climate change adp	Human health	Material assets	Housing	Employment location	Employment skills	Transport
Ewood Bridge Proposed Park & Ride	0	0	0	-	-	0	0	-	0	+	+	-	+

A.2. The paragraphs below expand on **Table A1** and provide explanations for the likely adverse and positive impacts identified.

A.3. **SA Objective 1:** ‘Ewood Bridge Proposed Park and Ride’ is a brownfield site comprising a yard area enclosed by trees. The site is located within the Landscape Character Type (LCT) ‘Settled Valleys’. The site does not contain any of the identified key characteristics of this landscape and development at this location would not be anticipated to significantly alter the landscape character. The proposed development of four Gypsy and Traveller pitches at this site would be unlikely to result in significant adverse impacts on the landscape.

- A.4. **SA Objective 2:** The site is located approximately 50m from the Grade II Listed Building 'Ashenbottom Farmhouse' and approximately 200m from the Grade II* Listed Building 'Ewood Hall'. Development at the site would be unlikely to significantly alter the setting of either of these Listed Buildings as the site is previously developed and separated from these heritage assets by existing built form. Overall, a negligible impact on the local historic environment would be expected.
- A.5. **SA Objective 3:** There are no designated biodiversity features located within close proximity of the site. The proposed development at 'Ewood Bridge Proposed Park and Ride' would be unlikely to impact any surrounding biodiversity assets, and therefore, a negligible impact on local biodiversity would be expected.
- A.6. **SA Objective 4:** The site is located wholly within Flood Zone 1, and as such, the proposed development would be likely to locate site end users away from areas at risk of fluvial flooding. However, a large proportion of the site coincides with areas at low and medium risk of surface water flooding. Therefore, the proposed development at this site would be expected to have a minor negative impact on pluvial flood risk, as development would be likely to locate some site end users in areas at risk of surface water flooding, as well as exacerbate pluvial flood risk in surrounding locations.
- A.7. **SA Objective 5:** The site primarily comprises previously developed land, situated on Grade 4 Agricultural Land Class (ALC) soils. The proposed development would represent an efficient use of land. However, the site is located wholly within Rossendale Mineral Safeguarding Area (RMSA). The proposed development could potentially lead to sterilisation of these resources, and therefore, a minor negative impact on natural resources would be expected.

- A.8. **SA Objective 6:** 'Ewood Bridge Proposed Park and Ride' is proposed for the development of four Gypsy and Traveller pitches. The proposed development would therefore be likely to result in a negligible contribution to Rossendale's total carbon emissions.
- A.9. **SA Objective 7:** The site comprises brownfield land, with a small area of grassland and trees along the eastern edge of the site. Due to the location of this green cover towards the boundary of the site, it has assumed that these trees would be retained. Therefore, the proposed development at this site would be expected to result in a negligible impact on climate change adaptation.
- A.10. **SA Objective 8:** 'Ewood Bridge Proposed Park and Ride' is located approximately 1.8km south east of Haslingden Sports Centre and is located in close proximity to public greenspace, providing site users access to a range of natural habitats, which are known to have physical and mental health benefits. However, the site is situated approximately 10km from the nearest NHS Hospital providing an A&E service, Fairfield General Hospital, and approximately 2.4km south east of the nearest GP surgery, Haslingden Health Centre. New residents at this site would be expected to have limited access to these healthcare facilities. Furthermore, the site is located wholly within 200m of the A56, and as such, the proposed development could potentially expose new residents to higher levels of traffic associated emissions, which would be likely to have a minor negative impact on the health of site end users.
- A.11. **SA Objective 9:** The proposed development of four Gypsy and Traveller pitches at 'Ewood Bridge Proposed Park and Ride' would be expected to result in a negligible impact on household waste generation.

- A.12. **SA Objective 10:** The proposed development at 'Ewood Bridge Proposed Park and Ride' would result in an increase in pitch and plot provision for Gypsies and Travellers, and therefore, a minor positive impact on housing provision would be expected.
- A.13. **SA Objective 11:** The site is located less than 5km away from the centre of Haslingden, where new site users would be expected to have good access to a range of employment opportunities. A minor positive impact would be expected.
- A.14. **SA Objective 12:** The site is located within a sustainable distance to secondary schools, situated approximately 1km south east of Haslingden High School and 1.5km south of All Saints Catholic High School. However, the closest primary school to the site is Broadway Primary School, situated approximately 1km to the north west. The proposed development at this site would be expected to have a minor negative impact on the access of new residents to education.
- A.15. **SA Objective 13:** The site is situated within 400m from two bus stops located along Blackburn Road. Public Rights of Way (PRoW) are also located approximately 50m to the north west and south east of the site. The proposed development at this site would be likely to have a minor positive impact on site end users' access to bus services and opportunities to travel by foot.

Old Depot, Knowsley Road, Haslingden

A.16. The following assessment considers the site ‘Old Depot, Knowsley Road, Haslingden’ for transit use for Gypsies and Travellers. The site comprises 0.96ha and is proposed for 4 pitches. A summary of the likely impacts is presented in **Table A2** below.

Table A2: Old Depot, Knowsley Road, Haslingden scoring matrix table

Site Name	1	2	3	4	5	6	7	8	9	10	11	12	13
	Landscape	Cultural heritage	Biodiversity	Water and flooding	Natural resources	Climate change mit	Climate change adp	Human health	Material assets	Housing	Employment location	Employment skills	Transport
Old Depot, Knowsley Road, Haslingden	0	0	0	+	+	0	0	-	0	+	--	+	+

A.17. The paragraphs below expand on **Table A2** and provide explanations for the likely adverse and positive impacts identified.

A.18. **SA Objective 1:** ‘Old Depot, Knowsley Road, Haslingden’ comprises a previously developed site situated amongst built form on the edge of an industrial estate. The site is located within the ‘Urban’ LCT, where an assessment of landscape character has not been carried out. The proposed development of four Gypsy and Traveller pitches at this site would be unlikely to result in significant adverse impacts on the landscape.

A.19. **SA Objective 2:** ‘Old Depot, Knowsley Road, Haslingden’ is unlikely to be visible from any surrounding heritage assets. The proposed development at the site would be expected to result in a negligible impact on the local historic environment.

- A.20. **SA Objective 3:** There are no designated biodiversity features located within close proximity of the site. The proposed development at 'Old Depot, Knowsley Road, Haslingden' would be unlikely to impact any surrounding biodiversity assets, and therefore, a negligible impact on local biodiversity would be expected.
- A.21. **SA Objective 4:** The site is located wholly within Flood Zone 1 and does not coincide with areas of identified pluvial flood risk. As such, a minor positive impact would be expected at this site, as the proposed development would be likely to locate site end users away from areas at risk of flooding.
- A.22. **SA Objective 5:** The site primarily comprises previously developed land, situated on Grade 4 ALC soils. The proposed development at this site would be expected to have a minor positive impact on natural resources as development would be classed as an efficient use of land.
- A.23. **SA Objective 6:** 'Old Depot, Knowsley Road, Haslingden' is proposed for the development of four Gypsy and Traveller pitches. The proposed development would therefore be likely to result in a negligible contribution to Rossendale's total carbon emissions.
- A.24. **SA Objective 7:** The site comprises brownfield land, with a small area of trees in the south west corner of the site. Due to the location of this green cover towards the boundary of the site, it has assumed that these trees would be retained. Therefore, the proposed development at this site would be expected to result in a negligible impact on climate change adaptation.
- A.25. **SA Objective 8:** 'Old Depot, Knowsley Road, Haslingden' is located approximately 450m south east of Haslingden Sports Centre and is located in close proximity to public greenspace, providing site users access to a range of natural habitats, which

is known to have physical and mental health benefits. The site is also located over 200m from main roads which could potentially benefit human health, as site end users would be located away from traffic related air and noise pollution. However, the site is situated over 10km from the nearest NHS Hospital providing an A&E service, Fairfield General Hospital, and approximately 1.2km south of the nearest GP surgery, Haslingden Health Centre. New residents at this site would be expected to have limited access to these healthcare facilities.

- A.26. **SA Objective 9:** The proposed development of four Gypsy and Traveller pitches at this site would be expected to result in a negligible impact on household waste generation.
- A.27. **SA Objective 10:** The proposed development at 'Old Depot, Knowsley Road, Haslingden' would result in an increase in pitch and plot provision for Gypsies and Travellers, and therefore, a minor positive impact on housing provision would be expected.
- A.28. **SA Objective 11:** The site is located less than 5km away from the centre of Haslingden, where new site users would be expected to have good access to a range of employment opportunities. However, the site currently comprises a depot containing 'Core Industrial Solutions' and 'The Print Centre (UK) Limited'. The proposed development at this site could potentially result in the loss of employment opportunities. Therefore, a major negative impact would be expected.
- A.29. **SA Objective 12:** The site is located within a sustainable distance to primary and secondary schools. The site is located within 800m from Broadway Primary School, Helmshore Primary School and St Veronica's Roman Catholic Primary School, and within 1.5km from Haslingden High School and All Saints Catholic High School. The

proposed development at this site would be expected to have a minor positive impact on the access of new residents to education.

- A.30. **SA Objective 13:** The site is situated within 400m from a bus stop on Lancaster Avenue. The site is surrounded by road with pavements which join to the surrounding PRow network. The proposed development at this site would be likely to have a minor positive impact on site end users' access to bus services and opportunities to travel by foot.

Barlow Bottom (to the West of the River Spodden)

A.31. The following assessment considers the site ‘Barlow Bottom (to the West of the River Spodden)’ for transit use for Gypsies and Travellers. The site comprises 1.59ha and is proposed for 4 pitches. A summary of the likely impacts is presented in **Table A3** below.

Table A3: Barlow Bottom (to the West of the River Spodden) scoring matrix table

Site Name	1	2	3	4	5	6	7	8	9	10	11	12	13
	Landscape	Cultural heritage	Biodiversity	Water and flooding	Natural resources	Climate change mit	Climate change adp	Human health	Material assets	Housing	Employment location	Employment skills	Transport
Barlow Bottom (to the West of the River Spodden)	0	0	-	+	-	0	-	-	0	+	+	-	+

A.32. The paragraphs below expand on **Table A3** and provide explanations for the likely adverse and positive impacts identified.

A.33. **SA Objective 1:** ‘Barlow Bottom (to the West of the River Spodden)’ comprises a small field enclosed by woodland. The majority of the site is located within the ‘Moorland Fringes’ LCT, with a small proportion within the ‘Settled Valleys’ LCT. The proposed development of four Gypsy and Traveller pitches at this site would be unlikely to result in significant adverse impacts on the landscape character, as it is situated amongst the existing ribbon of development. A negligible impact on landscape would be expected.

A.34. **SA Objective 2:** ‘Barlow Bottom (to the West of the River Spodden)’ is unlikely to be visible from any surrounding heritage assets. The nearest heritage asset to ‘Barlow Bottom (to the West of the River Spodden)’ is the Grade II Listed Building

'Church of St John Evangelist', situated approximately 230m to the south east. The site is separated from this Listed Building by trees and would be unlikely to significantly alter its setting. Therefore, the proposed development at the site would be expected to result in a negligible impact on the local historic environment.

- A.35. **SA Objective 3:** The site is located within 7km of the 'South Pennine Moors' Special Area of Conservation (SAC) and 'South Pennine Moors Phase 2' Special Protection Area (SPA). A minor negative impact would be expected as a result of the proposed development at this site, due to the potential for increased risk of development related threats and pressures on these European designated sites.
- A.36. **SA Objective 4:** The site is located wholly within Flood Zone 1 and does not coincide with areas of identified pluvial flood risk. As such, a minor positive impact would be expected at this site, as the proposed development would be likely to locate site end users away from areas at risk of flooding.
- A.37. **SA Objective 5:** The site is situated on Grade 4 and 5 ALC soils. Although the proposed development would not result in the loss of BMV land, development here could potentially result in the loss of ecologically valuable soil resources. Approximately half of the site is also located within a RMSA. The proposed development could potentially lead to sterilisation of these resources, and therefore, a minor negative impact on natural resources would be expected.
- A.38. **SA Objective 6:** 'Barlow Bottom (to the West of the River Spodden)' is proposed for the development of four Gypsy and Traveller pitches. The proposed development would therefore be likely to result in a negligible contribution to Rossendale's total carbon emissions.

- A.39. **SA Objective 7:** The site comprises a previously undeveloped field. The proposed development at this site would be likely to result in the loss of GI, and as such, have a minor negative impact on climate change adaptation.
- A.40. **SA Objective 8:** 'Barlow Bottom (to the West of the River Spodden)' is located approximately 750m north of Whitworth Leisure Centre and is located in close proximity to public greenspace, providing site users access to a range of natural habitats, which is known to have physical and mental health benefits. However, the site is situated over 9km from the nearest NHS Hospital providing an A&E service, Fairfield General Hospital, and approximately 1.2km north of the nearest GP surgery, Whitworth Medical Centre. New residents at this site would be expected to have limited access to these healthcare facilities. Furthermore, the site is located wholly within 200m of the A671, and as such, the proposed development could potentially expose new residents to higher levels of traffic associated emissions, which would be likely to have a minor negative impact on the health of site end users.
- A.41. **SA Objective 9:** The proposed development of four Gypsy and Traveller pitches at this site would be expected to result in a negligible impact on household waste generation.
- A.42. **SA Objective 10:** The proposed development at 'Barlow Bottom (to the West of the River Spodden)' would result in an increase in pitch and plot provision for Gypsies and Travellers, and therefore, a minor positive impact on housing provision would be expected.
- A.43. **SA Objective 11:** The site is located less than 5km away from the centre of Whitworth and Bacup, where new site users would be expected to have good access to a range of employment opportunities. A minor positive impact would be expected.

- A.44. **SA Objective 12:** The site is located within a sustainable distance to a primary school, situated within 800m from Our Lady and St Anselm's Roman Catholic Primary School. However, the closest secondary school to the site is Whitworth High School, situated approximately 1.7km to the south west. The proposed development at this site would be expected to have a minor negative impact on the access of new residents to education.
- A.45. **SA Objective 13:** The site is situated within 400m from two bus stops on Market Street. The site is located approximately 20m from a PRow and in close proximity to pavements on the surrounding road network. The proposed development at this site would be likely to have a minor positive impact on site end users' access to bus services and opportunities to travel by foot.

Barlow Bottom (to the East of the River Spodden)

A.46. The following assessment considers the site ‘Barlow Bottom (to the East of the River Spodden)’ for transit use for Gypsies and Travellers. The site comprises 1.09ha and is proposed for 4 pitches. A summary of the likely impacts is presented in **Table A4** below.

Table A4: Barlow Bottom (to the East of the River Spodden) scoring matrix table

Site Name	1	2	3	4	5	6	7	8	9	10	11	12	13
	Landscape	Cultural heritage	Biodiversity	Water and flooding	Natural resources	Climate change mit	Climate change adp	Human health	Material assets	Housing	Employment location	Employment skills	Transport
Barlow Bottom (to the East of the River Spodden)	-	-	-	+	-	0	-	-	0	+	+	-	+

A.47. The paragraphs below expand on **Table A4** and provide explanations for the likely adverse and positive impacts identified.

A.48. **SA Objective 1:** ‘Barlow Bottom (to the East of the River Spodden)’ comprises a small field area adjacent to existing settlement. The site is located within the ‘Settled Valleys’ LCT. The proposed development of four Gypsy and Traveller pitches at this site would be unlikely to result in significant adverse impacts on the landscape character, as it is situated amongst the existing ribbon of development. However, the proposed development would be likely to alter the views currently experienced by nearby residential dwellings, and therefore, have a minor negative impact on the local landscape.

A.49. **SA Objective 2:** ‘Barlow Bottom (to the East of the River Spodden)’ is located approximately 130m from the Grade II Listed Building ‘Church of St John

Evangelist'. The site could potentially be visible from this Listed Building, and therefore, have a minor negative impact on its setting.

- A.50. **SA Objective 3:** The site is located within 7km of the 'South Pennine Moors' Special Area of Conservation (SAC) and 'South Pennine Moors Phase 2' Special Protection Area (SPA). A minor negative impact would be expected as a result of the proposed development at this site, due to the potential for increased risk of development related threats and pressures on these European designated sites.
- A.51. **SA Objective 4:** The site is located wholly within Flood Zone 1 and does not coincide with areas of identified pluvial flood risk. As such, a minor positive impact would be expected at this site, as the proposed development would be likely to locate site end users away from areas at risk of flooding.
- A.52. **SA Objective 5:** The site is situated on Grade 4 ALC soils. Although the proposed development would not result in the loss of BMV land, development at the site could potentially result in the loss of ecologically valuable soil resources. Therefore, a minor negative impact on natural resources would be expected.
- A.53. **SA Objective 6:** 'Barlow Bottom (to the East of the River Spodden)' is proposed for the development of four Gypsy and Traveller pitches. The proposed development would therefore be likely to result in a negligible contribution to Rossendale's total carbon emissions.
- A.54. **SA Objective 7:** The site comprises a previously undeveloped field. The proposed development at this site would be likely to result in the loss of GI, and as such, have a minor negative impact on climate change adaptation.

- A.55. **SA Objective 8:** 'Barlow Bottom (to the East of the River Spodden)' is located approximately 670m north of Whitworth Leisure Centre and is located in close proximity to public greenspace, providing site users access to a range of natural habitats, which is known to have physical and mental health benefits. However, the site is situated over 9km from the nearest NHS Hospital providing an A&E service, Fairfield General Hospital, and approximately 1.1km north of the nearest GP surgery, Whitworth Medical Centre. New residents at this site would be expected to have limited access to these healthcare facilities. Furthermore, the site is located adjacent to the A671, and as such, the proposed development could potentially expose new residents to higher levels of traffic associated emissions, which would be likely to have a minor negative impact on the health of site end users.
- A.56. **SA Objective 9:** The proposed development of four Gypsy and Traveller pitches at this site would be expected to result in a negligible impact on household waste generation.
- A.57. **SA Objective 10:** The proposed development at 'Barlow Bottom (to the East of the River Spodden)' would result in an increase in pitch and plot provision for Gypsies and Travellers, and therefore, a minor positive impact on housing provision would be expected.
- A.58. **SA Objective 11:** The site is located less than 5km away from the centre of Whitworth and Bacup, where new site users would be expected to have good access to a range of employment opportunities. A minor positive impact would be expected.
- A.59. **SA Objective 12:** The site is located within a sustainable distance to a primary school, situated within 800m from Our Lady and St Anselm's Roman Catholic Primary School. However, the closest secondary school to the site is Whitworth

High School, situated approximately 1.6km to the south west. The proposed development at this site would be expected to have a minor negative impact on the access of new residents to education.

- A.60. **SA Objective 13:** The site is situated within 400m from two bus stops on Market Street. The site is located adjacent to pavements alongside the road network and approximately 120m from a PRow. The proposed development at this site would be likely to have a minor positive impact on site end users' access to bus services and opportunities to travel by foot.

Land off Blackwood Road, Stacksteads

A.61. The following assessment considers the site ‘Land off Blackwood Road, Stacksteads’ for Gypsies and Traveller use. The site comprises 0.5ha and is proposed for 3 pitches. A summary of the likely impacts is presented in **Table A5** below.

Table A5: Land off Blackwood Road, Stacksteads scoring matrix table

Site Name	1	2	3	4	5	6	7	8	9	10	11	12	13
	Landscape	Cultural heritage	Biodiversity	Water and flooding	Natural resources	Climate change mit	Climate change adp	Human health	Material assets	Housing	Employment location	Employment skills	Transport
Land off Blackwood Road, Stacksteads	0	0	0	-	-	0	-	-	0	+	+	-	+

A.62. The paragraphs below expand on **Table A5** and provide explanations for the likely adverse and positive impacts identified.

A.63. **SA Objective 1:** ‘Land off Blackwood Road, Stacksteads’ comprises a small field amongst an area of woodland. The site is located within the ‘Settled Valleys’ LCT. The proposed development of three Gypsy and Traveller pitches at this small site would be unlikely to result in significant adverse impacts on the landscape character. The surrounding trees would be likely to screen the site from nearby residential dwellings. Therefore, a negligible impact on the local landscape would be expected.

A.64. **SA Objective 2:** ‘Land off Blackwood Road, Stacksteads’ is unlikely to be visible from any surrounding heritage assets. The nearest heritage asset to ‘Land off Blackwood Road, Stacksteads’ is the Grade II Listed Building ‘22, 24 and 26, Rake

Head Lane'. The site is separated from this Listed Building by trees and would be unlikely to significantly alter its setting. Therefore, the proposed development at the site would be expected to result in a negligible impact on the local historic environment.

- A.65. **SA Objective 3:** There are no designated biodiversity sites located within close proximity of the site. The proposed development at 'Land off Blackwood Road, Stacksteads' would be unlikely to impact any surrounding biodiversity assets, and therefore, a negligible impact on local biodiversity would be expected.
- A.66. **SA Objective 4:** The site is located wholly within Flood Zone 1, and as such, the proposed development would be likely to locate site end users away from areas at risk of fluvial flooding. However, a small proportion of the site coincides with areas at low risk of surface water flooding. Therefore, the proposed development at this site would be expected to have a minor negative impact on pluvial flood risk, as development would be likely to locate some site end users in areas at risk of surface water flooding, as well as exacerbate pluvial flood risk in surrounding locations.
- A.67. **SA Objective 5:** The site is situated on Grade 4 ALC soils. Although the proposed development would not result in the loss of BMV land, development at this site could potentially result in the loss of ecologically valuable soil resources. The site is also located wholly within a RMSA. The proposed development could potentially lead to sterilisation of these resources, and therefore, a minor negative impact on natural resources would be expected.
- A.68. **SA Objective 6:** 'Land off Blackwood Road, Stacksteads' is proposed for the development of three Gypsy and Traveller pitches. The proposed development would therefore be likely to result in a negligible contribution to Rossendale's total carbon emissions.

- A.69. **SA Objective 7:** The site comprises a previously undeveloped field with woodland along the north east. The proposed development at this site would be likely to result in the loss of GI, and as such, have a minor negative impact on climate change adaptation.
- A.70. **SA Objective 8:** 'Land off Blackwood Road, Stacksteads' is located over 200m from main roads and AQMAs, which could potentially benefit human health, as site end users would be located away from traffic related air and noise pollution. However, the site is situated over 9km from the nearest NHS Hospital providing an A&E service, Fairfield General Hospital, and approximately 1.3km east of the nearest GP surgery, Waterfoot Health Centre. New residents at this site would be expected to have limited access to these healthcare facilities, and as such, a minor negative impact on health would be expected.
- A.71. **SA Objective 9:** The proposed development of three Gypsy and Traveller pitches at this site would be expected to result in a negligible impact on household waste generation.
- A.72. **SA Objective 10:** The proposed development at 'Land off Blackwood Road, Stacksteads' would result in an increase in pitch and plot provision for Gypsies and Travellers, and therefore, a minor positive impact on housing provision would be expected.
- A.73. **SA Objective 11:** The site is located less than 5km away from the centre of Waterfoot and Rawtenstall, where new site users would be expected to have good access to a range of employment opportunities. A minor positive impact would be expected.

- A.74. **SA Objective 12:** The site is located within a sustainable distance to secondary schools, situated within 1.5km from Bacup and Rawtenstall Grammar School and Fearn Community Sports College. However, the closest primary school to the site is Holy Trinity Church of England Primary School, situated approximately 950m to the north east. The proposed development at this site would be expected to have a minor negative impact on the access of new residents to education.
- A.75. **SA Objective 13:** The site is situated within 400m from a bus stop on Newchurch Road. The site is located approximately 160m from a PRow. The proposed development at this site would be likely to have a minor positive impact on site end users' access to bus services and opportunities to travel by foot.